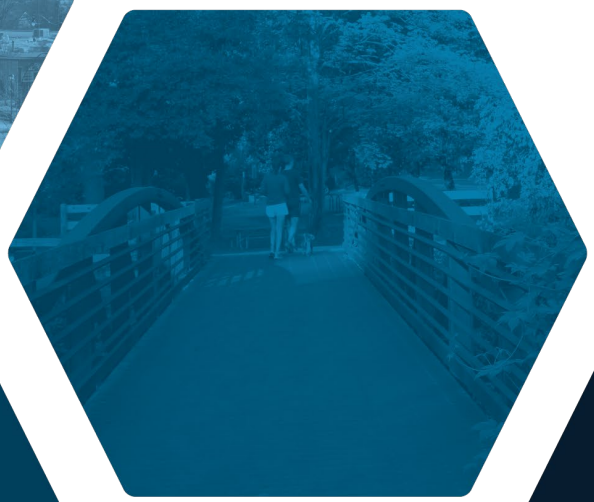
SANDY SPRINGS
Transportation Master Plan



Kimley»Horn

APRIL 2021

This page was left blank intentionally.

Table of Contents

1 | Introduction

The Transportation Master Plan

Sandy Springs is an established city and major employment center near the heart of the nation's fourth-fastest growing metropolitan area. As the city continues to mature over the coming decades, current transportation issues will only become more pressing.

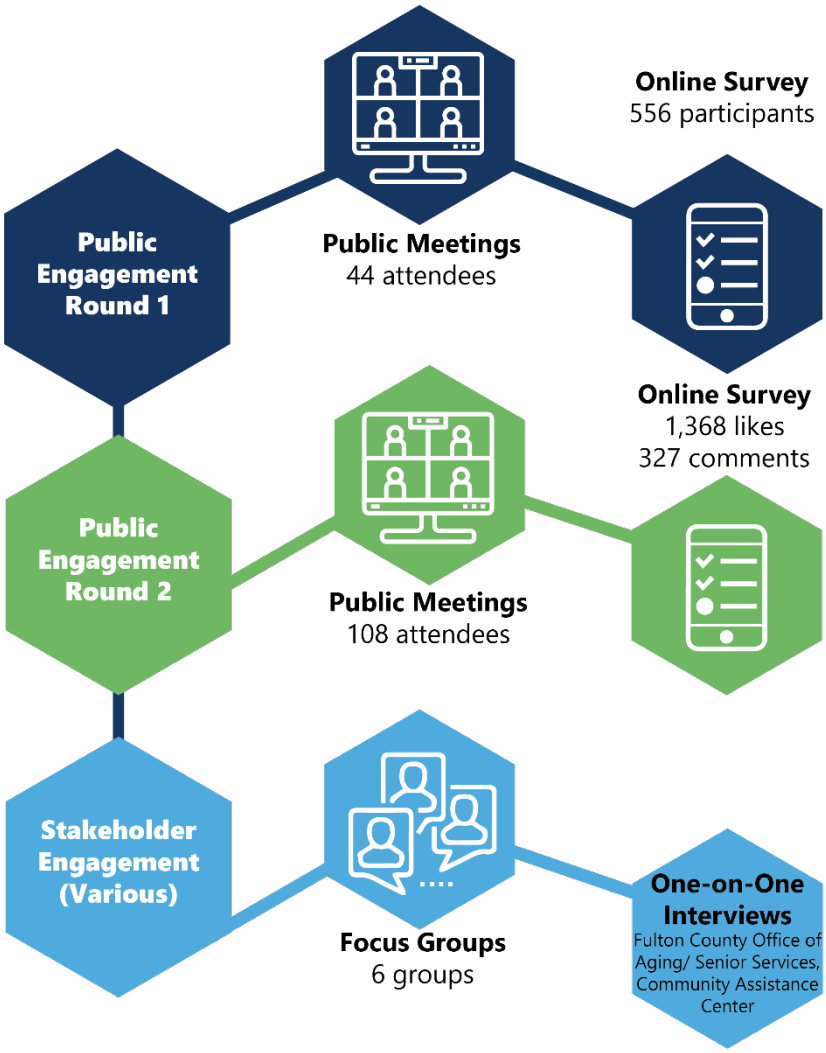
The Sandy Springs Transportation Master Plan (TMP) establishes a transportation vision for the city that enables a livable and vibrant community. The TMP seeks to integrate transportation and land-use policy while considering the needs of all modes, including driving, biking, walking, transit, and freight transportation. The plan also considers newer mobility options such as bikeshare, rideshare, and micromobility (i.e. electric scooters).

About this Report

This report represents the final steps in the TMP process providing direction to the City of Sandy Springs on how transportation projects, policies, initiatives, and best practices should be implemented moving through the next 5, 10, to 20 years. The first few chapters of this report provide highlights from the ***Existing Conditions Report*** and the ***Multimodal Assessment***, which catalogue how the city's transportation existing conditions and needs were identified through a visioning process, a series of technical tools and methods, and community-based input. The chapters that follow provide details on how recommendations were developed through the planning process from initial development, evaluation, to financial constraint. The prioritized projects are organized into short- and mid-range programming levels to indicate their level of priority.

2 | Process

The TMP was a process that began in February 2020. Over a 15-month planning process, the TMP team conducted intensive technical work to understand the transportation network as it exists today and how the future may impact travel for all modes. The technical analysis was further informed by public engagement that focused on integrating the community's vision into the TMP. While all engagement was online due to the COVID-19 pandemic, engagement included a series of opportunities for the community to be involved, including virtual public meetings, focus groups, and online surveys, providing great insight into the community's needs and desires. Findings from public engagement can be found in the ***Public Engagement Summary Documents*** in **Appendix A.**



3 | Vision and Goals

From the very beginning, the TMP worked to develop a set of goals for the plan. The goals represent the community values and are also tied to local, regional, statewide, and national planning priorities set by the City's Comprehensive Plan, the Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and federal agencies (Federal Highway Administration [FHWA], Federal Transit Administration [FTA]). The TMP's goals were continuously refined and validated through the public involvement process and ultimately gave impetus to the plan recommendations.

Safety
Promote a safe and connected transportation system for users of all modes

Economic Vitality
Promote economic development through targeted transportation investments

Land Use and Transportation Integration
Ensure that the transportation system is context sensitive and supports surrounding land uses

Maintain and Optimize System
Reinforce, maintain, and strengthen the existing transportation network

Well-Being and Environment
Support and sustain healthy living through quality connections to the built and natural environments

Mobility and Accessibility
Promote an interconnected, equitable, and efficient transportation network

4 | Existing Conditions

Understanding where we are today is critical to helping us get where we need to go. This section explores key takeaways from the separate ***Existing Conditions Report***. These major trends outlined below shape transportation and mobility in Sandy Springs.

People

Population Growth

Sandy Springs is a growing community, but growth is projected to slow in the coming years. This requires a shift in the way we think about transportation investments.

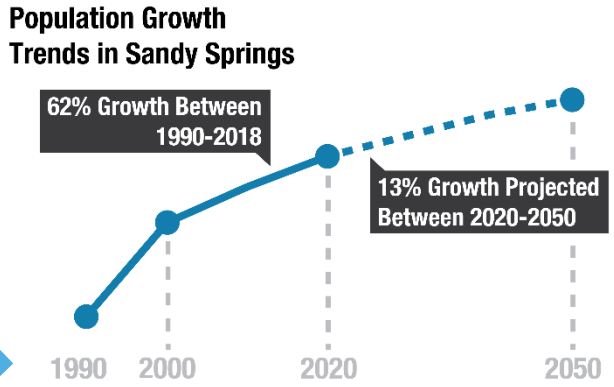


Figure 1: Sandy Springs Population Growth

Diversity

Just under a third (31%) of Sandy Springs residents identify as a race other than white, and portions of the city along the GA 400 corridor are majority-minority. Slightly under 15% of Sandy Springs residents identify as Hispanic/LatinX, and 6% of households have limited English proficiency.

Mobility Impaired

Just over 6% of Sandy Springs residents have a vision, hearing, cognitive, ambulatory, self-care, or independent living difficulty.

Vehicle Ownership

More than 3,000 households in Sandy Springs – 1 in every 15 – have no access to a personal vehicle.

Older Persons

Almost a third of Sandy Springs residents are age 50 or older. This cohort is closely followed by adolescents who are under the age of 19 (22%).

Education
Almost two-thirds of Sandy Springs residents over age 25 have completed a four-year college degree or higher

Income
Approximately 11% of Sandy Springs residents live below the federal poverty level. Meanwhile, the portion of city residents making $200,000 or more per year (12%, according to 2018 ACS data) is approximately double that of residents across the entire Atlanta region (6%).

Renters v. Owners
Sandy Springs residents are split roughly evenly between renters and owners. In 2018, 51% of total housing units in Sandy Springs were occupied by renters and 49% by owners.

Employment Growth
By 2050, it is estimated that nearly 60,000 new jobs will be added to the city.

Employment in the City
Based on the Longitudinal Employer-Household Dynamics (LEHD), the United States Census Bureau estimates that as of 2017, there are approximately 132,000 jobs in Sandy Springs. However, just 8,250 of these jobs are held by Sandy Springs residents, meaning almost 94% of jobs are held by persons who live outside Sandy Springs.

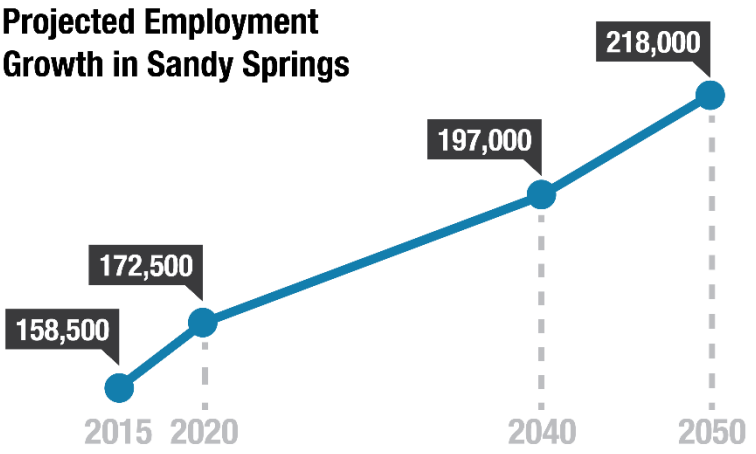


Figure 2: Projected Sandy Springs Population Growth

How Residents Get to Work
Prior to the COVID-19 pandemic almost 75% of Sandy Springs residents commute to work by driving alone, in line with the average for Fulton County and much higher than of the metro Atlanta region. 9% of the residents worked from home, 7% took transit, 6% carpooled, and 2% walked. The long-term impact of the pandemic on working habits and how residents travel to work is currently unknown but should be monitored.

Land Use

Land use in Sandy Springs is largely driven by the *Next Ten* Comprehensive Plan, which was adopted in 2017. The plan lays ambitious goals to improve the built environment in Sandy Springs and indicates the community's desires to balance the needs of a densifying and maturing community with the preservation of neighborhoods. Future land use changes established through the *Next Ten* will not enable growth everywhere – but where growth occurs, it will lead to more concentrated, node-based vibrant and distinctive destinations.

> Sandy Springs grew out of a bedroom community for Atlanta – and existing land uses in most of the city are still influenced by this strong neighborhood community heritage.

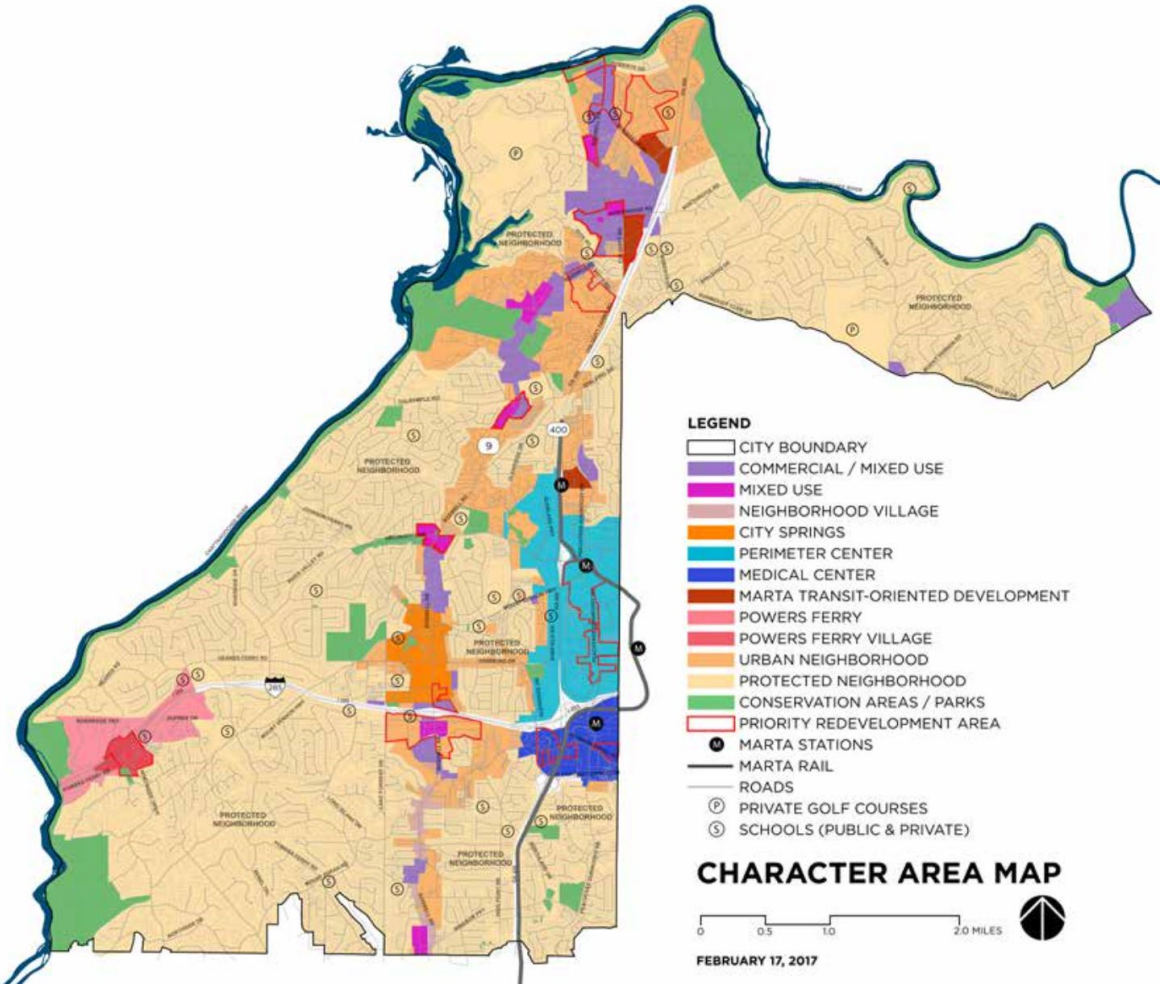
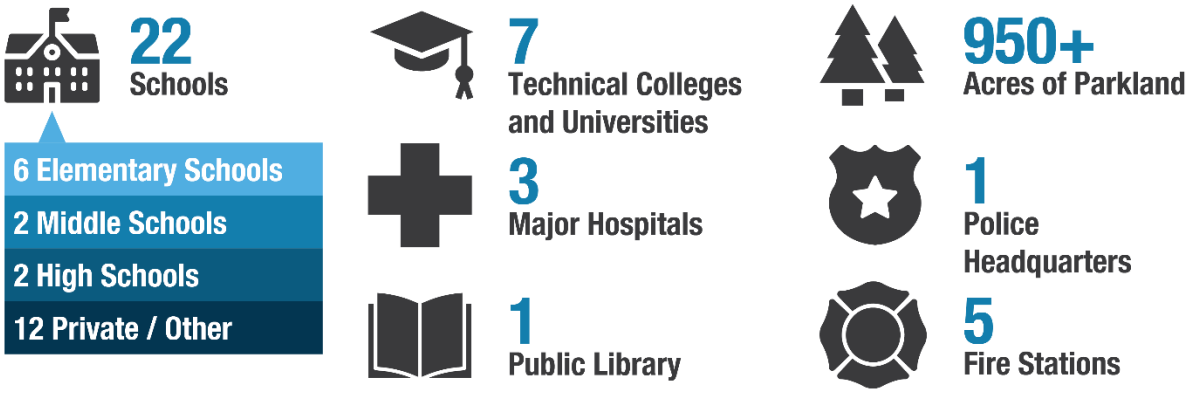


Figure 3: Land Use Character Areas from the Next Ten Comprehensive Plan

Community Resources

Beyond land use, the extensive tree canopy, rolling terrain, and proximity to the Chattahoochee River inform the city's identity and facilitate a strong connection to nature for the community. This recreational land, along with the community resources and activity centers within the city, highlight areas that require continued access and enhanced transportation connections.

Community Resources in Sandy Springs



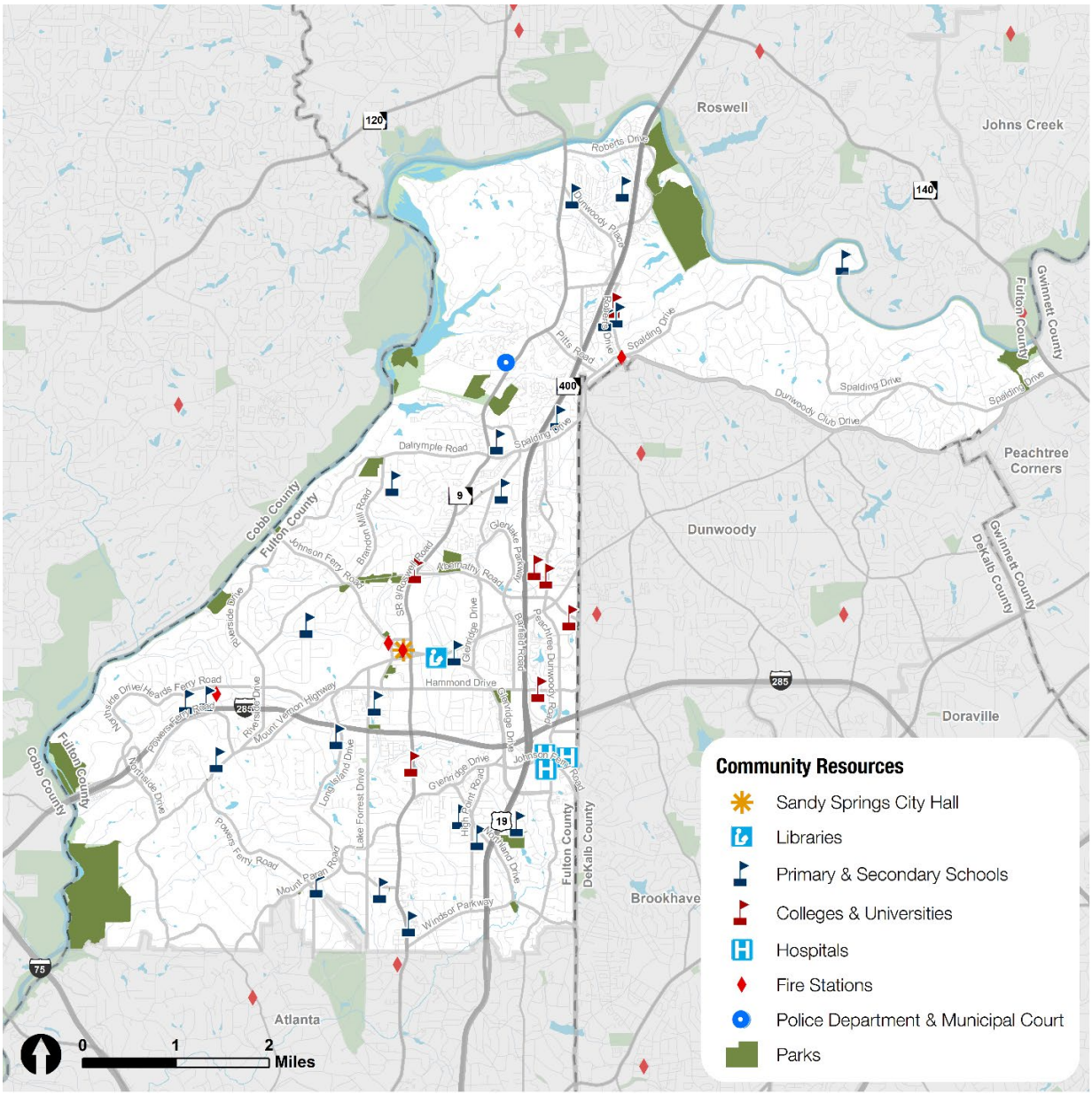


Figure 4: Community Resources in Sandy Springs

Mobility

Roadway

There are just over 500 miles of roadway in Sandy Springs. Almost three quarters of roadway-miles in Sandy Springs are local (or neighborhood-level) facilities. About 75% of the roadways in Sandy Springs are publicly owned, and 25% are privately owned. Of the publicly owned streets, 65% are owned by the City and 10% by the State/Federal government.

Although interstates and expressways comprise just seven percent of total roadway mileage in the City, these facilities carry more traffic than the other classes of roadway.

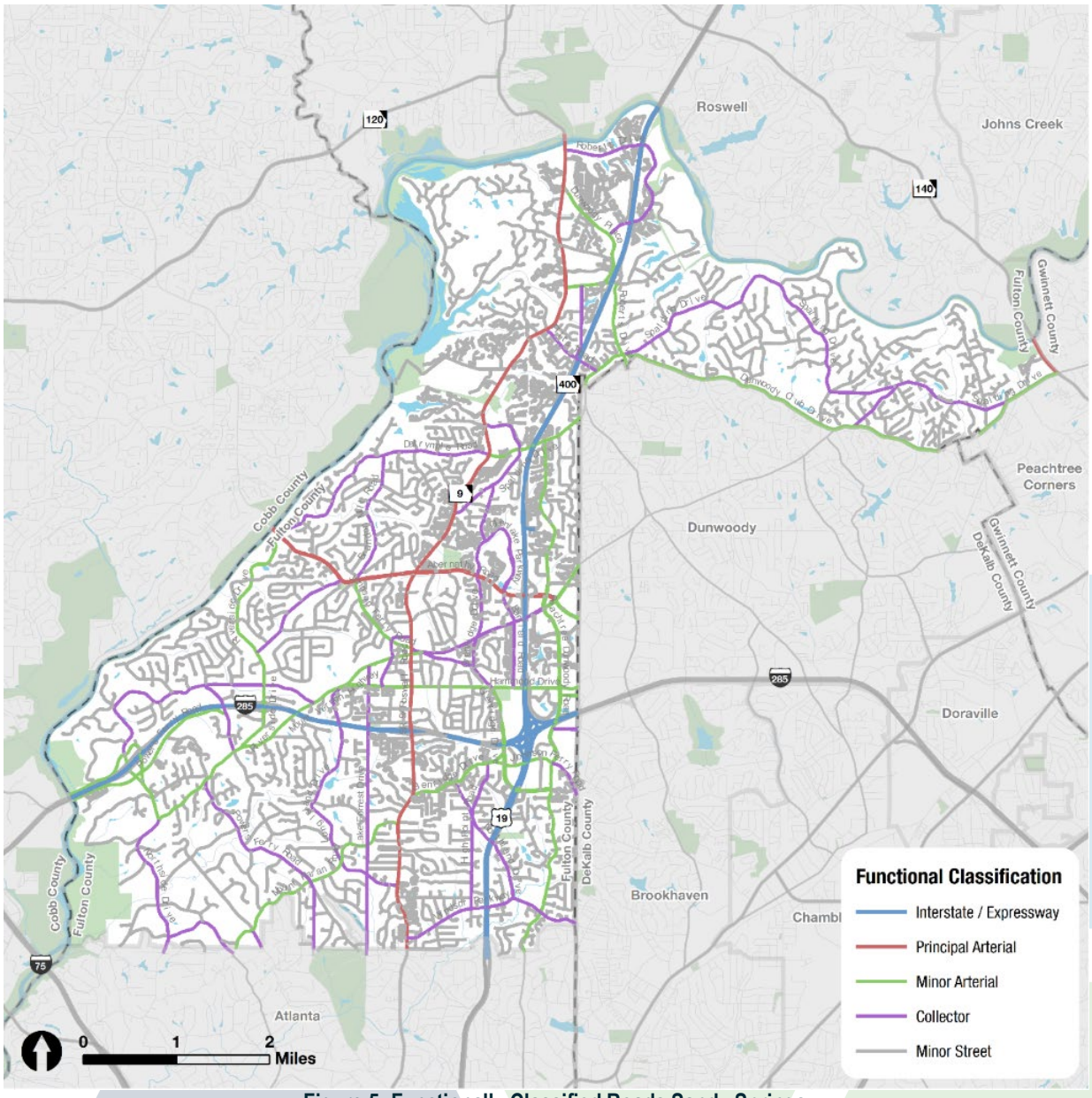


Figure 5: Functionally Classified Roads Sandy Springs

Traffic Volumes

Daily traffic volume forecasts from the refined Sandy Springs 2018 travel demand model are mapped in Figure 6. In 2018, only a few roadways have greater than 15,000 vehicles per day in each direction. Those roads include Abernathy Road and Roswell Road as well as segments of Peachtree Dunwoody Road, Johnson Ferry Road, and Hammond Drive, all of which are currently multi-lane facilities.

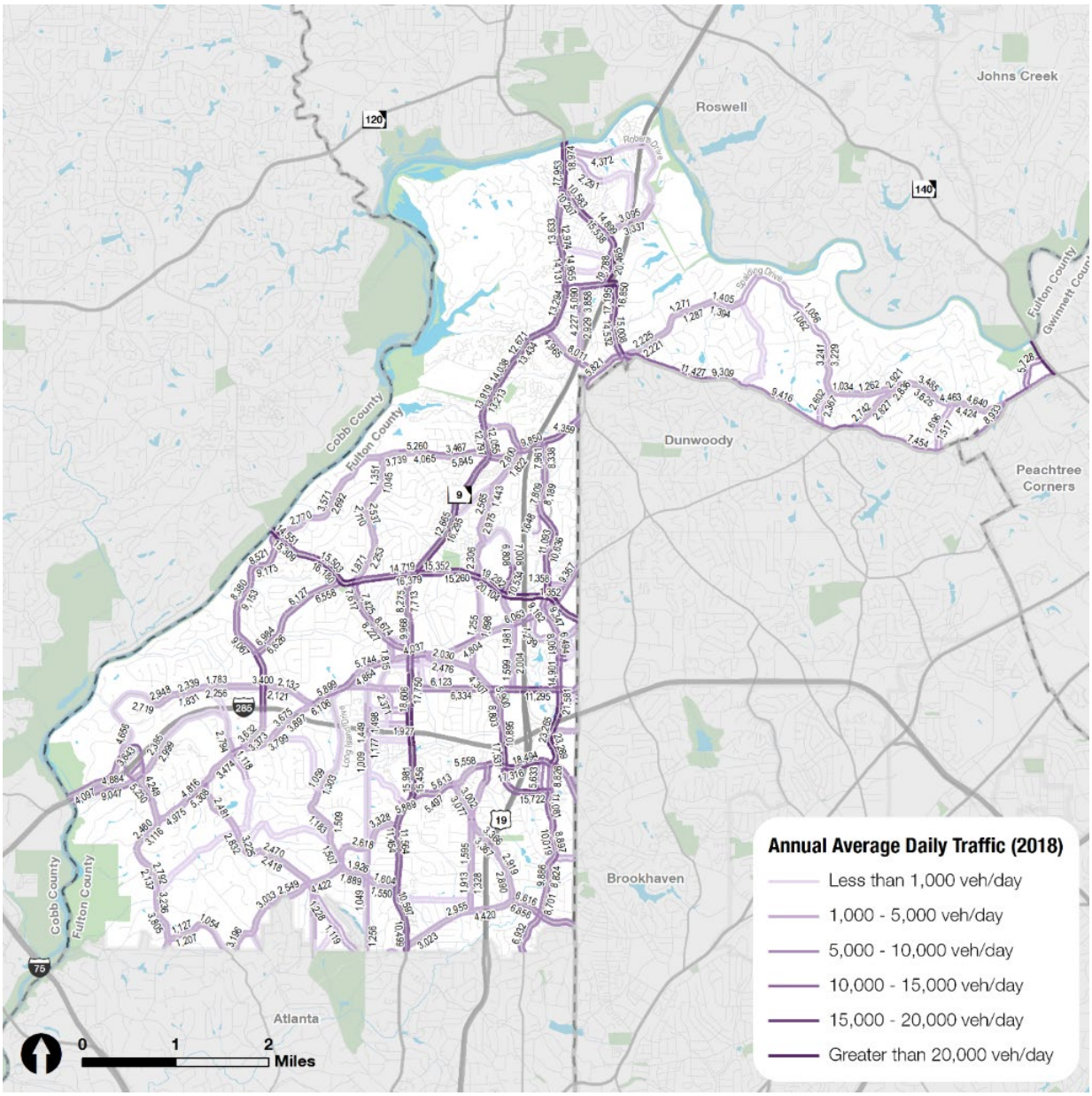


Figure 6: 2018 AADT in Sandy Springs

Level of Service

Level of service (LOS) is a measure of congestion that is used in transportation planning. LOS for Sandy Springs' 2018 AM and PM conditions are mapped in Figure 7 and Figure 8. LOS is developed for a four-hour peak modeling period and not a single peak hour. It is likely that the level of congestion on roadways during peak hours of the day is not fully depicted in these exhibits since the model does not fully capture intersection delay or other aspects of the roadway network's design that impact the ability of its users to travel through the system.

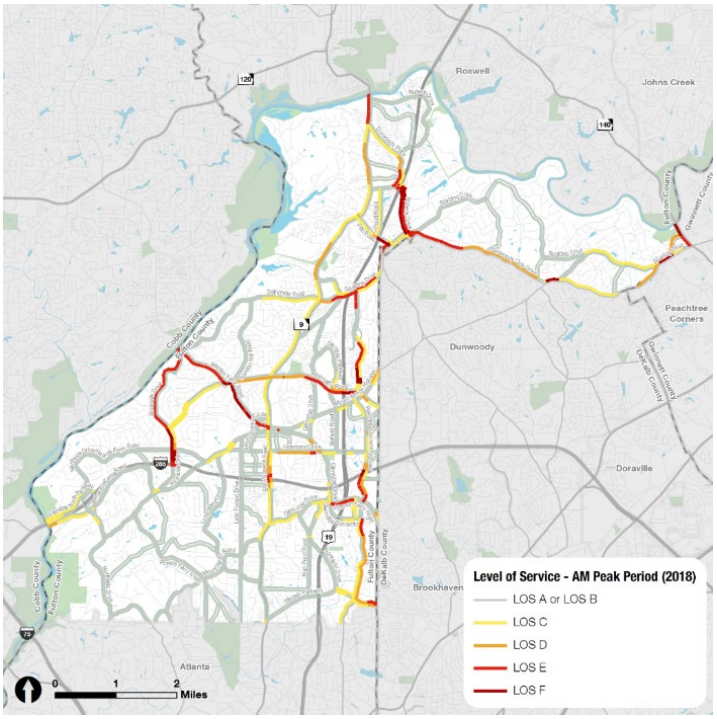


Figure 7: 2018 LOS in AM Peak Period

In 2018, LOS tends to be worse in the eastbound and southbound directions in the morning peak period and higher in the westbound and northbound directions in the evening peak period. This flow indicates a distinct travel pattern towards Atlanta and Perimeter (via SR 400, I-285, Roswell Road, and Peachtree Dunwoody Road) in the morning and away from Atlanta and Perimeter in the evening. The directionality of LOS is stronger in the morning compared to the evening, with some segments showing similar LOS in both directions during the evening peak period, such as along River Valley Road.

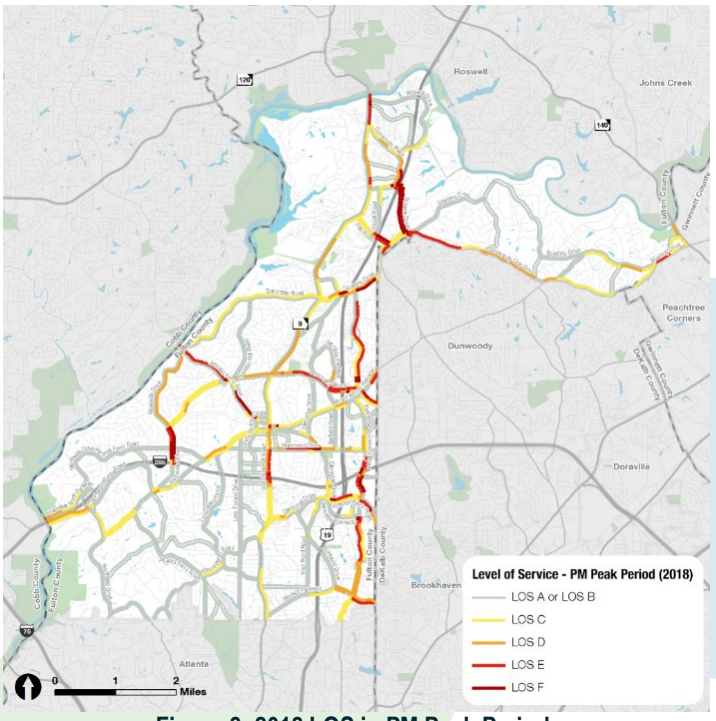


Figure 8: 2018 LOS in PM Peak Period

Maintenance and Paving

As part of the City's "Operation Pave On" program, a pavement condition survey was conducted for all roads owned by Sandy Springs in 2015 and updated in 2018. **This survey assessed and scored the condition of city roadways and showed that 80% of the City-owned roadways are in Fair condition or better.**

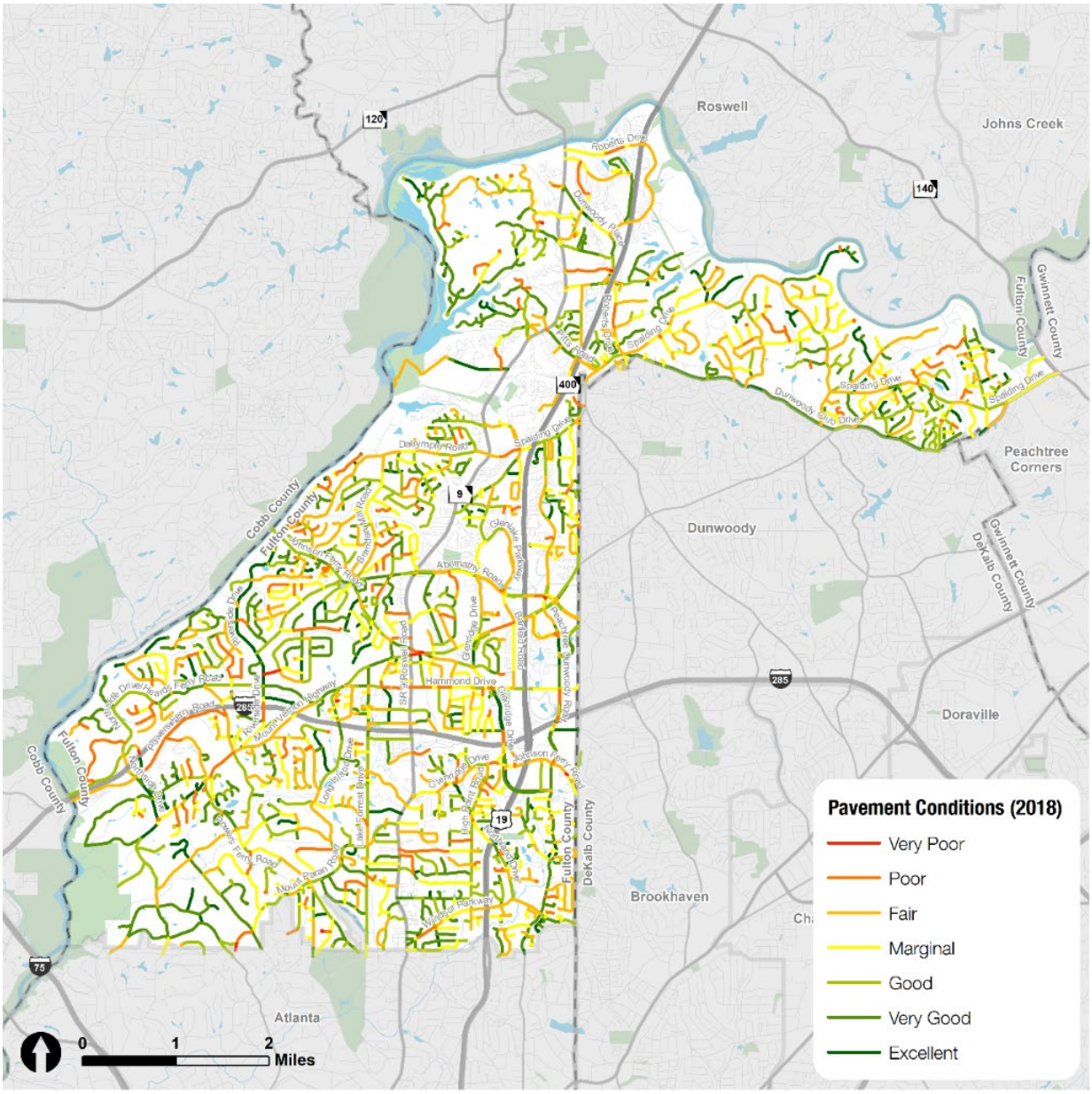


Figure 9: 2018 Sandy Springs Pavement Quality

Bridge Inventory and Conditions

There are 46 bridges in Sandy Springs, of which 24 are owned and maintained by the Georgia Department of Transportation (GDOT) and 22 are owned and maintained by the City of Sandy Springs. Of the 22 city-owned bridges, seven (32%) are in Good condition, and fourteen (64%) are in Fair condition. However, there are three City-owned bridges that have a bridge sufficiency score under 50: Spalding Drive over Crooked Creek; Jett Road over Long Island Creek; and Powers Ferry Road over Long Island Creek.

All 22 City-owned bridges in Sandy Springs are in Fair condition or better.

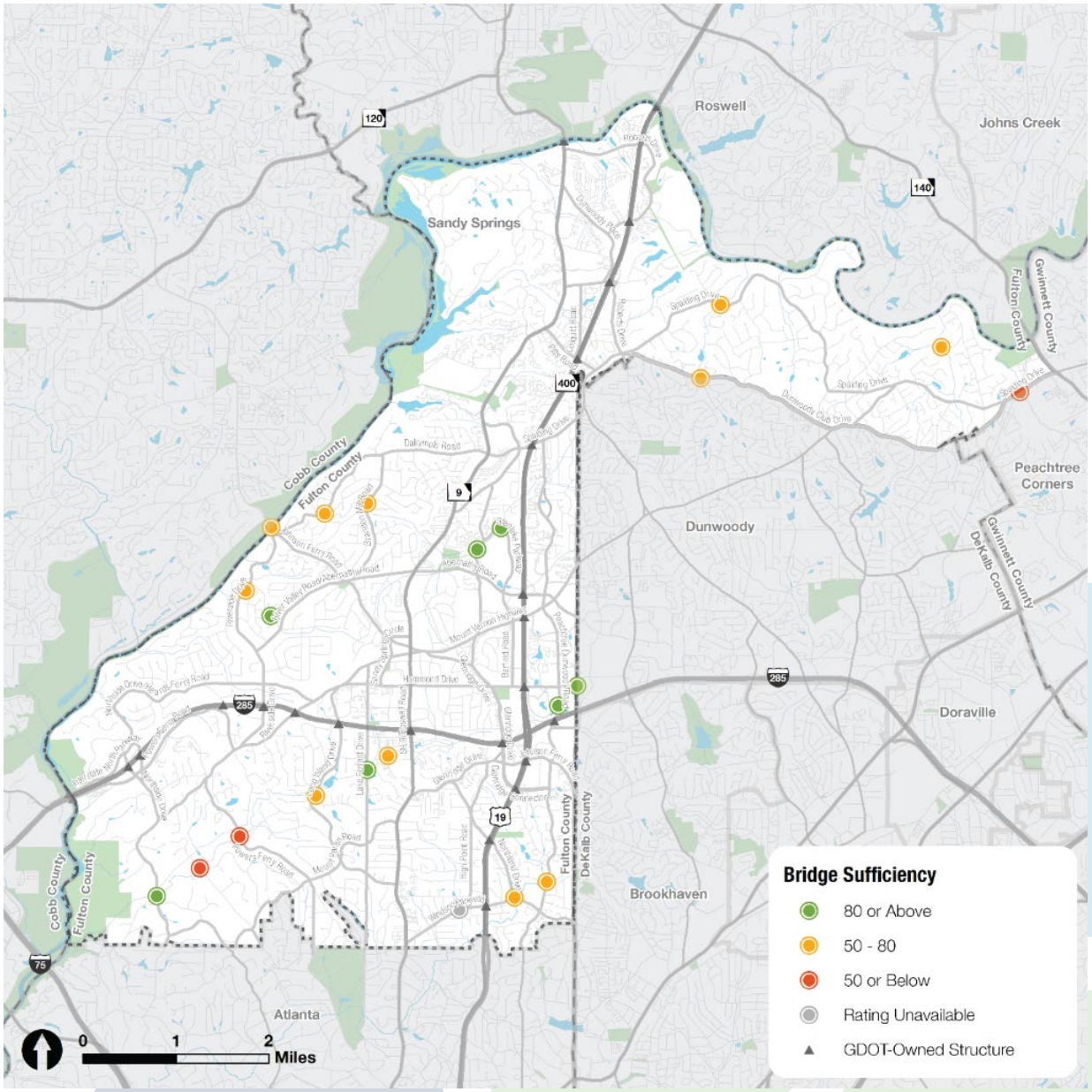


Figure 10: Bridge Sufficiency Ratings

Safety

From 2015 to 2019, there were 18,056 crashes on city surface streets (not including I-285 and GA-400). The most common incident type was rear-end crashes (44%). Almost 70% of all surface street crashes occurred on ten corridors in the city, with more than a quarter of all surface street crashes occurring on Roswell Road.

Notable safety trends include:

- 119 crashes resulted in a serious injury or fatality.
- There were 167 pedestrian-involved and 39 bicycle-involved crashes. More than a third of pedestrian-involved crashes, and more than 20% of bicycle-involved crashes, occurred on Roswell Road.
- Bicycle- and pedestrian-involved crashes resulted in a much higher frequency of serious injuries and fatalities than automobile-only crashes.

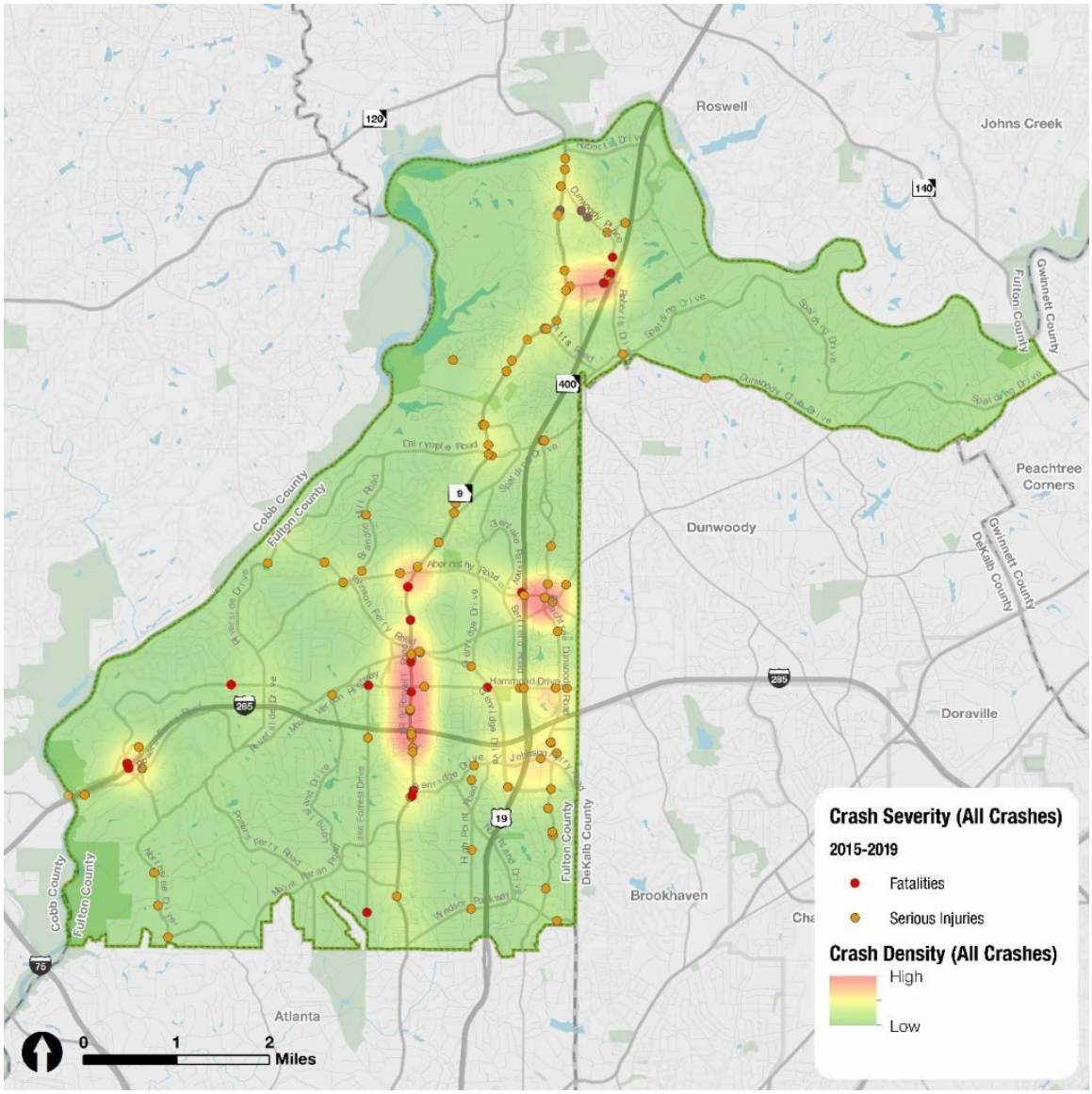


Figure 11: Crash Density and Severity 2015-2019

Technology

The city's Intelligent Transportation Systems (ITS) infrastructure includes an interconnected network of traffic control devices, data collection units, and communications infrastructure. Traffic signals are the most visible portion of the city's ITS network to residents. There are 132 traffic signals in Sandy Springs, although the City TMC monitors an additional four signals in Atlanta. This technology keeps traffic operations in the city running smoothly by monitoring crashes, vehicle queue lengths, and incidents and enabling adaptive responses. The existing technology also will assist in the City's deployment of Smart City and connected technologies that will bring the next generation of parking management and emergency management, and help pave the way for autonomous vehicles.

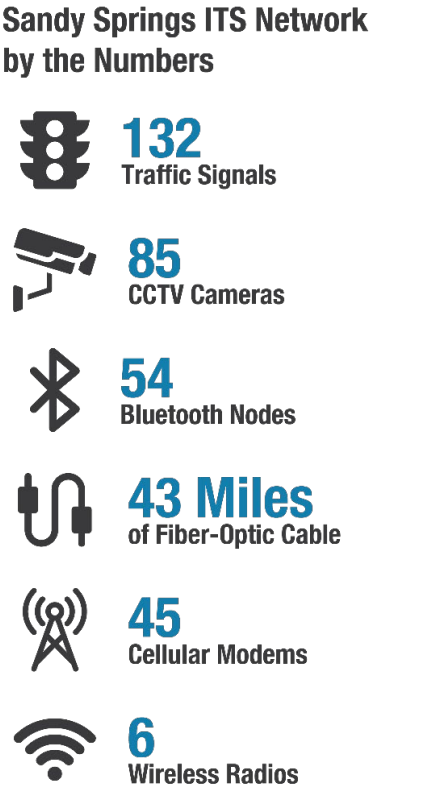
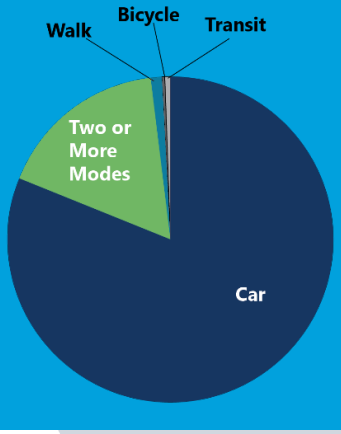


Figure 12: Sandy Springs ITS Network

Multimodal Transportation

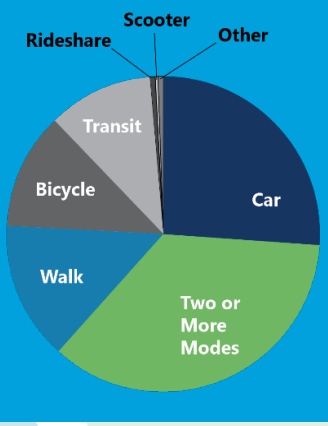
The public engagement process showed that the residents of Sandy Springs primarily using cars to get around but there is a desire for multimodal transportation options. Sandy Springs has an existing active transportation network and is connected to many types of transit.

According to the TMP's public engagement process, over 80% of people use a car as their main mode to travel. There was a smaller percentage of respondents who said they use two or more modes – which could mean walking to transit, driving to transit, or even driving to a parking lot and walking the rest of the distance. In the future, 26% of participants still want driving to be their main mode, but there is a larger percentage of participants who want to walk, bike, take transit, or use a variety of these options.



What mode do you use today?

What is your desired travel mode in the future?



Active Transportation (Bicycling and Walking)

The city's existing active transportation network consists of 184.2 miles of sidewalks, 0.7 miles of shared-use paths, 4.6 miles of bike lanes, 4.1 miles of sharrows, and 7.2 miles of bikeable shoulders. While numerous roadways have active transportation facilities, some areas are not well-connected or are not comfortable for most cyclists. Future projects aim to evolve the current system to be more robust and accommodating of people of all ages using all modes. The City is actively undertaking sidewalk projects based on the Sidewalk Master Plan to fill gaps along roadways in the city as well. Some of these projects, along with several sidepath projects, are part of the City's Capital Improvement Program (CIP) and the Fulton County Transportation Special Purpose Local Option Sales Tax (T-SPLOST) program for the city.

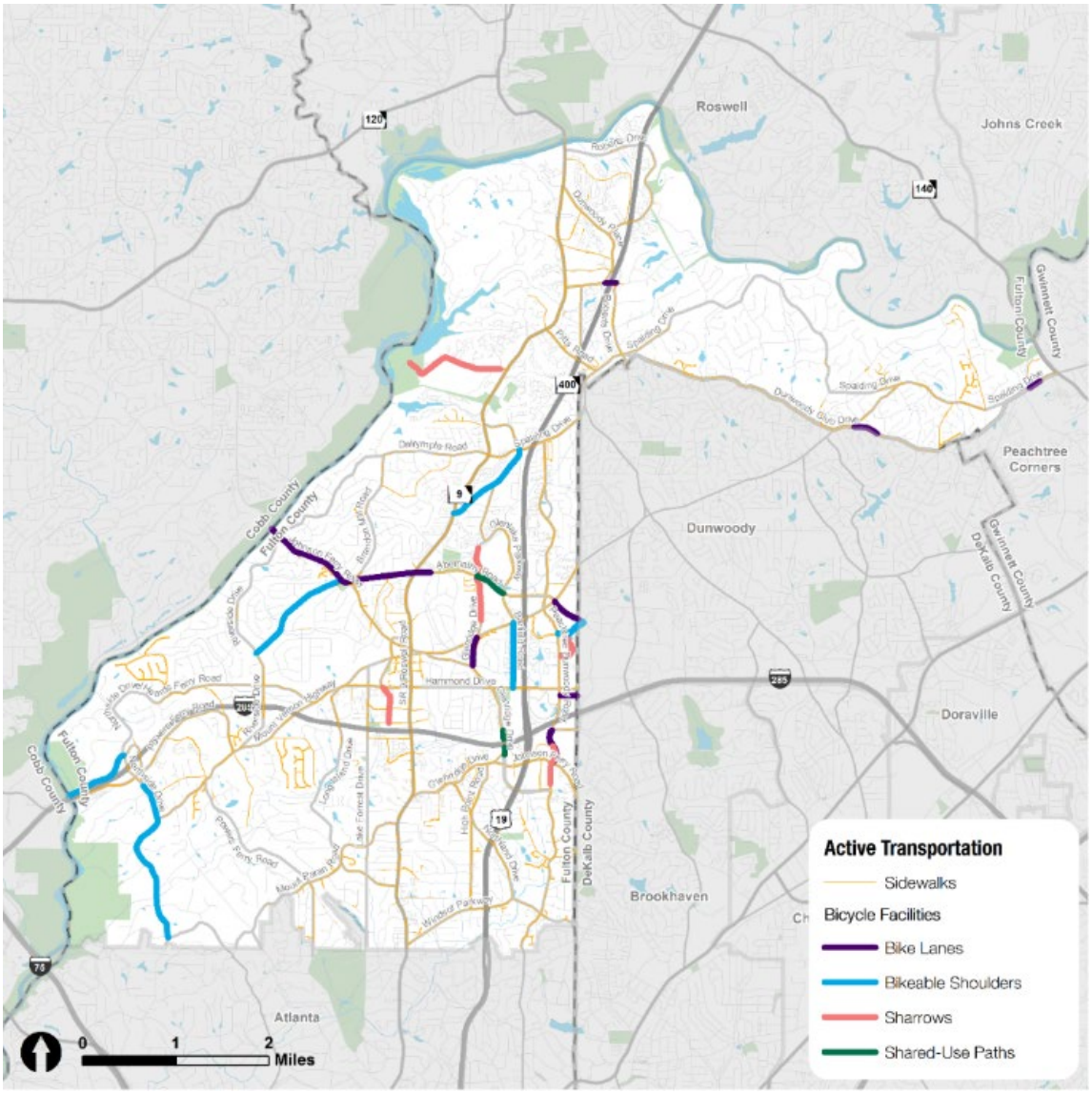
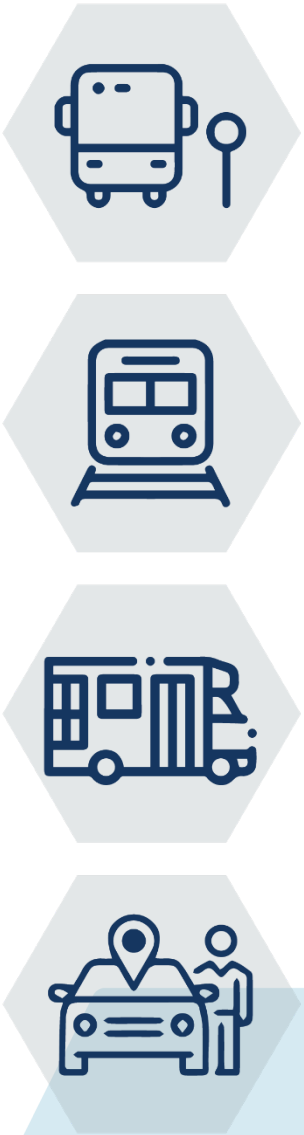


Figure 13: Current Active Transportation Facilities

Transit

Sandy Springs is served by an extensive network of rail and bus routes from multiple agencies. As shown in Figure 14, rail, local bus, and paratransit service is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Atlanta-Region Transit Link Authority (ATL) provides the commuter-focused bus services, Xpress.



- There are twelve local bus services that provide connections to/from and within the city. Two local routes that serve Sandy Springs are among the highest ridership in the MARTA system: Route 87 (Roswell Road / Sandy Springs), with an average weekday ridership of 2,121 passengers and Route 5 (Piedmont Road / Sandy Springs), with an average weekday ridership of 3,359 passengers.
- Sandy Springs status as a growing regional employment hub is supported by four Xpress commuter bus routes that connect to the city from Forsyth, Gwinnett, Cobb, and Rockdale Counties.
- Approximately 80% of Sandy Springs residents live within the paratransit service area. Just over 600 MARTA Mobility trips a month originate in the city.
- Sixteen privately operated shuttle routes provide last-mile connectivity from the Medical Center, Dunwoody, and Sandy Springs MARTA stations to offices around the Perimeter Center area.
- Additional senior-focused mobility service is offered by the Fulton County Office of Senior Services. Through the non-profit group Common Courtesy, the County provides subsidized rideshare services to eligible seniors over the age of 60.

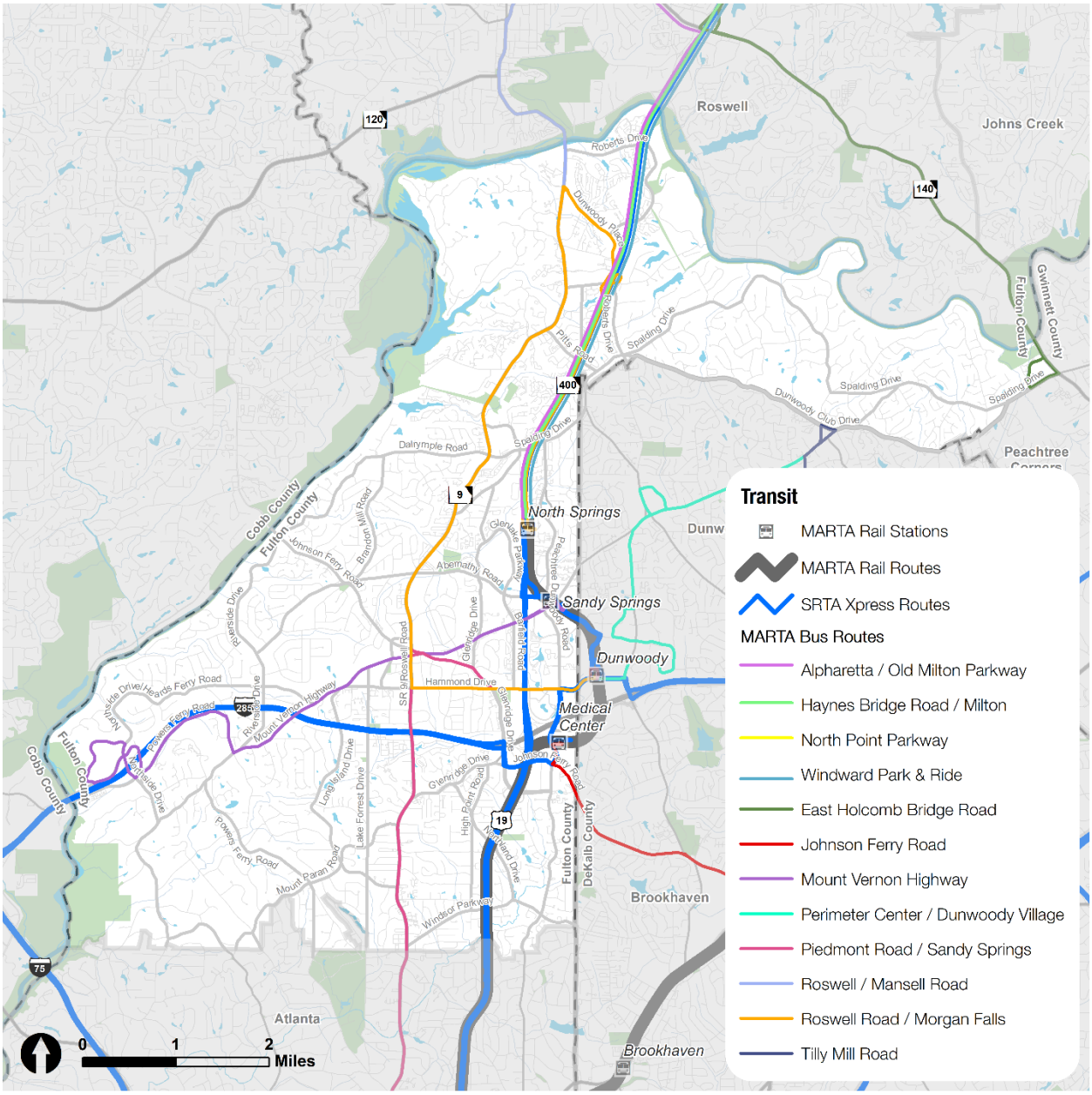


Figure 14: Current Transit Routes

Relevant Programs and Planning Context

There are several transportation programs and planning efforts that will affect mobility in Sandy Springs. These programs either provide transportation funding that may help implement some of the projects in this plan or set goals and provide guidance to which future projects must adhere. It is important to understand the context and goals of these efforts to successfully implement the TMP. Additional details on each can be found in the ***Existing Conditions Report***.

Federal

- Federal Highway Administration (FHWA) Fixing America's Surface Transportation (FAST) Act

State

- Georgia Department of Transportation (GDOT) Major Mobility Investment Program (MMIP)
- GDOT Strategic Highway Safety Plan

Regional/County

- Atlanta Regional Commission (ARC) Regional Transportation Plan (RTP)
- Atlanta Regional Commission (ARC) Transportation Improvement Program (TIP)
- MARTA Comprehensive Operations Analysis (COA)
- Atlanta-Region Transit Link Authority (ATL) ATL Regional Transit Plan (ARTP)
- Fulton County Transit Master Plan /I-285 Transit Study
- Fulton County TSPLOST Program

City

- Next Ten Comprehensive Plan (2017)
- Sandy Springs Intelligent Transportation Systems Master Plan (2019)
- Sandy Springs Trail Master Plan (2019)
- Sandy Springs Sidewalk Master Plan (2016)
- Sandy Springs Bicycle, Pedestrian, Trail Plan (2014)
- Sandy Springs City Center Master Plan (2012)
- Sandy Springs Capital Improvement Program (CIP)

5 | Multimodal Assessment

The ***Multimodal Assessment*** offers an understanding of the transportation needs that exist in Sandy Springs today based on mode: roadway, bicycle, pedestrian, and transit. This assessment is unique in that within each mode, there are series of memorandums that address areas of focus identified by the City of Sandy Springs. These documents are summarized below, with additional detail available within each memo. Ultimately, the goal of this document is to build on the ***Existing Conditions Report*** and bridge the gap towards project development for the TMP.

Roadway

Travel Demand Model Analysis

The travel demand model analysis aimed to understand existing and projected travel behaviors in Sandy Springs. The TMP developed and analyzed an existing (2018) conditions model and a future (2050) conditions mode to forecast future traffic conditions, specifically analyzing future traffic volumes, level of service, vehicle hours of delay, travel statistics, and transportation modes.

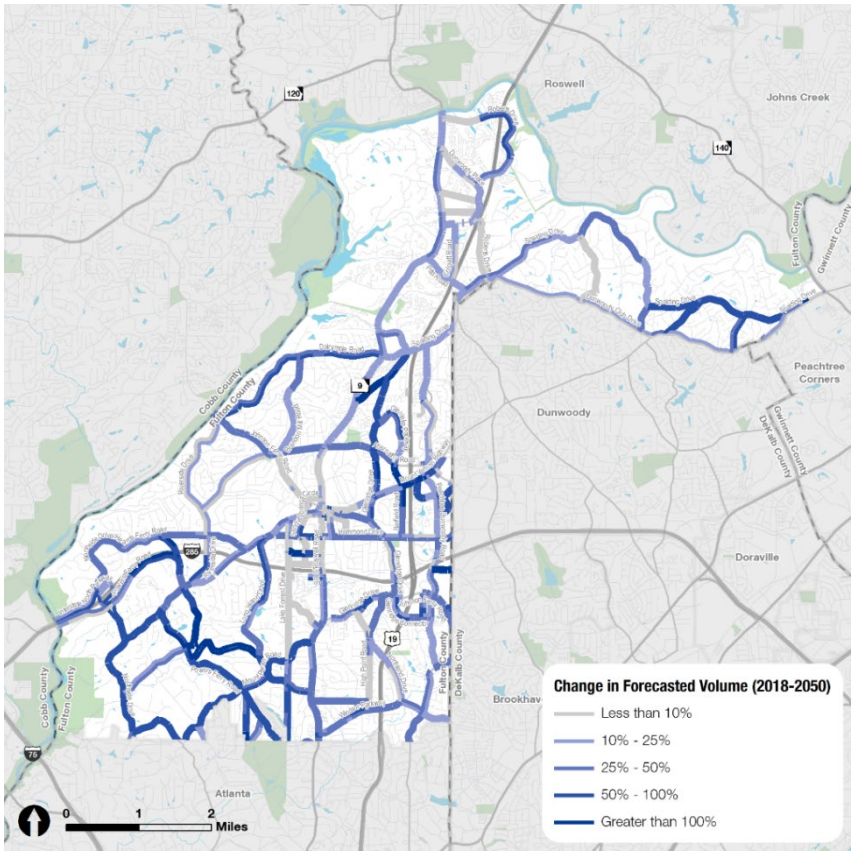


Figure 15: Forecasted Change in Traffic Volumes (2018-2050)

In 2018, few roadways have greater than 15,000 vehicles per day in each direction. Many of the roads with the highest volumes in 2018 continue to exhibit the highest volumes in 2050. **Most roadways are expected to increase in volume, many doubling their 2018 volume by 2050.** In 2050, volumes begin to exceed 20,000 vehicles in some segments, as shown in Figure 15. The highest increases in volume are anticipated in western Sandy Springs: Northside Drive, Powers Ferry Road, and Mount Vernon Highway. Higher increases in volume also are anticipated in eastern Sandy Springs near SR 400, along Mount Vernon Highway, Barfield Road, and Glenridge Drive.

Operations for many of the roadways experiencing poor level of service (LOS E or F) in 2018 continue to deteriorate by 2050, with several additional corridors expected to degrade to LOS F or worse. Some examples of these corridors include portions of Johnson Ferry Road, Roswell Road, Windsor Parkway, and Peachtree Dunwoody Road.

Table 1: Roadways with LOS F in 2050 (AM and/or PM Peak Period)

Roadway	From	To	Functional Class	Number of Lanes (2050)
Abernathy Rd	Williamson Dr	Glenlake Pkwy	Principal Arterial	4
Dunwoody Club Dr	Grapevine Run	Spalding Dr	Minor Arterial	2
Dunwoody Pl	Northridge Rd	Hightower Tr	Minor Arterial	4
Holcomb Bridge Rd NW (SR 140)	Spalding Dr	Johns Creek Env Campus	Principal Arterial	4
Roswell Rd (SR 9)	Chattahoochee River	Dunwoody Pl	Principal Arterial	4
Johnson Ferry Rd NE	Bonnie Lane	Sandy Springs Cir	Minor Arterial	2
Johnson Ferry Rd NW	Cobb County	Wright Rd	Minor Arterial	2-4
Johnson Ferry Rd	Glenridge Conn	Hollis Cobb Cir/ Meridian Mark Rd	Minor Arterial	4
Johnson Ferry Rd	Peachtree Dunwoody Rd	Old Johnson Ferry Rd	Minor Arterial	3
Northridge Rd	Dunwoody Pl	Roberts Dr	Minor Arterial	4
Peachtree Dunwoody Rd	Spalding Dr	Northpark Pl	Minor Arterial	2-3
Peachtree Dunwoody Rd	Springwood Conn	Hollis Cobb Cir	Minor Arterial	4-7
Peachtree Dunwoody Rd	Glenridge Conn	Evergreen Dr	Minor Arterial	2
Pitts Rd	Colquitt Rd	Spalding Dr	Major Collector	2
Riverside Dr	I-285	River Valley Rd	Minor Arterial	2
Roberts Dr	Spalding Dr	Northridge Rd	Minor Arterial	2
Spalding Dr	Holcomb Bridge Rd	Winters Chapel Rd	Minor Arterial	4
Spalding Dr	Pitts Rd	DeKalb County	Minor Arterial	2
Spalding Dr	Nesbitt Ferry Rd	Happy Hollow Rd	Minor Arterial	4
Windsor Pkwy	Peachtree Dunwoody Rd	DeKalb County	Major Collector	2
Winters Chapel Rd	Spalding Dr	Spalding Ln	Minor Arterial	2

Traffic Operations Evaluation

The purpose of this evaluation was to study 20 specific intersections (Figure 16) in more detail, looking at traffic volumes, historical crash trends, and capacity analyses to identify short- and long-term improvements. Field audits were also conducted as a part of this analysis.

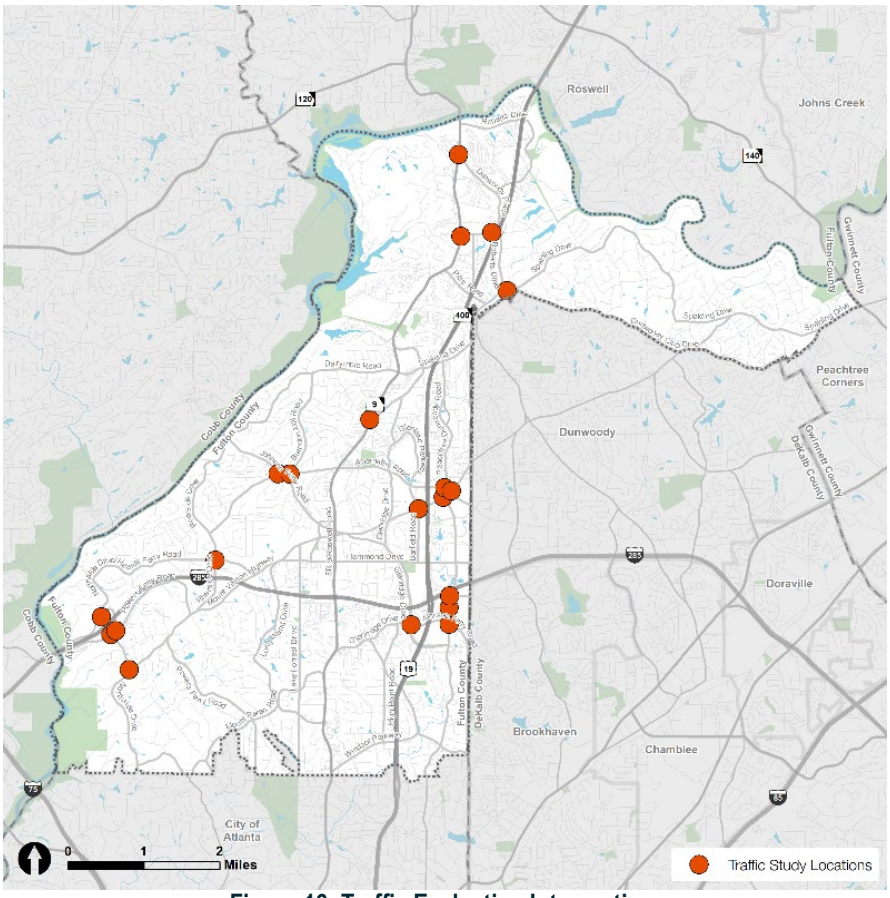


Figure 16: Traffic Evaluation Intersections

Under the existing year (2020) conditions, two intersections operate at LOS F, seven intersections operate at LOS E, and the remaining are projected to operate at LOS D or better. **Without improvements, three intersection will operate at LOS F by 2030.**

Based on the future year (2030) traffic volumes, future year intersection capacity analysis, field observations, and the crash history at the intersections, several short-term improvements are proposed to address and mitigate the safety, operational, and capacity deficiencies at the 20 traffic evaluation intersections. These short-term improvements range in scope and include repaving, restriping, signage and pavement marking, intersection lighting, traffic signal phasing updates and changes to intersection lane geometry.

With the proposed short-term improvements, no intersections are projected to operate at LOS F in 2030. The improvements will also reduce the number of intersections operating at LOS E.

Table 2: Future Year (2030) Intersection Level of Service – With and Without Improvements

ID	Intersection Name	Intersection Control Type	With Improvements		Without Improvements	
			AM LOS *Delay (s)*	PM LOS *Delay (s)*	AM LOS *Delay (s)*	PM LOS *Delay (s)*
1	Johnson Ferry Rd at Peachtree Dunwoody Rd	Signal	E *67.8*	D *51.4*	E *71.7*	D *53.6*
2	Northridge Rd at SR 400 SB/Dunwoody Pl	Signal	D *49.3*	D *53.6*	D *50.8*	E *63.1*
3	Northside Dr at Powers Ferry Rd	Signal	D *41.2*	C *32.3*	D *42.0*	C *32.3*
4	Dunwoody Pl/Hannover Park Rd at Roswell Rd (SR 9)	Signal	D *35.5*	D *52.2*	C *34.8*	D *53.2*
5	Northridge Rd at Roswell Rd (SR 9)	Signal	D *43.4*	D *54.3*	D *52.3*	E *58.8*
6	Interstate North Pkwy/New Northside Dr at Northside Dr	Signal	C *30.6*	D *43.4*	C *28.6*	C *35.4*
7	Heards Ferry Rd at Riverside Dr	Signal	D *38.7*	E *55.8*	E *69.6*	F *85.5*
		Roundabout	A *9.4*	A *8.1*		
8	New Northside Dr at Powers Ferry Rd	Signal	C *31.5*	D *37.5*	C *30.9*	D *38.1*
9	Abernathy Rd at Mt Vernon Hwy	Signal	D *35.5*	D *51.8*	D *43.8*	E *62.2*
10	Johnson Ferry Rd/Abernathy Rd at Brandon Mill Rd	Signal	D *41.9*	E *75.2*	D *51.0*	E *73.4*
11	Abernathy Rd at Peachtree Dunwoody Rd	Signal	D *43.8*	D *54.2*	D *43.4*	D *55.0*
12	Hollis Cobb Cir at Peachtree Dunwoody Rd	Signal	C *20.7*	C *27.6*	B *13.7*	B *18.6*
13	Johnson Ferry Rd at River Valley Rd	Signal	D *38.8*	E *65.7*	F *>100s*	E *71.2*
14	Mt Vernon Hwy at Northside Dr	Roundabout	B *14.7*	A *8.8*	F *>100s*	F *>100s*
15	Roswell Rd (SR 9) at Spalding Dr	Signal	A *7.6*	A *8.5*	A *7.6*	A *8.5*
16	Spalding Dr at Roberts Dr	Signal	D *38.1*	D *42.6*	D *43.6*	D *51.1*
16	Spalding Dr at Dunwoody Club Dr	Signal	C *29.2*	C *22.5*	C *29.2*	C *22.5*

ID	Intersection Name	Intersection Control Type	With Improvements		Without Improvements	
			AM LOS *Delay (s)*	PM LOS *Delay (s)*	AM LOS *Delay (s)*	PM LOS *Delay (s)*
16	Spalding Dr at Roberts Dr & Dunwoody Club Dr	5-Legged Round-about	B *12.9*	B *11.2*	--	--
17	Mt Vernon Hwy at Barfield Rd	Signal	D *38.6*	D *52.0*	D *38.6*	D *52.0*
18	Mt Vernon Hwy at Peachtree Dunwoody Rd	Signal	C *33.8*	D *46.3*	C *35.0*	D *46.0*
19	Lake Hearn Dr at Peachtree Dunwoody Rd	Signal	B *18.8*	C *28.9*	B *18.8*	C *28.9*
20	Johnson Ferry Rd at Glenridge Con	Signal	D *43.0*	D *52.1*	E *56.4*	E *64.4*

Based on the Traffic Operations Evaluation analysis, there were several improvements that were recommended to bring intersections up to the latest standards, including:

- Repaving and restriping
- Traffic signal backplates with retroreflective borders
- Raised pavement markers
- Flashing Yellow Arrows (FYAs)
- Retroreflective median nose delineators

Bottlenecks

RITIS (Regional Integration Transportation Information Systems) was leveraged as a database platform to holistically understand major congestion points within the city and where there may be opportunities for improvement at specific intersections.

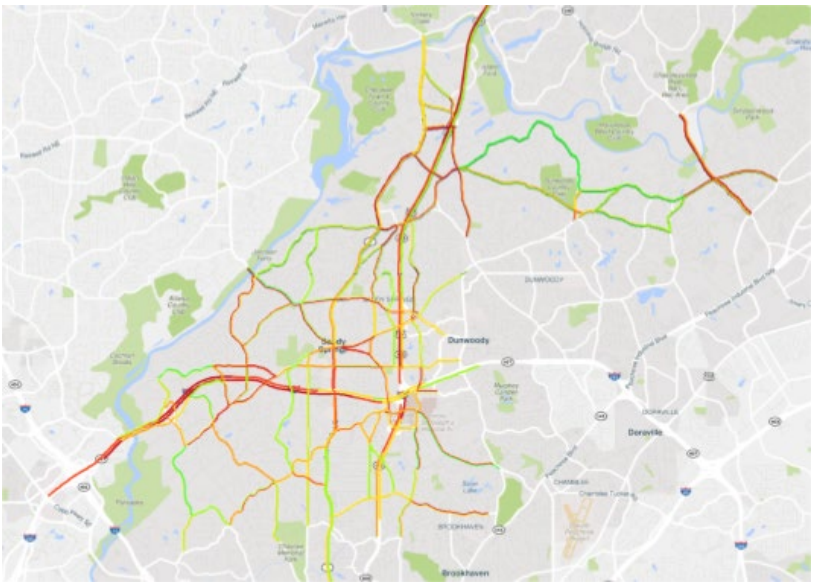


Figure 17: Travel Time Index on Key Sandy Springs Roadways

Travel Time Index

Travel Time Index (TTI) is the ratio of travel time during a peak congestion period to the time required to travel the same segment of roadway during free-flow or no congestion conditions. A travel time index of 2.0 indicates that a trip during that peak period would take twice as long as it would during free flow conditions. RITIS travel time index data for the Sandy Springs network was evaluated for October 2019 using HERE probe data, which is a probe data vendor that aggregates real time and archived data on speed, reference speed (free-flow speed), and travel time.

During the AM peak period, twelve corridors have a TTI of 2.5 or higher, meaning it takes 2.5 times as long to traverse the same roadway segment during this peak period as it does during free-flow conditions. Thirteen corridors have a similar TTI during the peak period. Many of these corridors show commuter traffic patterns with congestion reversing direction in the AM vs PM peak. However, Heards Ferry Road, Glenridge Drive northbound, and Peachtree Dunwoody Road southbound towards I-285 on-ramps show consistently high travel time indices in the same direction for both the AM and PM peak, indicating these roadways segments have particularly high levels of congestion throughout the day.

Bottlenecks

A traffic bottleneck occurs when a roadway section experiences delays or decreased speeds due to congestion or excess traffic volume demand. The RITIS Bottleneck Ranking tool identifies bottlenecks when reported data speed for a roadway segment falls below 60% of the free-flow speed over an extended period. This data determines intersection approaches where bottlenecks are located, their duration, their average length, and their frequency. As bottlenecks

propagate upstream along consecutive roadway segments, the bottleneck tool combines these segments to identify the extent of the bottleneck impact.

The Bottleneck Ranking tool was used to identify and rank bottlenecks at intersection approaches within the Sandy Springs network in October 2019 using the HERE probe data source. The intersection approaches in Sandy Springs that have a bottleneck for a length of time during the day are shown in Figure 17. The average time ranges from less than 15minutes to greater than six hours. Average length of vehicle cues during bottlenecks ranges from 0.5 miles to 3 miles.

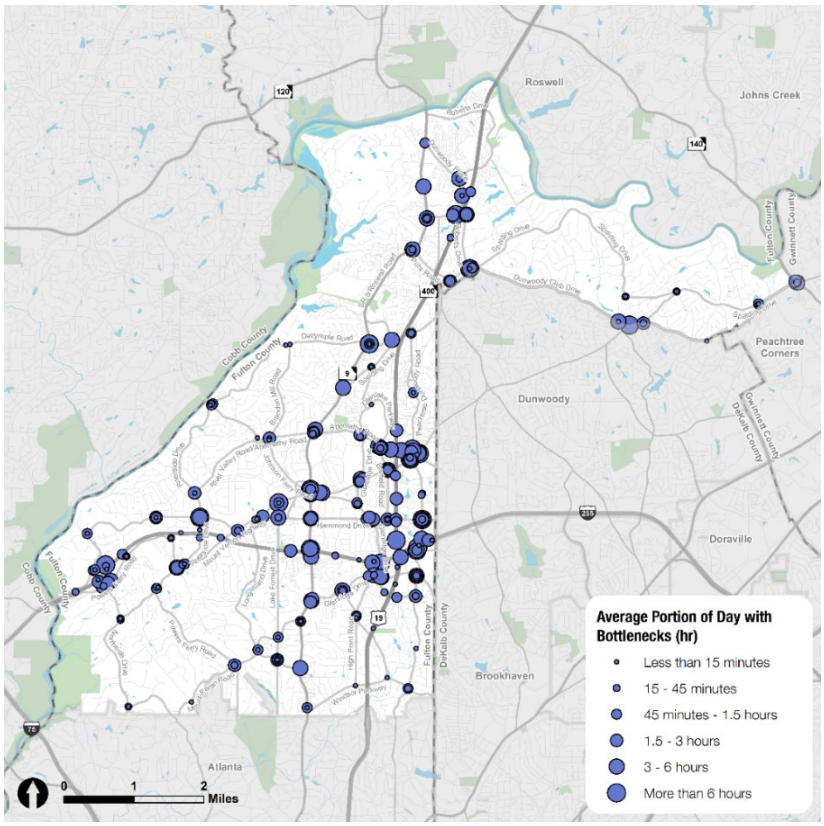


Figure 18: Average Portion of Day with Bottlenecks (RITIS)

New Location Roadways

The New Location Roadways memorandum offers recommendations and strategies that can improve mobility and connectivity in the long-term through a variety of methods such as future capacity expansions; roadway extensions; and changes to the city's traffic calming and development/re-development policies.

The roadways identified as having LOS F in 2050 (Table 1 in the Travel Demand Model section) may be considered for capacity expansions in the future, with consideration for logical termini and coordination with adjacent counties, adjacent cities, and GDOT. Capacity expansion may be difficult and infeasible where there are major property impacts, particularly when the roadways are adjacent to residential land uses.

Where capacity improvements are not feasible, several types of non-capacity improvements may improve roadway operations:

- **Access management** is the systematic control of entrances onto a roadway, including driveways, median openings, and intersections, to help preserve traffic efficiency and safety along the roadway.
- **Intelligent Transportation System (ITS)** strategies may be deployed along roadways to help improve traffic mobility. The timing of traffic signals, for example, can be adjusted to optimize traffic flow on the mainline roadway. Traffic signals can also be actively managed and adjusted in real-time in response to traffic incidents or other unanticipated congestion.
- Investing in **multimodal infrastructure** will provide more opportunity for travelers to shift from using vehicles to using sidewalks or multi-use paths, particularly for shorter trips. While most travelers will likely remain in their vehicles, even a slight shift in modes can help to improve traffic mobility.

The memorandum also includes a street connectivity toolbox to educate the community on the importance of connected street networks and provide guidance on how to achieve connectivity. This toolbox provides the City with the justification needed to enforce the city code to improve street connectivity during the development process. In addition, educating residents on the benefits of street connectivity allows the City to be more transparent regarding decisions to not approve cul-de-sac retrofit requests and allows the City to work more closely with communities to identify alternate and more appropriate traffic calming strategies to address residents' concerns.

Safety

Citywide Safety

The citywide safety memorandum identified safety needs by completing an evaluation of the identified high-crash corridors and through a citywide evaluation of trends compared to Fulton County as well as GDOT District 7.

The ten highest-crash corridors identified in the existing conditions analysis are shown in Figure 19. A citywide evaluation was then performed to further understand crash trends. Of those corridors, Roswell Road, Northridge Road, Dunwoody Place, and Hammond Drive stand out as high-priority corridors.

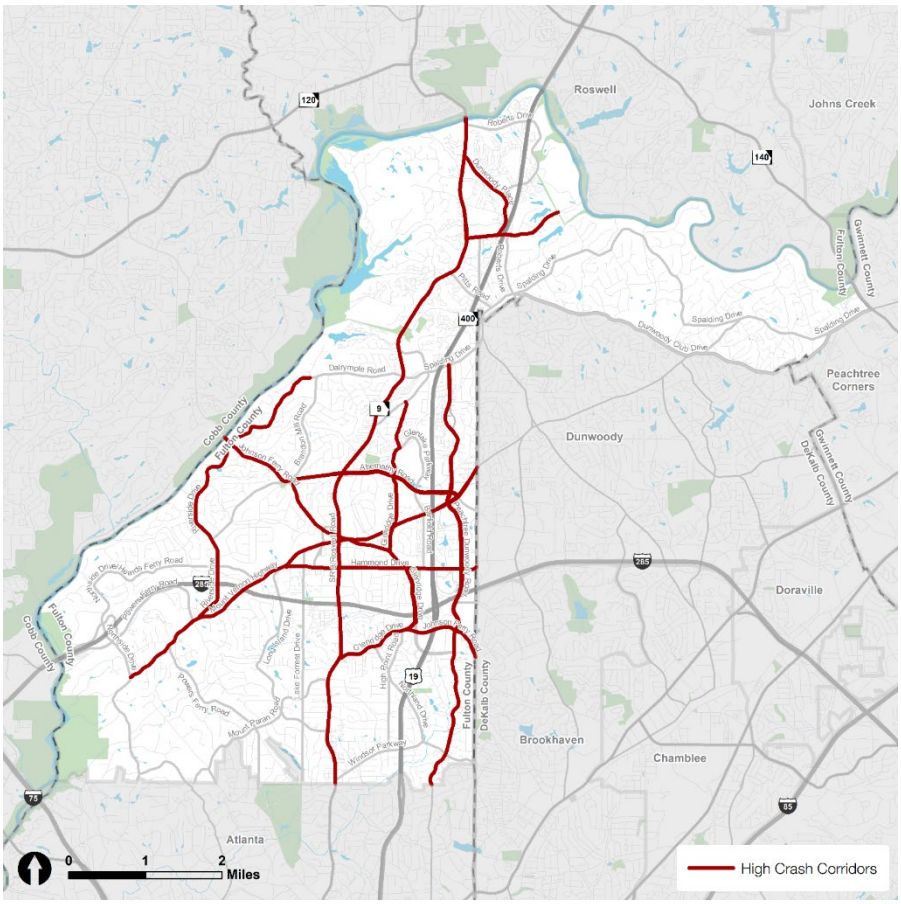


Figure 19: Sandy Springs High Crash Corridors

The GDOT *Numetric* tool was used to analyze the 16 crash emphasis areas defined by GDOT, which are similar to the 11 emphasis areas included in the State's SHSP. Each GDOT emphasis area was ranked based upon the total number of crashes that occurred during the study period for the city, Fulton County, and GDOT District 7, excluding crashes on interstates and GA 400. The ranking of each emphasis area as well as a summary of crashes is included in Table 3. Since a single crash may be associated with multiple emphasis areas, column totals for percentages and crashes may add up to greater than 100 percent and/or the total number of crashes.

Table 3: GDOT Emphasis Area Ranking

City Rank	GDOT Emphasis Area	Total Crashes	% of Total Crashes	Fatal and Serious Injury Crashes	% of Fatal and Serious Injury Crashes	County Rank	District 7 Rank
1	Intersection	11,328	72%	59	68%	1	1
2	Distracted Driver (Suspected)	6,554	42%	14	16%	2	2
3	Older Driver (55-64)	3,038	19%	12	14%	3	3
4	Older Driver (65+)	2,392	15%	20	23%	5	5
5	Hit & Run	2,358	15%	7	8%	4	4
6	Young Driver	1,432	9%	5	6%	6	6
7	Roadway Departure	1,395	9%	12	14%	7	7
8	Distracted Driver (Confirmed)	555	4%	3	3%	8	8
9	Impaired Driving (Confirmed)	288	2%	13	15%	12	12
10	Commercial Motor Vehicle (CMV) Related	252	2%	1	1%	9	9
11	Aggressive Driving	232	1%	4	5%	10	10
12	Pedestrian	161	1%	12	14%	13	13
13	Secondary Crash	106	1%	0	0%	14	15
14	Motorcycle	81	1%	8	9%	15	14
15	Bicycle	30	<1%	2	2%	16	16
16	Impaired (Suspected)	23	<1%	2	2%	11	11

The top eight emphasis areas are consistent for the city, county and district except for Older Driver (65+) and Hit & Run, which are flip-flopped in the Fulton County and District 7 rankings. Intersection-related crashes account for a larger percentage of fatal and serious injury crashes in Sandy Springs (68 percent) compared to the Fulton County (54 percent) and District 7 (60 percent). This data reinforces the observation that congestion, and specifically congestion at intersections, contributes greatly to the total number of crashes within the city.

Intersection Safety Analysis

The purpose of this area of focus was to analyze crash data for five specific intersections, identified based on the frequency and severity of crashes that have occurred at each of these locations.

Five-year crash data provided by the City of Sandy Springs was reviewed to identify a subset of high-crash intersections, based on the frequency of fatal and injury crashes. Intersections that are currently being evaluated by the City in ongoing traffic engineering/safety study efforts and intersections included in recently completed or scoped efforts were not considered. Intersections included in the Traffic Evaluation analysis task of the TMP also were not considered. The City selected the following five study intersections for this review:

- Hammond Drive at Peachtree Dunwoody Road
- SR 9 (Roswell Road) at Lake Placid Drive
- SR 9 (Roswell Road) at Trowbridge Road
- SR 9 (Roswell Road) at I-285 Eastbound
- SR 9 (Roswell Road) at I-285 Westbound

Table 4 summarizes the five-year crash data for each of the study intersections.

Table 4: Summary Crash Statistics for Five Study Intersections

Intersection	Total Crashes	Fatal Crashes	Injury Crashes	Bike/Ped Crashes
Hammond Dr at Peachtree Dunwoody Rd	270	0	48	0
SR 9 at Lake Placid Dr	198	1	41	11
SR 9 at Trowbridge Rd	155	1	52	2
SR 9 at I-285 EB	401	0	106	2
SR 9 at I-285 WB	342	0	86	0

For each of the study intersections, historical crash data was analyzed to identify any potentially correctable crash trends that may be related to, but not limited to, geometric configurations, lighting conditions, pavement conditions, signage, or access management. Several recommendations were made for each of the study intersections, including striping and signing improvements, maintenance or repairs, repaving projects, signal equipment upgrades, access management, pedestrian improvements, lighting upgrades, and improvements to roadway and geometric features. These recommendations are based on a high-level review of crash data, as such, some of the recommendations will need further analysis. Furthermore, while this evaluation is engineering focused, there are education and enforcement initiatives that can have positive impacts to crash trends on Sandy Springs' streets. These elements are explored further in the Safety Needs assessment.

Bicycle and Pedestrian

Bicycle and Pedestrian Network

The purpose of this memorandum was to identify additions or new connections to the existing bicycle and pedestrian networks that bring the most value to the city and its users. A high-level policy overview as well as an assessment of personal transportation devices is also included.

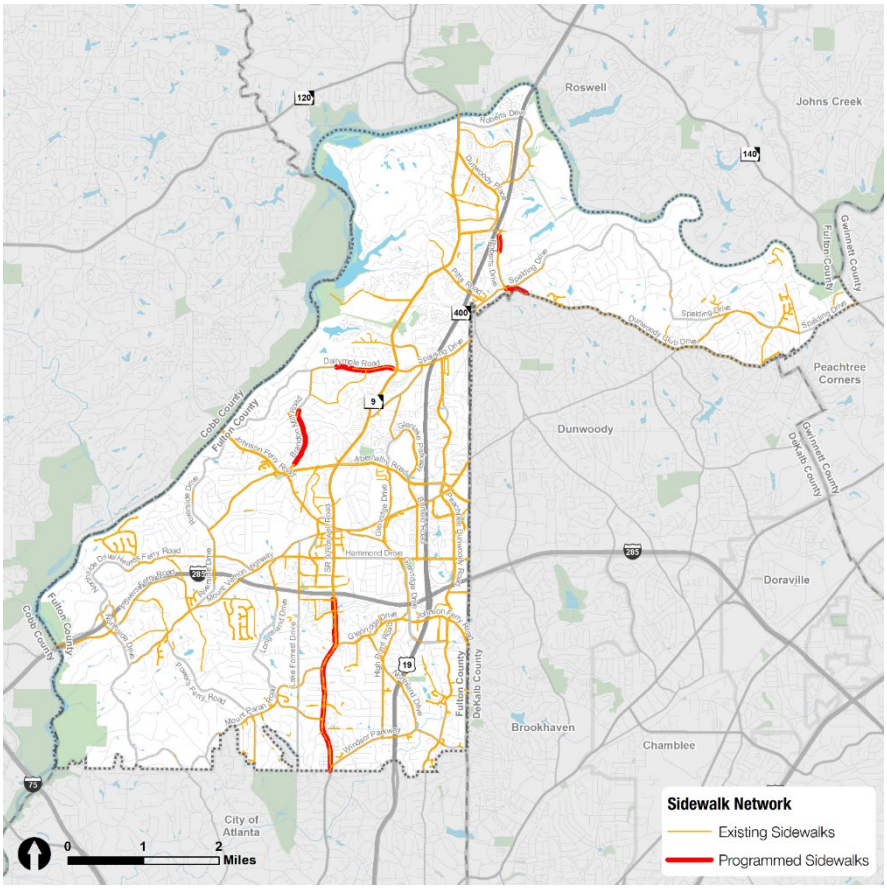


Figure 20: Existing and Programmed Sidewalks

To understand the pedestrian and bicycling needs of Sandy Springs, demographics information was mapped alongside existing, programmed, and proposed facilities. This analysis suggests that most areas with high concentrations of population, employment, and households without access to vehicles are already served by existing infrastructure along major roadways or will have access through the City's programmed and/or planned projects.

In recent years, the City has been concentrating on filling the gaps of pedestrian and bicycling facilities on major roadways that offer connectivity within the city. However, there is an opportunity for Sandy Springs to identify facilities that connect to its main corridors from the city's neighborhood streets. Many of the streets from the city's neighborhoods do not have existing or programmed pedestrian or bicycle projects. It is important to note that due to the city's historic development pattern, not every neighborhood street can serve as a potential access point because of various barriers (e.g., single-family development patterns, environmental constraints, right-of-way constraints, etc.).

20-Minute Neighborhoods Analysis

In collaboration with city staff, the project team identified 12 neighborhood activity centers that have the potential to serve as walking destinations for a 20-minute Neighborhood Analysis. The 12 activity centers were selected for having features consistent with a 20-minute neighborhood, including having multiple uses, such as shopping or employment opportunities, health facilities, and local public transportation.

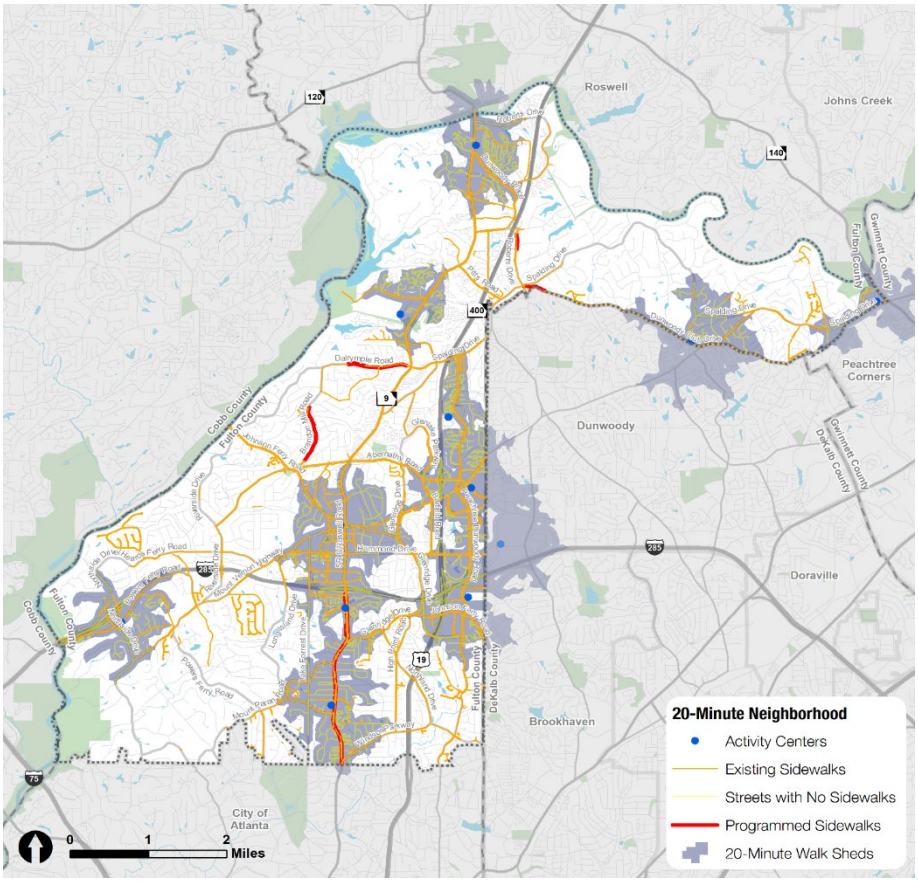


Figure 21: 20-Minute Neighborhoods Analysis

The underlying value of this type of analysis is looking at the ability for people to meet most of their everyday needs within a 20-minute walk (which is typically the time it takes a person to walk one mile). There are a number of potential benefits for 20-minute neighborhoods such as higher levels of physical activity, more focus on connections to local businesses and resources, and potentially less congestion on roadways due to less demand for using cars for short trips.

20-minute travel sheds from the center of these activity centers were established based on the existing street network and overlaid with existing, programmed, and proposed sidewalks, bicycle facilities, and trails to determine where gaps within these walk sheds may exist.

This analysis suggests that there are minor pedestrian facility gaps within these walk sheds. These gaps, if filled, can enhance pedestrian coverage and neighborhood access to the activity centers. The proposed sidewalks should be considered as priorities for implementation due to their location within the activity center walk sheds.

Level of Traffic Stress

This assessment also included a Level of Traffic Stress (LTS) analysis. This analysis helps identify streets that are most suitable for bicycling with traffic. LTS Analysis classifies streets into four categories. These categories range from LTS 1, which suggests streets that are suitable for bicycling by users of all ages and abilities to LTS 4, which suggests streets that are most suitable for only the most experienced and confident riders.

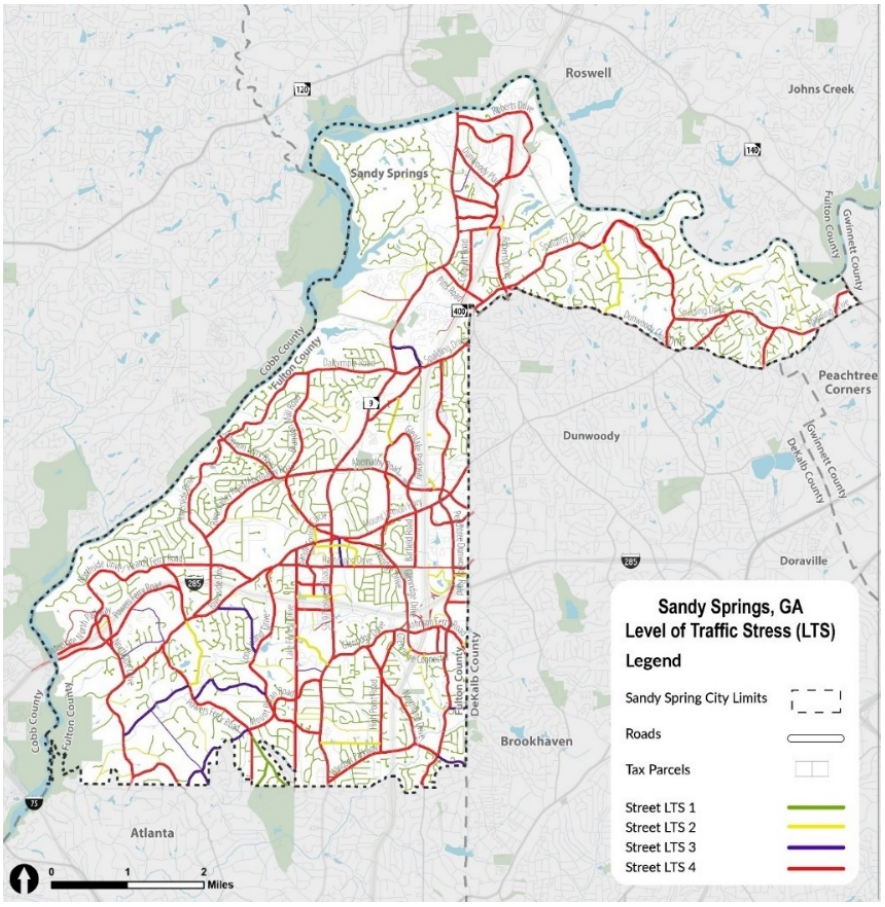


Figure 22: Level of Traffic Stress

The mapping shows that most of Sandy Springs' primary and secondary street networks are classified as LTS 4. This indicates that these streets are currently only suitable for the most experienced and confident riders. These findings also suggest that, to encourage users of all ages to bike along these streets, the City should consider facilities that are separated from vehicles such as side paths or protected cycle tracks along streets classified as LTS 4. Bicycle lanes along LTS 4 roadways are not a preferred facility when looking to provide users of all ages and abilities with a comfortable cycling environment.

The city's neighborhood streets on the other hand, are classified as LTS 1, which suggests that these streets may be suitable for users of all ages and abilities. These findings suggest that these street types could serve as an alternative bicycle network to those on major thoroughfares. If connected, this alternative network could provide an additional level of connectivity throughout the city.

Transit

Transit Network Analysis

The network analysis for transit is built on the findings of past city and regional transit planning efforts. This analysis offers a documentation of specific transit-related needs within the city, based on four specific areas of potential need that is described within this section.

Serving first and last mile connections to transit stops and stations

Existing and proposed high-capacity transit stations were mapped and overlaid with ¼-mile and ½-mile buffers. These buffers represent typical walking distances for passengers accessing high-capacity transit stations and represent the areas from which stations could be reasonably expected to capture passengers who can walk between the station and their trip origin or destination.

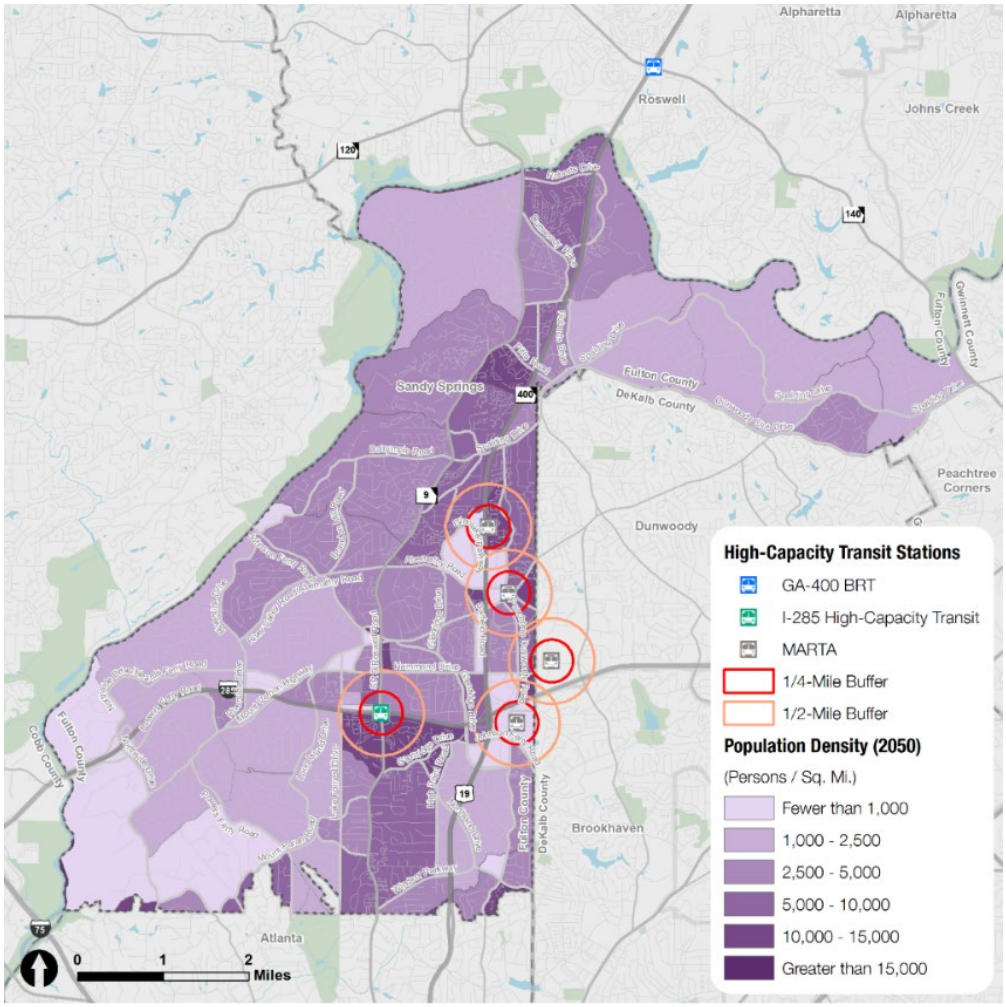


Figure 23: 1/4-Mile and 1/2 Mile Buffers vs. 2050 Population Density

The areas outside of these walking-trip capture areas represent locations where there is an opportunity to connect passengers to stations via transit. The maps show that the City Springs area represents an opportunity to provide last-mile connections to high-capacity transit in a location just outside of walking distance from existing and proposed stations.

A deeper dive into MARTA's on-board rail survey showed that the highest concentrations of people accessing MARTA rail stations come from nearby the station. However, based on the MARTA rail station, the share of people who park-and-ride versus using other modes changes. For example, nearly 40 percent of MARTA rail users for the North Springs Station drive to the station versus less than 10 percent for Dunwoody and Medical Center Stations.

Providing Service for Senior Citizens

The needs analysis for senior citizens aimed to understand existing transit services in the city, the usage of these services by senior citizens, and how these correlate with existing demographic information. Most of the aging population in the city is within the paratransit service area, except for people living in the panhandle area; residents in this area do have access to services provided by the Fulton County Office of Aging and Senior Services North Fulton.

MARTA Mobility trip data revealed that the most popular location to access via paratransit was the Medical Center MARTA station and the Perimeter Center area, which have major trip attractors in medical facilities, shopping, and MARTA stations. Outside of the Perimeter area, major activity locations include Kaiser Permanente Glenlake, shopping destinations in City Springs, and residential areas along Roswell Road and GA 400 north of Spalding Drive. Since most of the high-activity areas shown on the maps are trip attractors, it suggests that home origin locations are dispersed throughout the service area.

Local circulation between major activity centers within Sandy Springs

The needs analysis for local circulation explored the potential for a locally focused transit service that circulates within a smaller area than typical fixed bus routes and is usually intended to serve short-hop trips.

To understand where potential demand for this type of service might be, population density was overlaid with the locations of community resources, such as social services, government facilities, and medical facilities, shown in Figure 23. The same was overlaid onto the zero-auto household population density.

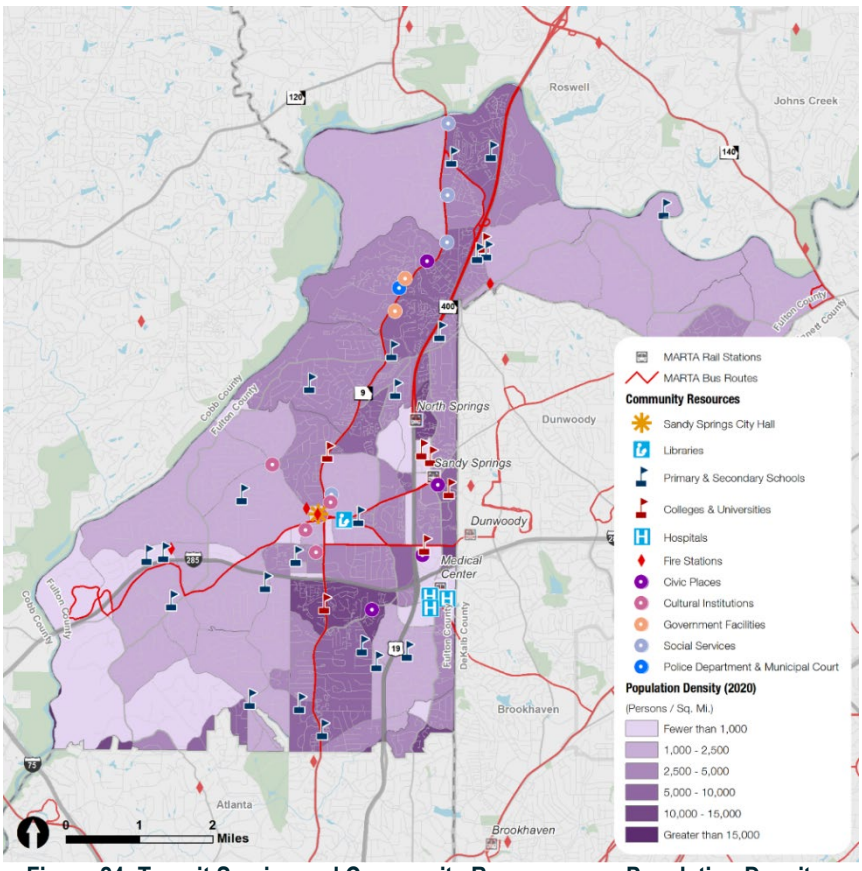


Figure 24: Transit Service and Community Resources vs. Population Density

Notably, zero-auto households are concentrated on Roswell Road (south of I-285), the North End, and Perimeter areas. While these areas are connected to major community resources by transit, the lack of quality service (i.e. frequency) weakens that connection. Improving frequency and reliability of transit service along Roswell Road, i.e. Route 87, represents an opportunity to better connect major population centers to community resources.

Serving travel needs between Sandy Springs and adjacent jurisdictions

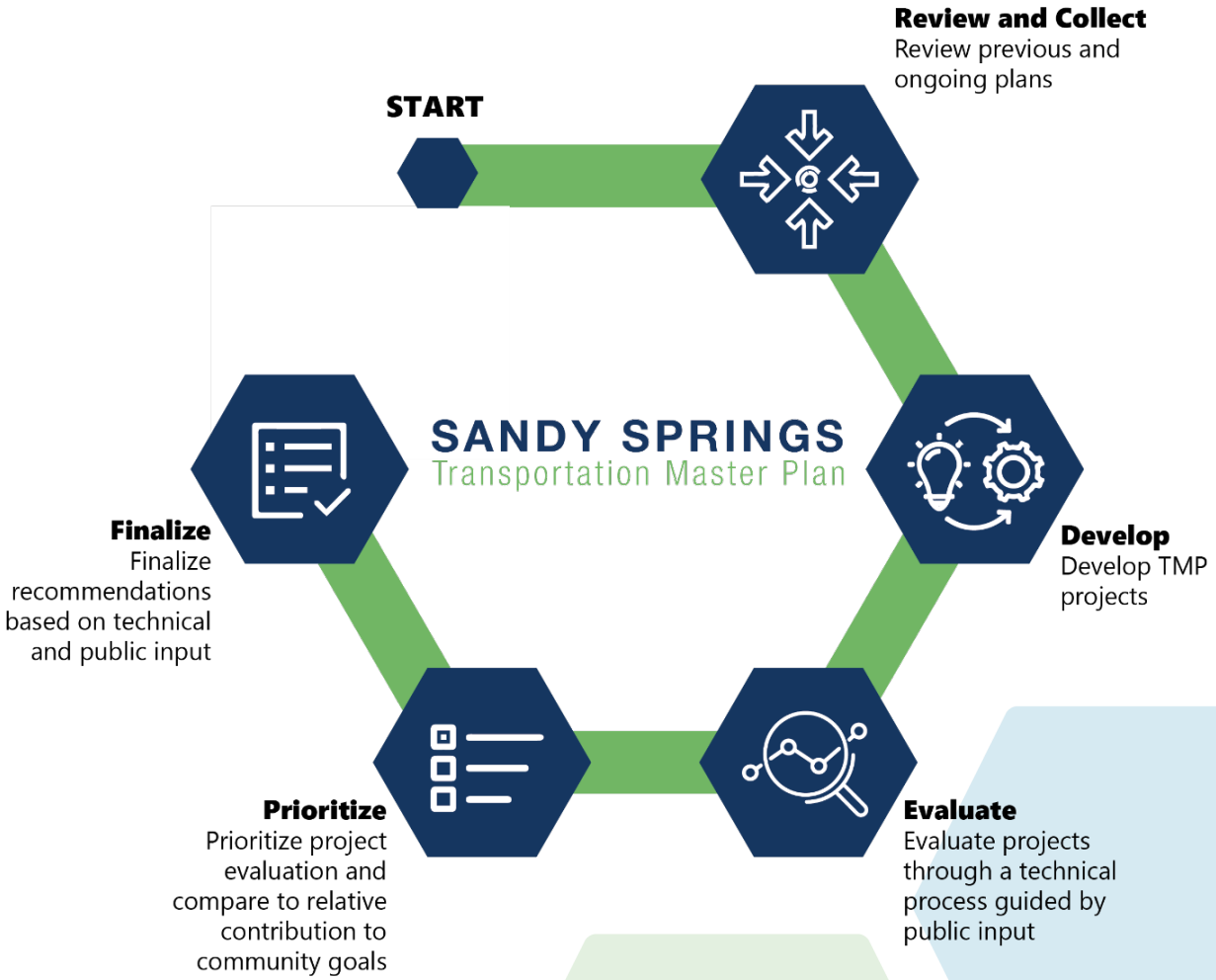
The Chattahoochee River constrains the number of access points connecting Sandy Springs to its neighbors, creating a need for improved connections across the river. The travel movement that connects Cobb County and Sandy Springs – shows that there is a strong connection between East Cobb County and Cumberland to the Perimeter area within the city.

Public transportation is most successful when there is a level of concentrated demand in one area to travel to another concentrated area of demand. This is a challenge that exists when looking to better serve the connections between Cobb County and Sandy Springs – since the home locations of those traveling from Cobb County into Sandy Springs are widely dispersed.

Sandy Springs should continue to work with the regional transit operators and advocate for the transit improvements identified in the TMP.

6 | Project Development and Evaluation

The TMP offers the City the ability to collect and evaluate projects from previous and ongoing efforts and prioritize them alongside the projects developed specifically through the TMP. This chapter lays out the process that the TMP took to arrive at a set of recommendations to help the City of Sandy Springs to continue focusing its efforts and seeking strategic partnerships to expedite the TMP's implementation.



Review and Collect

A list of specific project recommendations from previous plans was developed as the starting point for the TMP project recommendations evaluation. Over 300 roadway, intersection, bicycle, pedestrian, transit, and technology recommendations were collected from previous and ongoing studies.

Develop

The TMP developed a list of projects and these were added to the master list of projects to further address gaps and identified needs that were not addressed through previous planning efforts. As a part of this, the TMP considered the current list of ongoing transportation projects. The full list of ongoing projects and associated map can be found in the **Appendix B.**

Evaluate

Following the development of the total project list, each project was evaluated through a technical process. This process was consistent among all types of projects to ensure that the merits of each individual project were compared consistently. A variety of criteria and scoring guidelines within each goal were developed in coordination with public input. Table 5 summarizes the evaluation criteria and scoring.

Prioritize

Following the quantitative evaluation, the projects were ranked according to their overall score. The prioritization process tied the project's performance to the plan goals through a quantitative score to easily compare each project's relative contribution to the community's goals.

Finalize

The draft list of projects and policies were taken to the public for additional input during Phase 2 of the engagement process. The top scoring projects were reviewed for constructability and timing. The results of the public engagement informed the final recommendations for TMP inclusion which can be found in the **Appendix A.** The full list of other projects considered as a part of the TMP can be found in **Appendix C**.

Table 5: Quantitative Project Evaluation Criteria

Evaluation Criteria	Points Available
TMP Goal 1: Safety	**25**
The project is along a facility with a significant number of crashes.	15
The project is along a facility that has crashes that resulted in serious injury and fatalities.	10
TMP Goal 2: Mobility & Accessibility	**20**
The project improves system reliability.	10
The project improves connectivity or fills a gap in the network.	10
TMP Goal 3: Well-Being & Environment	**20**
The project fills a gap by connecting to at least one community resource or activity center within the City.	10
The project includes a transit, bicycle or pedestrian element.	5
The project is within an underserved area (e.g., lower income, no access to personal vehicle).	5
TMP Goal 4: Land Use & Transportation Integration	**15**
The project aligns with the priorities of Next Ten character areas.	15
TMP Goal 5: Maintenance & Management	**10**
The project maximizes the use of existing infrastructure (within the existing right of way).	10
TMP Goal 6: Economic Vitality	**5**
The project improves access to jobs.	3
Project is within The Next Ten Focus Areas (Small Area Plans) or within an identified activity center.	2
Public Support	**5**
The project is a need identified by the public.	5

This page was left blank intentionally.

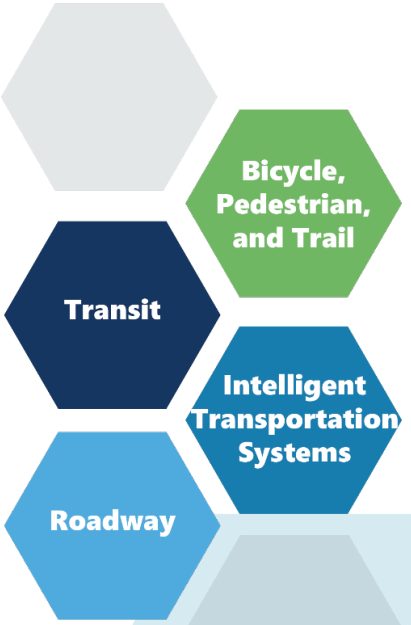
7 | Recommendations

Because the city's current and future transportation needs are greater than the available resources, a compact set of fiscally constrained recommendations was developed. Due to funding limitations, projects should be paired with policy and program changes that reinforce the goals developed in the TMP. The TMP recommendations include projects, future studies, policies, and initiatives to create a comprehensive program of transportation improvements for the city moving forward.

Project Categories

The recommended project list includes four categories of projects: roadway, bicycle pedestrian, and trail, transit, and intelligent transportation system (ITS). Each project category includes specific project types that further describe the specific type of improvement.

Project Types



Roadway

- **Intersection** – These projects include safety and operational improvements and studies that are focused on vehicles, cyclists, and pedestrians. These are larger-scale intersection level improvements.
- **Safety** – These projects are smaller-scale intersection improvements that are focused on improving safety specifically.
- **Corridor** – These projects are non-widening projects that include improvements such as access management, complete streets, and corridor studies.
- **Capacity** – These projects include a widening of the roadway to address higher volume and congested corridors.
- **Bridge** – These projects include upgrading, repairing, or reconstructing bridges to bring them to standard. These also include multimodal and/or aesthetic bridge treatments.

*Bicycle, Pedestrian, and Trail**

- **Bicycle/Trail** – The projects include side paths or multi-use paths as well as trail studies to further look at opportunities to enhance connections.
- **Sidewalk Program** – The sidewalk program is an established citywide annual evaluation process of potential sidewalk projects. The TMP provides a set-aside funding allotment for projects in the program.

Transit

- **Regional Transit Supportive Studies –** These projects include studies to focus on future regional transit service and how the city's transportation network will connect.
- **Transit Signal Priority** – These projects include preparing the traffic signals system to provide travel priority to transit buses.

Intelligent Transportation Systems

- **ITS** – These projects include specific improvements for a build out of the fiber optic cable network to ensure communications to signals, cameras, and other devices is improved.

*The full network buildout for bicycle/trail including existing, programmed, and TMP recommended projects can be found in **Appendix D**. The Sidewalk Program's list of projects can be found in **Appendix E**.

Fiscal Constraint

A fiscal constraint exercise was conducted based on the projects that could reasonably be funded with the city's expected revenues and current capital assumptions. These assumptions included new TSPLOST measures in both the short-range and mid-range that would generate approximately $85M each. Planning level cost estimates were completed for each project, and the list of projects was organized into two programming levels denoting their likely timeline for implementation, as defined below. The list of short- and mid-range projects and corresponding project fact sheets can also be found in **Appendix F** and **G**, respectively.

- Short-Range: Likely to be implemented within five years.
- Mid-Range: Likely to be implemented within five to 10 years.

Table 6: Total Projects in Short- and Mid-Range Programming Levels.

Project Category	Project Type	Short-Range	Mid-Range	Total
Roadway	Intersection	$7,500,000	$36,300,000	*$43,800,000*
	Safety	$3,500,000	$850,000	*$4,350,000*
	Corridor	$10,350,000	$12,000,000	*$22,350,000*
	Capacity	$36,000,000	$20,000,000	*$56,000,000*
	Bridge	$12,600,000	$8,000,000	*$20,600,000*
Bicycle, Pedestrian, and Trail	Bicycle/Trail	$20,250,000	$30,350,000	*$50,600,000*
	Sidewalk Program	$12,000,000	$12,000,000	*$24,000,000*
Transit	Transit	$600,000	$2,800,000	*$3,400,000*
ITS	ITS	$2,840,000	$1,500,000	*$4,340,000*
	Total	**$105,640,000**	**$123,800,000**	***$229,440,000***

Roadway

Total Cost	Project Types	Programming Level
$147.1M	5 Project Types	Short – 20; Mid – 9; Both – 4

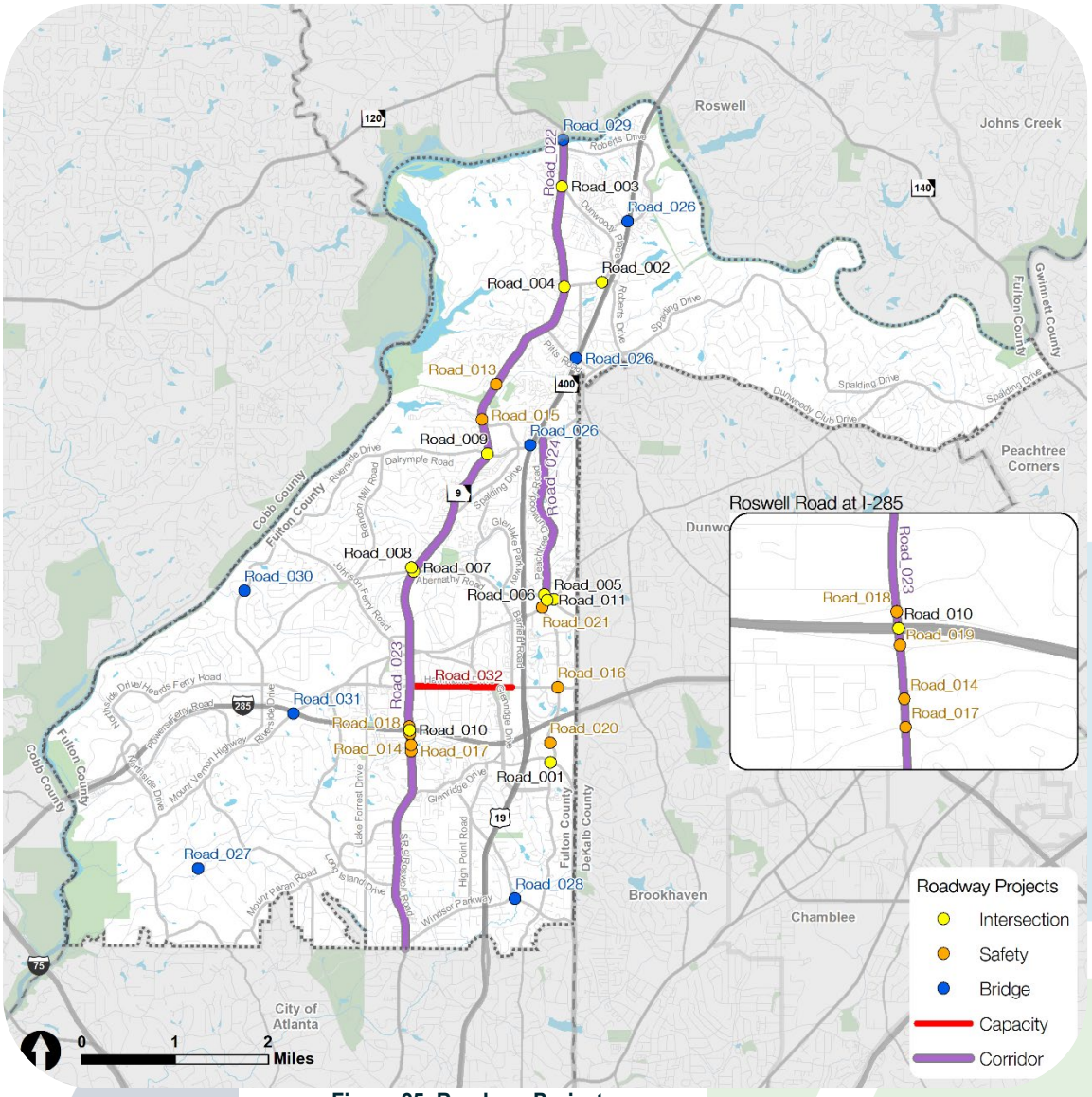


Figure 25: Roadway Projects

Table 7: Intersection Projects

ID	Project Name	Project Description	Programming Level	Cost
Road_001	Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvement	This project proposes safety and operational improvements, which may include reconstruction of the horizontal and vertical geometry, addition of one through lane eastbound, a second southbound left-turn lane, and a dedicated right-turn lane westbound.	Short-Range and Mid-Range	$17,000,000
Road_002	Northridge Road at SR 400 SB Intersection Improvement	This project proposes safety and operational improvements, which may include adding a southbound left-turn lane with raised median island; adding median along westbound right-turn lane; signal modifications; signage, and pavement marking upgrades.	Mid-Range	$1,000,000
Road_003	Dunwoody Place at Roswell Road Intersection Improvement	This project proposes safety and operational improvements, which may include removing one westbound left-turn lane on Dunwoody Place; timing modification; adding raised median on Dunwoody Place, adding pedestrian refuge island; and access management.	Short-Range	$2,000,000
Road_004	Northridge Road at Roswell Road Intersection Improvement	This project proposes safety and operational improvements, which may include operational upgrades; intersection lighting; pavement markings, and access management.	Short-Range	$2,200,000

ID	Project Name	Project Description	Programming Level	Cost
Road_005	Abernathy Road at Mount Vernon Highway Intersection Improvement	This project proposes operational improvements, which may include signal timing modifications, signal upgrades, modification of the southwest and northeast concrete islands, signage upgrades, and pavement markings.	Mid-Range	$1,000,000
Road_006	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	This project proposes safety improvements, which may include prohibition of westbound left turn from Abernathy Road to southbound Peachtree Dunwoody Road, modifying the southeast corner and concrete island, signal and signage upgrades, and pavement markings.	Mid-Range	$1,000,000
Road_007	Roswell Road and Abernathy Road Short-Term Improvements Intersection Improvements	This project proposes safety improvements, which may include a signal for westbound to northbound right turns; modification of the east median; signage modifications, pavement markings, and access management treatments.	Short-Range	$500,000
Road_008	Roswell Road and Abernathy Road Intersection Long-Term Improvements	This project proposes long-term safety and operational upgrades through innovative intersection treatments.	Mid-Range	$12,000,000

ID	Project Name	Project Description	Programming Level	Cost
Road_009	Roswell Road at Dalrymple Road Operational Improvements Phase 2	This project proposes operational upgrades, which may include addition of a dedicated northbound, eastbound, and westbound right turn lanes; additional eastbound and westbound left turn lanes; raised median; and streetscape enhancements.	Mid-Range	$7,800,000
Road_010	I-285/Roswell Road Innovative Interchange Study	Proposed innovative interchange study of the Roswell Road at I-285 eastbound ramps and I-285 westbound ramps to identify long term improvement.	Short-Range	$150,000
Road_011	Abernathy/Mount Vernon Highway/Peachtree Dunwoody Road Intersections Study	Proposed safety and operations study of Abernathy Road/Peachtree Dunwoody Road, Mount Vernon Highway/Peachtree Dunwoody Road, and Mount Vernon Highway/Perimeter Center West.	Short-Range	$150,000
Road_012	Bring 10 Intersections up to Standard	Bring 10 Intersections up to Standard	Short-Range	$1,000,000

Table 8: Safety Projects

ID	Project Name	Project Description	Programming Level	Cost
Road_013	Fulton County Annex Midblock Crossing	This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road near the Fulton County Government Center with crosswalks and median refuge island.	Short-Range	$500,000

Road_014	Roswell Road between Prado Place and Northwood Drive Midblock Crossing	This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road between Prado Place and Northwood Drive with crosswalks and median refuge island.	Short-Range	$500,000
Road_015	Roswell Road between Cimarron Parkway and Trowbridge Road Midblock Crossing	This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road between Cimarron Parkway and Trowbridge Road with crosswalks and median refuge island.	Mid-Range	$500,000
Road_016	Hammond Drive at Peachtree Dunwoody Road Intersection Improvement	This project proposes safety improvements, which may include signal upgrades, signal timing modifications, and signage upgrades.	Short-Range	$150,000
Road_017	SR 9 (Roswell Road) at Lake Placid Drive Intersection Improvement	This project proposes safety improvements, which may include signal upgrades, signal timing modifications, wider crosswalks, lighting, and access management.	Short-Range	$225,000
Road_018	SR 9 (Roswell Road) at I-285 Eastbound Intersection Improvement	This project proposes safety improvements, which may include signal upgrades, signal timing modification, signage upgrades, and lighting.	Short-Range	$500,000
Road_019	SR 9 (Roswell Road) at I-285 Westbound Safety Improvements	This project proposes safety improvements, which may include signal upgrades, signal timing modifications, and lighting.	Short-Range	$300,000

Road_020	Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement	This project proposes safety improvements, which may include adding an exclusive traffic signal phase for pedestrian crossings; signal upgrades, signage upgrades; and installing street furniture at the northwest corner of the intersection.	Short-Range	$325,000
Road_021	Mount Vernon Highway at Peachtree Dunwoody Road Intersection Improvement	This project proposes safety improvements, which may include upgrades to signage and pavement markings.	Mid-Range	$350,000

Table 9: Corridor Projects

ID	Project Name	Project Description	Programming Level	Cost
Road_022	Roswell Road North Boulevard Median Project	This project proposes a traffic study, design, and construction of a raised median on Roswell Road with pedestrian and bicycle improvements.	Short-Range	$7,000,000
Road_023	Roswell Road Access Management and Complete Streets Improvements	This project proposes access management and complete streets improvements along areas of Roswell Road based on Next 10 and Access Management Plan recommendations.	Short-Range and Mid-Range	$10,000,000
Road_024	Peachtree Dunwoody Road Corridor Study and Improvements	Proposed corridor study of the Peachtree Dunwoody Road, from Abernathy Road to Spalding Drive and funding for recommended improvements.	Short-Range and Mid-Range	$5,150,000
Road_025	Powers Ferry Multimodal Circulation Study	Proposed multimodal circulation study in the Powers Ferry area to determine holistic improvements to support pedestrian, bicycle, transit, and vehicular travel. This technical study will build off the City's Powers Ferry small area plan.	Short-Range	$200,000

Table 10: Bridge Projects

ID	Project Name	Project Description	Programming Level	Cost
Road_026	GA 400 Bridge Enhancements	This project proposes bicycle and pedestrian facilities and aesthetic enhancements for the Spalding Drive bridge, Pitts Road Bridge, and Roberts Drive Bridge over SR 400 that will be replaced as part of the GDOT SR 400 Managed Lanes project.	Short-Range	$6,000,000
Road_027	Jett Road over Long Island Creek Bridge	This project proposes to replace the Jett Road bridge over Long Island Creek.	Mid-Range	$3,000,000
Road_028	Windsor Parkway over Nancy Creek Bridge	This project proposes to upgrade the bridge to raise it out of the flood plain.	Mid-Range	$5,000,000
Road_029	SR 9 (Roswell Road/Atlanta Street) Pedestrian Improvements	This project proposes installing a new bicycle and pedestrian bridge parallel to Roswell Road across the Chattahoochee River.	Short-Range	$1,000,000
Road_030	Riverside Drive over Chattahoochee River Tributary Bridge	This project proposes to upgrade the bridge to accommodate heavier vehicles.	Short-Range	$3,200,000
Road_031	I-285 Top End Bridge Enhancements	This project proposes bicycle and pedestrian facilities and aesthetic enhancements for the Mt. Vernon Highway Bridge over I-285 that will be replaced as part of the GDOT Top End 285 Managed Lanes Project.	Short-Range	$2,400,000

Table 11: Capacity Projects

ID	Project Name	Project Description	Programming Level	Cost
Road_032	Hammond Drive Widening	This project includes right-of-way acquisition and widening of Hammond Drive from 2 to 4 lanes with associated bicycle and pedestrian infrastructure from Roswell Road to Barfield Road.	Short-Range and Mid-Range	$55,000,000
Road_033	City Contribution to New Streets Built with Redevelopment	City Contribution to New Streets Built with Redevelopment	Short-Range	$1,000,000

Bicycle, Pedestrian, and Trail

Total Cost	Project Types	Programming Level
$74.6M	3 Project Types	Short – 6; Mid – 2; Both – 2

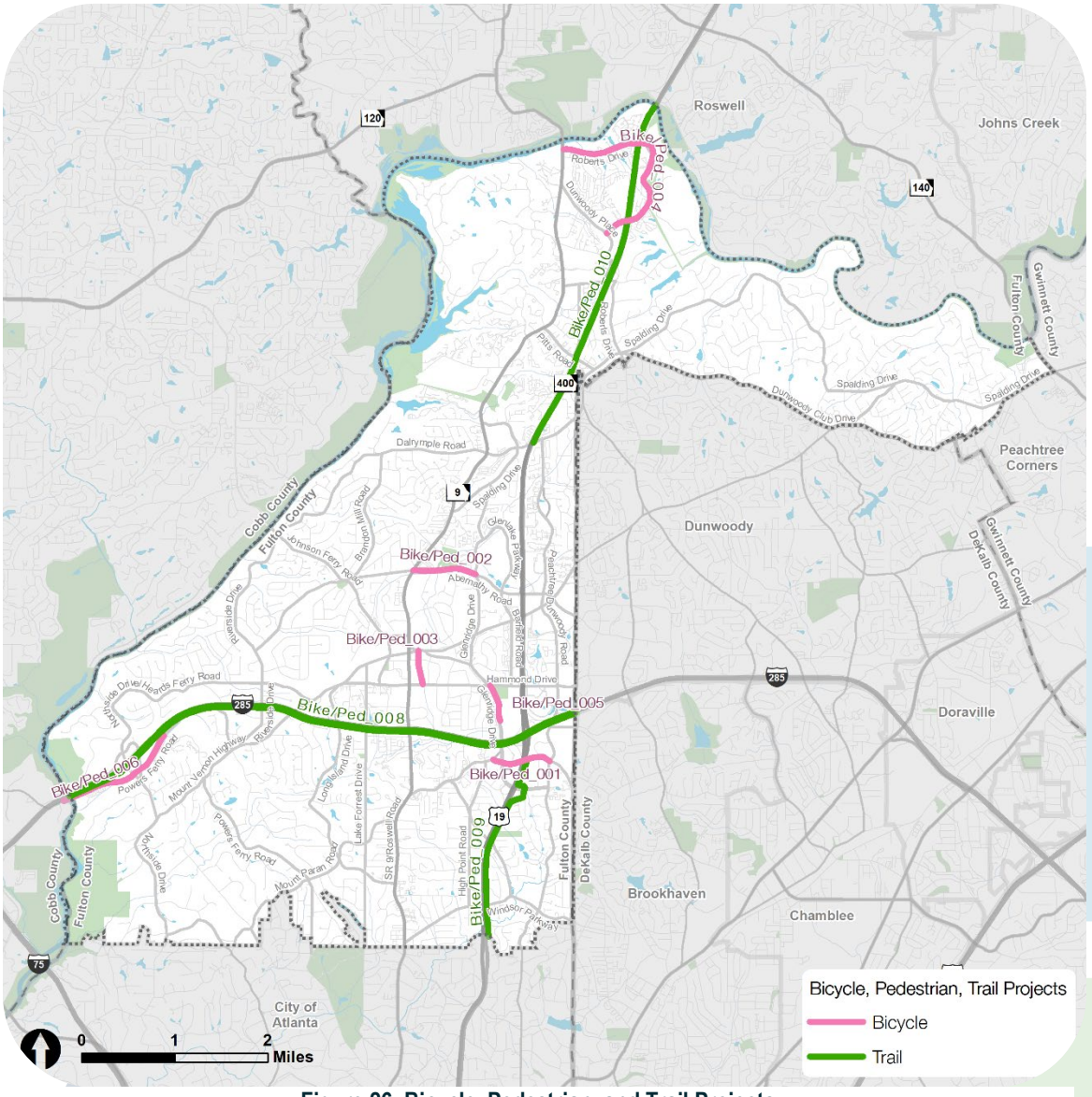


Figure 26: Bicycle, Pedestrian, and Trail Projects

Table 12: Bicycle Projects

ID	Project Name	Project Description	Programming Level	Cost
Bike/Ped_001	Johnson Ferry Rd Side Path, from Glenridge Dr to Peachtree Dunwoody Rd	This project proposes a multi-use side path along Johnson Ferry Road, from Glenridge Drive to Peachtree Dunwoody Road.	Short-Range	$6,000,000
Bike/Ped_002	Abernathy Side Path, from Roswell Road to Glenridge Drive	This project proposes a side path along Abernathy Road, from Roswell Road to Glenridge Drive.	Mid-Range	$6,100,000
Bike/Ped_003	Boylston Drive Side Path	This project will include comprehensive bicycle and pedestrian improvements, such as a side path, along Boylston Drive from Mount Vernon Highway to Hammond Drive. The realignment of the intersection will occur at Hammond Drive.	Short-Range	$4,000,000
Bike/Ped_004	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	This project proposes a multi-use side path along Roberts Drive from Roswell Road/SR 9 to Dunwoody Place.	Short-Range and Mid-Range	$14,500,000
Bike/Ped_005	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	This project proposes a multi-use side path along Glenridge Drive from Hammond Drive to existing side path, just south of Wellington Trace.	Short-Range	$2,500,000
Bike/Ped_006	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	This project proposes a multi-use side path along Powers Ferry Road from the Chattahoochee River to Dupree Drive.	Mid-Range	$10,000,000

Table 13: Pedestrian Projects

ID	Project Name	Project Description	Programming Level	Cost
Bike/Ped_007	Sidewalk Program	This project funds installing new or maintaining existing sidewalk facilities throughout the city to improve pedestrian access and connectivity.	Short-Range and Mid-Range	$24,000,000

Table 14: Trail Projects

ID	Project Name	Project Description	Programming Level	Cost
Bike/Ped_008	I-285 Multi-use Trail Study	Proposed conceptual study for comprehensive bicycle and pedestrian improvements, which may include a multi-use trail along I-285 from the Cobb County Line to the DeKalb County line.	Short-Range	$250,000
Bike/Ped_009	GA 400 Multi-Use Trail	This project proposes the construction for a multi-use trail parallel to SR 400 from the City Limits to Johnson Ferry Road.	Short-Range	$7,000,000
Bike/Ped_010	GA 400 Multi-Use Trail North Study	Proposed feasibility study of the GA 400 Multi-use Trail from Spalding Drive to the Chattahoochee River.	Short-Range	$250,000

This page was left blank intentionally.

Transit

Total Cost	Project Types	Programming Level
$3.4M	1 Project Type	Short – 3; Mid – 1; Both – 1

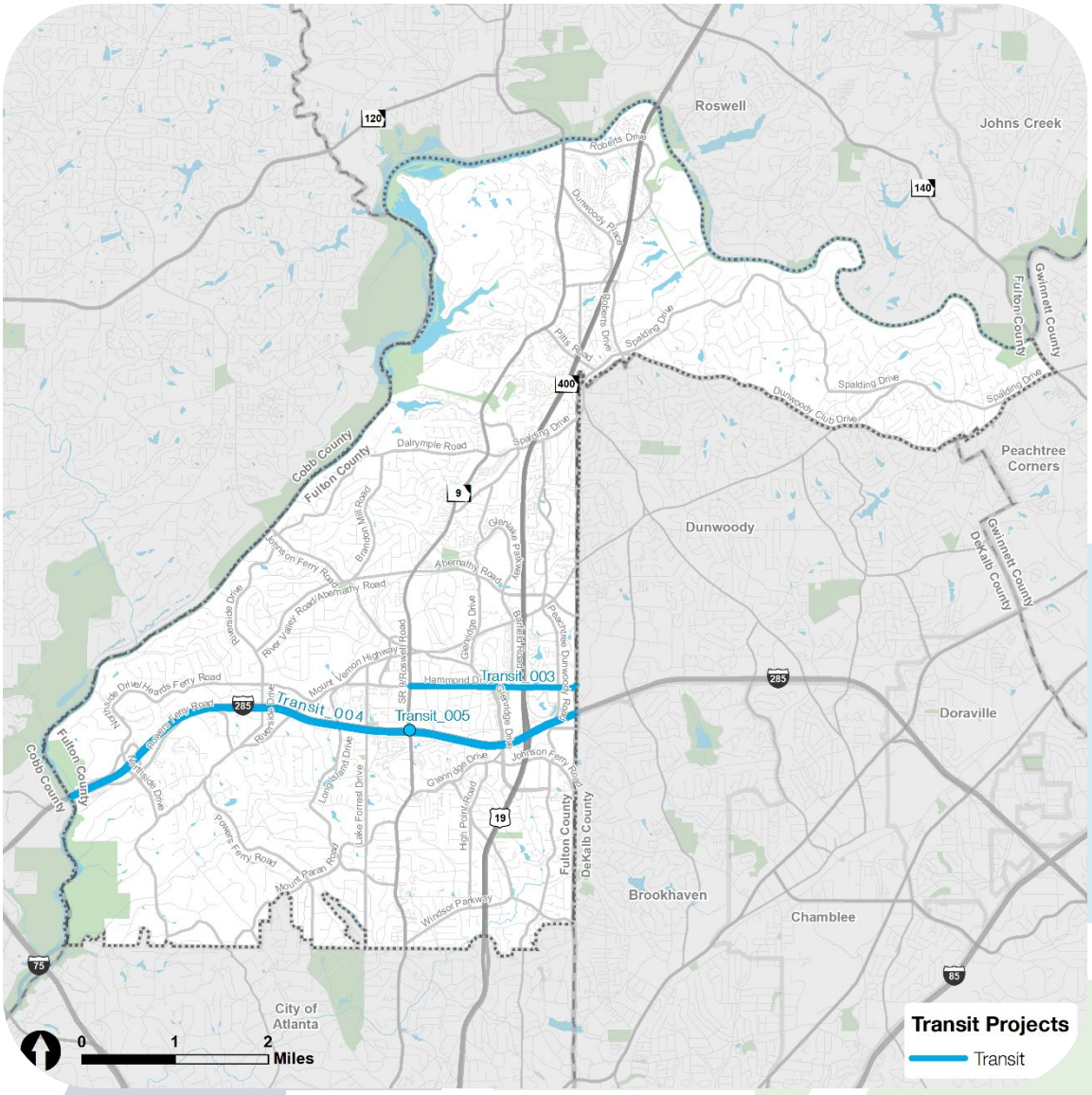


Figure 27: Transit Projects

Table 15: Transit Projects

ID	Project Name	Project Description	Programming Level	Cost
Transit_001	Traveler Information Kiosks/Transit Curbside Management (partnership with MARTA)	This project proposes adding traveler information kiosks / transit curbside management at MARTA rail stations.	Short-Range and Mid-Range	$300,000
Transit_002	Transit Signal Priority Technical Upgrades along MARTA Routes	This project proposes modifications to signal timing to implement transit signal priority on signals along transit corridors.	Short-Range	$250,000
Transit_003	Transit Signal Priority Supportive Improvements along Hammond Drive	This project proposes a study of transit supportive improvements along Hammond Drive, which may include bus stop modifications, queue jumper lanes, and pedestrian signal upgrades.	Mid-Range	$2,700,000
Transit_004	I-285 BRT Feasibility Study	Proposed feasibility study for Bus Rapid Transit along I-285. Includes conceptual station planning and design, service plan, implementation plan.	Short-Range	$50,000
Transit_005	I-285 at Roswell Road Station Area Study	Proposed station area study to assess connectivity and land use improvements for the planned I-285 BRT station at Roswell Road.	Short-Range	$100,000

Table 16: Intelligent Transportation Systems

ID	Project Name	Project Description	Programming Level	Cost
ITS_001	Design and Construct Fiber Ring A	Design and Construct Fiber Ring A	Short-Range	$1,500,000
ITS_002	Design and Construct Fiber Ring B	Design and Construct Fiber Ring B	Mid-Range	$1,500,000
ITS_003	Install Hub at Morgan Falls Public Safety Complex	Phase I of this project should provide a new field hub cabinet located west of the SR 9 (Roswell Rd.) and Morgan Falls intersection (NE quadrant) within the GDOT ROW. Phase II will remove the existing fiber connection from the Morgan Falls Building. Additionally, this project will provide a new field hub cabinet located west of the SR 9/Roswell Road and Abernathy Road intersection (NW quadrant) within the GDOT ROW.	Short-Range	$690,000
ITS_004	Fiber Connection to Fire Station 1	This project will provide fiber connection to Fire Station 1 at Spalding Drive and Roberts Drive.	Short-Range	$650,000

This page was left blank intentionally.

Policies

Zero Deaths and Safe Systems Policy

The Zero Deaths and Safety Systems Policy is an initiative out of the Federal Highway Administration that sets of a goal of achieving zero traffic deaths. The initiative grew out of the popular "Vision Zero" movement, which began in Sweden in 1997, and the FHWA Zero Deaths and Safe Systems approach adapts the goal to focus on system design and engineering.

Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity. This approach is designed to be **proactive** (anticipating and planning for safe roads) rather than the traditional **reactive** approach (making decisions based on historic data).

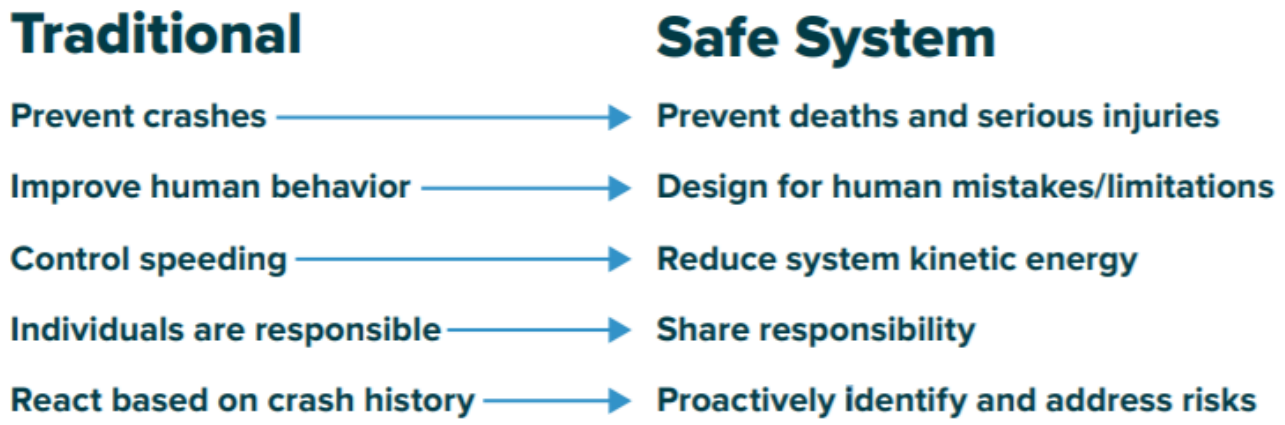


Figure 28: Traditional Reactive vs. the Safe System Proactive approach. Source; FHWA

Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Figure 29: The five elements of a Safe Systems approach. Source: FHWA

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

Next Step: Sandy Springs should develop and adopt a Zero Deaths action plan to identify capital projects, design strategies, programs, and initiatives that lead to a safer transportation system.

Complete Streets Policy

Complete Streets is a transportation policy and design approach that looks for streets to be planned, designed, operated, and maintained to enable safe and comfortable travel for all users, all modes, ages and abilities. Complete Streets policies typically contain design guidelines and policies that apply to all transportation projects, including new roadways, reconstructions, and sometimes maintenance. Complete Streets policies have been adopted by over 1,600 city, county, and state governments nationwide.

The National Complete Streets Coalition publishes a set of essential elements that should be included in complete streets policies to ensure they are effective, implementable, and equitable.

1. **Vision and intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a timeframe for their implementation.

7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy.

Next Step: The City is currently working towards complete streets, especially through the recent Next 10 comprehensive plan effort, but has not formalized it into policy. The City should utilize resources available from the National Complete Streets Coalition and other resources to develop and adopt a formal Complete Streets Policy that aligns with city practices.

Micromobility Policy

Micromobility refers to a series of small lightweight personal driving devices such as electric scooters and e-bicycles. Micromobility is playing a significant role in changing the transportation network across the nation – and has started to influence the Atlanta metro region. Micromobility devices are leveraged for a variety of trip purposes, but generally can help to make shorter-distance, first- and last-mile connections more viable and accessible. Many cities around the country have begun developing micromobility policies to regulate the operation of these devices on public right-of-way. The City of Sandy Springs follows state and local laws on how to regulate where the devices can be operated and parked.

Although micromobility does not currently playing a significant role in the city's transportation network, the City anticipates that with investment into quality infrastructure and better connectivity in the bicycle network, there could be an increase in demand for use of these types of devices.

Micromobility policies can take very different formats depending on the specific community, but most regulate the device rental operator in terms of vehicle fleet size, the use of user data, fees, and operational requirements (such as barring the devices from certain areas). Placing limits on operation and setting permit requirements that include insurance minimums and maintenance agreements ensure that these operators provide a transportation option that is safe for users. The City should also consider regulations of users of non-rental devices.

Next Step: Sandy Springs should continue to monitor micromobility usage within the city and in the Atlanta region and consider an adoption of a policy to guide micromobility device usage on the city's transportation network. It is recommended that the City proactively develop its own

framework now. Resources on best practices and example policies are available from the National Association of City Transportation Officials.

Ridesharing Service Guiding Policy

Ridesharing services are a transportation option that arranges on-demand transportation services. Uber and Lyft are examples of companies that provide ridesharing services. The rapid growth of popularity of ridesharing influences travel behavior in ways that are still being studied and understood. As residents begin to increasingly rely on these services to replace or supplement their personal vehicles, there may be an increase in competition for curb space as drivers frequently pull over to drop off and pick up passengers.

Some cities and states areas have required companies to obtain permits, required driver background checks, and require insurance for rideshare drivers. These requirements are often difficult to enforce given the non-centralized nature of the business and the fact that drivers often cross municipal boundaries.

Next Step: Sandy Springs should continue to monitor ridesharing usage within the city and in the Atlanta region and consider an adoption of a policy to guide access and curb usage on the city's transportation network. It is recommended the City proactively examine its curb lane management policies to prepare for increasing competition for this limited space. Policies such as designated drop-off and pick-up areas and larger and more frequent loading zones in some areas may be helpful. The City should also explore partnerships with ridesharing companies to provide last mile trips to MARTA stations and data sharing opportunities.

Reconciling of Inconsistencies between Development Code and Technical Manual

The City's Development Code, Technical Manual, and land use policies were reviewed to determine if these documents are consistent with each other and complement existing and potential transportation policies. It was found that generally both the Development Code and the Technical Manual generally work well together in implementing several comprehensive plan policies from the City's Next Ten Comprehensive Plan. However, there were areas of improvement that require the City to revisit the Development Code street sections and reconcile inconsistences, such as the Mount Vernon Highway Standards and some street types.

Next Step: Sandy Springs should work to reconcile inconsistencies between the two documents.

Sidewalk Master Plan Amendment

As a part of the ***Multimodal Assessment***, the TMP project team evaluated gaps in the network evident through the 20-Minute Neighborhoods analysis. The 20-Minute Neighborhoods analysis identified gaps in the sidewalk network that would help the community access every day needs

through walking and biking. These gaps are critical in promoting physical health in the community reducing the number of short-distance car trips along the city roadways.

Next Step: Sandy Springs should consider amending the Sidewalk Master Plan to include sidewalk projects identified through the 20-Minute Neighborhoods analysis and other requested sidewalk projects from the public.

Initiatives

Promote Transportation Demand Management (TDM) Citywide

Georgia Commute Options is a program managed by the Atlanta Regional Commission and funded through GDOT that promotes Transportation Demand Management (TDM). The program works with employers, commuters, and schools to reduce the use of single-occupancy vehicles and to motivate people to choose alternative commute options. Some examples of TDM strategies include employee commute surveys, onsite events to talk about commute options, carpool/vanpool coordination assistance, commuter ride-matching and guaranteed ride home options. Perimeter Connects does a great job assisting employers within the Perimeter Community Improvement District (PCID), but the City can also promote these initiatives with City residents and employers outside of PCID.

Next Step: Sandy Springs explores partnership with Georgia Commute Options to educate residents and employers about alternative commute options and incentives available to them.

Host Bicycle and Walking Events

Bicycle and walking events help to encourage residents to bike and walk by providing safe spaces to do so, educating residents about the benefits from biking and walking, and creating a sense of community around biking and walking.

Open Streets

Across the nation and metro Atlanta, several organizations and municipalities have partnered to promote "Open Street" events where specific street segments are temporarily closed vehicles to create opportunities for more open and vibrant street experiences catered to non-driving modes. These types of events are not only used to promote healthy active living but can also serve as an educational opportunity to walking and biking and the promotion of local businesses.

Walk/Bike to Work/School Days

Walk and Bike to Work/School days are events that are hosted on an annual basis in communities across the nation. These days work do not require temporarily closing vehicular access on roadways – but can have similar impacts such as changes to commuting policies or the physical environment in communities. These types of events can have smartphone-based apps or paper logs of those who participated and offer various incentives to participants.

Next Step: The City should continue to promote national and state Walk/Bike to School Days, as coordinated by the Safe Routes to School program. The City should consider partnerships with interested organizations to explore hosting an Open Streets event, and identify potential candidate streets.

Track and Coordinate Transportation Performance Metrics

Transportation Performance Management (TPM) programs use performance information collected from the transportation network to target transportation investments toward projects and programs that align with a jurisdiction's stated goals and objectives for the system. Benefits of a well-implemented TPM program include the ability to make data-driven investment decisions, improve governmental transparency and accountability, address transportation equity concerns, and improve overall connectivity and safety for all users.

By law, transportation performance measuring programs must be implemented at the national, state, and regional levels. Implementation at the municipal level in Sandy Springs, in addition to being a first for the metro Atlanta area, can help the City meet the goals and objectives established in the ongoing transportation master plan (TMP) update and continue to track them after the planning process is finished. A performance measurement program could help Sandy Springs to continue to measure and track how the implementation of the TMP projects and policies have continued forward the vision and goals of the plan. Examples of metrics that could be tracked by the City are included and categorized by overall goal below.

Safety

- Number of crashes along city-owned roadways versus all roadways
- Percent of crashes resulting in serious injury/fatality
- Number of non-motorized crashes

Mobility & Accessibility

- Peak period travel time along key corridors (personal vehicles and transit)
- Roadway system health metrics (percent arrivals on green, progression ratio, etc.)
- Mode share for passengers arriving at MARTA rail stations

Economic Vitality

- Placemaking and/or streetscape projects completed
- Projects completed in the Next Ten focus areas
- Peak delay traffic duration and clearance times on key corridors and employment centers

Land Use and Transportation Integration

- Percent of new projects (transportation and land use) that include bicycle infrastructure (bicycle lanes, bicycle storage units, etc.)
- Percent of new commercial/residential projects within walking distance to MARTA service
- Percent of population within a walking distance to common destinations (grocery, pharmacy, etc.)

Maintain and Optimize System

- Average pavement condition and response time for related complaints received by City
- Number of signals requiring preventative and regular maintenance
- Number of bridge structures are obsolete/deficient

Well-Being and Environment

- Number of trail and sidewalk projects underway and/or completed
- Residents per mile of sidewalk, trails, or bicycle facilities
- Percent of City funding expended on active transportation projects

Next Step: Identify key metrics that are most important for the City to track internally, and share with the public. The City can refer to the list of potential performance metrics developed for the TMP to help select the appropriate performance metrics. As part of the selection process, the City should assess the data and resources required and identify responsible parties for tracking these metrics.

Coordinate New Transportation Projects with Other Enhancements

Communities across the nation are rethinking the way that transportation projects are designed and implemented. The design of transportation projects typically follows traditional processes that do not always consider placemaking principles that can allow for more creative strategies for transportation solutions. As the City move forward with new transportation projects, especially those in the TMP, it should consider how each project could strategically incorporate public art and/or environmental features that could create more welcome interactions between the transportation infrastructure and neighboring land uses and community hubs.

Next Step: Formalize process for considering public art and environmental features for transportation projects during the concept phase or earlier.

Develop COSS Transportation Safety Working Group

The ***Multimodal Assessment*** conducted as a part of the TMP highlighted critical safety trends and issues that the City should consider moving forward. The takeaways from the safety assessment, particularly through the GDOT Emphasis Areas, illustrate a need for the City to look at the Six E's of Transportation Safety – Education, Enforcement, Encouragement, Engineering, Evaluation, and Emergency Response. The Six E's are related to the Zero Deaths and Safe Systems Policy in the acknowledgement that engineering cannot be the only solution in making streets safer for all users. It is recommended that the City create an interdepartmental working group that includes Communications, Public Works, Police, Fire, among others to discuss ways to partner to make the transportation network safer in the city.

Next Step: Identify potential work group members and resources needed to develop working group.

Coordinate with Regional Transit Providers to Improve City Service

Although the Sandy Springs does not directly operate transit service, the City can leverage its existing infrastructure to help the movement of transit buses along major roadways, as well as partner with transit operators and coordinate opportunities to improve transit in the City. The City should continue an open line of communication with MARTA to discuss transit-supportive improvements, such as providing signal equipment outfitted to provide transit signal priority to buses, and transit needs identified in the ***Multimodal Assessment***. The City has partnered with MARTA to test TSP in the city, but it should also coordinate with Xpress commuter bus services to ensure that Xpress buses can also take advantage of potential time-savings for buses.

Next Step: Develop a Transit Signal Priority Implementation Plan. Discuss transit needs with existing transit operators in the City.

8 | Funding and Implementation

The success of the City of Sandy Springs TMP hinges on the collaborative effort of local, regional, and statewide agencies and partners to implement the projects and policies moving forward. One of the keys to implementation will be securing funding for the projects that are identified in the TMP by understanding the following:

- **Realistic funding streams and available local matches**
- **Partnership opportunities** - funding partnerships between the City and other public, private, and/or quasi-public entities
- **Project consolidation opportunities** – identification of specific modal projects that could be combined with other larger efforts
- **Policy-level changes** – continued incentivization of transportation investments through ordinance

Realistic Funding Streams and Available Local Matches

The funding strategy for TMP projects considers the different funding streams that are available based on project type. For example, there are varied funding streams available for trails that are transportation versus recreational – and based on network development, some that can serve as hybrids. The existing major funding sources that the TMP projects recommended are:

- **Federal** - Transportation Alternatives Program (TAP), Better Utilizing Investment to Leverage Development (BUILD) Grants, Federal Recreational Trails Program (RTP) Grants, Congestion Mitigation and Air Quality Program (CMAQ), Federal Lands and Tribal Transportation Program (FLTTP), National Recreation Trails (NRT), Community Development Block Grant (CDBG), Transit-Oriented Development (TOD) Pilot Program, Highway Safety Improvement Program (HSIP), Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), Georgia Smart Communities Challenge
- **State** – Georgia Department of Natural Resources (DNR) Grants, GDOT Maintenance and Improvement Grant (LMIG), GDOT Transportation Enhancement (TE) Program, Georgia Transportation Infrastructure Bank (GTIB), Quick Response projects, GDOT Local Bridge Program (LBP) and Low-Impact Bridge Replacement Program (LIBRP), Safe Routes to School (SRTS),
- **Regional (Atlanta Regional Commission)–** Livable Centers Initiative, Community Development Assistance Program, Transportation Improvement Program (TIP) (TIP is used to distribute some federal funding sources like CMAQ, TAP, and STBG)
- **Sales Tax** - Fulton County TSPLOST

- **Other –** there are a series of private funding opportunities available to 501c3 organizations to invest in transportation infrastructure (especially bicycle, pedestrian, and trail facilities) to connect and close gaps in the network. Although the City cannot be a direct recipient of these monies, the City could partner with a local non-profit organization in the City to move smaller-scale projects forward.

The **Appendix F** includes funding information for specific projects. Funding sources change over time and it is recommended that the City continue to monitor new regional, state, and federal opportunities for funding.

9 | Appendix

The appendix contains the following elements:

- Public Engagement Summary
    - Round 1 Public Meeting Summary
    - Round 2 Public Meeting Summary
    - ESRI Online Engagement
    - Focus Groups
- Current Transportation Projects Map
- Other Projects Considered
- Bike Network Map
- Sidewalk Program Map
- Short- and Mid-Range Project List
- Project Fact Sheets

A – Public Engagement Summary

Public Meetings Summary – Round 1

The Sandy Springs Transportation Master Plan (TMP) will identify and recommend forward-thinking transportation projects and policies that improve mobility, safety, and transportation equity for all users. The plan will focus on innovative multimodal transport solutions that maximize use of existing infrastructure and expand mobility options for residents and visitors.

The Plan is scheduled to have two rounds of public engagement efforts. The first round of public meetings included two virtual public meetings and a MetroQuest survey. The second round of public engagement is planned to occur in the Fall of 2020.

Introduction

The public meetings were both held virtually on Thursday, June 18, 2020, at Noon and 6:30 PM, respectively. There was a total of 44 attendees at both meetings. Each meeting began with an existing conditions presentation and the unveiling of draft, preliminary goals for the Plan. The attendees provided input on these draft goals.

Preliminary Goals

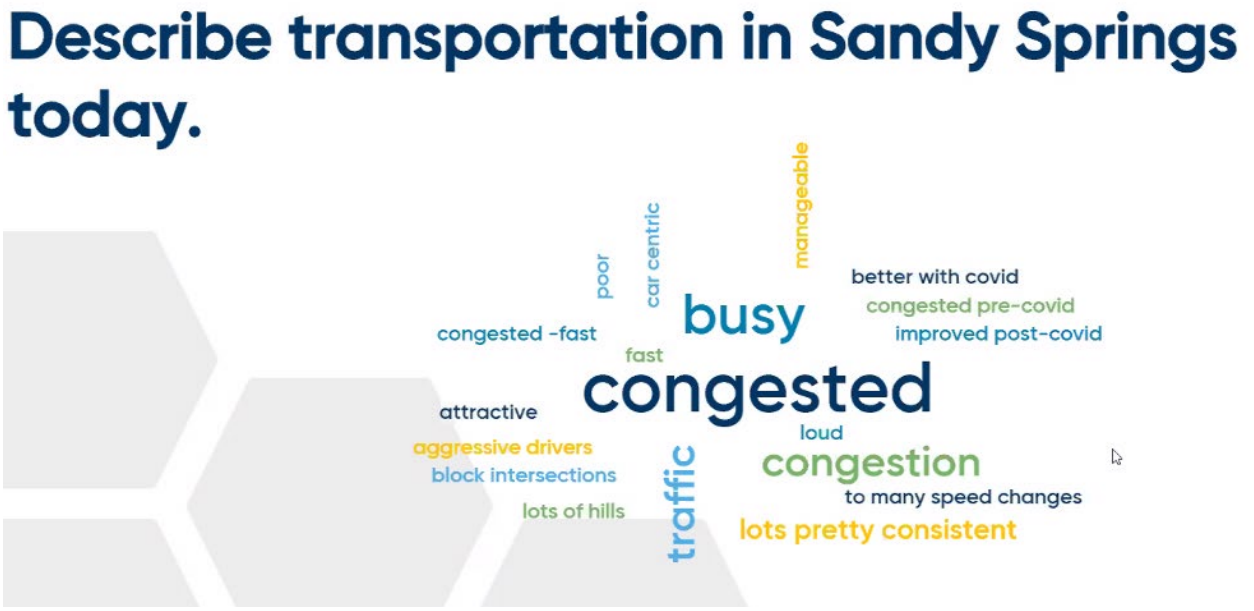
These preliminary goals were established by looking through a variety of guidance and previous plans including the Federal - FAST Act, FTA guidance, GDOT, ARC, Next Ten, North Fulton CTP among others. The draft preliminary goals for the Plan are listed below.

- **Safety**
  - Promote a safer transportation system for users of all modes
- **Mobility & Accessibility**
  - Promote an interconnected and efficient transportation network
- **Economic Vitality**
  - Promote economic development through targeted transportation investments
- **Land Use & Transportation Integration**
  - Transportation system is context sensitive and supports surrounding land use
- **Maintain & Optimize System**
  - Reinforce, maintain, and strengthen the existing transportation network
- **Well-Being & Environment**
  - Support healthy living through quality connections to the built and natural environments

Catch Phrase Activity

Mentimeter, an interactive presentation software, was used to collect real-time responses from the participants. Attendees were first asked to describe transportation in Sandy Springs today and then to describe transportation in Sandy Springs in the future. Attendees were then asked to write a word or phrase that they feel are important to include in the goals and objectives. Participants had unlimited responses. The responses instantaneously created word clouds, the words that were more frequent displayed larger than other words that were only mentioned once. These responses helped shape the Plan's goals and objectives.

Noon Meeting Responses



Safety

Mobility & Accessibility

Economic Vitality

Land Use & Transportation Integration

Maintain & Optimize System

Well-Being & Environment

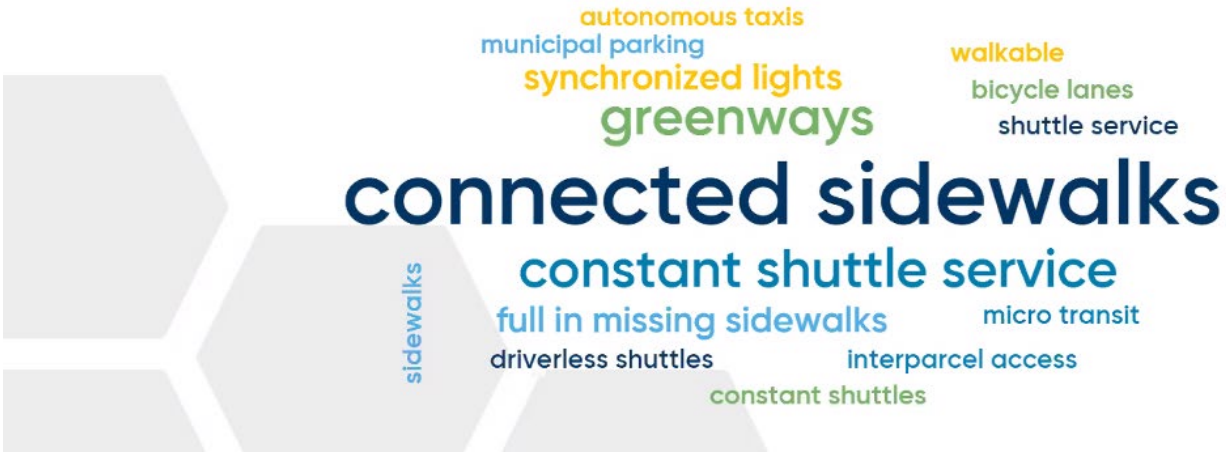
Evening Meeting Responses (6:30PM)

Describe transportation in Sandy Springs today.

Describe transportation in Sandy Springs in the future.

Safety

Mobility & Accessibility



Economic Vitality

Land Use & Transportation Integration

Maintain & Optimize System

Well-Being & Environment

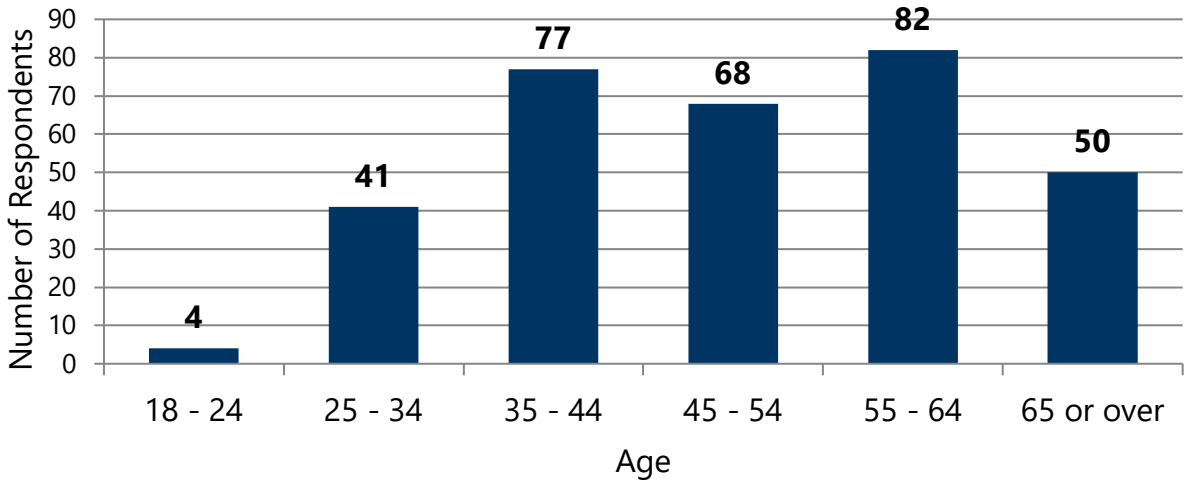
MetroQuest Online Survey

The MetroQuest online survey was open between June 18th and July 17th. The purpose of this online survey was to reach the public that were not able to attend the two virtual public meeting sessions. The online survey was advertised on Nextdoor, on Facebook, and in the Sandy Springs Newsletter as well as at the public meeting. The survey also offered a Spanish version.

The online activities mimicked the public meeting Catch Phrase activity to solicit feedback on the initial goals and locations for transportation improvements. On the last slide, there were optional questions that asked about travel habits. Overall, there were 843 individuals who visited the survey and 556 individuals who participated in the survey. Based on the results, 303 participants who took the survey are residents who live in Sandy Springs and 166 people who work in Sandy Springs.

Age of Respondents

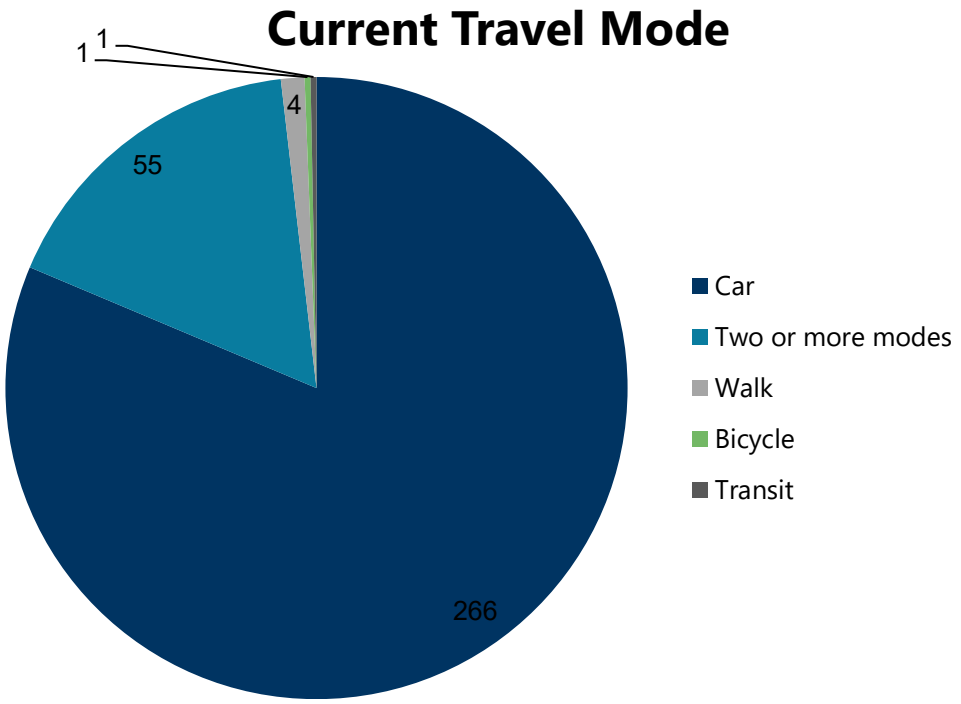
There was a total of 322 participants that answered this optional question. Based on the age of respondents, engagement of the older population through a virtual environment was successful, but engagement of the population under the age of 35 was not as successful. The next round of outreach and engagement will have more targeted efforts for this age group.

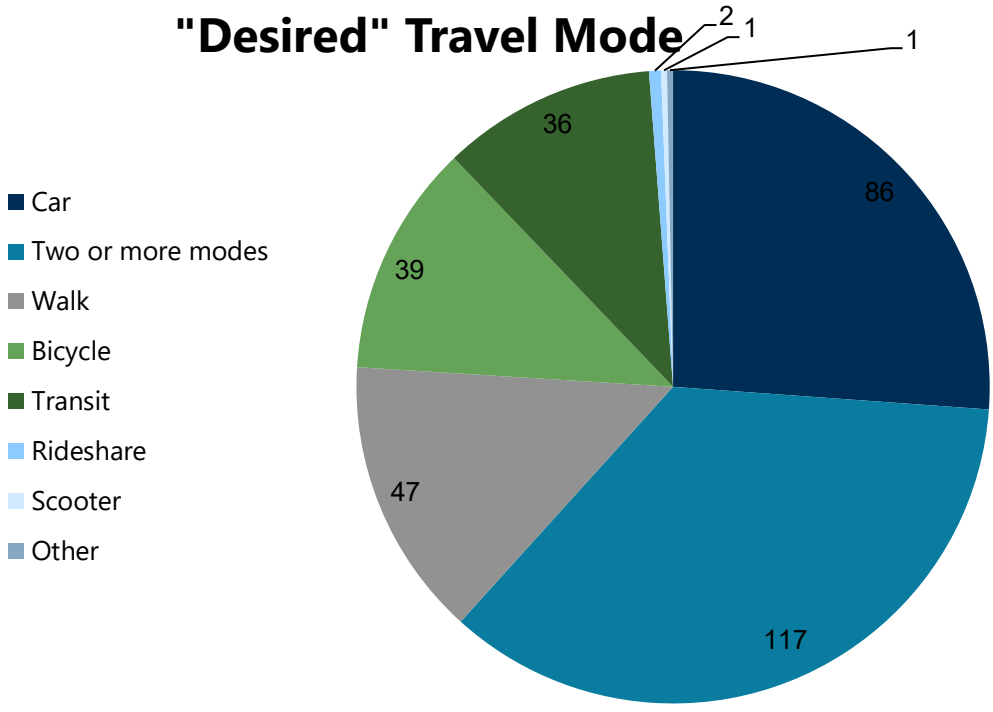


Mode of Transportation

Another question from the travel habits slide asked how participants are traveling today within the City and asked how participants would like to travel in the future. Currently, over 80% of people used a car to travel. There was a smaller percentage of respondents who said they use two or more modes – which could mean walking to transit, driving to transit, or even driving to a parking lot and walking the rest of the distance.

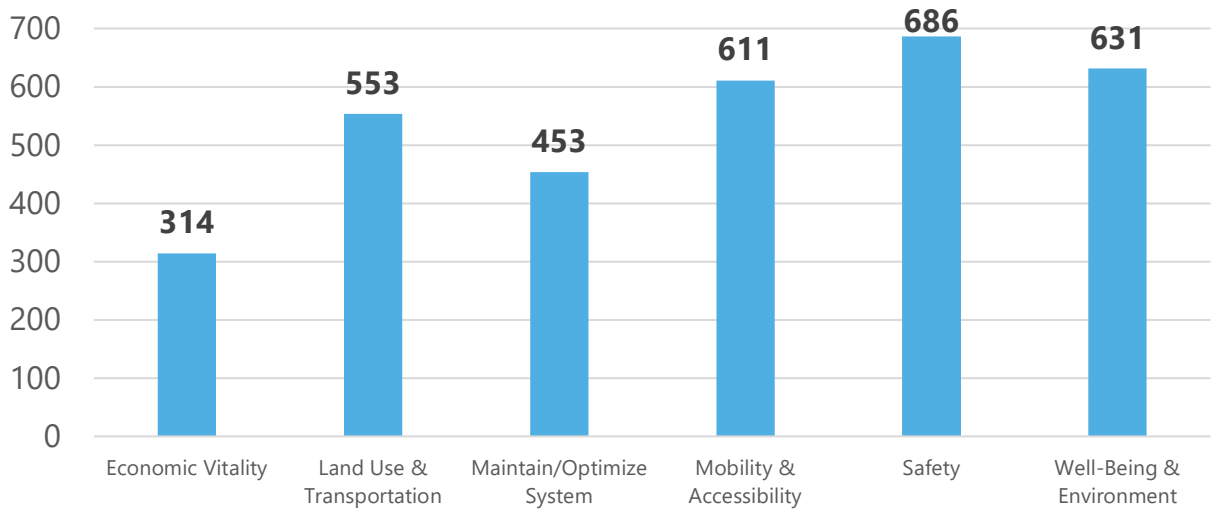
There is more variability in the responses for the question about how people want to be traveling within Sandy Springs in the future. 26% of participants still wanted driving to be their main mode to travel, but there was a larger percentage of participants who wanted to walk, bike, take transit, or use a variety of these options together.





Rank Your Top Goals

Participants were asked to rank their top three goals out of the six available goals. The highest ranked goals are Safety, Mobility and Accessibility, and Well-Being and Environment. Not far behind is integrating Land Use and Transportation.



What Should the Goals Capture

Similar to the Catch Phrase activity, participants were asked to write two words or phrases to describe the top three goals chosen from the previous slide. Some words/themes that were mentioned multiple times are listed below.

Safety

- Accessible
- Adaptable
- Bike Lanes
- Side Paths
- Sidewalks
- Connected
- Integrated
- Traffic Calming Roundabouts

Mobility & Accessibility

- Reduce Crashes
- Air Quality
- Better signage
- Bike Lanes
- Enforcement
- Improve Intersections
- Maintain Pavement
- Pedestrian Safety
- Safety
- Separated Facilities
- Sidewalks
- Reduce Traffic/Volume
- Traffic Control
- Optimize Signal Timing
- Better Lighting

Economic Vitality

- Accessible
- Interconnected
- More alternative mode options
- Public Transportation
- Reduce Congestion
- Sidewalks
- Traffic Flow
- Walkability
- Bikeable
- Ease of Use
- Parks
- ADA Accessible

Land Use & Transportation

- Accessibility
- Attractive
- Connected
- Investment
- Local Businesses
- Growth in Businesses
- Pedestrian-Friendly
- Walkability
- Adequate Parking
- Ease of Access
- Vibrant

Maintain & Optimize System

- Better Road Conditions
- Efficiency
- Fix Pavement
- Maintenance
- Optimize Traffic Flow
- Continuously Improving
- Leverage Technology Upgrades

Well-Being & Environment

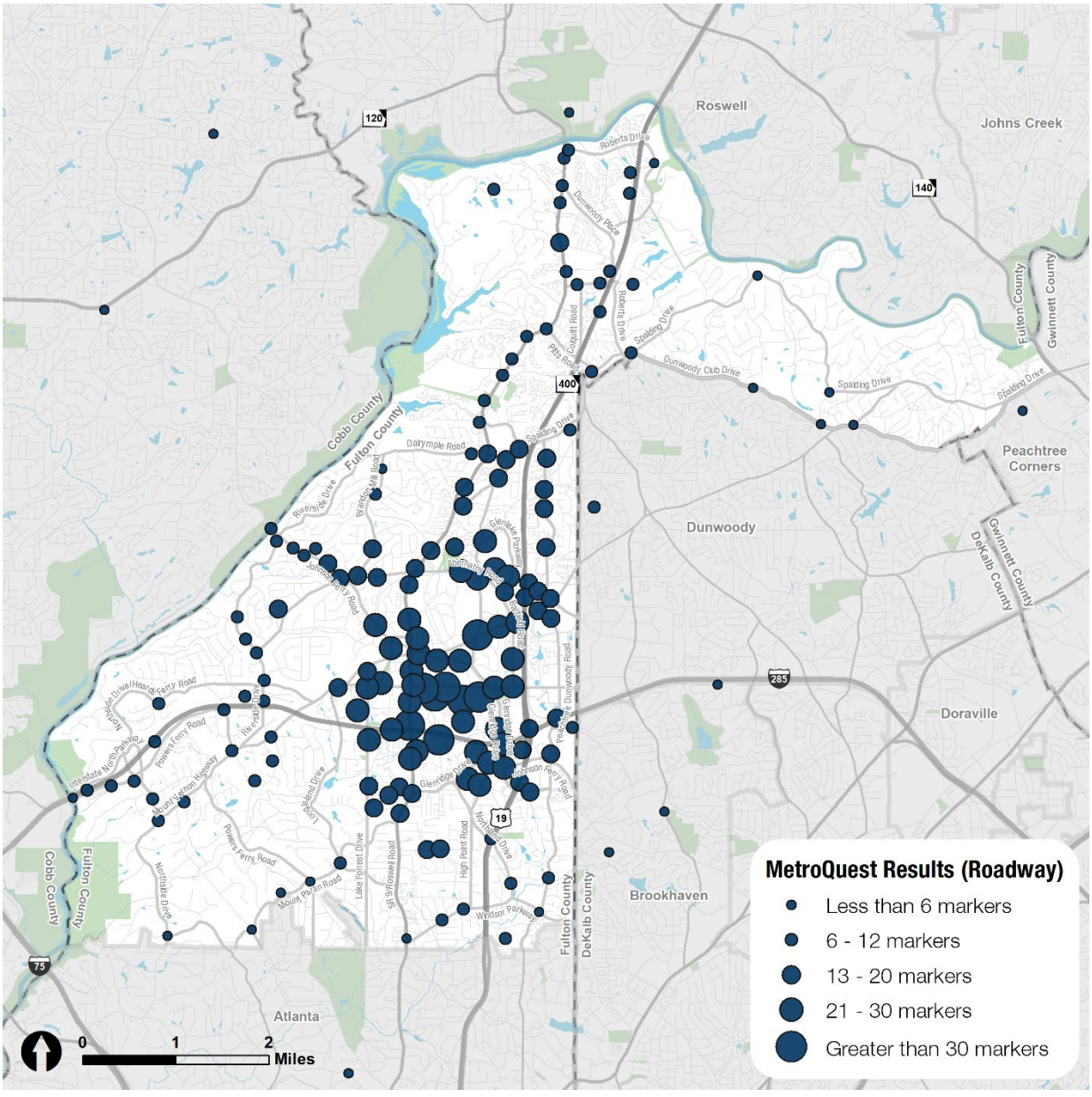
- Bike Lanes, Side Paths, and Sidewalks
- Connection
- Environmentally Responsible
- Green Spaces / Parks
- Healthy Living
- Less Pollution
- Sustainability
- Walkability
- Greenway / Trails
- Tree Canopy

What are the Improvements Needed?

One of the slides included a mapping feature where participants were instructed to identify on the map at least three transportation concerns of improvement. There were five options to mark on the map: Roadway, Transit, Pedestrian, Bicycle, and Other.

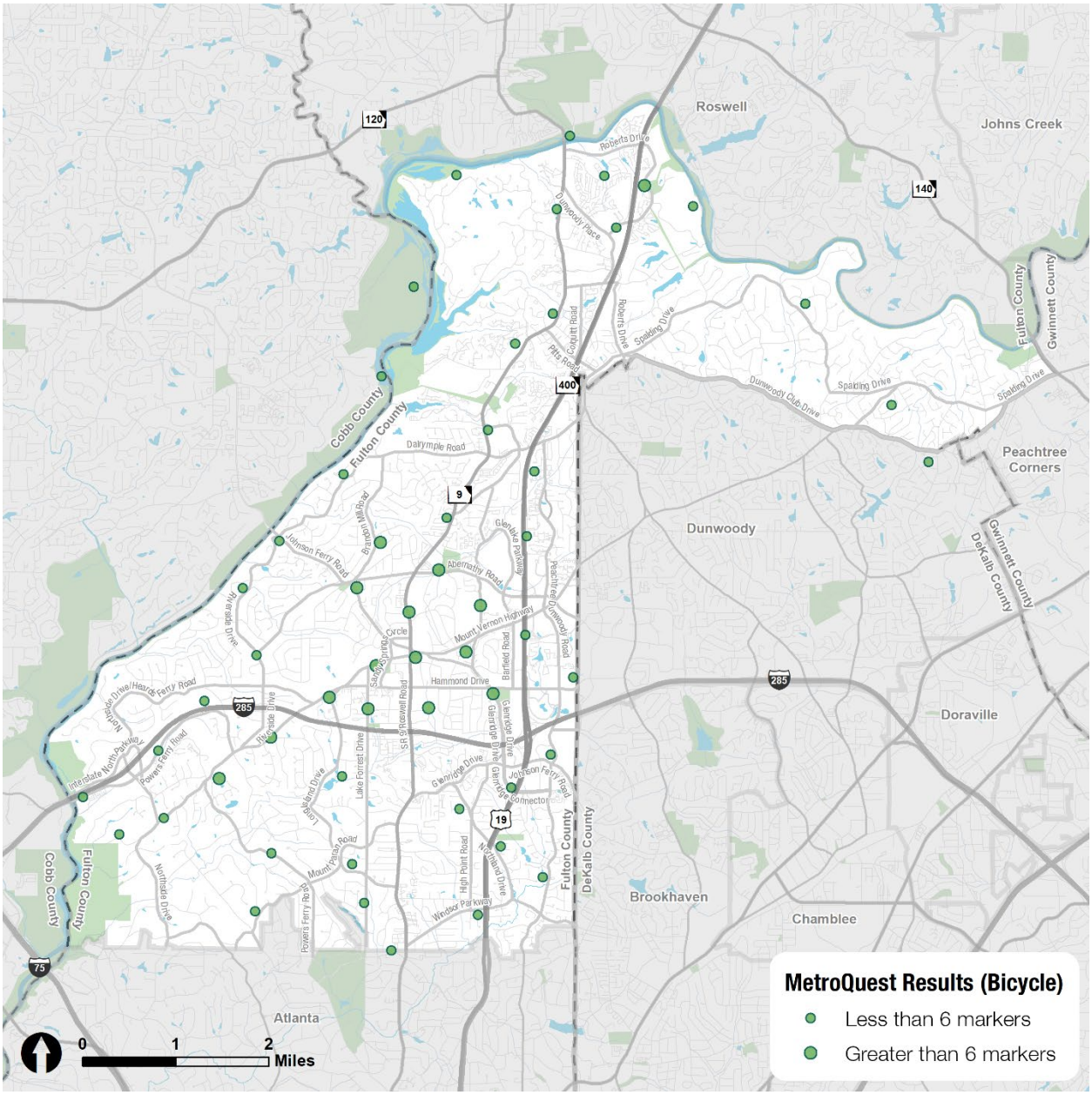
Roadway

There was a total of 338 markers placed about roadway facilities. The responses about roadway centered along Hammond Drive, Abernathy Road, and Roswell Road. The responses varied greatly, but included subjects such as roundabouts, speeding, and congestion. Lowering speeds was of high concern for the respondents.



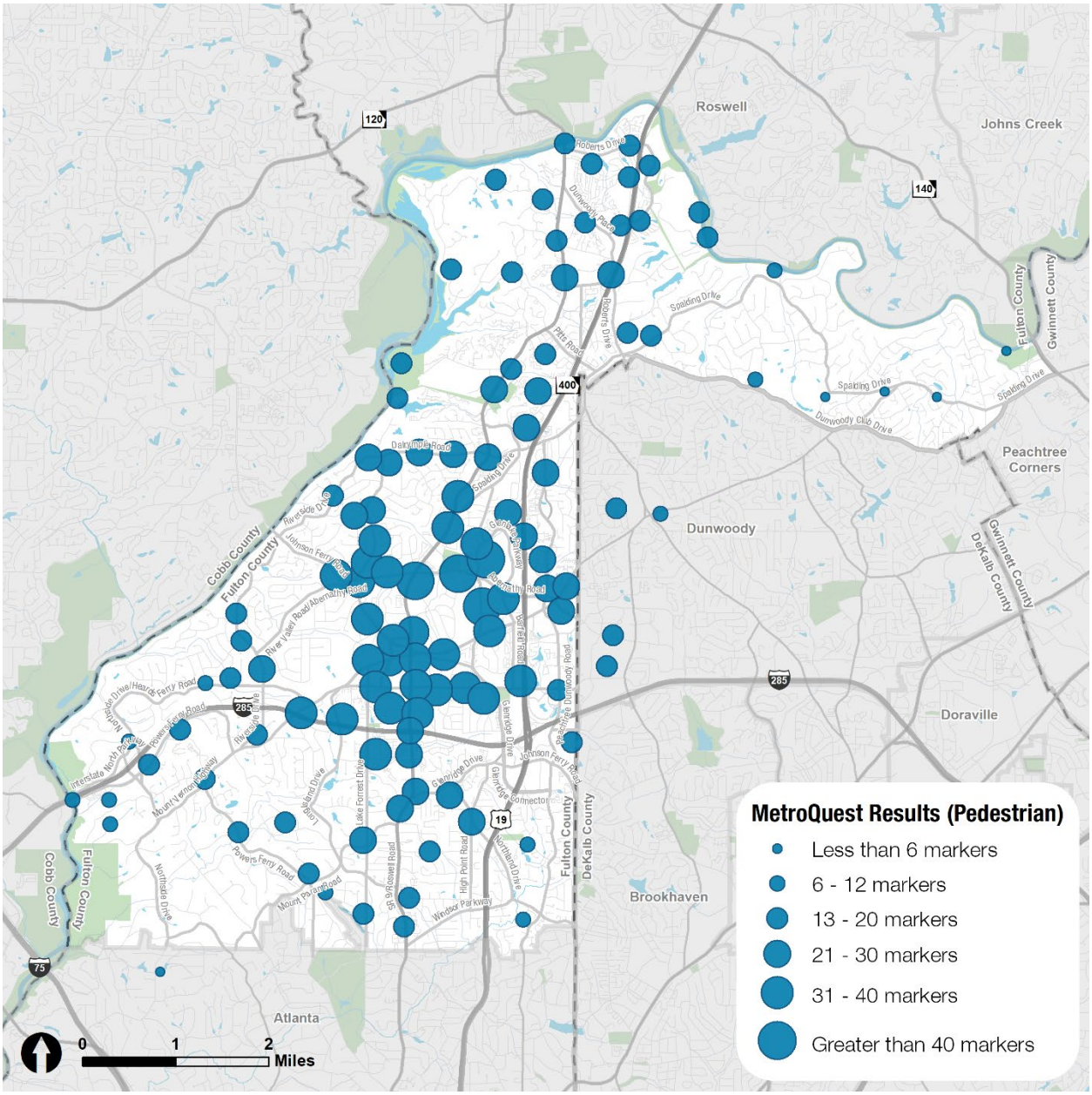
Bicycle

There was a total of 145 markers evenly distributed around the city. Many respondents requested more bikes lanes and safer bike facilities.



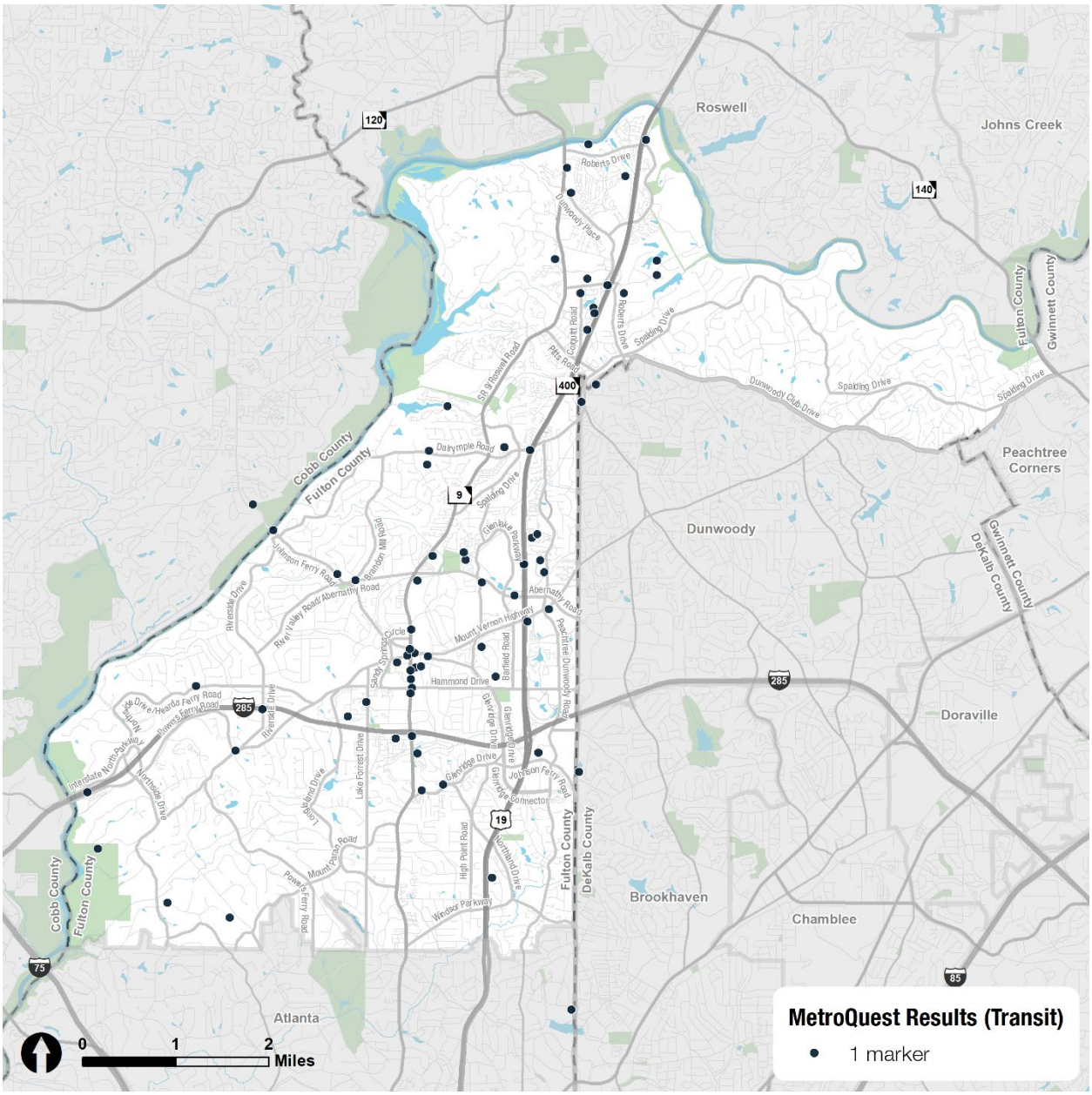
Pedestrian

There was a total of 272 markers placed about pedestrian facilities. The respondents mostly provided insight into where there are gaps in the sidewalk network.



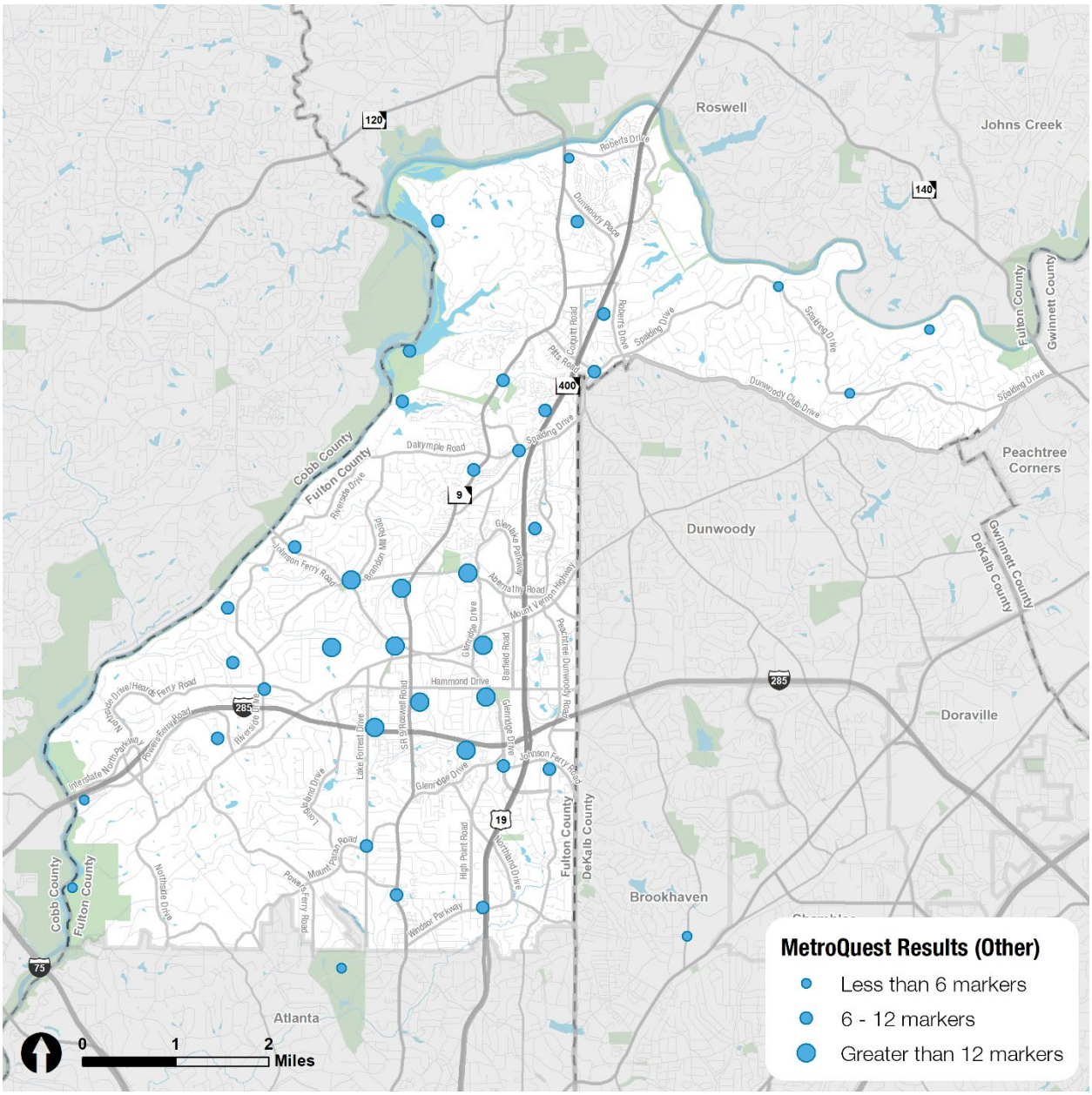
Transit

There was a total of 72 markers placed about transit. The transit comments were based largely where existing transit routes already exist today – the comments that are in other areas were suggestions for providing additional connectivity within the City limits. Many comments were overall centered around providing better connectivity within Sandy Springs.



Other

There was a total of 90 markers placed for the "Other" category. Some of the comments include improving parks, add street lighting, better navigation, add off leash dog parks, and potential sound barriers.



Public Meetings Summary – Round 2

The Sandy Springs Transportation Master Plan (TMP) will identify and recommend forward-thinking transportation projects and policies that improve mobility, safety, and transportation equity for all users. The plan will focus on innovative multimodal transport solutions that maximize use of existing infrastructure and expand mobility options for residents and visitors.

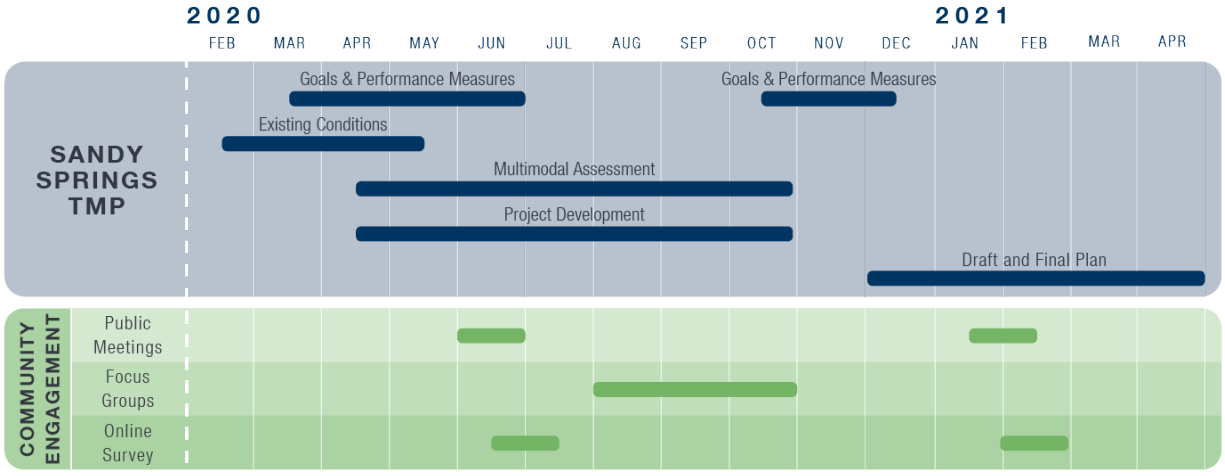
The Plan had two rounds of public engagement efforts. The first round of public meetings included two virtual public meetings and a MetroQuest survey conducted June 2020. The second round of public meetings included two virtual public meetings and an ESRI online feedback tool conducted January 2021. The following describes the second round of public engagement.

Introduction

Two public meetings were both held virtually on Thursday, January 28, 2021 at 11:30 AM and 6:30 PM, respectively. There was a total of 76 attendees at both meetings. Each meeting began with the project progress and schedule, then transitioned into the overview of the multimodal needs assessment findings. The main goal of the second round of public meetings was to introduce the proposed projects and policies to the public and receive strategic feedback on them. The meeting concluded with a demonstration of the ESRI online feedback tool.

The Planning Process

The planning process for the Transportation Master Plan started in February of last year and is anticipated to be finished by April 2021. Since the last round of public meetings back in June, the majority of effort has been for the Multimodal Assessment as well as the Project Development and Evaluation.



ESRI Online Feedback Tool

The ESRI Online Feedback Tool was open for public feedback between January 28th and February18th. The purpose of this tool was to offer the public the opportunity to give project-specific feedback on projects proposed to be recommended as a part of the TMP. The public meetings and online feedback tool were advertised on Facebook, Nextdoor, City Calendar, City Newsletter, the Sandy Springs Neighbor and the Sandy Springs Reporter. English/Spanish postcards and posters were distributed to apartments and businesses within Sandy Springs. Notification was also sent to the following groups and organizations: Homeowner Associations, Sandy Springs Chamber of Commerce, Leadership Sandy Springs, Perimeter Connects, and Chamber of Commerce Young Professionals.

Online Feedback Tool Format

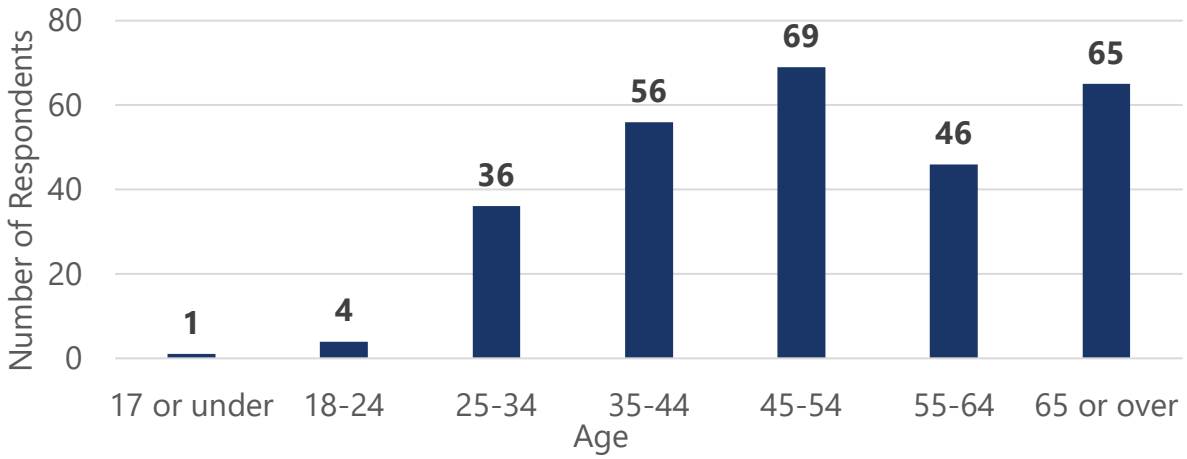
There were several tabs included along the top of the webpage that provided specific exercises for the public. The first tab provided instructions on how to navigate through the online feedback tool. The second tab included a survey to understand the participants travel habits. There were three interactive mapping tabs that displayed the proposed projects by mode: Bicycle and Walking, Transit, and Roadway. For each project in each tab, project information was available upon clicking the project as well as an opportunity to "like" or to leave specific comments for the project. The sixth tab contained another open-ended survey that asked, "What's Missing", giving the public an opportunity to provide a general comment or identify a specific project not contained within the interactive maps. Finally, the seventh tab was designed for frequently asked questions.

Overall, there were 1,210 visits to the site. There were 1,368 "likes" and 327 comments on projects, 279 individuals who participated in the Travel Habits Survey, and 98 individuals who participated in the What's Missing survey. Based on the results, 222 participants who took the survey are residents who live in Sandy Springs and 130 people who work in Sandy Springs. Several participants both live and work in Sandy Springs.

Travel Habits Survey

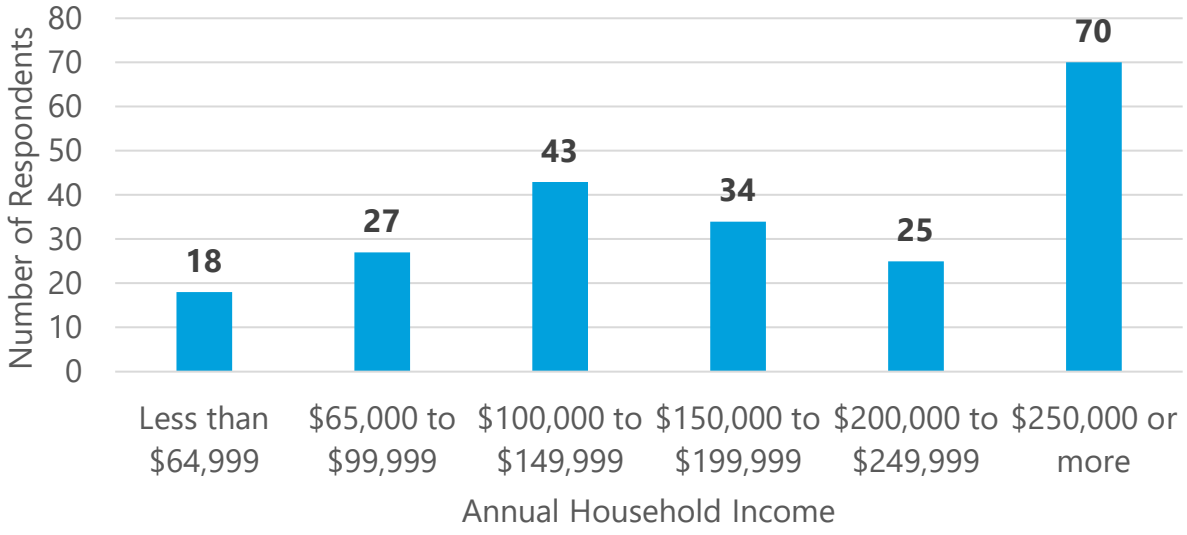
Age of Respondents

There was a total of 277 participants that answered this optional question. Like the first round of public engagement, there were a higher number of participants who were ages 45 or older, versus those who were 45 or younger.



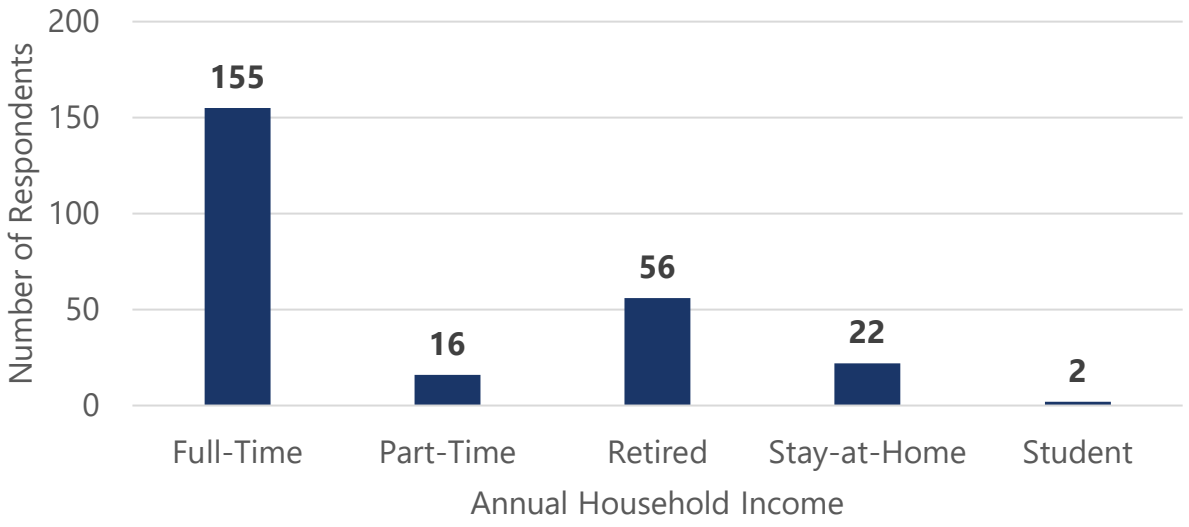
Annual Household Income

There was a total of 261 participants that answered this optional question, 44 individuals answered, "Prefer not to answer". Based on the 217 numeric responses, approximately 44% of the participants have an annual household income of over $200,000.



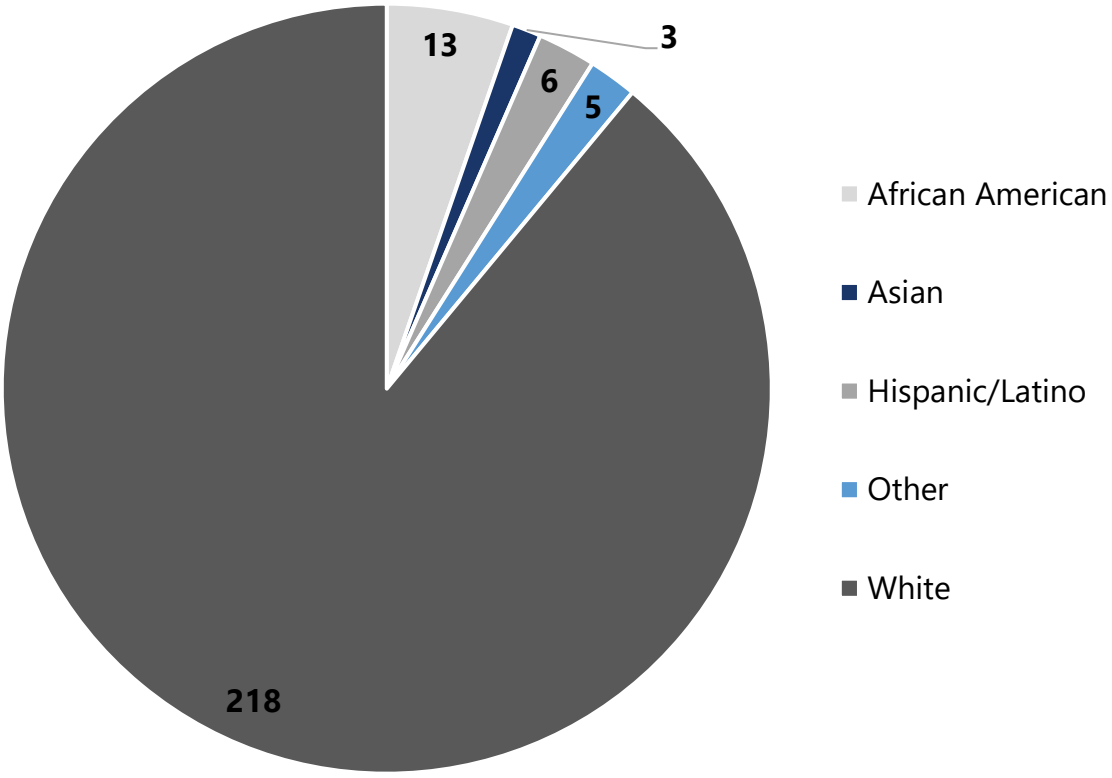
Employment Status

Participants were asked about their employment status to better understand the travel patterns, whether that be from home to work or work to run errands. Approximately 62% of the participants are employed full-time.



Race

Finally, the last question on the Travel Habits survey was about race. Out of 262 responses, 17 participants answered with "Prefer not to answer". A large portion of the respondent population, approximately 89%, identifies as White.



Project Maps

The three interactive project map tabs, Bicycling and Walking, Roadway, and Transit, were developed to provide feedback on the draft list of projects for the Transportation Master Plan by mode. Project information was available upon clicking specific projects as well as an opportunity to "like" or to leave specific comments for the project.

Bicycling and Walking

There was a total of 828 likes, about 61% of total likes, for bicycle and pedestrian projects. Out of 828 likes, 152 likes were for bicycle projects, 593 likes were for sidewalk projects, and 83 likes were for trail projects. The project that received the most likes for the whole interactive mapping activity was the Abernathy Side Path from Roswell Road to Glenridge Drive with 45 likes. This is a critical gap in the bicycle network connecting the existing bike lanes along Johnson Ferry Road to the existing side path along Abernathy Road east of Glenridge Drive. The second most liked project was the GA 400 Multi-Use Trail North Study with 44 likes, and the third most liked project was the I-285 Multi-use Trail Study with 39 likes. Both projects propose feasibility studies for adding regional trails within Sandy Springs. The fourth most liked project was the Mt. Vernon Highway sidewalk connecting Glen Errol Road to existing sidewalks at 500 Mt. Vernon Highway with 32 likes. This sidewalk project will be prioritized in the Sidewalk Program.

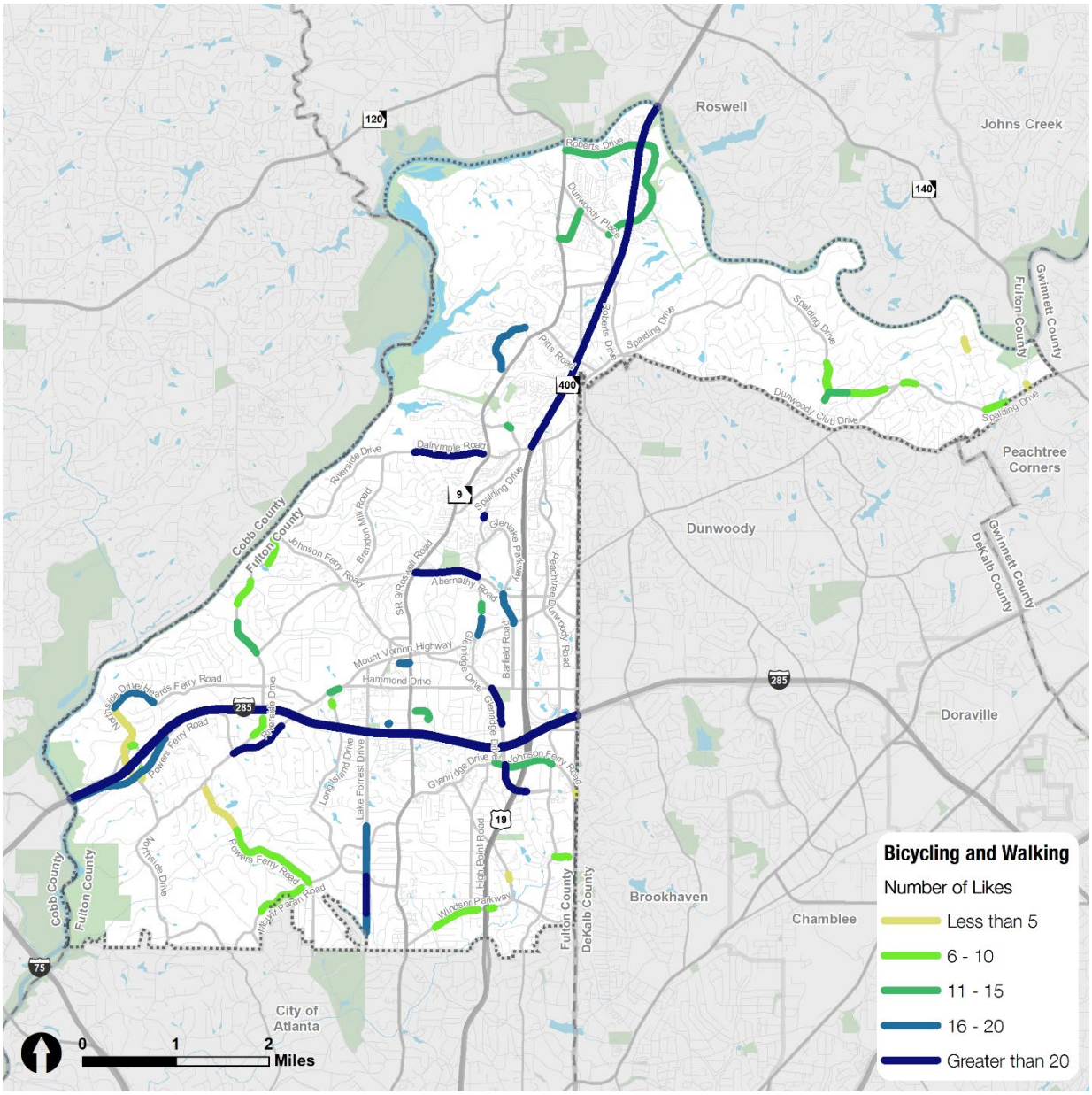
There were several bicycle projects that received positive comments including: Glenridge Drive Side Path from Hammond Drive to South of Wellington Trace and Powers Ferry Drive Side Path from the City Limits to Dupree Drive. One of the consistent comments about the bicycle projects was designing appropriate facilities including adequate right-of-way, signage, striping, lighting, and safety measures.

There were several projects noted that the public suggested to consider lowering priority, these included: Barfield Road Bicycle Improvements from Mt. Vernon Highway to Abernathy Road and the Fulton County Annex Midblock Crossing. Comments related to Barfield Road included notes about the distance of the segment and the roadway conditions that make it a safer facility for bicyclists. The Fulton County Annex Midblock Crossing received comments that suggested moving the mid-block crossing closer to the QT due to the higher pedestrian movements noted near there.

Both trail projects considered received supporting comments. While these project descriptions include a feasibility study, most of the comments were in favor to design and build the trail segments. Several comments regarding the I-285 trail suggest designing the trail a distance away from I-285 to reduce noise and air pollution. Additionally, comments suggested that the City consider appropriate access points to connect the proposed trail to existing local roadways or existing bicycle and pedestrian facilities.

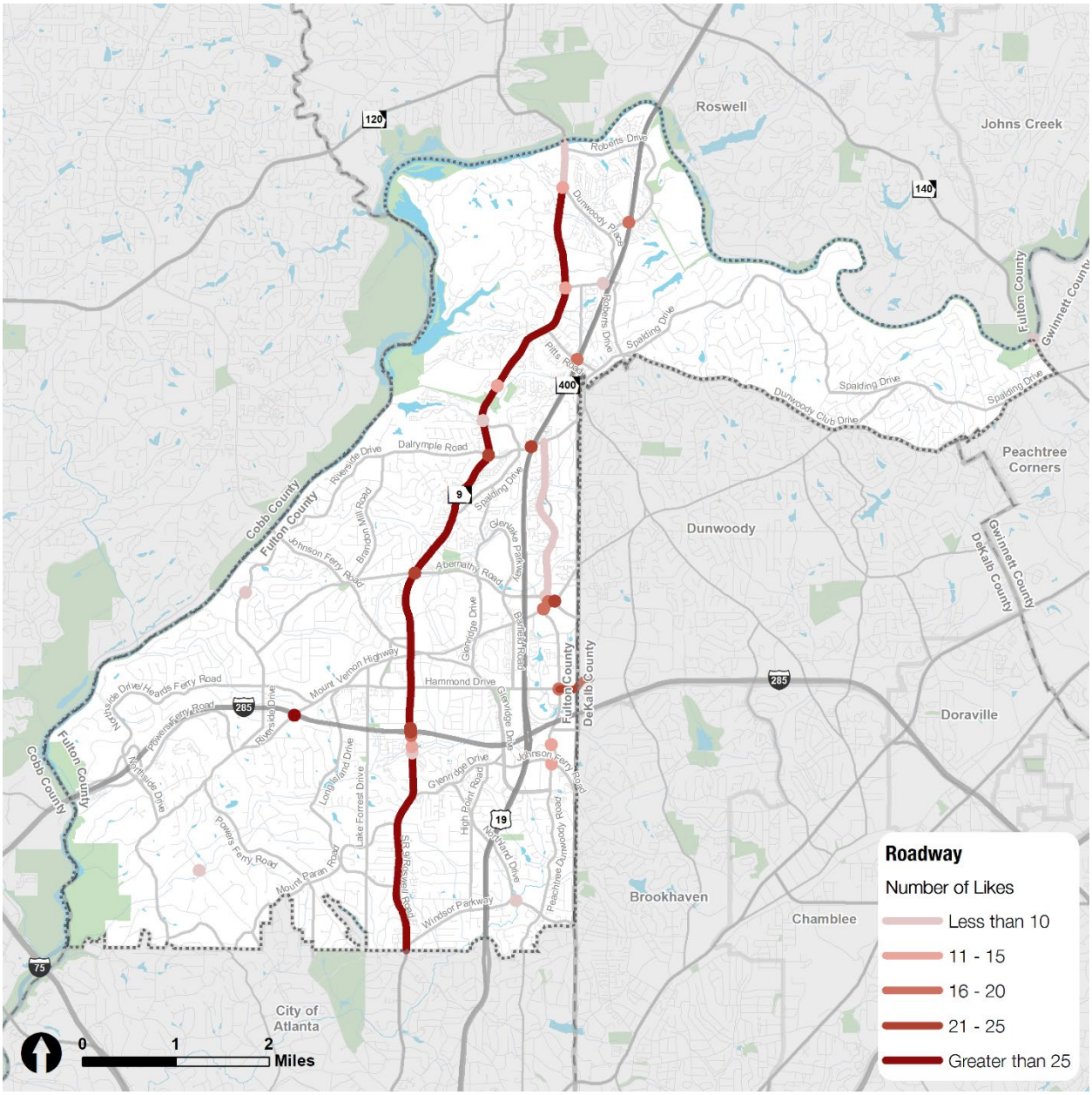
Overall, the comments for the sidewalk projects were positive and encourage filling the gaps in the City's sidewalk network. Some of the comments included suggestions like extending the

segments, adding crosswalks, lighting, trashcans, and traffic calming measures. Some of the other comments suggested to prioritize other segments based off limited costs.



Roadway

There was a total of 466 likes, about 34% of total likes, for roadway projects. Out of the 466 likes, 292 likes were for intersection projects, 104 likes were for bridge projects, 22 likes were for capacity projects, and 48 likes were for corridor projects. The top liked roadway project was the Roswell Road Access Management and Complete Streets Improvement with 29 likes. The second most liked roadway project was the I-285 Top End Bridge Enhancement crossing Mt. Vernon Highway with 26 likes.

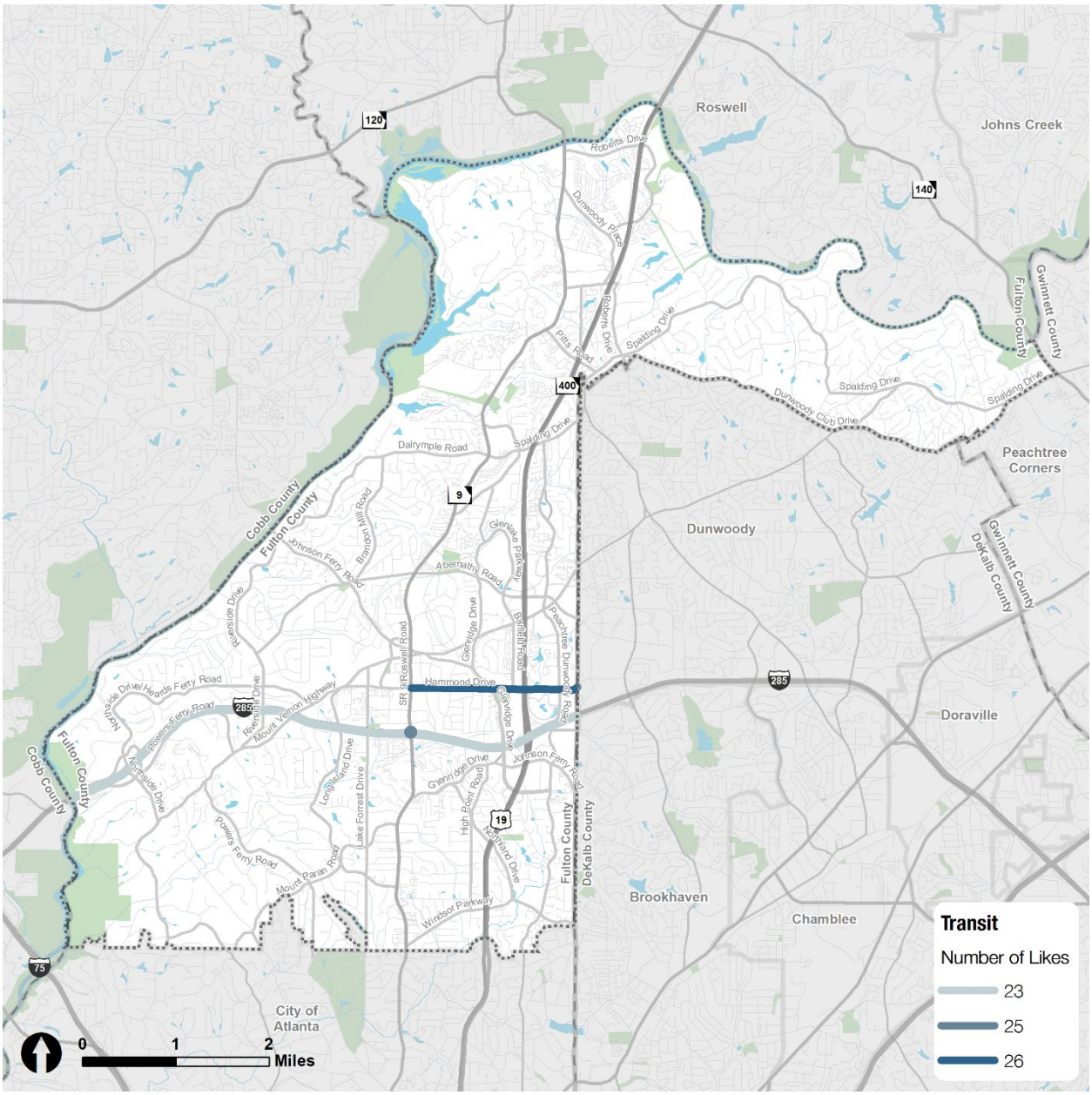


The GA 400 bridge projects across Spalding Drive, Pitts Road, and Roberts Drive proposes bicycle and pedestrian facilities and aesthetic enhancements as a part of the GDOT SR 400 Managed Lanes project. These projects received support to enhance bicycle and pedestrian safety at these locations. Other notable comments included projects along Windsor Parkway over Nancy Creek Bridge and Riverside Drive over Chattahoochee River Tributary Bridge, where the public asked for the City to complete a benefit-cost analysis.

Most intersection comments were supportive and included additional improvements to consider like signal timing improvements, additional turn lanes, improved detection, signage, and signal design enhancements. Northridge Road at SR 400 SB specifically called out safety improvements including better signage and access management through medians.

Transit

There was a total of 74 likes, about 5% of total likes, for transit projects. The top liked transit project was the Transit Signal Priority Supportive Improvements along Hammond Drive with 26 likes. The second transit project receiving the most likes was the I-285 at Roswell Road Station Area Study with 25 likes. The third most liked transit project was the I-285 BRT Feasibility Study with 23 likes.



What's Missing?

There was a total of 98 comments from the "What's Missing" survey. The survey consisted of an open-ended comment box that gave the public an opportunity to provide a general comment or identify a specific project recommendation not contained within the interactive maps. The complete list of comments is attached to the pages that follow.

Project Comments

ID	Project Name	Comment
1001	Nesbit Ferry Road (Coles Way south to Ex. SW)	Only if this is a key "fill in the gaps" program.
1003	Spalding Drive (Old Cobblestone Drive to Jett Ferry Road)	Are you going to leave a shoulder for cyclists?
1003	Spalding Drive (Old Cobblestone Drive to Jett Ferry Road)	We need these sidewalks to go further along Spalding, especially heading north from there.
1004	Jett Ferry Road/Spalding Drive (Jett Ferry Court to Ryefield Drive)	Currently this is a very dangerous area for pedestrians.
1005	Spalding Drive (Ryefield Drive to SW at Spalding Heights Drive)	Definite need for safe pedestrian/bike use
1006	Spalding Drive (Nesbit Ferry to Spalding Lake Court)	In conjunction with the new bridge over Crooked Creek, Spalding sidewalk needs to be extended beyond Spalding Lk court to meet sidewalk at River Exchange & the new park. Justified by the large residential population west of Crooked Creek.
1008	Spalding Drive (Sagebrush Drive to Jett Ferry Road)	Again, drivers are aggressive in this area. Are you going to leave a shoulder for cyclists?
1008	Spalding Drive (Sagebrush Drive to Jett Ferry Road)	beginning of access to get residents to enjoy Crooked Creek
2001	Adair Lane (Grogans Ferry Road to Morgan Falls Road)	Yes. More sidewalks everywhere!!!
2001	Adair Lane (Grogans Ferry Road to Morgan Falls Road)	Please move forward with this.
2001	Adair Lane (Grogans Ferry Road to Morgan Falls Road)	There also needs to be a sidewalk added from the Grogans Bluff/Roswell Rd intersection to Adair Lane.
2001	Adair Lane (Grogans Ferry Road to Morgan Falls Road)	beginning of getting access north along the Roswell Road Corridor with OFF ROSWELL ROAD access
2002	Hope Road (Roswell Road to Dunwoody Place)	Assuming this is within the area that is being considered for holistic redevelopment, it would make sense to back-burner this project.
2002	Hope Road (Roswell Road to Dunwoody Place)	I jog on this road, and as much as I'd like to see sidewalks on both sides, the side walk on the east side is sufficient. There isn't enough traffic on this road that pedestrians can't just cross to the side that has a sidewalk for now.
3001	Allen Road (@ NE corner of SSC intersection & to ex. SW)	Assuming this provides safer pedestrian access to Allen Road Park, I'm in favor of it.
3001	Allen Road (@ NE corner of SSC intersection & to ex. SW)	This will better connect pedestrians to Allen Park! Good idea!
3001	Allen Road (@ NE corner of SSC intersection & to ex. SW)	need to connect as many parcels with sidewalks as possible - this is inexpensive and access Allen Road by many who would be able to safely walk to makr.
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)	Sidewalks along Dalrymple are essential to maximize the amazing resource that Lost Corners is.
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)	I don't see the need for this run of sidewalk. Why can't something be done about that bombed out shopping center on the SW corner of Roswell and Dalrymple?
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)	The road here is narrow with lots of cars. This is a good candidate for improvement.
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)	Sidewalks near highschools = no brainer!
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)	Obviously need a continum of safe walking access to the high school!! not to mention if we hope to revitalize the businesses in that area
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)	Definitely an essential area for sidewalk. Students need safe walking access to school in addition to people who walk that route for exercise and to businesses on Roswell Rd.
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)	Sidewalks along Dalrymple are essential to maximize the amazing resource that Lost Corners is.
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)	Unless this connects to existing sidewalk that leads to Lost Corner Park, I'm not in favor of it. Price tag is high for the run of sidewalk proposed.
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)	The roadway is narrow here, and there's lots of car traffic. If there is foot traffic, we should add sidewalks to improve safety.
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)	Absolutely - we need to have safe walking sidewalks to connect to Roswell Road businesses, restaurants and imporantly the high school.
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)	This is a necessity as high schoolers walk to and from North Springs and others walk to and from Lost Corner and Roswell Rd. It's extremely dangerous to walk along the side of the roadway.
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)	This sidewalk should most definitely extend beyond Duncourtney, to Brandon Mill Rd and Lost Corner.

Project Comments

ID	Project Name	Comment
3004	Heards Ferry Road (Winterthur Way to Cameron Glen Drive)	This would be a much-needed extension of heavily-used sidewalk
3004	Heards Ferry Road (Winterthur Way to Cameron Glen Drive)	A multiuse path all the way to the river trail would be much better. I have to drive my bike to the river because it is too dangerous to ride on that portion of Heards Ferry.
3005	Northside Drive (Winterthur Way to I285)	Multiuse trail instead so bicycles can get to river trail safely.
3006	Hilderbrand Drive (Ex SW across from Police gym to Ex sidewalk at Roswell Rd.)	Yes sidewalks should be everywhere in the heart of Sandy Springs. People want to get out of cars and walk but needs to be safe.
3006	Hilderbrand Drive (Ex SW across from Police gym to Ex sidewalk at Roswell Rd.)	Improve walkability near the City Center!
3007	Hilderbrand Drive - Police gym to Roswell Rd	Yes, sidewalks everywhere in heart of Sandy Springs so easier and safer to leave car at home or parked when you are visiting multiple places.
3007	Hilderbrand Drive - Police gym to Roswell Rd	This is a no brainer with the recent completion of the north-south pedestrian path near the powerlines. Make this area more walkable!
3010	Mt. Vernon Highway (Ex. SW at DeClaire Court to Long Island Drive)	Bicyclers do not need or want trails where we already have roads.. Give us a marked lane like Dunwoody does.
3010	Mt. Vernon Highway (Ex. SW at DeClaire Court to Long Island Drive)	Sidewalk on the south side is sufficient. Over 1/4 million for a tenth of a mile is absolutely outrageous.
3010	Mt. Vernon Highway (Ex. SW at DeClaire Court to Long Island Drive)	And linking both sides of street East to City Springs
3010	Mt. Vernon Highway (Ex. SW at DeClaire Court to Long Island Drive)	Sidewalk not needed along both sides of the street. Instead extend the north sidewalk so it connects along Arlington to City Springs.
3012	Long Island Drive @ 5910 Gap Fill	Definitely support more sidewalk installation to our intermittent approach to date. Lighting should be a big part of it as well -- for public safety purposes. Also believe tat walking pats/sidewalks should be not immediately adjacent to the road.
3013	Interstate North Parkway (at 5665 New Northside Drive)	Sidewalk to nowhere, for the benefit of office workers who are unlikely to use it. Let the commercial owners in that area chip in for the cost, it it's truly an amenity or necessity.
3013	Interstate North Parkway (at 5665 New Northside Drive)	The sidewalk should extend all the way to the river. Otherwise, there's no point,
3015	Riverside Drive (Edgewater Drive to River Valley Road)	This is a great way to link into the sidewalks on River Valley and get you into the heart of Sandy Springs.
4001	Glenridge Drive (Ex. SW at Glenridge Commons to Mt. Vernon Highway)	Crazy that there is no sidewalk here when so many people walk to and from the church
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	This project will greatly enhance walkability on the west side of Glenridge Drive. Thank you for including it in the TMP.
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	If you do this project are you going to reduce the width of the shoulder and make the location less safe for cyclists?
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	Given the limited use of the sidewalk on the east side of Glenridge over the proposed path, is this needed?
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	My family and I walk over the mud here multiple times/week. Thank you for when this is completed
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	This is a well-needed extension as shown by the ware from foot-traffic. An additional sidewalk is needed along Glendridge Dr to connect to the future March Creek Trail and to Aria.
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	This is much needed and a bargain compared to other proposed projects.
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	This is a much needed improvement. I walk this often and have to get on the road with cars so this will be very helpful
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)	My family walks this way every day, either through the mud, or by crossing the street at Messina with a double stroller.
4003	Glenridge Drive (Ex. Sidewalk at Glenridge Close to Mt. Vernon Hwy)	Yes to better access to parks for people on that side of the road.
4004	Trowbridge Road (Spalding Trail to Trowbridge Lake Drive)	Needed!
4004	Trowbridge Road (Spalding Trail to Trowbridge Lake Drive)	You can tell by the worn-out grass that this is needed.
4004	Trowbridge Road (Spalding Trail to Trowbridge Lake Drive)	An important connection point to connect neighborhoods and the multi family units on Trowbridge...Need now

Project Comments

ID	Project Name	Comment
4004	Trowbridge Road (Spalding Trail to Trowbridge Lake Drive)	Serving the Hegh School students is important
5002	Carpenter Drive (Allen Road to Cliftwood Drive)	Assuming it will be plenty of use and improve pedestrian safety, I'm in favor of it. What sort of surveys are being done of traffic, pedestrian activity, etc. with regard to all of your proposed projects?
5002	Carpenter Drive (Allen Road to Cliftwood Drive)	This would greatly increase pedestrian safety, especially around the bend which cars tend to speed around. There are a fair amount of pedestrians with the retirement home and apartments.
5002	Carpenter Drive (Allen Road to Cliftwood Drive)	in favor of increasing sidewalk accessibility for safe walking - but would want to see how this useage count would compare with others as you prioritze ones to be done first
5003	Evergreen Drive (Ex SW at Greenwood Close to PDR)	not neccesary. very few houses or occupants on this stretch of road. save for another time when it is needed
5003	Evergreen Drive (Ex SW at Greenwood Close to PDR)	Again, it would be nice to know what the pedestrian demand is here. One positive is that it would afford a safe connection to Trimble and its sidewalks, which would afford access to Ridgeview Park.
5003	Evergreen Drive (Ex SW at Greenwood Close to PDR)	yes we need sidewalks throughout Sandy Springs - but need to know how many would/could use this. Access to a park is a huge plus
5005	Northland Drive (Landmark Drive to Ex. SW at Northland Ridge Trail)	Important to get connections down Northland to WIndsor - and each section helps
5005	Northland Drive (Landmark Drive to Ex. SW at Northland Ridge Trail)	PLease also consider adding crosswalks, lighting, trashcans and lowering the speed limit here.
5007	Windsor Parkway (GA 400 Bridge to 721 Windsor Parkway)	Existing sidewalk on the north side of Windsor Parkway is sufficient. Huge difference between price tags for all of these segments proposed on the south side. What's the issue? Are you acquiring ROW?
5007	Windsor Parkway (GA 400 Bridge to 721 Windsor Parkway)	All sidewalks should be accompanied by better/safer lighting and frequent public trash receptacles. Also attention to lower speed limits on these commuter roads that are still residential. Hi Point, Northland, Windsro
5007	Windsor Parkway (GA 400 Bridge to 721 Windsor Parkway)	Please consider also adding crosswalks, trash cans, and lighting along this sidewalk.
5008	Windsor Parkway (High Point Road to 635 Windsor Parkway)	There is sidewalk on the north side of Windsor Parkway here. Unless this is to complete a connection on the south side, I'm not in favor of it. Price tag is huge for 0.06 miles.
5008	Windsor Parkway (High Point Road to 635 Windsor Parkway)	Please also consider adding lighting, crosswalks and trashcans. If more foot traffic is what we are going for, consider lowering the speed limit as well.
5010	Windsor Parkway (Ex. SW at 445 Windsor Parkway to Pine Haven Drive)	This one at lease is priced reasonably. But what's the need when there is continuous sidewalk on the north side and huge need elsewhere in SS?
5010	Windsor Parkway (Ex. SW at 445 Windsor Parkway to Pine Haven Drive)	I like that people can have sidewalks to walk or take kids or pets for walks. Priority should be given to the sides where there is no sidewalk at all. You must standardize pricing for these projects along the whole Windsor Parkway to cover more. Thanks.
5011	Windsor Parkway (Dalmer Road to Ex. SW at 435 Windsor Parkway)	Is this for purposes of connecting existing sidewalk segments? If not, I don't support it.
5011	Windsor Parkway (Dalmer Road to Ex. SW at 435 Windsor Parkway)	connecting sidewalks along Windsor Parkwy from Peachtree Dunwood to Roswell Road is imporant for safety , and to encourage less automobiles...but should include bicycle accommodations along this key roadway. Windsor Park with the YMCA Soccer fields
5011	Windsor Parkway (Dalmer Road to Ex. SW at 435 Windsor Parkway)	Connecting sideways is a great idea. The sidewalk work already done along Windsor Pkway from Brookhaven to Peachtree Dunwoody has been a success. It would be ideal if crosswalk lines were added at each intersection with a traffic light.
6001	Lake Forrest Drive (Burdette Road to Mt. Paran Road)	It is difficult now for cyclists on Lake Forrest in this location. Are you going to reduce the width of the shoulder and make this area less safe for cyclists?
6001	Lake Forrest Drive (Burdette Road to Mt. Paran Road)	This should be continued all the way along Lake Forrest and connect to the new multi-use trail on i285.
6001	Lake Forrest Drive (Burdette Road to Mt. Paran Road)	It would be helpful for all of your proposed sidewalk projects if the description included any info as to existing sidewalks in the area. Are there any there now? And what is pedestrian traffic like in the area?
6001	Lake Forrest Drive (Burdette Road to Mt. Paran Road)	Lake Forest needs a multi use path all the way to Chastain. Too dangerous to bike on Lake Forest or Roswell Road.

Project Comments

ID	Project Name	Comment
6001	Lake Forrest Drive (Burdette Road to Mt. Paran Road)	LakeForrest needs to have sidewalks from Burnett's to Chastain Park.
6002	Lake Forrest Drive (Forrest Lake to City Limit)	Lake Forest needs a multiuse path all the way to Chastain Park. Too dangerous to bike on Lake Forest or Roswell Road.
6002	Lake Forrest Drive (Forrest Lake to City Limit)	Are there sidewalks along Lake Forrest in the City of Atlanta to tie down to Chastain Park. If not, why would SS spend money unless it coordinates with COA?
6002	Lake Forrest Drive (Forrest Lake to City Limit)	Coordination is underway with City of Atlanta, which has plans to build sidewalks along its portion of Lake Forrest
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	Where we need sidewalk on Mt, Vernon is in front of the cemetery where there is no sidewalk on either side. This is a very dangerous area for the many walkers that traverse this area, which includes anyone who want to walk to City Center
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	I agree with the comment below. The only places sidewalk should be added is where there is none existing on either side of the road. There is a huge need for sidewalks in SS, and they should be built in a more equitable fashion.
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	First put sidewalks on Mt Vernon by cemetary.
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	I support adding a sidewalk along this portion of Mt. Vernon Hwy. It is dangerous to cross Mt. Vernon Hwy from the south due to no traffic signal or pedestrian crosswalk, from Powers Ferry Rd to Heards Ferry Road.
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	I support a sidewalk on the south side of Mt. Vernon Highway. It is a very busy road with curves. It is very dangerous crossing this road. I do also agree that sidewalks are needed in front of the cemetary
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	I support finishing the sidewalks on the south side of Mt Vernon. Currently, if you want to walk on sidewalks from Glen Errol, you must cross the road without the help of a light or a crosswalk. It is ver hazardous as there are blind curves and speeders.
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	AND in front of Cemetery - ideally both sides of Mt V
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	I support this project. As a neighbor living off of Glenn Errol and a daily walker using Mount Vernon, this would be helpful to avoid crossing Mt Vernon without a light and crosswalk markings. Also, it would allow to walk in the shade on a hot day!
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	It is a very busy road and has a lot of traffic by cars , walkers , runners and bicylers.Magdi Hanafi, MD
6004	Mt. Vernon Highway (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	I support this sidewalk extension project in order to make this area safer for its many walkers/runners.
6005	Mt. Vernon Hwy (Powers Ferry Road to Glen Errol Road)	Bicyclers do not want trails where we already have roads. Give us marked bicycle lanes like Dunwoody does.
6005	Mt. Vernon Hwy (Powers Ferry Road to Glen Errol Road)	Why is it that private schools are getting neighborhood to school connectors and that is not the same for our public schools, in particular, Lake Forest ?
6005	Mt. Vernon Hwy (Powers Ferry Road to Glen Errol Road)	I would like to see a sidewalk built on the south side of Mt. Vernon Hwy, as it is difficult and dangerous for pedestrians to cross Mt. Vernon Hwy without any traffic signal from Powers Ferry Rd all the way to Heards Ferry Road.
6005	Mt. Vernon Hwy (Powers Ferry Road to Glen Errol Road)	I support finishing the sidewalks
6005	Mt. Vernon Hwy (Powers Ferry Road to Glen Errol Road)	Yes, please add a sidewalk. Very dangerous crossing occurs all the time here.
6007	New Northside Drive (Ex. Driveway to Powers Ferry Rd)	Not sure this is necessary or a priority.
6007	New Northside Drive (Ex. Driveway to Powers Ferry Rd)	This is also an area where there needs to be sidewalks on both sides of Powers Ferry. It is dangerous shifting from side to side to get to the sidewalks.
6008	New Northside Drive (ex. Driveway and Powers Ferry Road)	I don't see anyone walking here - this one may not be necessary.
6008	New Northside Drive (ex. Driveway and Powers Ferry Road)	I walk this area multiple times each week and observe others doing the same. All have to dodge traffic where there are no sidewalks or existing ones shift to opposite side of the street.

Project Comments

ID	Project Name	Comment
6008	New Northside Drive (ex. Driveway and Powers Ferry Road)	I also walk thus area multiple times/ week. There needs to be sidewalks on both sides of Powers Ferry. It is dangerous to cross the street at all times of the day due to high traffic.
6014	Powers Ferry Road (Carol Lane to Mt. Paran Road)	No trail on Powers Ferry. There is no room and the road has many blind spots which could lead to collusion's between cars, pedestrians and bikers. Please place this on a street with better sight lines.
6015	Powers Ferry Road (Crest Valley Drive to Carol Lane)	I would be scared to even walk on a side walk on Powers Ferry. I wouldn't advise spending money here.
6015	Powers Ferry Road (Crest Valley Drive to Carol Lane)	This project is long overdue. There should be a sidewalk running from Mt. Vernon Hwy to Chastain park.
6016	Powers Ferry Road (Reds Ridge Court to Crest Valley Drive)	You should be able to travel from Mt. Vernon Hwy to Chastain park on a sidewalk.
6017	Powers Ferry Road (New Northside Drive to 6201 Powers Ferry Road)	Asked this on earlier Powers Ferry item: status of raised lane for I285 and how integrate with sidewalk. I like in One River Place and crossing bridge to walk or bike at Cochran Shoals can be difficult when traffic is heavy.
6017	Powers Ferry Road (New Northside Drive to 6201 Powers Ferry Road)	As a resident of One River Place, there needs to be a sound barrier that blocks sound from the raised express lanes on 285.
6017	Powers Ferry Road (New Northside Drive to 6201 Powers Ferry Road)	I live a One River Place. There needs to be a full sidewalk on the northbound side of the road from River Place connecting to the bridge and from the bridge to the pedestrian path leading Cochran Shoals. Also, need a cross walk.
6020	Riverside Drive (5758 Riverside Drive to Fair Oaks Manor NW)	I support this project as it provides an alternate walking path with a sidewalk for the community.
6022	Mt. Paran Road (Rebel Trail to Laurel Chase Court)	Absolutely! And it really needs to keep going beyond that towards the west. It's scary to drive on this road with people walking/running along.
6023	Lake Forrest Drive (Long Island Drive to Forrest Lake Drive)	This one makes a bit more sense to me than the last, given that it affords a connection to Chastain Park for people walking from Long Island and the multifamily properties along Roswell Road. Again, are there any existing sidewalks along this stretch?
6023	Lake Forrest Drive (Long Island Drive to Forrest Lake Drive)	Lake Forest needs a multiuse path all the way to Chastain Park. Too dangerous to bike on Lake Forest or Roswell Road.
6023	Lake Forrest Drive (Long Island Drive to Forrest Lake Drive)	This is Lake Forrest Road, not Drive right?
6023	Lake Forrest Drive (Long Island Drive to Forrest Lake Drive)	no brainer...
6024	Lake Forrest Drive (Mt. Paran Drive to Long Island Drive)	We need more sidewalks as well as a flashing light to enable joggers and pedestrians to cross safely. Many motorists do not stop at the 4 way stop completely and ignore pedistrians.
6024	Lake Forrest Drive (Mt. Paran Drive to Long Island Drive)	Very high price to serve areas where the vast majority of residents will be in cars, anyway.
6024	Lake Forrest Drive (Mt. Paran Drive to Long Island Drive)	Lake Forest needs a multiuse path all the way to Chastain Park. Too dangerous to bike on Lake Forest or Roswell Road.
6024	Lake Forrest Drive (Mt. Paran Drive to Long Island Drive)	This needs to be extended ALL the way to Mt. Vernon Road. Why has the North tip of Lake Forest been ignored?
6024	Lake Forrest Drive (Mt. Paran Drive to Long Island Drive)	This is an important connection to Chastain Park and to retail centers on Roswell Road. Very badly needed
6024	Lake Forrest Drive (Mt. Paran Drive to Long Island Drive)	side walk would increase home value and prevent future accidents with pedestrians...also prevents unsightly trails through peoples yards
A_001	Barfield Rd Bicycle Improvements, from Mt. Vernon Hwy to Abernathy Rd	I'm an avid cyclist, but this road is short and already safe for cyclists, since it does not have heavy car traffic. I feel this money could be better spent elsewhere.
A_001	Barfield Rd Bicycle Improvements, from Mt. Vernon Hwy to Abernathy Rd	I agree with the previous comment. $6,500,000 for this short connection? You could spend the money more efficiently.
A_001	Barfield Rd Bicycle Improvements, from Mt. Vernon Hwy to Abernathy Rd	I agree with the comments below. Very high price for something that is not necessary given the existing traffic and road configuration. Enhanced streetscape on a street where residential is behind a wall and commercial is set back is a waste.
A_001	Barfield Rd Bicycle Improvements, from Mt. Vernon Hwy to Abernathy Rd	Agree with other comments. Road size and the amount of traffic don't make this a high priority for improvement, and for such a high price tag, this money can be better-spent elsewhere.
A_001	Barfield Rd Bicycle Improvements, from Mt. Vernon Hwy to Abernathy Rd	If we want to avoid car traffic - need to have safe bicycling options to major employment areas..and also allow for recreation riders and walkers
A_007	GA 400 Multi-Use Trail North Study	Don't just study it. Build it.
A_007	GA 400 Multi-Use Trail North Study	Any extension of the GA 400 multi-use trail would be welcome.

Project Comments

ID	Project Name	Comment
A_007	GA 400 Multi-Use Trail North Study	100% please move forward with this
A_007	GA 400 Multi-Use Trail North Study	What is the constuction cost? Cost of study vs. completion?
A_007	GA 400 Multi-Use Trail North Study	I'm in favor of any trail network that affords access to the Chattahoochee and expands multiuse trail networks such as the GA 400 Trail. BUT we need progress updates on status of construction of this trail in SS, and status of Federal grant applications.
A_007	GA 400 Multi-Use Trail North Study	Huge benefit to a lot of people--Do it!
A_007	GA 400 Multi-Use Trail North Study	Please do it!!!
A_007	GA 400 Multi-Use Trail North Study	Connect this to PATH 400 or to Big Creek Parkway
A_007	GA 400 Multi-Use Trail North Study	Yes - for the relatively small $$ we need to complete trail studies to get a comprehensive study in place to maximize benefi of total expenditures so are shovel ready as grant funds become available.
A_007	GA 400 Multi-Use Trail North Study	this is overdue get on with it
A_007	GA 400 Multi-Use Trail North Study	Support extension of any and all walking.biking opportunities, especially able to connect with other such projects (Path 400), eventually to beltline, to east and west biking corridors (Silver Comet Trail)
A_010	I-285 Multi-use Trail Study	Yes, more bike paths
A_010	I-285 Multi-use Trail Study	This multi-use path would GREATLY enhance connectivity for pedestrians and cyclists in the area
A_010	I-285 Multi-use Trail Study	Good for recreation, but a path from nowhere to nowhere is pointless. need more vision
A_010	I-285 Multi-use Trail Study	This is a great idea, please explore this
A_010	I-285 Multi-use Trail Study	Each time the new i285 trail passes over or under a road bridge there should be easy access to that road (Lake Forest, Mont Vernont, Long Island) for bikers and walkers to leave the trail and continue on the existing road (where they live or parked a car)
A_010	I-285 Multi-use Trail Study	There is no point spending the money on planning for this unless and until DOT agrees to cooperate and afford the needed ingress and egress points. I love increasing access to units of the Chattahoochee Park, but I-285 corridor is noisy and exhaust-filled
A_010	I-285 Multi-use Trail Study	The Trail Study should involve connecting the the amazing city resources of Chastain and the Chattahoochee National Park. In addition there should be a connector to ALL public schools so biking to school is a safe option and alternative to driving/carpool
A_010	I-285 Multi-use Trail Study	Anything we can do to get the bicycles off the street is good. It is dangerous for bicyclists to be on the streets.
A_010	I-285 Multi-use Trail Study	The study will need to consider the impacts of the MMIP project on the northern arc of 285
A_010	I-285 Multi-use Trail Study	Would prefer a bicycle/walking trail away from the noice and congestion of I285.
A_010	I-285 Multi-use Trail Study	Walking or biking parallel to a 10 lane highway doesn't sound attractive at all. Noise and air pollution is extremely high along that ccorridor.
A_047	Johnson Ferry Rd Side Path, from Glenridge Dr to Peachtree Dunwoody Rd	It would be very helpful to know how/if this proposed path (vs. the proposed improvements to the Glenridge Connector) syncs up with PATH 400. I'm in favor of anything that enhances PATH 400.
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	Is this on both sides of the street? Is it like the bicycle path that starts at the townhomes and ends at the light?
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	This path would provide excellent walking and cycling connectivity to the Abernathy Greenway, that adults and children would find safe.
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	Will there be sensors on Glenridge so that the traffic lights detect cyclist so the cyclist can get to the path?
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	Why does .68 mile cost 4.4 million?? Would love to see this connectivity but wonder if cost is worth it.
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	Good idea. Will connect well to the greenway! Better to spend money on this than more road expansion.
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	Important to connect to Glenridge office parks, Mercedes development and various housing types near Roswell Road and Abernathy.
A_049	Abernathy Side Path, from Roswell Road to Glenridge Drive	Key to connect to the MARTA Line on Peachtree Dunwoody Rd
A_152	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	I am deeply concerned about the damage to all the beautiful greenery that a multi-use path on Roberts Drive would cause. What is the point of enjoying nature if we destroy it?

Project Comments

ID	Project Name	Comment
A_152	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	We should absolutely move forward with this. Everything that increase access to this amazing public resource that we have here is good for the community. If we take 25 ft of forest to bring 200 more families to be active in the forest, its well worth it.
A_152	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	Would support this ONLY is it affords direct pedestrian/bike access to the existing parks and trail networks along the Chattahoochee. This requires coordination and buy-in from National Park Service and City of Roswell.
A_152	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	Well worth the price. Narrow road with lots of fast cars, blind curves, and pedestrians. A recipe for disaster - the increased safety of a sidewalk is well worth it.
A_152	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	very important to connect to Roswell and the massive trail system in cobb and and north Fulton
A_152	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	Important to make the wonderful resource we have in Island Ford accessible to all socio economic groups. safe access from Roswell Road Bus lines.
A_155	Holcomb Bridge Bicycle/Pedestrian Bridge	What has SS done or is it doing to afford access to the miles of Chattahoochee River within its city limits? This looks like a project for the city of Roswell.
A_155	Holcomb Bridge Bicycle/Pedestrian Bridge	Better to spend money on this than more road expansion.
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	This is a very dangerous road currently for cyclists, as evidenced by the death of a cyclist last year, despite the cyclist obeying all traffic laws.
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	This is a critical missing piece to connect south of I285 to Sandy Springs north. With the new 400 ramp, the traffic on this section of road has increased dramatically.
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	like the idea but not sure about the price tag associated with project
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	If the city narrowed the lanes just a little, you could have a shoulder for cyclist and make it safer for a lot less money. The city isn't going to do this project for many years if at all.
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	With increased residential density area and Hammond Park along this proposed route, this seems like a no-brainer to afford safer access to the park, BUT ONLY IF safe and appropriate, signalized crosswalks are added at appropriate points along Glenridge.
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	I am always in favor of better non-car access to parks.
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	Great way to connect to Hammond Park
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	This is important. This will make my family's walks to Hammond Park safer!
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	needs to be time with the Hammong Drive improvements. Can really walk to park at this point
A_160	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	Like the idea but the price tag is too high for .4 miles of road. A better, safe way to do this for far less money?
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	We also need increased education about existing access to PATH 400
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	Any improvements to walking and cycling safety to allow better access to Path 400 would be welcome.
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	Your map doesn't even show existing PAth from Wieuca to Lenox connector. Total bike plan is lame
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	This is a dangerous area for cyclist. Are you going to include any sensors that will detect cyclist so when they want to turn the turning signal activates?
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	Seems like a high price tag for enabling enhanced bicycle access to PATH 400, which is already planned to have a number of access point via neighborhood streets. The Glenridge Connector is high speed, noisy car travel, with little to no residential use.
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	Important to connect PATH 400 to other office area but not sure important as a first part of the plans
A_161	Glenridge Connector Bicycle Improvements, from Johnson Ferry Rd to Path 400	Support and important to make connections, but there has to be a safe and more affordable way than spending $3M for less tan 1/2 mile.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	Yes and include a way for bicycles and pedestrians to get across the river that is separated from the cars that fly down that road.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	This will be a key connection to the cobb county and NPS lands in the area
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	As a bicyclist who frequents this area and fears the traffic I encounter, this would be a great addition to our community and help bring more people to the gorgeous paths along the Chatahoochee river.

Project Comments

ID	Project Name	Comment
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	How would this path integrate with raised I285 lane which is planned as I understand for I285?
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	I live in the area and crossing the bridge to access Cochran Shoals is a danger as the sidewalk was not designed with pedestrians in mind so it is very narrow allowing only one person (no bikes, no dogs) to talk at a time. All while cars drive very close.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	What are the chances we could get a stairwell under the Powers Ferry bridge to access Cochran Shoals without having to cross with the cars? There's already a path there for those who live in Chattahoochee Chase.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	I live at one river place and the sidewalk over the bridge needs to be widened and we need a safer way to access to choral shoals.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	I think this would add value to the overall area.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	In addition, if you can please ass pedestrian crossing signs and make sure trees around it are well groomed so drivers can see the lights would be perfect. I was run over by a car in Oct/19 in the crosswalk closest to cumberland/akers while running
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	I live at River Place. Need a crossing from southside to northside of Powers Ferry in order to access Cochran shoals. Raised would be ideal so traffic doesn't have to stop.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	The sound barrier for 285 needs to be raised to account for raised express lanes.
A_162	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	Agree that pedestrian crossing of the bridge from one river place to Cochran shoals needs improvement. Sidewalk runs out in both the sides on the west side of bridge. Trying to go to river with jogging stroller or dog is very scary.
A_374	Fulton County Annex Midblock Crossing	No - who does this help? This will cause further confusion and congestion that is unnecessary. Only helps the few not the many.
A_374	Fulton County Annex Midblock Crossing	500k for this? Please explain why so much?
A_374	Fulton County Annex Midblock Crossing	More people seem to cross Roswell Rd further north, near the QT.
A_374	Fulton County Annex Midblock Crossing	Very few people cross the street here. This would be a waste of money!!
A_374	Fulton County Annex Midblock Crossing	A good first step in prioritizing pedestrians as much as you do cars along Roswell Rd,.
A_374	Fulton County Annex Midblock Crossing	Dangerous area with people running to catch busses.. need to start making Roswell Road Bicycle and pedestrian friendly - especially with all theMulti family units in the area...and schools in close proximity
A_375	Roswell Road between Lake Placid Drive and Northwood Drive Midblock Crossing	We have to provide safety for the pedestrians.
A_380	Roswell Road between Cimarron Parkway and Trowbridge Road Midblock Crossing	Yes, please. There are a lot of pedestrians that cross in this area.
A_380	Roswell Road between Cimarron Parkway and Trowbridge Road Midblock Crossing	Yes to pedestrian friendly improvements near a High School!
A_400	GA 400 Bridge Enhancements	Yes, please.
A_400	GA 400 Bridge Enhancements	Is this $6M combined for all three bridges or $6M each?
A_400	GA 400 Bridge Enhancements	love the idea but think the price tag is too high
A_400	GA 400 Bridge Enhancements	In it's current status- it forces pedestrians into traffic. Please make this as nice as it should be- and safe.
A_400	GA 400 Bridge Enhancements	The curb here is huge (currently) and a danger. Would love to see something here safe and family friendly.
A_400	GA 400 Bridge Enhancements	Great project and much needed for pedestrian and cyclist safety.
A_400	GA 400 Bridge Enhancements	Better to spend money on this than more road expansion.
A_400	GA 400 Bridge Enhancements	Yes while they have 400 messed up lets get the bridges to be real connections from one side of SS to the other - for pedestrians and bicycles
A_400	GA 400 Bridge Enhancements	Bicycle transit improvements are top priority
R_003	Jett Road over Long Island Creek Bridge	If this bridge is old and in need of replacement, sure.
R_021	Windsor Parkway over Nancy Creek Bridge	The bridge is narrow and there are many bike riders in this area. If possible, it might be nice to have a bike lane on each side but there may not be enough room for that.
R_021	Windsor Parkway over Nancy Creek Bridge	This only makes sense if the cost-benefit analysis supports it. I know the bridge closes from time to time due to flooding, but there are reasonable detours. Thank goodness for the pedestrian/bike trail option that allows those users to cross the creek.
R_021	Windsor Parkway over Nancy Creek Bridge	This seems like a lot of money for the benefit.

Project Comments

ID	Project Name	Comment
R_021	Windsor Parkway over Nancy Creek Bridge	I agree with the comment that the cost benefit does not support it for the very few times it is flooded. If it proceeds, it would be important to slightly widen it and lessen the angle on the side closest to the pedestrian bridge.
R_032	Hammond Drive Improvements	Expanding to six lanes will induce more demand. However, the bicycle/pedestrian lanes are a good idea.
R_032	Hammond Drive Improvements	I do not want Hammond widen because it will permit more traffic and issues. Pedestrian and bike paths would be nice.
R_032	Hammond Drive Improvements	Four lanes would be reasonable. Six lanes will have serious impact to neighborhoods along Hammond. Please limit access to Kayron, Harleston, hildebrand etc to reduce cut through.
R_032	Hammond Drive Improvements	A better solution to address overcapacity on Hammond and Perimeter Center west would be to build a new road from Central Park Dr to the Mall. We sorely need additional roads going East/West.
R_032	Hammond Drive Improvements	6 lanes is an over-reach and unnecessary. Again, who are serving? The pedestrians and cyclers or the motorists? Your North star is traffic. Let's not create more bottlenecks.
R_032	Hammond Drive Improvements	Six lanes is too much. I would much rather see 4 lanes for motorized vehicles and a bike lane and sidewalks.
R_032	Hammond Drive Improvements	Bike and Ped improvements would be good. But 6 lanes of vehicles is too much.
R_032	Hammond Drive Improvements	This is unneeded and will lead to bottle necks on Hammond heading west
R_032	Hammond Drive Improvements	I agree with the other comments that 6 lanes are too many and will create more problems that it solves. 4 is reasonable, and walking/bike paths are needed from Glenridge Connector to Roswell Rd. to access restaurants and retail.
R_032	Hammond Drive Improvements	Hammond west of Glenridge should be the same width (number os lands) as east of Glenridge so the west bound traffic from Glenridge to Roswell will go through easier. Widening Hammond to 4 lanes would do it.
R_032	Hammond Drive Improvements	I agree with others that widening roads principally invites more traffic and disproportionately rewards single occupant vehicle and organizations that don't use flexible scheduling and teleworking.
R_032	Hammond Drive Improvements	The bottleneck will still exist west as Hammond narrows. This is near MARTA rail. Lets spend more on making this pedestrian friendly and less on additional lanes.
R_032	Hammond Drive Improvements	4 lanes should be sufficient
R_032	Hammond Drive Improvements	The Abernathy widening project was a success and is only 4 lanes of vehicle traffic. This project will change SS irrevocably and it will mostly serve Cobb commuters vs those that live in Hammond Hill and are SS residents
R_100	Hammond Drive at Peachtree Dunwoody Road Intersection Improvement	If this makes it easier and safer for people who are driving alone in car to move themselves then I can support it.
R_101	SR 9 (Roswell Road) at Lake Placid Drive Intersection Improvement	This intersection needs a new signal that gives exclusive right-of-way, one at a time, to westbound and eastbound Lake Placid traffic.
R_103	SR 9 (Roswell Road) at I-285 Eastbound Intersection Improvement	Current state of 285 & Roswell Road is untenable.
R_103	SR 9 (Roswell Road) at I-285 Eastbound Intersection Improvement	Safety improvements are welcomed here!
R_103	SR 9 (Roswell Road) at I-285 Eastbound Intersection Improvement	Lighting is very good.
R_105	Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvement	Going east at this intersection and turning left (north) here is dangerous because 2 lanes turn left - that is a high risk turn. Making that safer is a good idea.
R_105	Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvement	I can't support this without knowing if there is a higher than expected accident count at this intersection. I agree that the topography at this intersection isn't ideal, but the price tag is steep.
R_106	Northridge Road at SR 400 SB Intersection Improvement	Dunwoody Place needs a second left-turn lane. Also, the green light from Dunwoody Place is too short at certain times of day. Finally, the offramp from 400 needs a "Right on red after stop" sign; I've seen multiple near-misses there.
R_106	Northridge Road at SR 400 SB Intersection Improvement	So many accidents waiting to happen at this intersection. Signage and some sort of control is in order. Motorists that are not from the area are always confused.
R_106	Northridge Road at SR 400 SB Intersection Improvement	This intersection is an accident generator! I've seen SO much post-collision debris in this intersection, it isn't even funny. People change their minds halfway through and then bam! Better signage? Or change a change to signaling?

Project Comments

ID	Project Name	Comment
R_106	Northridge Road at SR 400 SB Intersection Improvement	The white plastic posts will finally be replaced with a real concrete median? They get run over all the time... we should just put concrete. If you made a wrong turn, make a u-turn on Dunwoody Pl.
R_108	Dunwoody Place at Roswell Road Intersection Improvement	I live off of Hannover Park road. The left turn sensor to Hannover Park could be improved. If cars are too far forward, the sensor won't trip and then we're waiting there for a half hour (spoiler alert: we just go around).
R_108	Dunwoody Place at Roswell Road Intersection Improvement	I'd like to see a concrete island to enforce the right turn lane from Hannover Park to Roswell Rd. Getting stuck behind someone that's waiting to go straight from the right-turn-only lane is incredibly aggravating, and a line of cars always piles up.
R_108	Dunwoody Place at Roswell Road Intersection Improvement	Yes to Pedestrian safety.!
R_108	Dunwoody Place at Roswell Road Intersection Improvement	should be done in conjunction with master plan for North River Shopping Center to accommodate exit from that area to indviduals going South on Roswell Road...
R_109	Northridge Road at Roswell Road Intersection Improvement	Very busy intersection. I'm sure improvements wouldn't be missed.
R_113	Abernathy Road at Mount Vernon Highway Intersection Improvement	When coming from Abernathy Road, we can't see the status of this signal until we're almost at the intersection. Please put an approach signal on the north end of this intersection facing west towards Abernathy.
R_113	Abernathy Road at Mount Vernon Highway Intersection Improvement	The problem with this intersection has always been cars driving north trying to make a left hand turn. The bottleneck is at Roswell Rd and Abernathy. Putting a band aid on the Mt. Vernon intersection is not going to solve the problem at Roswell Rd.
R_113	Abernathy Road at Mount Vernon Highway Intersection Improvement	Per the Ashton woods and Mercedes representatives this intersection was to improve once the new Ashton woods housing was built allowing people to live closer to where they work. Hmmmm???
R_113	Abernathy Road at Mount Vernon Highway Intersection Improvement	Driving from Sandy Springs, making a left on MT VERNON is too long a wait.
R_115	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	What benefit do you see with this plan?? Would it ease the congestion and facilitate smoother traffic movements?
R_115	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	Think it's a waste of money for this project
R_115	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	What do you hope to gain with this project? Seems like a waste of money.
R_115	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	The problem at this intersection is that cars coming off 400N enter the same lane used to turn R on PtreeDun.
R_116	Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement	This would increase pedestrian safety and given its proximity to MARTA and Northside Hospital is sorely needed.
R_116	Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement	Any multimodal improvements near transit would be great
R_116	Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement	This area serves people with disabilities who need extra time and a dedicated pedestrian phase.
R_165	Roswell Road and Abernathy Road Intersection Improvements	Improve left turn east on Abernathy and Roswell light does not stay green long enough
R_165	Roswell Road and Abernathy Road Intersection Improvements	What would help most is a bridge over Roswell Rd to eliminate the traffic signal and turn lanes/ramps to keep traffic moving
R_165	Roswell Road and Abernathy Road Intersection Improvements	I agree with the other comment. This needs a bridge-based solution.
R_165	Roswell Road and Abernathy Road Intersection Improvements	improvements are alwasy nice --- but there are other areas where NO improvements have been made - this is functional and until bicycle lanes are constructed handles cars and pedestrians fairly well
R_202	Roswell Road North Boulevard Median Project	There needs to be at least one additional traffic light in here. It is also worth studying whether to connect Roberts Drive and N. River Pkwy. east of Roswell Road.
R_202	Roswell Road North Boulevard Median Project	The median would be nice, but it seems the new light posts preclude a median - is there room?
R_202	Roswell Road North Boulevard Median Project	Probably need a traffic light at Roberts Drive (and N River Pkwy?). I don't want to see a median unless there are a couple extra lights. The center lane makes the left turn from Roberts to Roswell possible.
R_202	Roswell Road North Boulevard Median Project	While Costly - this is essential to the redevelopment of the North End and will more than be repaid in future taxes . Also addresses key safety issues with pedestrians crossing back and forth and high speed drivers

Project Comments

ID	Project Name	Comment
R_408	Roswell Road at Dalrymple Road Operational Improvements Phase 2	Turn lanes at this intersection would be a significant improvement. Why isn't Roswell Rd. southbound mentioned as getting a right turn lane? This would help keep turners moving when Dalrymple has a left turn signal.
R_408	Roswell Road at Dalrymple Road Operational Improvements Phase 2	Turn lanes would be great here! Very much needed.
R_408	Roswell Road at Dalrymple Road Operational Improvements Phase 2	topography good for an over under
R_415	Riverside Drive over Chattahoochee River Tributary Bridge	$3 million is A TON of $. Do we REALLY need it?
R_415	Riverside Drive over Chattahoochee River Tributary Bridge	How about disallowing heavier vehicles. Would be a bit cheaper.
R_415	Riverside Drive over Chattahoochee River Tributary Bridge	Is the map location accurate?
R_426	I-285 Top End Bridge Enhancements	YES, with a heavy emphasis on bicycle and pedestrian facilities than aesthetic enhancements. You can't put lipstick on the 285 pig and fool anyone.
R_426	I-285 Top End Bridge Enhancements	Yes; there should be sidewalks on either side of the road all along this corridor and if memory serves when I have biked along here that's not true now.
R_426	I-285 Top End Bridge Enhancements	Better to spend money on this than more road expansion.
R_500	Roswell Road Access Management and Complete Streets Improvements	We need a cross walk and light at Green Hill Rd NE to enable safe pedestrian crossing; There are 2 bus stops on both sides of the road and pedestrians are not safe to cross Roswell Road. At minimum we need a do not block the box to improve safety
R_500	Roswell Road Access Management and Complete Streets Improvements	What happened to the plan to put a median with trees up and down Roswell Road? It would improve safety and look great!
R_500	Roswell Road Access Management and Complete Streets Improvements	I have a similar question about the tree lined median with large sidewalks on both sides?
R_500	Roswell Road Access Management and Complete Streets Improvements	This description is too vague to give any help via comments.
R_500	Roswell Road Access Management and Complete Streets Improvements	This is vague. The Roswell Rd small plan does not seem to be followed - is there a planned divider in the road?
R_500	Roswell Road Access Management and Complete Streets Improvements	Better to spend money on this than more road expansion. Make Roswell Rd Pedestrian friendly . The segment between Hilderbrand and Mt. Vernon has no sidewalk and is a stone's throw from City Springs.
R_500	Roswell Road Access Management and Complete Streets Improvements	More details needed . This is a big chunk of money. If GADOT is not on board it would be a waste of funds.
R_500	Roswell Road Access Management and Complete Streets Improvements	No sure what is planned here but definitely need improvements in traffic merging into and off Roswell Rd and for walkers/bikers.
R_501	I-285/Roswell Road Innovative Interchange Study	This is functioning so much better than it used to. Please apply your funds for more needed projects in the city.
R_501	I-285/Roswell Road Innovative Interchange Study	The description is vague.
R_501	I-285/Roswell Road Innovative Interchange Study	More details please.
R_505	Peachtree Dunwoody Road Corridor Study and Improvements	seems expensive for a study
R_505	Peachtree Dunwoody Road Corridor Study and Improvements	If "improvements" means better flow of traffic and less bottlenecks, I would agree with this need.
R_505	Peachtree Dunwoody Road Corridor Study and Improvements	Would only support this if it's something that would hasten PATH 400. Isn't a portion of it to run along Peachtree Dunwoody?
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	love this idea but that's a lot of money for a study
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	What Hammond Needs is widening (within reason, i.e., for turning cars) and SIDEWALKS. SS has been buying land for years. When will this begin?
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	HAMMOND NEEDS SIDEWALKS
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	Not sure this is needed. There are other transit projects I'd like to see before we dump money onto this corridor.
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	SS has resisted synchronizing the light at Boyleston/Hammond with Roswell Rd/Hammond for years and caused further backup; I suspect this is in part to artificially justify the gigantic new Hammond Dr project (5-10 yrs & $65-$100mill. + displacing families
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	Hammond needs to be studied seems expensive for study

Project Comments

ID	Project Name	Comment
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	$2.7 million? Really? Rather have consistent sidewalks.
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	No thank you. I would rather spend our funds on Bike and Pedestrian usage.
T_012	Transit Signal Priority Supportive Improvements along Hammond Drive	I've been attending meetings about Hammond widening for 17 years. SS already knows exactly what they're going to do, dont waste money on more studies to justify the conclusion you've already drawn
T_503	I-285 BRT Feasibility Study	No
T_503	I-285 BRT Feasibility Study	Why not explore train options
T_503	I-285 BRT Feasibility Study	More transit! I highly support any addition to transit in the area! Please consider dedicating a lane to the buses!
T_503	I-285 BRT Feasibility Study	Strong "no."
T_503	I-285 BRT Feasibility Study	I'm fine with studying this, but I do not support any new transit that isn't dedicated right-of-way. I'd prefer to see extension of the red line HRT before we do anything on I285. Cobb doesn't want transit - I don't see any reason to build it for them.
T_503	I-285 BRT Feasibility Study	We have got to get some 285 relief and study is the first step.
T_503	I-285 BRT Feasibility Study	No. Not until Cobb County is on board
T_503	I-285 BRT Feasibility Study	No to BRT study
T_504	I-285 at Roswell Road Station Area Study	Current intersection design is totally unfeasible for the volume.
T_504	I-285 at Roswell Road Station Area Study	A roswell road station would be very helpful for getting around! It would be best if light rail (or even better, a metro line) could be considered!
T_504	I-285 at Roswell Road Station Area Study	No. There are plenty of major roads in this area already trafficked by buses. No more bus traffic is needed in an already highly trafficked area.
T_504	I-285 at Roswell Road Station Area Study	Not sure why we'd fork out the money for this when we aren't even sure we're going to put something here, yet. BRT is not very attractive. Is this hooking into MARTA? Don't we want this to be managed by them?
T_504	I-285 at Roswell Road Station Area Study	Let's look at how it would impact SS... need to facilitate easy connection to MARTA Rail
T_504	I-285 at Roswell Road Station Area Study	no thank you
T_504	I-285 at Roswell Road Station Area Study	No. Waste of money at this time. May change later.

What's Missing?

1. Northridge Drive needs a concrete barrier between Roswell Road and Colquitt Road. There are too many dangerous left turns that occur in here. 2. The intersection of Roberts Dr., Spalding Dr., and Dunwoody Club Dr. is a mess. One option is to move the Spalding-Dunwoody Club intersection well to the east and reconfigure the Roberts-Spalding intersection. 3. The signal onto Peachtree-Dunwoody coming out of Costco and Home Depot needs to give exclusive right-of-way, one at a time, to westbound and eastbound traffic. The westbound center lane should allow both straight and left turns. 4. Consider a multipurpose path parallel to North River Parkway instead of Roberts Drive.
Green Hill Rd NE and Roswell Rd intersection is extremely dangerous. There are 2 bus stops on both sides of Roswell Rd and bus riders have to risk their lives to cross the street safely. Residents of Green Hill Rd. NE are often blocked to enter the street and we at minimum need a "don't block the box" and/or a flashing light at the intersection to improve safety. Often drivers on Roswell speed through this area which makes it a hazard for all pedestrians, children and dog walkers.
Consider more bike friendly paths especially near the king and queen area.
Urgent need for new sidewalk installation along Franklin Road in its entirety extending from Roswell Road & Franklin Road to High Point Road & Franklin Road
I would like to provide an additional project recommendation under the 'Bicycling and Walking' tab. If the deadline hasn't passed for voting yet, I believe it is critical to install a pedestrian sidewalk on Franklin Road that would be perpendicular connecting Roswell Road to High Point Road. There are many residents walking their dogs and using the entire street to enjoy the neighborhood by foot in groups. Given the proximity, Franklin Road also coincidently seems to attract pedestrians walking to/from the Fountain Oaks shopping center with the Kroger, which would fall under the "20-minute Neighborhood" project proposal. Please consider this as a formal 'write-in vote' for a Franklin Road!
The most difficult section of biking in Sandy Springs is how to get from inside the perimeter up to the City Springs (and the heart of Sandy Springs). It's easier, and safer to get to Piedmont Park from south Sandy Springs on quiet roads and paths than it is to get north.
More sidewalks, more bike lanes, more connections between parks, more accessibility overall
ORGANIZATION CHART OF THE PRINCIPAL OWNERS WITH ROLES AND RESPONSIBILITIES YOU REFERENCED MANY DIFFERENT INPUTS THAT WERE NOT A PART OF THIS PLAN, LIKE THE CITY PLAN, LIKE THE MARTA PLAN , LIJE THE ROSWELLL ROAD PLAN, I BECAME VERY CONFUSED
LET ME ASK THE QUESTION ANOTHER WAY. I LIVE AT CORNER OF HANNOND AND GLENRIDGE, HOW CAN I FIND OUT WHAT IS BEING DONE ON ALL THE DIFFERENT PROJECTS WITHIN THREE MILES OF MY HOME?
The 4-way stop at Jett Ferry Road and Spalding remains a mess. Cars do not really come to complete stops traveling on Spalding heading towards Roberts Dr. Maybe a lit stop sign like at the Jett Ferry/Dunwoody Club intersection? Also when traveling on Spalding and going straight at the stop sign, people always signal and there is no need. I don't think people realize or acknowledge that the residential part of Jett Ferry exists. I travel this road so many times a day and is always a frustration. Surprised there aren't more accidents. With an almost new driver in my house, concerns me.

What's Missing?

Addition of short sidewalks for about the first 50 -75 feet of an intersection. Obviously the city cannot afford to pave the city in sidewalks. That is really not needed. But my neighborhood is a park for area walkers from surrounding subdivisions. Walking on Glenairy on the southwest side of the intersection of Glenairy and Glenridge is dangerous. There is a sidewalk on the northwest side of this intersection which should be duplicated on the southwest side. The cost for this should be minimal.
Sandy Springs Circle southbound should have a dedicated left turn lane to go eastbound on Hammond Drive.
There can never be too many sidewalks in Sandy Springs!
I know cars are king and will continue to be. But as cyclists, we are at their mercy. A bike trail needs to be able to bring people to places. Following 285 leads to nowhere. We need more of a wheel and hub vision to get commuters to get in town, and to shopping areas. Any biker on Roswell Road must have a death wish, but yet there is limited access to parallel it . Years ago Sandy Springs promised to add bike lanes any time they planned to re-stripe. Never happened. While we are at it, there was no comment area for Mt Paran: needs paving! Pothole city.
We desperately need sidewalks or traffic calming at Huntcliff Trace. Lots of walkers, lots of vehicles and speeding is out of control. It is very dangerous. SS did a speed study that confirms the same. The threshold to get 75% of residents to agree on speed bumps is ridiculous: they're the same ones who are speeding! With families walking through this neighborhood frequently and people routinely going over 45mph, this is a disaster waiting to happen.
I am especially glad to see some projects to improve pedestrian and bicycle safety for the many people who walk along Roswell Road, Lake Forest and other major streets in Sandy Springs. Currently, Lake Forest is dangerous for anything but cars. On Roswell Rd and others, there are long stretches where people must either jaywalk or walk a mile out of their way to cross the street. I hope you move forward quickly with traffic lights, medians or other measures to make these streets safer. Please make the most of projects that complement the 285/400 work now going on, such as pedestrian and bike enhancements and medians for bridges that must be rebuilt. Looking beyond the next 5 years, I believe that single occupancy car traffic is unlikely to increase nearly as much as population will - especially if people have safe, pleasant alternatives. Solo commuting causes stress, misery, ugliness, and environmental degradation. More roads will only bring more cars, and nobody wants that.
Attention to Roswell Rd between 285 and Northridge: landscaping, center island Need stop light between Abernathy and Spalding.
Sandy Springs is lucky to be bordered by two big parks South (Chastain Park) and West (Chattahoochee River National Recreation Area, Cochran Shoals Unit). There should be a bigger emphasis on allowing more bicycling and walking access to those parks from neighboorhoods further away or even from the center of Sandy Springs. Access to those 2 big parks can only be done via cars today and by a small portion of Lake Forest in the future.
Sidewalks on both side of Riveside between 285 and River Valley. Sidewalk on Mt Vernon between Sandy Springs United Methodist and Arlington Cemetery Bike lanes everywhere

What's Missing?

Riverview Road NW 3027 intersection with Northside Drive. The proposed traffic circle is a poor idea. The intersection of Northside and Mt Vernon is more dangerous, but all the intersections with Northside are dangerous due to the excessive speed of traffic Northside Drive. Speed humps on Northside Drive would be a less costly, less disruptive, better, and safer solution.
I wish this plan worked in more public transportation, more sustainable forms of transportation, and pioritized cars less.
Traffic light at intersection of Johnson Ferry Road and Breakwater Ridge to control 35MPH speed limit and enable safe left turn from Breakwater Ridge onto Johnson Ferry Road. Speeding is common, with drivers often exceeding 55 MPH.
we need to see routes like the 87 replaced with a light rail line. In general there are nowhere near enough bus routes though the city. Sandy springs station is almost completely unserved! Where's the buses?!
A series of dedicated connected bicycle paths to that connect all of our Parks and public schools. There is a missed opportunity to allow for a safe and sustainable alternative to driving to our city Parks and Schools that is quite frankly sad. It's frustrating that sidewalks are not connected and bikes and are considered as an afterthought. I want to be able to run to Chastain, or to the City Center from my neighborhood safely. I want to bike to Chastain and to the Chattahoochee National Park as well as to my local schools (and so do my kids) but there is no way to safely do so because there are large swaths of missing sidewalks and no dedicated bike paths.
Public transportation options!!
Greenbelt trail alongside Northgreen where the houses were recently demolished. This could be a trail connecting to Abernathy and Spalding
Longer green arrows on left turns when traffic volume warrants, ex: left from Mt Vernon to Perimeter ? ("continuation" of Abernathy). CLEAR signage! I've lived here 20+ years and hate how small street signs are! Big intersections should have big street signs - everywhere in metro Atlanta. And turn arrows painted on the pavement that are CLEARLY painted and go back farther than one car! This is one of my biggest pet peeves - with the volume of cars at some intersections and the importance of being in the correct lane, being able to verify one's lane is going where one wants to go is crucial. Also, sidewalks are missing! Cities can't expect people to walk places (instead of drive) if it isn't safe to do so every step of the way. We need more and better sidewalks everywhere! And small, in the area shuttles - more large office buildings to places to eat, run errands, get on mass transit that run constantly in multiple loops.
Trail connection to PATH 400 to connect Morgan Falls park
Roswell Rd and Pitts/Ison intersection. So many accidents here. When traveling southbound on Roswell rd, it would be helpful to add an additional stop light on the left hand side of Roswell rd. If not familiar with the area, the curve of the road makes the current stoplight unseen. I've seen so many cars traveling southbound on Roswell rd run this light. Also more lighting at that intersection as pedestrians are hard to see.
Bicycling on our streets is dangerous. They ride on 2 lane streets in my neighborhood - they are in harm's way. Bicycling paths would be good to encourage bike use and safety.

What's Missing?

Cost benefit analysis across all projects would be good to see. Also any project that enhances or extends an existing bicycle /pedestrian path should have priority.
Pedestrian crosswalks at Windsor Parkway and Peachtree Dunwoody intersection.
As you know- support for trails is tremendous. Please, do whatever it takes, savings, taxes, negotiations, corporate sponsorships- we want these trails to happen while we are still capable of walking.
More bike lanes. Any time a road gets re-paved a bike lane should be added
An additional sidewalk is needed along Glendridge Dr from Glenlake Parkway to Abernathy Rd to connect to the future March Creek Trail and to Aria. Also, a sidewalk and bike lanes are needed on Dunwoody Rd which connects Sandy Springs to Dunwoody. This road is split between the two cities and would have to be done jointly or under some sort of agreement.
Would love to see sidewalks on Spalding Drive between Roberts and Jett Ferry. The road is dangerous to walk or bike on.
This is a random suggestion but what if we could fund a study to see if we could possibly connect Roswell Road at the Grogan's Ferry intersection down to Spalding Drive by making a trail following Hampton Drive to the power lines, then continuing between the apartment complexes, and ending at Dumaine Terrace/Spalding Drive. This could help connect many neighborhoods to reach Spalding Drive easier, and shorten walking and biking times to North Springs MARTA.
I don't see any plans for Mt Vernon Highway from Roswell Road east past the library toward GA 400. There has been discussion about improving the Johnson Ferry/Mt Vernon/Roswell interchange and proposals have been discussed previously. I realize that GDOT probably has a lot of say here. There is acreage there that can be redesigned
Sidewalk on Colewood way in front of Epstein school!
Using a patchwork of neighborhood streets to promote biking; for example it's possible to bike commute from Abernathy south through MV Woods & Glenridge-Hammond to inside 285, and there is probably a wide network of city neighborhoods that can accommodate this and keep bikes off the dangerous main roads. For example, MV Woods also allows access to Roswell Rd and going west via Vernon Woods Dr.
Back up of cars coming off 285W onto Roswell Rd- need longer or faster Roswell Rd light as cars are stuck on 285. Hammond Drive headed from Ptree Dunwoody Rd to Roswell Rd gets very backed up because of Roswell Rd light. There is no sidewalk on SS Circle between Johnson Ferry and Roswell.
Heards Creek is a few feet from Riverside HS. There should be sidewalks. Kids walking in street with headphones is a recipe for disaster.
Please add roundabouts to the intersection of Heards Ferry and Riverside Drive. The congestion at this intersection is high and traffic is often backed up over the bridge on 285 and beyond the entrance to Rivershore Estates.

What's Missing?

The light when crossing from the medical center Marta station across Peachtree dunwoody road to Northside hospital is dangerous. The light does not work and often doesn't give pedestrians a signal to walk if not pressed. Also the protected left turn from Hollis Cob Circle onto Peachtree Dinwoody Road Goes straight into pedestrian. Also it is a busy 6 lane road and the signal needs to have a beeper or sound to help indicate when it is safe to cross
Johnson Ferry between Roswell Rd. and Glenridge has unaddressed pedestrian issues. The sidewalk network on the south side of the street is incomplete, with sections missing west of Kayron. This is an area with a school and library, yet the sidewalk just randomly ends. I also think that a mid-block signalized pedestrian crossing at Mount Vernon Presbyterian would be heavily used by church goers and frequent recreational users. As currently constructed, there is almost a half mile without a crosswalk. A crosswalk between Harleston and the library would also make accessing the library a less dangerous proposition by foot. There are often many pedestrians crossing there, because there are many homes whose access to Johnson Ferry is via Harleston. On a broader scale, I think all new commercial developements should have mandated pedestrian access from the roadway. There are many shopping plazas that require a pedestrian to use the vehicle driveway for access. This is
Just want to make sure that that it all ties in with TSPLOST and takes advantage of what projects are being done it the region as a whole --- we nee to connect with Trails/Road improvements and amenities in adjacent municipalities. Keep looking where we can "complete" a connection small connection!! Get plans in place for shovel ready opportunities which may pop up with Governmental Grants.
Better crosswalks. A traffic light at Mt. Vernon and Glen Errol Road and a cross walk for kids that walk home from school and have no where to safely cross Mt.Vernon to get to neighborhoods off Glen Errol Road
I would caution you to not refer to people who ride bikes as "experienced" and other terms designating skill level. There are many reasons besides skill level why people would choose not to use bike infrastructure that does not meet NACTO guidelines. For instance, a caregiver may decide that the risk of known dangerous-by-design roads is too great to assume. Also, studies show women are passed more closely and harassed more often, which serve as impediments unrelated to skill level. Another example would be someone with a mobility difficulty who has no trouble riding a bike but may have trouble putting down a foot if forced to stop quickly while riding with motor vehicle traffic. An "essential rider" (someone who rides their bike for transportation out of necessity) may not want to assume the risk because he or she may be un- or under-insured. Also, there are many types of bikes (such as adult trikes and trishaws) that do not fit in too-narrow bike lanes.
Overall, this planning tool is very well done. Thank you Sandy Springs for all the effort on this to communicate your intentions with the public. Would be helpful if there was more explanation or links to more explanation on several of the projects. With all the sidewalk additions, which are great, is there consideration of adding crosswalk markings on the pavement at intersections, and perhaps pedestrian buttons at intersections with lights to assist crossing busy intersections safely.

What's Missing?

I think the roundabouts have been a big success. We could probably use a few more. Maybe Spaulding, at Trowbridge
Unless GADOT is on board none of these studies should be conducted. We have to be judicious with the use of our money. I want more sidewalks, and bike lanes. Cobb County needs to step up financial before we do ANY more work on roads to make their commute better.
Would love to have sidewalk on Lake Forrest Drive from Mt. paran to wieuca for access to Chastain park.
GA400 exit / entrance at Spalding Drive bridge. There are no exits between Abernathy (exit 5) and North Ridge (exit 6), this is the longest span of GA400 exits. It would help with the Abernathy / Peachtree Dunwoody intersection. It is easier to do today after the the houses from talbot colony were removed
I may have miss it but is there a proposed study to create station to link riders to MARTA? Needed!
Please insert traffic signals or impediments to disallow left hand turns onto Roswell Road from North River Drive and Roberts Road.
Dedicated bicycle paths everywhere. Bicycle/Pedestrian paths on Glenridge from Glenlake to Abernathy.
Is this the place we could request a sound barrier (wall) between I-285 and Powers Ferry? The constant road noise makes living in One River Place feel like I'm on Pit Row of a NASCAR race... I've heard rumors that something like this was in the works.
As a home owner at One River Place this TMP has our attention and major concerns. We ask and plead for a sound proof barrier wall between Powers Ferry Rd and the interstate since there will be an expressed lane elevated. We need this wall to be elevated to exceed our 7th floor units. As a home owner and real estate agent by not adding this wall you be negatively affecting our quality of life at ORP along with the market value which in turns affects the city of SS. Please, please take this request serious. Concerned homeowner
As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units Thank you
As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of Sandy Springs. This is a serious issue that needs to be addressed.
As a recent resident at One River Place, I am acutely aware of the highway noise coming from I-285. I have a machine which helps silence the noise but it is not enough. Please add a sound proof barrier the height of our seven story building to help reduce the noise. I love living here and being part of the Sandy Springs community and look forward to all the positive changes I see planned. A sound proof barrier would be a huge benefit to all of us who live here.
PLEASE install a soundproof barrier between Powers Ferry Road and the Interstate.
As a resident of One River Place, I hear more and more traffic. The idea of adding lanes or bridges will not work to the 500 homes in our community. (This is also true going west for Cobb neighbors who have similar exposure.) Any additional lanes, elevated or not, needs to be on the north side of I-285 and not on the south side where residences are concentrated. In addition, sound barriers are badly needed -even on the expressway bridge over the Chattahoochee where where much sound comes.

What's Missing?

Lights need btwee timed. Like a roundabout.
I am an One River Place homeowner, the Transportation Master Plan is concerning to me. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a homeowner looking to sale in the future, both the market value and our quality of life will be significantly impacted, which in turn affects the city of Sandy Springs. This is a serious issue that needs to be addressed."
I am a resident of One River Place and am very concerned about the impact of the Transportation Master Plan on my community. With the elevation of the express lane on 285 I feel it is very important to consider building a sound barrier between Powers Ferry Road and the interstate , tall enough to deflect the noise from the additional traffic. I hope you will consider this request as it impacts all of Sandy Springs as well as our community! Very concerned homeowner,
As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a real estate agent and a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of SS. This is a serious issue that needs to be addressed.
I live at one river place and we need a sound barrier for the highway project that is coming. We already experience load road noise and it will only get worse once the road is changed. It will have a deep impact on our property value and the integrity of the 33 acres natural reserve that we live on. This is a beautiful place to live and I would hate to have that diminished because of increased road noise. The bridge walkway over the Chattahoochee river also needs to be widened and we need safer access to cross the road to get to Cochran Shoals.
"As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of SS. This is a serious issue that needs to be addressed."
As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of SS. This is a serious issue that needs to be addressed."
There needs to be a sound barrier for the new express lanes from Akers Mill to Powers Ferry Road to Roswell Road and for the entire distance of the express lanes. The sound barrier should be tall enough to protect all the townhouse and condominium communities along Powers Ferry Road to have some extra sound and privacy protection from the new express lanes. There should also be some consideration for a walk over to get to other areas of the Chattahoochee River and Cochran Shoals.

What's Missing?

As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a real estate agent and a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of SS. This is a serious issue that needs to be addressed.
Two comments: 1 - Recommend that we improve the signage on Roswell Road to indicate that drivers are entering (or leaving) Sandy Springs. This is something that has been suggested by the Police chief as well. Signage / entrance marker would serve both as a safety measure - for criminal activity coming up from city of Atlanta as well as good branding for the city. 2 - Pedestrian volume on Highpoint road has grown - both because of pandemic/work from home as well as the new construction in the area. Recommend that the sidewalks be widened and improved (more aesthetic) street lighting be added. Something similar to what has been done in the Abernathy corridor.
I live at One River Place next to Ray's on the River on Powers Ferry Road. We need a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. Thank you for your attention to this matter. Amelia Wells
As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of SS. This is a serious issue that needs to be addressed."
As a One River Place homeowner, the Transportation Master Plan has our attention and is extremely concerning. With the elevation of the express lane, we find it extremely necessary for a soundproof barrier to be placed between Powers Ferry Road and the Interstate. The height of this wall should be elevated to exceed our 7th floor units. As a former real estate agent, mortgage lender and a homeowner in this wonderful community, both the market value and our quality of life will be significantly impacted, which in turn affects the city of SS. This is a serious issue that needs to be addressed.
I would really like to see more VISIBLE signage everywhere for the City of Sandy Springs. We are proud of our city and people should know when they are in it. The signs now are too small. Also, I don't think there can ever be enough sidewalks. Proof is how much the loop around High Point is used and on Windsor Parkway. It seems when sidewalks are put in, people use them!
We need large signs welcoming drivers coming into the city, especially on Roswell Road coming from the City of Atlanta

What's Missing?

have a buffer between the walk and the street, not immediately adjacent (like on High Point Rd.). Appropriate lighting should be included. Public waste receptacles should be attractive, frequently spaced and emptied regularly. Road speed limits should be reviewed. E.G. Why are Windsor Pkwy, High Point Rd and Northland Rd all at 35 mph, the same speed limit as Johnson Ferry Rd going to the river (which is 4 lanes plus turn lane, sidewalks and bike lanes on each side and fewer residential entries than these three streets on the south side of the city)? Makes no sense. Our transportation plan should include attractive welcome signs into our city to enhance us, to support police, and to build civic pride.
Please add more crosswalks with the additional sidewalks, more public trashcans and dog waste recepticals, better lighting and SIGNS saying "WELCOME TO SANDY SPRINGS!!" at all points of entry! We want the criminals to know their BS is not welcome here. ;) Thank you for listening to the citizens of Sandy Springs!
"As a One River Place homeowner, I would like to see what will be done for privacy between I-285 and Powers Ferry Rd."
A sound wall/barrier between 285 and Powers Ferry Road(ays on the River/One River Place/Heards Ferry Elementary) I believe this is needed now, but even more so before the expansion of 285/express lanes come in. The bridge on Powers Ferry Rd- sidewalk should've wider if only on one side, or one on both sides of street along with a pedestrian crossing light to get to Cochran Shoals. A sidewalk and on Powers Ferry road that goes from Northside to Dupree along with better lighting all along Powers Ferry Road.
Glad to see so many sidewalk projects listed- but please focus on one side of a street and spread the funds to other areas.
I would like to submit an additional sidewalk project, on Glenridge Dr, from Abernathy to Glenlake Parkway. I and my children and dog often walk that way and without a sidewalk it is very dangerous, especially with the steep hills and blind curves. I have observed many residents biking and walking and running along that stretch who are similarly forced to walk along the road. A sidewalk would connect residents with Abernathy road, which already would allow access to the shops along Roswell.
We really need more sidewalks in the southern part of the city. Especially near Mt. Vernon Hwy. south to Chastain park.

Transportation Demand Management Focus Group

Wednesday, August 19, 2020 from 9:00am – 10:00am

Participants

- John Amsberry - City of Sandy Springs Community Development,
- Andrea Worthy - City of Sandy Springs Economic Development
- Brett Beldt – Chamber of Commerce Young Professionals
- Richard McLeod - City of Dunwoody Community Development
- Rosalind Tucker - Atlanta Regional Commission, Georgia Commute Options
- Kyethea Clark - Cumberland CID
- Johann Weber - Perimeter Connects

Meeting Takeaways

- We are in a critical moment to influence the transportation landscape and growth of Sandy Springs and the Perimeter area.
- There is an appetite for multi-jurisdictional "commute-based" partnerships across the region.
- Housing and transportation are connected - there is a need to consider affordable, higher-density housing within the City of Sandy Springs. This could give workers the option to shift away from their personal vehicle.
- Telework has worked for many companies during COVID-19 (Georgia Commute Survey). We need to leverage that success into a long-term strategy.

What are we currently experiencing in the City of Sandy Springs and surrounding areas?

- The east-west traffic congestion along I-285 is a deterrent for major companies locating in Sandy Springs.
- Large companies are exclusively locating around existing MARTA stations as a lifeline for employees to access work given an over-saturated road network.
- Roadway capacity projects are not always feasible alternatives to combat existing traffic congestion.
    - The City of Dunwoody is focusing on creating connections between the dendritic neighborhood network and improving streetscapes for pedestrian safety and experience.
- There is a legacy of economic investment in the area, but job growth is conflicting with the geometric limitations of existing infrastructure. It is starting to impact recruitment and retention for companies.

What are some current efforts being taken to improve the area?

- Cumberland CID
    - I-285 Top End Transit Study - assessing the feasibility of transit routes and stations along the northern portion of I-285. This is a joint effort between several cities and CID's, planned to kick off in Fall 2020.
    - I-285 Express Lanes - assessing eastbound connectivity and how express lanes could impact surface roads in the area.
    - Paces Ferry Road project - in concert with the Express Lanes study. Focuses on major employers' trip generation and contribution to surrounding traffic (i.e. Home Depot, Cumberland Mall).
    - Commute incentives are handled by Georgia Commute Options (GCO).
- Atlanta Regional Commission/GCO
    - Undergoing current efforts to model what transportation trends look like during COVID-19 and telework.
    - Currently working with several employers and municipal organizations to implement formal telework initiatives.
    - GCO has an interest in piloting some telework projects in the Sandy Springs area.

What initiatives or programs are working well?

- The City of Sandy Springs zoning rewrite has seen positive feedback from developers - institutes a maximum office parking ratio of 2.0 spaces per 1,000 square foot in the Perimeter Center/City Springs Districts.
- Telework has been effective during COVID-19. This can be leveraged into a long-term solution for the area.
- Transit is both an asset and a challenge in the area. MARTA heavy rail provides great access to more regional destinations, but the lack of a complete, localized transit fabric limits ridership, especially within the dendritic neighborhood design.

What are the primary challenges to the transportation system in and around the City of Sandy Springs?

- Affordable housing is extremely limited. Only 6% of the workers in Sandy Springs live within 3 miles of Sandy Springs. Most workers live far away from where they work and housing trends for the next 5 years will push even more people out of the urban core, inciting more urban sprawl and further constraining workers to their personal vehicles.
- The City of Sandy Springs experiences a significant amount of pass-through congestion.
- The road network in the City of Sandy Springs is not conducive for efficient or safe travel.
- Adequate transit access is limited to those living along MARTA rail lines. Bus routes and service do not provide any competitive travel time benefits for commuters because they are driving along congested roadways

What are areas of emphasis and opportunity post-COVID-19?

- Support redevelopment projects with better connections to transit. Corporations want to locate in areas with multimodal options other than a personal vehicle.
- Work with employers and municipalities to formalize a long-term telework plan and reduce demand for the roadways during peak commuting hours.
- Leverage the rise of active commuting to justify streetscape improvements, bicycle and pedestrian connections, and micro-mobility options.
- Evaluate transit connection operations to ensure coordinated transit-to-other mode transfers for patrons.
- Better communicate TDM programs that will help overcome employee- and employer-identified barriers.
- Create dedicated transit infrastructure to provide a travel time incentive.
- Implement policy-oriented measures that complement the TMP and change travel behavior.
- Convince employers that they are a part of the solution. Most employers have already indicated a desire to stay partially remote post-COVID-19.
- Work with GCO to roll out some relevant pilot projects.

Bicycle/Pedestrian Focus Group

Thursday, August 20, 2020 from 4:00pm – 5:00pm

Participants

- Kevin Linehan - Vertego Bikes (business owner and resident)
- Catherine Mercier-Baggett – COSS Sustainability Manager
- Don Hall – Dunwoody Cycling Club, avid cyclist
- Michael Perry - COSS Recreation and Parks Department
- Nick Smith – COSS Bike Sargent with the Police Department
- Cary Bearn - City of Atlanta (works on bike/ped safety plans)
- Lane Frostbaum – Former Planning Commission Board member, avid cyclist in Sandy Springs

Meeting Takeaways

- Need to focus on making high traffic areas safe for bicycles and pedestrians, especially prioritizing school zones.
- Bicyclist and motorist education is important – "3-foot rule" for passing and prohibit riding on sidewalks.
- There is a desire for new policies that prioritize bike/ped:
    - Examples include requiring restriping during maintenance projects, changing sidewalk widths and landscaping requirements in mixed-use communities, pilot projects without geographic area, etc.

What do you perceive to be the bicycle and pedestrian needs in the City?

Safety

- Need to understand the high traffic areas and make sure these corridors are safe for bicycles and pedestrians.
- There are too many bicycle fatalities in Sandy Springs.
- Need to prioritize school zones.
- Unsafe corridors include:
    - Medical District to Mt. Vernon Hwy
    - Roswell Rd southbound to I-285

Maintenance

- Need to observe signal timing/delay and detection at intersections with existing bicycle infrastructure, including:
    - Glenridge Drive at Abernathy Road
    - Roswell Road at Mount Vernon /Johnson Ferry Road
- Need to maintain existing bike lanes – clean debris from travel lanes.

Education

- Enforce the "3-foot rule" where drivers must pass bicyclist at a safe distance of at least 3 feet – add signage along bikeable roadways.
    - Dunwoody Club and Roberts Drive
- Bicyclist are not allowed to ride on sidewalks.

Connectivity

- There's a difference between a bicycle facility and a trail – most jurisdictions are doing away with "bicycle plans" because plans should not be only one mode. Corridor projects encompass many types of modes (ex: BRT with trails).

Priority Projects

- Connections to Morgan Falls (safety of kids and grandkids)
- Medical District to Hammond Road (work commute) project - something with striping
- Improvements to turning left on Glenridge Drive
- Different types of projects need different recommendations: recreational (long distance), commuting, kids on bicycles.
- Need safety and education around school.
- "The main problem for bicyclist in Sandy Springs is the danger from the traffic. It would be hard to put bicycle lanes in since that would require more roadway, which requires money. Educate bicyclist and motorists on current bicycle and pedestrian traffic laws." – Sergeant Pietruszka from the Police Department

Policy

- A new policy could include when maintenance happens, restriping is required.
    - City of Atlanta - 10 ft lanes (min) / 11 ft lanes (standard) with shoulder + lower speed limits - not freight or bus route
- Look at widths of the sidewalks + trees in mixed-use communities
- Equitable investments - where is money going? How is that money being spent?
- Bike District – bicycling incentives for the public in the bicycling district.
- City Springs has been too much of an area of focus.
- Pilot policies/projects – give the City a list of options without a geographic area.

Micromobility

- Scooters are too dangerous.
- We don't want to create a system that violates riders/driver's instinct.

Community Assistance Center (CAC) One-on-One Interview

Thursday, August 27, 2020 from 4:00pm – 4:30pm

Participant

- Tamara Carrera – Executive Director

Meeting Takeaways

- There is a community of people using the CAC that rely on transit to get to work and for basic needs. Most of the families do not have access to a vehicle or do not speak English as their first language.
- Need to improve existing transit efficiencies
- The streets are not safe for bicyclists and pedestrians around the community.
- There is interest in improving the MARTA stations throughout Sandy Springs that have the most ridership and recommend adding stops and routes to more dense neighborhood areas.
- There was once a shuttle that serviced that stations to specific destinations that worked well, but it was also expensive.

What does your organization do?

- CAC is the emergency assistance, homeless prevention program - not a housing program
- It works with families to get them settled and move into self-sufficiency - or a higher level of self-sufficiency
- There is a large number of immigrant communities in Sandy Springs
- It teaches English as a second language (ESL) - basic language skills
- It started classes 32 years ago
- The makeup of the immigrants has changed -
    - Right now, it is focused on Central American, South American refugees, and Middle Eastern families
    - Need the language to be able to move forward to self-sufficiency
- Most of the funding goes to rent assistance to give families homes
    - Many are in the service industry and COVID has hit these families really hard
    - Up to 200% low income scale

How do you interact with the Community Assistance Center?

- Food pantry
- Rent assistance

- Language assistance

How do the people you serve use transit today?

- Sandy Springs is an elongated City. People who live in the panhandle (L) - few apartment complexes rely on public transportation
- Efficiency - Need to change buses, 40 minute frequencies at a minimum
    - Shopping/retail is a challenge with transit especially for families
- Fortunate that there's at least MARTA rail stations, but the transfer capabilities between rail and bus aren't efficient

Where geographically do the people you serve live? Where do they work?

- Level of sophistication differs with the members
- For folks who don't have access, they have memorized the transit schedules (no schedules at stops or lack of language/understanding)
- Post COVID, everything CAC is online - about 70% of people can handle technology, about 15-25% are struggling with technology

From a more holistic transportation perspective, what are some of the needs you're seeing in the community? Walking? Biking?

- Volunteer coordinator bikes
- The streets are not user-friendly for bicyclists
- The main roads are not safe and drivers are really not used to the bicyclists
    - Azalea Road has a ton of bicyclists and the drivers are very safety-conscious there
    - Roswell Road is not the same condition as Azalea Road

What are their barriers/opportunities to using transit today? How are these different for different groups (i.e. seniors, people getting to/from MARTA stations)?

- CAC does work with seniors
    - Seniors that live in senior living in Sandy Springs (Hellenic Towers, Allen Towers, Campbell-Stone) - most of these have a mini-buses and serve their residents. They're not completely void of options
        - The issue is if they want to go to a one-off destination
- Seniors that live on their own are the folks that are struggling
    - Mobility issue
    - MARTA Mobility Service (disabled for door-to-door service) and elderly use that a lot
        - If you haven't been declared disabled, you can't use it
        - Is there an opportunity to have a service for people who are in that middle? (Medically-fragile)

Where are people going when they get on the train vs. the bus?

- Most of the movement is job-related/basic needs

What does car accessibility look like?

- From the clients, about 15% do not have access to a vehicle
- The people who do travel in a car, often - it is not theirs. They are borrowing vehicles.

In what ways do you see transit service as lacking in Sandy Springs?

- Someone historically had a mini-bus taking people from the station to specific areas. It was very successful but expensive.
    - It was available to everyone
- Need to create the critical mass and employ shuttle-like services
    - Younger generations would be more willing to take transit if there was more "cross transportation"

What's on your transportation "wish-list" for Sandy Springs?

- Think about density of population
    - Northridge Road - there are at least 10 huge apartment complexes in the area
    - Cluster of apartments right next to I-285
- People work in Roswell
- MARTA cancelled their cross-city bus recently (86) - there were quite a few people who took that
    - These folks didn't take the trip without access

How do we best reach the people you serve from a public engagement standpoint?

- COVID is creating challenges and will likely not be better by October
- We can do Zoom meetings --> could we have bilingual meetings that are targeted specifically for these non-profits
    - All classes are online (computer and ESL)
- Try to reach the Black/Latino/Hispanic community

Are there local community/organizations that we should tap into as we go through this planning process?

- Hispanic - Los Enos Primero (Sandy Springs Mission)
- Older – Mary Hall Freedom House (single women and other programs, veterans, etc.)
- Senior services can be helpful (Dorothy Benson Center)

Senior Services One-on-One Interview

Friday, September 4, 2020 from 10:00am – 10:30am

Participant

- Ron Harlow – Executive Director Senior Services North Fulton

Meeting Takeaways

- TOPS (Transportation Options Program for Seniors) primarily offers trips from seniors' homes to medical appointments and other essential trips.
- They outsource all their transportation to their four transportation partners.
    - This includes van service, one-on-one service, and Uber/Lyft (Common Courtesy)
- Affordable housing is a struggle for seniors as they try to keep their independence living alone for as long as possible.
    - Seniors with mobility challenges in these situations have a particular need for point-to-point transportation services.

What does your organization do?

- Senior Services North Fulton serves Sandy Springs to Milton through meals on wheels and transportation services.
    - Meals on wheels served 38K meals and in 2020 will be 50K meals
- It also serves three senior centers in Atlanta and three senior centers in North Fulton.

How do you interact with Fulton County Senior Services?

- North Fulton partners with Fulton County Senior Services.
    - Fulton County outsources all North Fulton trips to Ron's group
        - 40% of revenue comes from Fulton County contract
        - Other funding sources include - private, gala, etc.
    - Fulton County outsources all south Fulton trips to the other group

How do you deliver transportation service?

- TOPS (Transportation Options Program for Seniors) service:
    - Budget was $250,000 for 2020
    - 2019 – 2,800 TOPS rides
    - Primarily trips are from seniors' homes to medical appointments and other essential trips. They also provide service to other types of recreational trips.
    - Depending on annual funding, TOPS can offer unlimited rides to seniors with chronic illnesses (dialysis or chemo for example) - fare-free service.

    - Annually, clients are asked for a donation if they're able to donate based on the number of rides they took.
    - There are 250 seniors in the program right now, the volume has dropped during COVID because most trips are for wellness trips and many medical providers have pushed those appointments to a later time.
    - Clients don't have technology capabilities or not comfortable using technology.
- Program spent about $20K a month pre-COVID and now about $10K a month during COVID.
- Dispatch process:
    - Client calls into the office, then the office outsources all transportation to one of their four transportation partners.
        - Van service to one-on-one service, Uber/Lyft (Common Courtesy)
            - Common Courtesy - national contract with Uber/Lyft and can track the trip internally, cost-efficient
            - One-on-one service – for frail/most in need seniors, takes them to the appointment, stays with them and brings them back home

Are there gaps in service?

- Trips need to begin in North Fulton, but the end destination can be anywhere in metro Atlanta.
- The limitation to service is consistent level of funding annually.

How do people make the trip if not for TOPS?

- Contractors do private pay services.

Who is eligible for service?

- Eligibility - 60 + and live in North Fulton (Sandy Springs to Milton)

How do your clients use transit/get around generally?

- Some seniors have the mobility to use the public transportation system available.
- The aim is to design a program that can pick up clients and get them where they need to be without a service that requires a level of mobility.

How can the city create an option that can serve the "unmet need" without reinventing the wheel?

- Additional funding for the program, potentially from the City
- Ron feels like they haven't gotten to capacity yet.

What future trends do you see in the North Fulton/Sandy Springs area in terms of where seniors are choosing to live and how they are getting around? Especially how they relate to transportation needs/desires?

- Affordable housing is a struggle for seniors as they try to keep their independence living alone for as long as possible.
    - Seniors live in places that they can afford - and if they can be close to families, they will try to live there.
    - Once seniors go to homes, senior services lose these customers.
- Ron feels like there's enough innovation in transportation that'll keep up with that as a need - but housing is a bigger issue.

Additional Stakeholder Feedback

- When it comes to living situations and mobility limitations, seniors in Sandy Springs typically fall into one of three categories:
    - Some live in a single-family home and have few or no mobility limitations, and typically get around in the same ways as other residents.
    - Other seniors live in a single-family home, but do have mobility limitations, constraining their ability to make trips on their own.
    - Others live in dedicated care facilities or residential facilities designed for seniors, and these dedicated facilities often have transportation services provided on their own, to varying levels of coverage.
- Housing affordability is increasingly a challenge for seniors in Sandy Springs. This means that those living independently, but with mobility limitations, may elect to stay in their current home despite their mobility challenges. This creates a particular need for point-to-point transportation services for seniors in this situation.
- There are several existing transportation services available to seniors, but many are targeted at or prioritize essential travel, such as medical appointments, social services, and grocery shopping, or the services will only provide trips to a fixed set of locations. This leads mobility-challenged seniors miss out on non-essential trips, such as shopping, church, recreation, and socializing.
- Among current services provided, Common Courtesy has been very popular and well utilized. The service is cheaper on a per-ride basis than other senior-targeted transportation services.

Office of Aging Focus Group

Friday, September 4, 2020 from 10:30am – 11:30am

Participants

- Ken Vanhoose – Fulton County Senior Services

Meeting Takeaways

- There is a need for transportation services for both essential medical appointments and trips that aren't as "essential" but are still important for seniors' quality of life.
    - These trips include libraries, grocery store, social trips, church, entertainment, etc.
    - If seniors don't have family or friends who can take them on these trips, they typically do not make the trips.
- There is a desire for fixed route transportation that serves specific quadrants in Sandy Springs and brings seniors to the services they need.
- Many seniors use MARTA transportation.
- Most trips by Fulton County Senior Services are contracted out to TransDev. They own their vehicles and Senior Services pays administrative fees.
    - Also offers Common Courtesy (uber/lyft) services

What does your organization do?

- The organization hosts several different services and is the county base of funding for the Older Americans Act.
- The organization owns four multi-purpose facilities where they offer quarterly classes, meals, pools.
    - Does not offer transportation to the multi-purpose facilities as the seniors are more independent.
    - 200+/day
    - Adult day program at each facility, costing 35$/day sliding scale based on the senior's income.
- They own neighborhood senior centers where less independent seniors are offered transportation.
    - 25-30/day
    - Holds programs that are 4 hours long and include lunch.
- They participate in 'Meals on Wheels,' helping with around 1000 meals a day.
- They have a case management unit and information assistance unit where a person can call in and request services, ask questions, etc. It is manned 8:30am-5:00pm, five days a week.

How do you interact with North Fulton Senior Services?

- Fulton County Senior Services are offered anywhere in Fulton County so there is overlap between their services, South Fulton County Services, and North Fulton Senior Services.
- The Community Services program funds them and refers people depending on transportation needs. They consider if the trip is more localized; if the trip feels more regional, then Fulton County Senior Services handles it.

How do you deliver transportation service?

- Most trips are contracted out to TransDev (MOST – Mobility Options for Senior Transport).
    - They own their own vehicles and Fulton County Senior Services pays administrative fees (cost of buses, administrative office, etc.).
    - TransDev does adult day and neighborhood centers, training centers for behavioral health, demand response transportation (medical and essential neighborhood trips for which a senior can call and schedule).
        - They average 70 dialysis trips/day set up through subscription for 3x week.
- Common Courtesy Services:
    - Uber/Lyft - $ 1 million a year
    - Fulton County deals with the eligibility and sends them to the transportation service that's most appropriate.
    - Operates Monday- Friday, 8-4PM
- Also offers 55 Alive classes (defensive driving through AARP) depending on their financial situation and comfort with driving.

Who is eligible for service?

- TransDev eligibility - 60+ funding
- Common Courtesy eligibility - 55+ and screening (no car ownership, can't drive, etc.)
    - Capped to 15 trips a month
    - Cheaper per ride
    - Personalized service (immediate pick up and drop off)
- Prioritizes those who have less access to a car and are mobility constrained in some way
- Fulton County helps to "filter" different types of people and how they can get their trips fulfilled.
    - Not every trip is really getting served through Fulton County.

How do your clients use transit/get around generally?

- Vast majority of seniors are driving themselves or depending on family/friends.
- The transportation need is medical appointments and the trips that aren't as "essential" (libraries, grocery store, etc.).
    - These local trips are the ones that get left out of these programs.

    - Socialization is key with senior group, but the transportation options for socializing is limited.
    - Non-essential trips include church, entertainment (theater), etc.
    - If seniors don't have friends/family - they typically just don't make the trips.
- There are many seniors who use MARTA.

What future trends do you see in the North Fulton/Sandy Springs area in terms of where seniors are choosing to live and how they are getting around? Especially how they relate to transportation needs/desires?

- Most seniors live with a spouse or alone, some of them are living in their homes they've lived in years but can't afford to move/downsize to a different place.
    - Issues with unfamiliarity with new location and affordability
- In Sandy Springs, assisted living facilities is a future trend.

What's on your transportation "wish-list" for Sandy Springs?

- Fixed route transportation:
    - Serve specific quadrants in Sandy Springs
    - Bring seniors to the services that they need:
        - DeKalb County Senior Affairs - Federal transportation grant money to help to fund this (through ARC).

Other comments?

- Commissioner Hausman is very active in transportation but a lot of those things won't be online for several more years.

Livable Communities Focus Group

Wednesday, September 9, 2020 from 1:00pm – 2:00pm

Participants

- Linda Cahn – Youth Leadership Sandy Springs
- Dan Coffer – COSS Communications
- Vickie Cross – Fulton County Schools
- Marielena Gutierrez – Safe Routes to School
- Bob Lepping – HOA Representative
- Michael Perry – COSS Recreation and Parks
- Mark Rosenthal – HOA Representative
- Ginger Sottile – COSS Community Development
- Wesley Waters – CIP Unit Manager – Sidewalk Program

Meeting Takeaways

- We are focusing on ped/bike connections to Activity Centers and identifying missing sidewalk linkage.
    - Priority is connectivity within walking sheds (within 20-minute walk or 1 mile) of Activity Centers.
- A large barrier to connectivity for Sandy Spring residents is crossing major roads which are either currently under construction or do not have safe crossings, including Hammond Drive, Johnson Ferry Road, Glenridge Drive, SR 400, I-285, and Roswell Road.
    - There is a desire for temporary bike/ped connections over long-term road construction projects.

How can we improve walking and biking in these areas?

- There is a desire for sidewalks on one side of the road in Hammond Hills neighborhood.
- Residents of Hammond Hill neighborhood would like to walk to Sandy Springs but there is not currently a safe way to cross Hammond Drive.
- Including lighting (LED lights, streetscape lights) in planning of new ped/bike connections is desired for safety concerns.
- Roswell Road sidewalk is considered dangerous to walk along due to narrowness and proximity to street.
    - The narrow parts of this sidewalk are scheduled to be redone in the next year
- The intersection of Riverside Drive at Roswell Road is considered unsafe for bicyclist.
    - Riverside Drive may currently be on the sidewalk scoring list for consideration.

- The areas around schools tend to be higher speed/volume roads and schools do not promote walking/biking if they deem it unsafe.
    - Reaching out to individual school principals to get their buy in to encourage more walking/biking to school will encourage parents.
    - Some of the schools currently on the safe routes to school list are not active with the organization right now.
        - Reaching out to specific schools to improve safety and/or formalize the school's relationship with the city could help with this.

What temporary ped/bike connectivity fixes may be of interest to neighborhoods?

- Temporary crossings options over Hammond Drive, Johnson's Ferry Road to Trader Joes, Glenridge Drive to Hammond Park, and under I-285 along Glenridge Drive to blue moon pizza shopping center would be appreciated by Sandy Spring residents while connectivity is impaired due to construction.
    - Consider cost/benefit of temporary crossings (possibly HAWK or RRFB or crossing markings)
- Pedestrian timing at Glenridge Drive are currently not allowing enough time to cross.

How can we improve the integration of ped and bike mobility with transit?

- Crossing from the west side of SR 400 to get to the Sandy Springs MARTA station is currently a challenge.
    - Using Abernathy Road is currently not desirable due to high traffic volume and congestion.
- There is a desire for more bridges to connect people on the west side of SR 400 to transit.

Safety and Emergency Services Focus Group

Thursday, September 10, 2020 from 2:00pm – 3:00pm

Participants

- Keith Sanders – Fire Department Chief
- Phil Adams – Fire Department
- Jason Taylor – Fire Department
- Joshua Montefusco - GDOT
- Sam Harris– State Safety Engineer GDOT
- David Low – COSS Public Works

Meeting Takeaways

- We can facility data comparison/sharing between the fire department's crash numbers and the data shown in our report/maps.
    - Fire department thought our crash numbers looked too low for the time period shown.
    - Fire department is working on a data dashboard as well
- Fire/ambulance response wants to be considered and involved with new roadway projects/improvements.
    - Particularly focused on ingress/egress getting to accident scenes

Which corridors have the highest crash rates?

- Excluding I-285 and SR 400, the highest crash rates are perceived to be at the following locations:
    - Mount Vernon Highway
    - Riverside Drive at Heards Ferry Road
    - Roswell Road at Dalrymple Road
    - Powers Ferry at Northside Drive

What driver behavior contributes to crashes?

- Cell phone use/distracted driving
    - Continues to get worse despite distracted driving laws
- Higher Speeds
    - Higher speeds on roadways since pandemic/low traffic volumes
- New law allows 16-year-olds to get a license without passing drivers test.

What contributes to inhibited response time?

- Traffic congestion

- Narrower roads
- Difficulties parallel parking in business districts/dense areas

What are bike/ped roadway users crash trends?

- Bike/ped crashes trends are high and are not seeing any decreases
- Pedestrians crossing to get to stores are highest crashes
    - Roswell Road has the majority of crashes
    - Majority of ped crashes are not using sidewalks
- Channelized right-turn lanes not yielding to pedestrians
    - Right-turn from Johnsons Ferry to Abernathy
    - Right-turn on Roswell Road turning onto I-285 WB
- Consider adding lights to alert drivers that pedestrians have right-of-way
    - Consider viewing angle of driver and elongated ped islands to also mitigate issue
- Consider adding RRFB to alert drivers to peds
    - GDOT has set aside money for the city to install equipment for safety

What are scooter trends in the area?

- Scooters are not an issue now, but it is something the city is considering when planning for the future.

What safety issues are there boarding/un-boarding buses?

- There have been some fatalities with riders running across Roswell road to get to buses.

Achieving Vision-Zero

- Requires collaboration between city departments
    - Inner city departments already have these relationships based on prior collaborations
- Project idea: The city has just gone through a process of updating speed limits, and they used a FHWA software for lowering speed limits based on bike/ped activity, number of driveways, etc., rather than 85th percentile speed. Similar projects to this could be considered for zero-vision project
- Need to reach out to students (middle-school, high-school) before they become drivers to teach about driver safety and driver responsibility.
- Need to reach out to large, fortune 500 companies in city for partnerships.

Adjacent Communities Focus Group

Wednesday, October 21, 2020 from 3:00pm – 4:00pm

Participants

- Michael Smith – Public Works Director of the City of Dunwoody
- Dave Cox – Transportation Planning Manager for the City of Roswell
- Hari Karikaran – Public Works Director of the City of Brookhaven
- Justin Hatch – GDOT District 7 Engineer
- Greg Ramsey – Public Works Director and City Engineer for the City of Peachtree Corners

Meeting Takeaways

- Bicycle, pedestrian, and trail projects are the main type of opportunities for collaboration.
- Lots of interest for PATH400 alignment and potential connections to parks and existing facilities.
- There are many existing, programmed, and proposed projects that each community support.
    - Glenridge Connector Extension is a contentious project – Brookhaven neighborhoods do not support this, but Brookhaven elected officials and Dunwoody support it.
    - Roberts Drive needs to be multimodal, but Dunwoody is not planning to widen their section.

What are some opportunities for collaboration?

Dunwoody

- Shared use path at Winters Chapel from Dunwoody Club to Holcomb Bridge Road (next year)
- Trail along Chattahoochee River up through the Winters Chapel area
- Chamblee Dunwoody and Spalding Bike/Ped Plan (Spalding Drive - shared use path)
- Perimeter Area - Cox - High St (Perimeter Center Pkwy and Hammond Drive) - put on hold this year
- Interested in the connection to PATH 400 up Peachtree Dunwoody Road

Roswell

- Interested in the PATH400 connection to connect with Big Creek Greenway in Alpharetta
- Pedestrian Bridge across Chattahoochee River (Morgan Falls)
- Parks across the east side to connect to Roswell

GDOT

- GeoPI - to search for programmed projects

Brookhaven

- Complete sidewalk on Windsor Parkway
- RAB at Osborne Road and Windsor Parkway – will work with Sandy Springs if they have any issues on Windsor Parkway

Are there any existing, programmed, or proposed projects?

- Glenridge Connector Extension
    - Not received well by the Brookhaven neighborhoods, but Brookhaven elected officials support this project
    - PCID looked at this a few years ago - need to reach out for more context
    - Dunwoody would support this connection
- Johnson Ferry Road Corridor Study (SS and Chamblee) - in Brookhaven TMP update
- Morgan Falls Bridge - beneficial for Cobb and Roswell
    - Roswell reconstructing Willeo Creek Bridge next summer (2021)
- PATH400 alignment - Roswell is supportive
    - Is there opportunity for bike/ped on the GA400 bridge across Chattahoochee River? (GDOT says city pays for bike/ped update)
    - Need alternative routes then following 400 (especially crossing the Chattahoochee)
        - Dunwoody and Roswell suggest following 400 is better for regional connectivity
    - Dunwoody trying to connect either in Perimeter or Spalding/Pits area
- Roswell Rd @ 285 -
    - Safety and operations tracking for hot spots
    - *Need to check GDOT safety website (Justin to check)
- Spalding Drive connection to Crooked Creek Park (PTC)
- Roberts Drive Widening - needs to be multimodal (push back from Dunwoody)
    - Need to check widening projects adjacent to 400 - don't want to make a parallel route/cut through for 400
    - Dunwoody is not going to widen their section
    - Dunwoody Village is a hot spot - not enough capacity, but don't want to make it a thorough fare
- Riverside Drive widening - supported by Roswell
- I-285 Trail -
    - Dunwoody supports trail
    - Old George Town Trail Bridge completed

  - Cattellian Drive Trail completed
  - Ashford Dunwoody to Peachtree Dunwoody connection is a challenge

Transit:

- Roswell - SR 9 is the major transit corridor
- New MARTA route 142 (Holcomb Bridge down to Spalding)

Transit Focus Group

Wednesday, October 28, 2020 from 12:00pm – 1:00pm

Participants

- Heather Alhadeff – MARTA
- Jacob Vallo – MARTA
- Ryan VanSickle – MARTA
- Ezekiel Guza – CobbLinc
- Karen Winger – Gwinnett County Transit
- Frank Adarkwa – ATL (Service Planning)
- Andrew Spiliotis – ATL

Meeting Takeaways

- Some potential projects including Hammond Road Widening and the North End Redevelopment could be leveraged to include transit improvements like increased service and connections.
- Shuttles/circulation plan need to be developed more in order to understand the demand.
- The City should create a list of proposed transit projects/ideas/recommendations.
- There is some interest in partnering with the City of Sandy Springs, even though they are not a primary provider.
    - MARTA – including art and wayfinding (kiosks) at stations
    - Gwinnett County Transit – direct connect routes

How does your experience align with the information shown thus far?

- LEHD is from 2017 - most of the development is more recent than that (City Springs)
- On-boarding surveys is more reliable

What opportunities are there for improvements to existing service?

- Hammond Road Widening - potential improved connection from MARTA to City Springs
    - 87 / 5 - headways ~15 min
- Service around the North End:
    - Used to have connection to Roswell Road (E-W) (down to I-285), but cut 10 years ago due to ridership and budget
- New roadway projects - opportunities for partner with MARTA (example: update stops and stations)
- What roles do the shuttles play in the role of circulation? (Specific employer to MARTA stations)

    - Privately funded, no open door, paid for the private companies
- Are there new routes/alignments that MARTA can implement?
    - With the changing of land use and demographics, are there new points that MARTA needs to consider?
- Do we have the sense that demand has increased? Do we have any information to increase frequency?

How can the City be a good partner to promote transit-supportive infrastructure?

Technologies

- Sandy Springs have some signals in Dunwoody - testing the cross jurisdictional services

Standards (art and stations)

- The city wants to include art and wayfinding (kiosks) at stations - **MARTA is interested in partnering with the City**
    - Need to verify recommended stations by March for budget
    - MARTA is working on wayfinding for routes and stops

Opportunities for Collaboration:

MARTA

- Timeline and proposed station locations for 400, 285, Roswell Road ART

CobbLinc

- Services along Johnson Ferry from Cobb to Sandy Springs
- HCT 285 from Cumberland to Roswell Rd

Gwinnett County Transit

- Direct Connect - interested partnering with Sandy Springs
- If the referendum passes, there is budget for TSP

Xpress

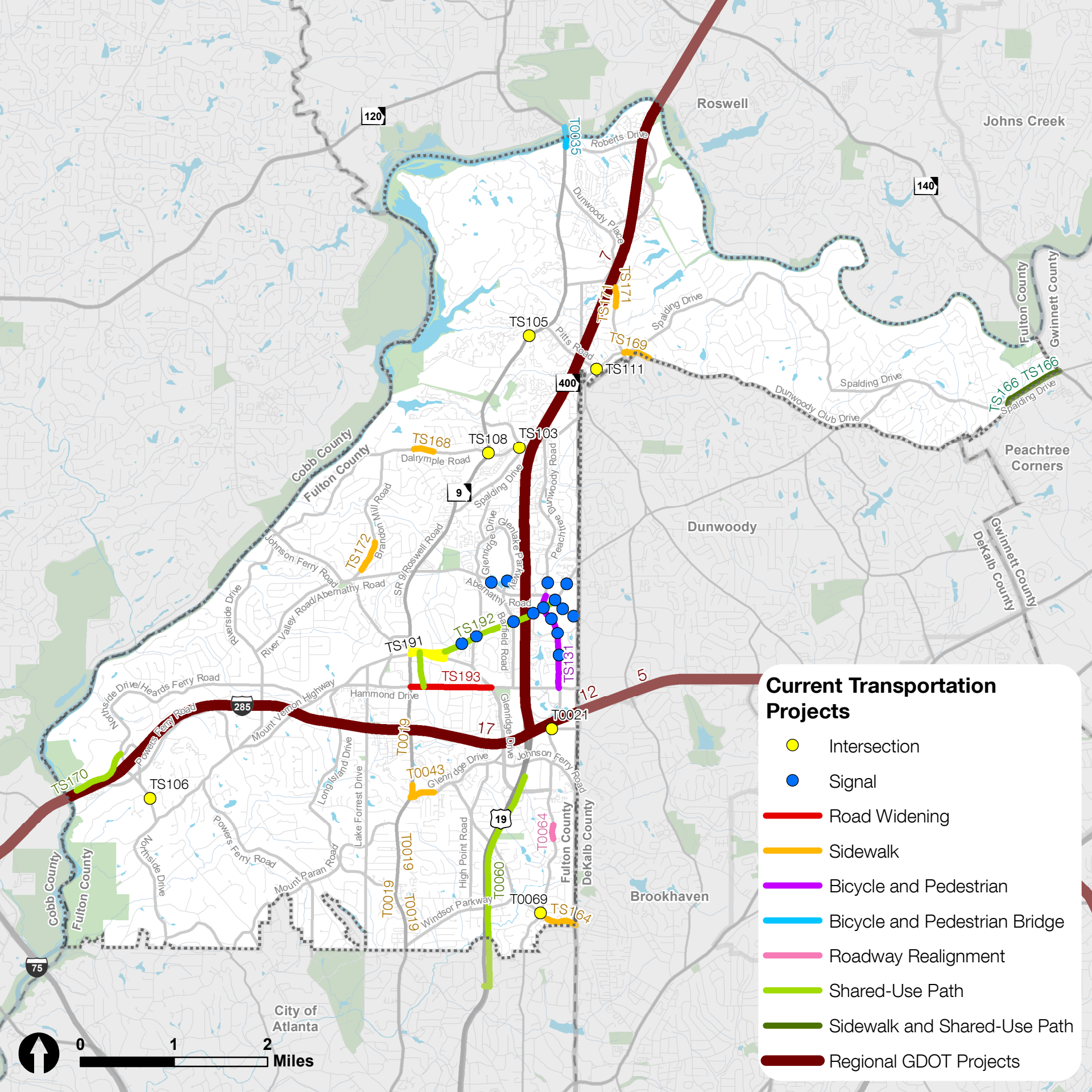
- TSP - great way to improve reliability
- First and last mile connectivity - P&R, bus stops, stations
- 482 is up for elimination (Town Center to Sandy Springs MARTA Station) on Jan 4

ATL

- Daniel Wall is working on interjurisdictional routes
- Great idea to list what Sandy Springs sees as local needs
- Xpress doesn't have any proposed Park & Ride in Sandy Springs
- Proposed Park & Ride in Cumberland Mall with the redevelopment (early planning stages)

    - Park & Ride in East Cobb is not out of the question
- Used to have Route 5 years ago - don't know how successful that was

B – Current Transportation Projects


Current Transportation Projects
Intersection
Signal
Road Widening
Sidewalk
Bicycle and Pedestrian
Bicycle and Pedestrian Bridge
Roadway Realignment
Shared-Use Path
Sidewalk and Shared-Use Path
Regional GDOT Projects
0
1
2
Miles
Roswell
Johns Creek
Dunwoody
Peachtree Corners
Brookhaven
City of Atlanta
Cobb County
Fulton County
DeKalb County
Gwinnett County
TS105
TS111
TS103
TS108
TS106
TS191
TS192
TS193
TS131
TS168
TS169
TS171
TS172
TS166
TS170
TS164
T0021
T0043
T0060
T0064
T0069
T0035
T0019
Roberts Drive
Dunwoody Place
Pitts Road
Spalding Drive
Dunwoody Club Drive
Dalrymple Road
Dunwoody Road
Peachtree Dunwoody Road
Glenridge Drive
Glenlake Parkway
Abernathy Road
Barfield Road
Johnson Ferry Road
River Valley Road/Abernathy Road
SR 9/Roswell Road
Brandon Mill Road
Riverside Drive
Northside Drive/Heards Ferry Road
Powers Ferry Road
Mount Vernon Highway
Hammond Drive
Long Island Drive
Lake Forrest Drive
Mount Paran Road
High Point Road
Windsor Parkway
Northside Drive
7
5
12
17
285
400
140
120
9
19
75

Current Transportation Projects

Project Number	Project Name
TS105	Roswell Road at Grogans Ferry Road
TS106	Riverview Drive and Northside Drive
TS108	Roswell Road at Dalrymple Road
T0069	Peachtree-Dunwoody Road at Windsor Parkway
TS111	Spalding Drive at Pitts Road
TS103	Spalding Drive at Dalrymple Road-Trowbridge Road
T0021	Peachtree Dunwoody Rd at Lake Hearn Dr Intersection Improvement
TS107	Abernathy/Aria SCOOT Upgrade
TS107	Glenlake One/Glenlake Parkway SCOOT Upgrade
TS107	Peachtree-Dunwoody/North Park SCOOT Upgrade
TS107	Mt. Vernon/North Park SCOOT Upgrade
TS107	Abernathy/Perimeter Pointe SCOOT Upgrade
TS107	Abernathy/Sandy Springs MARTA SCOOT Upgrade
TS107	Abernathy/Mt. Vernon SCOOT Upgrade
TS107	Mt. Vernon/Peachtree Dunwoody SCOOT Upgrade
TS107	Peachtree-Dunwoody/ Perimeter Center West SCOOT Upgrade
TS107	Peachtree-Dunwoody/ Central Parkway SCOOT Upgrade
TS107	Peachtree-Dunwoody/ Central Park Dr SCOOT Upgrade
TS107	Mt. Vernon/ Crestline SCOOT Upgrade
TS107	Mt. Vernon/ Barfield SCOOT Upgrade
TS107	Mt. Vernon/ Glenridge SCOOT Upgrade
TS107	Mt. Vernon/ Mt. Vernon Presbyterian School SCOOT Upgrade
TS193	Hammond Drive Widening
TS191	Johnson Ferry Road Improvements
T0035	Chattahoochee River Bicycle and Pedestrian Bridge
T0060	Path 400 Extension
TS169	Sidewalk Program - Dunwoody Club Dr. (Spalding Dr. to Ex. Walk at Fenimore Cir.)
TS171	Sidewalk Program - Roberts Drive (Ex. Walk S of Northridge Rd to Ex. Walk at Davis Academy)
TS168	Sidewalk Program - Dalrymple Road (Ex. SW at Princeton Sq (@ Princeton Way) to Duncourtney Dr.)
TS172	Sidewalk Program - Brandon Mill Road - Lost Forest Dr. to Brandon Ridge Dr.
TS170	Sidewalk Program - Interstate North Pkwy - city limit to Northside Drive
T0021	Medical Ctr to Dunwoody MARTA Bike/Ped improvements
T0058-1	Boylston Drive Streetscape
T0019	Roswell Road/SR 9 Transit Access Program
T0043	Roswell Road/SR 9 at Glenridge Drive
T0064	Roadway Realignment Peachtree Dunwoody Road near Telford Place
TS131	Perimeter Commuter Trails - Peachtree Dunwoody Rd
TS192	Mt. Vernon Hwy Multimodal Improvement
TS166	Sidewalk Program - Spalding Dr. (Spalding Lake Ct. to Holcomb Bridge)
TS164	Sidewalk Program - Windsor Pkwy (Crestwicke Pointe to City Limit)
5	I-285 Top End Express Lanes
7	SR 400 Express Lanes
12	I-285 Westbound Ramp Extension
17	I-285 Westbound Auxiliary Lane Extension

C – Other Projects Considered

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_051	NFCTP (Asp)	Glenridge Drive Bike Lanes	Glenridge Drive	From SR 9/Roswell Road to Glenridge Connector	Bike Lanes	0.9957	This project includes bike lanes along Glenridge Drive.	77.7
A_110	Trails Master Plan 2019	Morgan Falls Park Connector Part B	Off-Road Trail	From Segment 2a to City Limits	Bridge	0.0853	This project will incorporate a multi-use side path connecting destinations around Morgan Falls Overlook Park.	
R_016	NFCTP 2017	Long Island Drive at Long Island Creek Bridge Repair	Long Island Drive	From Long Island Drive to Long Island Creek	Bridge		This project includes a bridge repair due to condition rating 6 (77.3) and bridge age (93), last reviewed Sept. 2020. The bridge sufficiency rating is 66.20.	
R_017	NFCTP 2017	Northside Drive at Long Island Creek Bridge Replacement	Northside Drive	From Northside Drive to Long Island Creek	Bridge		This project will include a bridge replacement due to condition rating 6 (76) and age (89), last reviewed Sept. 2020 - include bicycle and pedestrian accommodation. The bridge sufficiency rating is 87.1.	
R_018	NFCTP 2017	Powers Ferry Road at Long Island Creek Bridge Replacement	Powers Ferry Road	From Powers Ferry Road to Long Island Creek	Bridge		This project will include a bridge replacement due to condition rating 7(47.2) and age (27), last reviewed Sept. 2020 - include bicycle and pedestrian accommodation. The bridge sufficiency rating is 47.2.	
R_019	NFCTP 2017	Spalding Drive near Ball Mill Creek Bridge Replacement	Spalding Drive	From Spalding Drive to Ball Mill Creek	Bridge		This project will include a bridge replacement due to condition rating (75.9) and age (91), last reviewed Sept. 2020 - include bicycle and pedestrian accommodation. The bridge sufficiency rating is 75.90.	
R_020	NFCTP 2017	SR 9 at Chattahoochee River Bridge Replacement	SR 9	From SR 9 to Chattahoochee River	Bridge		This project will include a bridge replacement due to condition rating (65.5) and age (92) - include bicycle and pedestrian accommodation. This bridge is GDOT owned and the bridge sufficiency rating is not available.	
R_410	TMP	Coles Way over Chattahoochee River Tribe Bridge	Coles Way	From Coles Way to Chattahoochee River Tribe	Bridge		This project will include a bridge repair due to condition rating (7) and age (35), last reviewed Aug. 2017. The bridge sufficiency rating is 69.5.	
R_411	TMP	Johnson Ferry Road over Chattahoochee River Bridge	Johnson Ferry Road	From Johnson Ferry Road to Chattahoochee River	Bridge		This project will include a bridge repair due to condition rating (6) and age (50), last reviewed May 2018. The bridge sufficiency rating is 65.2.	
R_412	TMP	Riverside Drive over Marsh Creek Bridge	Riverside Drive	From Riverside Drive to Marsh Creek	Bridge		This project will include a bridge repair due to condition rating (7) and age (9), last reviewed Aug 2017. The bridge sufficiency rating is 79.1	
R_413	TMP	Brandon Mill Road over Marsh Creek Bridge	Brandon Mill Road	From Brandon Mill Road to Marsh Creek	Bridge		This project will include a bridge repair due to condition rating (7) and age (9), last reviewed Aug 2017. The bridge sufficiency rating is 79.1	
R_414	TMP	Glenridge Road over Marsh Creek Bridge	Glenridge Road	From Glenridge Road to Marsh Creek	Bridge		This project will include a bridge repair due to condition rating (7) and age (9), last reviewed Aug 2017. The bridge sufficiency rating is 79.1	
R_416	TMP	Tanacrest Drive over Chattahoochee River Tribe Bridge	Tanacrest Drive	From Tanacrest Drive to Chattahoochee River Tribe	Bridge		This project will include a culvert repair due to condition rating (7) and age (58), last reviewed Apr. 2018. The culvert sufficiency rating is 92.4.	
R_417	TMP	Lake Forest Drive over Long Island Creek Bridge	Lake Forest Drive	From Lake Forest Drive to Long Island Creek	Bridge		This project will include a bridge repair due to condition rating (5) and age (84), last reviewed Apr. 2018. The bridge sufficiency rating is 82.9	
R_418	TMP	Kingsport Drive over Long Island Creek Bridge	Kingsport Drive	From Kingsport Drive to Long Island Creek	Bridge		This project will include a bridge replacement due to condition rating (6) and age (53), last reviewed Apr. 2018. The bridge sufficiency rating is 75.6.	
R_419	TMP	Hammond Drive over Nancy Creek Tribe Bridge	Hammond Drive	From Hammond Drive to Nancy Creek Tribe	Bridge		This project will include a culvert repair due to condition rating (7) and age (43), last reviewed Apr. 2018. The culvert sufficiency rating is 80.8.	
R_420	TMP	Peachtree Dunwoody Road Over Nancy Creek Tribe Bridge	Peachtree Dunwoody Road	From Peachtree Dunwoody Road to Nancy Creek Tribe	Bridge		This project will include a culvert repair due to condition rating (7) and age (43), last reviewed Apr. 2018. The culvert sufficiency rating is 80.4.	
R_421	TMP	Peachtree Dunwoody Road Over Nancy Creek Tribe Bridge	Peachtree Dunwoody Road	From Peachtree Dunwoody Road to Nancy Creek Tribe	Bridge		This project will include a bridge repair due to condition rating (7) and age (9), last reviewed Aug. 2017. The bridge sufficiency rating is 65.1.	
R_422	TMP	Glenlake Parkway Over Marsh Creek Bridge	Glenlake Parkway	From Glenlake Parkway to Marsh Creek	Bridge		This project will include a culvert repair due to condition rating (6) and age (29), last reviewed Apr. 2018. The culvert sufficiency rating is 83.3.	
R_423	TMP	Dunwoody Club Drive over Ball Creek Bridge	Dunwoody Club Drive	From Dunwoody Club Drive to Ball Creek	Bridge		This project will include a bridge widening with deck rehabilitation/replacement due to condition rating (6) and age (88), last reviewed May 2018. The bridge sufficiency rating is 69.9.	
R_424	TMP	Spalding Drive over Cooked Creek Bridge	Spalding Drive	From Spalding Drive to Cooked Creek	Bridge		This project will include a bridge widening with deck rehabilitation/replacement due to condition rating (5) and age (67), last reviewed May 2018. The bridge sufficiency rating is 37.9.	
R_425	TMP	Windsor Parkway over Nancy Creek Bridge Upgrade	Windsor Parkway	From Windsor Parkway to Nancy Creek	Bridge		This project proposes to upgrade the bridge to raise it out of the flood plain.	
R_150	NFCTP 2017	Peachtree Dunwoody Road Improvements, Part 4	Peachtree Dunwoody Road	From Mount Vernon Highway to Spalding Drive	Capacity	1.8802	This project will expand Peachtree Dunwoody Road from Mount Vernon Highway to Spalding Drive from a two to three-lane roadway to four-lane roadway as well as add medians, bicycle, and pedestrian accommodations.	53.4
R_047	NFCTP 2017	Roberts Drive Widening	Roberts Drive	From SR 400 Off Ramp/North Ridge to Spalding Drive	Capacity	0.8034	This project will widen Roberts Drive from SR 400 to Spalding Drive and include bicycle and pedestrian elements. Project A_103 should be incorporated to make Roberts Drive a multimodal corridor.	48.6
R_144	TMP	Johnson Ferry Road from Abernathy Road to Roswell Road Roadway Capacity Project	Johnson Ferry Road	From Abernathy Road to Roswell Road	Capacity	1.0178	This project will expand Johnson Ferry Road from Abernathy Road to Roswell Road from a two-lane roadway to a four-lane roadway and include comprehensive bicycle and pedestrian improvements, such as a side path, along Johnson Ferry Road.	45.2
R_400	TSPLOST	Hammond Drive Phase 2 ROW & Construction	Hammond Drive	From Roswell Road to Glenridge Drive	Capacity	0.8617	Phase 2: ROW & Construction	41.6
R_132	TMP	Johnson Ferry Road Widening	Johnson Ferry Road	From Abernathy Road to Chattahoochee	Capacity	1.2306	This project will widen Johnsons Ferry from River to Abernathy including bridge over Chattahoochee.	39.6

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
R_134	TMP	Riverside Drive Capacity Improvement	Riverside Drive	From I-285 to Johnson Ferry Road	Capacity	2.2443	This project will include widening along Riverside Drive from I-285 to Johnsons Ferry Road. The improvements include eliminating split phase operation at Riverside Drive and Johnson Ferry Road and adding right turn lanes to Riverside Drive at Heards Ferry. Additionally, project A_364 adding sidewalks along Riverside Drive should be considered to make Riverside Drive a multimodal corridor.	35.1
R_151	TMP	Peachtree Dunwoody Road from Glenridge Connector to Evergreen Drive Roadway Capacity Project	Peachtree Dunwoody Road	From Glenridge Connector to Evergreen Drive	Capacity	0.7272	This project will expand Peachtree Dunwoody Road from Glenridge Connector to Evergreen Drive from a two-lane roadway to a four-lane roadway.	34.4
R_049	NFCTP 2017	Roswell Road Boulevard Part B (Next 10)	Roswell Road	From Abernathy Road to I-285	Corridor Projects	1.7543	This project will include bicycle, pedestrian, transit, and operational improvements including utility maintenance, side paths, paver bands, travel lanes, and a landscaped median along Roswell Road from Abernathy Road to I-285.	86.9
R_048	NFCTP 2017	Roswell Road Boulevard Part A (Next 10)	Roswell Road	From Dunwoody Place to Abernathy Road	Corridor Projects	5.2587	This project will apply bicycle, pedestrian, transit, and operational improvements along Roswell Road from Dunwoody Place to Abernathy Road.	83.4
R_029	NFCTP 2017	Glenridge Drive Improvements, Part 1	Glenridge Drive	From Roswell Road to Johnson Ferry Road	Corridor Projects	2.1937	This project will apply bicycle, pedestrian, transit, and operational improvements along Glenridge Drive from Roswell Road to Johnson Ferry Road.	78.9
R_035	NFCTP 2017	Johnson Ferry Road Improvements, Part 1	Johnson Ferry Road	From Glenridge Connector to Old Johnson Ferry Road	Corridor Projects	1.2128	This project will apply bicycle, pedestrian, transit, and operational improvements along Johnson Ferry Road from Glenridge Drive to Old Johnson Ferry Road.	78.9
R_025	NFCTP 2017	Abernathy Road Improvements	Abernathy Road	From Roswell Road to GA 400	Corridor Projects	1.2209	This project will apply bicycle, pedestrian, transit, and operational improvements on Abernathy Road from Roswell Road to Glenridge Drive.	78.6
R_050	NFCTP 2017	Roswell Road Boulevard Part C (Next 10)	Roswell Road	From I-285 to Mount Paran Road	Corridor Projects	0.9490	This project will include bicycle, pedestrian, transit, and operational improvements including tree lawns, side paths, sidewalks, paver bands, travel lanes, and a landscaped median along Roswell Road from I-285 North to Mount Paran Road.	74.5
R_031	RTP 2020	Hammond Drive Improvements, Phase 1	Hammond Drive	From Glenridge Drive to Peachtree Dunwoody Road	Corridor Projects	0.7129	This project will apply bicycle, pedestrian, transit, and operational improvements along Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road.	73.8
R_027	NFCTP 2017	Dalrymple Road/Spalding Drive Improvements	Dalrymple Road/Spalding Drive	From Roswell Road to Peachtree Dunwoody Road	Corridor Projects	0.6705	This project will apply bicycle, pedestrian, transit, and operational improvements along Dalrymple Road/Spalding Drive from Roswell Road to Peachtree Dunwoody Road.	73.6
R_042	NFCTP 2017	Northridge Road Improvements	Northridge Road	From Roswell Road to Roberts Drive	Corridor Projects	0.5424	This project will apply bicycle, pedestrian, transit, and operational improvements along Northridge Road from Roswell Road to Roberts Drive.	73.2
R_401	Medical District Study	Peachtree Dunwoody Road Complete Streets	Peachtree Dunwoody Road	From Lake Hearn Drive to Glenridge Connector	Corridor Projects	0.6838	This project will include complete street treatments such as bicycle and pedestrian facilities with medians and landscaping.	66.9
R_030	NFCTP 2017	Glenridge Drive Improvements, Part 2	Glenridge Drive	From Johnson Ferry Road to Spalding Drive	Corridor Projects	1.4811	This project is a conceptual study that will apply bicycle, pedestrian, transit, and operational improvements along Glenridge Drive from Johnson Ferry Road to Spalding Drive.	64.9
R_036	NFCTP 2017	Johnson Ferry Road Improvements, Part 2	Johnson Ferry Road	From Roswell Road to Glenridge Drive	Corridor Projects	0.7050	This project will apply bicycle, pedestrian, transit, and operational improvements along Johnson Ferry Road from Roswell Road to Glenridge Drive.	63.6
R_039	NFCTP 2017	Mount Vernon Highway Improvements, Part 1	Mount Vernon Highway	From Heards Ferry Road to Sandy Springs Circle	Corridor Projects	1.0029	This project is a conceptual study will include bicycle, pedestrian, transit, and operational improvements along Mount Vernon Highway from Heards Ferry Road to Sandy Springs Circle.	61.7
R_051	NFCTP 2017	Roswell Road Boulevard Part D (Next 10)	Roswell Road	From Mount Paran Road to COSS City Limits South	Corridor Projects	1.4363	This project will include bicycle, pedestrian, transit, and operational improvements including tree lawns, sidewalks, paver bands, travel lanes, and a landscaped median along Roswell Road from Mount Paran Road to City Limits.	61.2
R_041	NFCTP 2017	New Northside Drive Improvements	New Northside Drive	From I-285 WB to I-285 EB	Corridor Projects	0.9373	This project will include bicycle, pedestrian, transit, and operational improvements on New Northside Drive from I-285 westbound to I-285 eastbound.	59.2
R_043	NFCTP 2017	Northside Drive Improvements	Northside Drive	From Interstate North Parkway to Powers Ferry Road NW	Corridor Projects	0.2771	This project will include bicycle, pedestrian, transit, and operational improvements on Northside Drive from Interstate North Parkway to Powers Ferry Road NW.	54.2
R_055	NFCTP 2017	Windsor Parkway Improvements	Windsor Parkway	From Roswell Road to Brookhaven City Limits	Corridor Projects	2.0268	This project will apply bicycle, pedestrian, transit, and operational improvements along Windsor Parkway from Roswell Road to Brookhaven City Limits.	53.6
R_046	NFCTP 2017	Riverside Drive Improvements	Riverside Drive	From Mount Vernon Highway to Heards Ferry Road	Corridor Projects	0.7853	This project will apply bicycle, pedestrian, transit, and operational improvements along Riverside Drive from Mount Vernon Highway to Heards Ferry Road.	52.6
R_054	NFCTP 2017	Spalding Drive Improvements	Spalding Drive	From Peachtree Dunwoody Road to Roberts Drive	Corridor Projects	1.3721	This project will include bicycle, pedestrian, transit, and operational improvements along Spalding Drive from Peachtree Dunwoody Road to Roberts Drive. Include segment in Dunwoody.	51.1
R_149	TMP	Pitts Road from Spalding Drive to Colquitt Road Corridor Improvement	Pitts Road	From Spalding Drive to Colquitt Road	Corridor Projects	0.2630	This project will include operational improvements along Pitts Road from Spalding Drive to Colquitt Road. This will include intersection improvements along Pitts Road and a roundabout at Colquitt Road.	50.6
R_040	NFCTP 2017	Mount Vernon Highway Improvements, Part 2	Mount Vernon Highway	From Northside Drive to Heards Ferry Road	Corridor Projects	2.1882	This project will apply bicycle, pedestrian, transit, and operational improvements along Mount Vernon Highway from Northside Drive to Heards Ferry Road.	49.1
R_045	NFCTP 2017	Raiders Drive/Powers Ferry Improvements	Raiders Drive/Powers Ferry Road	From Heards Ferry Road to Mount Vernon Highway	Corridor Projects	0.4164	This project is a conceptual study that will include bicycle, pedestrian, transit, and operational improvements on Raiders Drive/Powers Ferry Road from Heards Ferry Road to Mount Vernon Highway.	46.6

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
R_038	NFCTP 2017	Mount Paran Road Improvements	Mount Paran Road	From Long Island Drive to Roswell Road	Corridor Projects	0.8656	This project will apply bicycle, pedestrian, transit, and operational improvements along Mount Paran Road from Long Island Drive to Roswell Road.	42.6
R_057	RTP 2019	I-285 Interchange Reconstruction And Collector/Distributor	I-285	From I-285 to SR 400	Interchange	3.7118	This project is to reconstruct the I-285/SR 400 interchange. It improves existing ramp connections between I-285 east and west and SR 400 north and south, in addition to constructing collector-distributor lanes on I-285 east and west and SR 400 north.	75.4
R_114	TMP	Abernathy Road at Johnson Ferry Road Intersection Improvement	Abernathy Road	From Abernathy Road to Johnson Ferry Road	Intersection		Install a protected plus overlap phase with a flashing yellow arrow signal head for the eastbound Johnson Ferry Road right-turn lane; convert westbound Abernathy Road left-turn traffic signal phasing to a protected-only movement; during peak hours, operate the eastbound Johnson Ferry Road left-turn as a protected-only movement; install advance signal ahead signs (MUTCD W3-3) with street name plaques (MUTCD 16-8P) along both Abernathy Road and Johnson Ferry Road.	72.2
R_404	Medical District Study	Glenridge Connector at Peachtree Dunwoody Road Intersection Improvements	Glenridge Connector	From Glenridge Connector to Peachtree Dunwoody Road	Intersection		This project will improve the intersection with pedestrian and vehicular upgrades.	65.2
R_008	NFCTP 2017	Roswell Road at Trowbridge Road Intersection Improvements	Roswell Road	From Roswell Road to Trowbridge Road	Intersection		This project will design and construct east-bound and west-bound turn lane extensions and south-bound right turn lane at the intersection of Roswell Road and Trowbridge Road. (TS104)	64.0
R_102	TMP	SR 9 (Roswell Road) at Trowbridge Road Safety Improvements	SR 9 (Roswell Road)	From SR 9 (Roswell Road) to Trowbridge Road	Intersection		This project will include safety improvements including reviewing yellow and all-red times, installing an auxiliary westbound signal head, and addressing westbound right-turning rear-end crashes (install an additional receiving lane, reconstruct the westbound right-turn lane, or signalize the westbound right-turn lane)	64.0
R_014	NFCTP 2017	Mount Vernon Highway at Long Island Drive Intersection Improvements	Mount Vernon Highway	From Mount Vernon Highway to Long Island Drive	Intersection		This project will improve line of sight issues, realign intersection, and add a crosswalk on Long Island Drive at Mount Vernon Highway.	63.5
A_031	NFCTP (Asp)	Peachtree Dunwoody Road at Old Balloon Road Intersection Improvements	Peachtree Dunwoody Road	From Peachtree Dunwoody Road to Emory/St. Joseph's Driveway	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	63.4
R_009	NFCTP 2017	Roswell Road NE at Roberts Drive Operational Improvements	Roswell Road NE	From Roswell Road NE to Roberts Drive	Intersection		This intersection project will improve Roswell Road NE at Roberts Drive.	61.7
R_107	TMP	Northside Drive at Powers Ferry Road Intersection Improvement	Northside Road	From Northside Drive to Powers Ferry Road	Intersection		Convert and restripe the inside lane on Northside Drive southbound to an exclusive left-turn-only lane; install flashing yellow arrow signal heads for the southbound Northside Drive left-turn lane and the westbound Powers Ferry Road left-turn lane; install driveway related right-in-right-out pavement markings along the midblock short lane along southbound Northside Drive at the two driveways; install route shield pavement markings to I-285 along the southbound Northside Drive and eastbound Powers Ferry Road approaches; install one signal head per lane to the eastbound Powers Ferry Road approach to the intersection; install overhead and post-mounted signage prohibiting right-turns on red (MUTCD R10-11) along the eastbound Powers Ferry Road approach; remove access points with 250 feet of the intersection or limit movements at driveways to right-turns only; install sidewalks along both sides of Northside Drive north of the intersection and along the north side of Powers Ferry Road, east and west of the intersection.	59.4
R_119	TMP	Roswell Road at Spalding Drive Intersection Improvement	Roswell Road	From Roswell Road to Spalding Drive	Intersection		Reconstruct the northwest and southwest curb radii and install ADA curb ramps; improve overall positive drainage including gutters and drain inlets; install flashing yellow arrow signal heads to left-turn lanes on the northbound and southbound Roswell Rd approaches; install advance signal ahead signs (MUTCD W3-3) with street name plaques (MUTCD 16-8P) along Roswell Road; install vehicular-scale intersection lighting at the intersection to illuminate the intersection approaches and marked crosswalks at the intersection.	59.0
R_142	TMP	GA 400 NB Exit Ramp at Glenridge Connector Intersection Improvements	GA 400	From GA 400 NB Exit Ramp to Glenridge Connector	Intersection		This project will include widening the exit ramp for a triple left at GA 400 NB exit ramp and Glenridge Connector. This would require some improvements on Glenridge Connector.	59.0
R_140	TMP	Spalding Drive at Peachtree Dunwoody Road Intersection Improvement	Spalding Drive	From Spalding Drive to Peachtree Dunwoody Road	Intersection		This project will include realigning the driveways out of apartments to eliminate split phase operations at Spalding Drive and Peachtree Dunwoody Road.	58.7
R_123	TMP	Lake Hearn Drive at Peachtree Dunwoody Road Intersection Improvement	Lake Hearn Drive	From Lake Hearn Drive to Peachtree Dunwoody Road	Intersection		Install roadside Dynamic Message Signs along the northbound Peachtree Dunwoody Road approach displaying travel speeds on I-285 general purpose and express lanes; install advance signal ahead signs (MUTCD W3-3) with street name plaques (MUTCD 16-8P) along Peachtree Dunwoody Road; install route shield pavement markings to I-285 along the northbound Peachtree Dunwoody Road approach; install supplemental signal heads for the northbound Peachtree Dunwoody Road approach to the intersection.	58.0

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
R_402	Medical District Study	Glenridge Connector at SR 400 SB Ramps Intersection Improvements	Glenridge Connector	From Glenridge Connector to GA 400	Intersection		This project will improve the intersection with pedestrian and vehicular upgrades.	56.7
R_406	Medical District Study	Johnson Ferry Road at Hollis Cobb Circle/Meridian Mark Road Intersection Improvements	Johnson Ferry Road	From Johnson Ferry Road to Hollis Cobb Circle/Meridian Mark Road	Intersection		This project will improve the intersection with pedestrian and vehicular upgrades.	56.4
A_034	NFCTP (Asp)	Mount Vernon Highway at Crestline Parkway Intersection Improvements	Mount Vernon Highway	From Mount Vernon Highway to Crestline Parkway	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	55.0
R_112	TMP	New Northside Drive at Powers Ferry Road Intersection Improvement	New Northside Drive	From New Northside Drive to Powers Ferry Road	Intersection		Reduce the curb radius and eliminate the raised concrete island at the northeast corner; control the westbound Powers Ferry Road right-turn lane by extending the intersection stop bars across the right-turn lane; install route shield pavement markings to I-285 along all three approaches and along the northbound New Northside Drive lanes north of the intersection; install lane extension pavement markings for the eastbound left-turn lanes along Powers Ferry Road; install advance intersection lane control signage (MUTCD R3-8) on the traffic signal mast arm for the northbound New Northside Drive approach; install vehicular-scale intersection lighting; install sidewalks along the north side of Powers Ferry Road east and west of the intersection; install sidewalks along both sides of New Northside Drive north of the intersection; install sidewalks along the south side of Powers Ferry Road east of the intersection.	54.2
R_403	Medical District Study	Glenridge Connector at Meridian Mark Road Intersection Improvements	Glenridge Connector	From Glenridge Connector to Meridian Mark Road	Intersection		This project will improve the intersection with vehicular upgrades.	53.0
R_405	Medical District Study	Johnson Ferry Road at Glenridge Point Parkway Intersection Improvements	Johnson Ferry Road	From Johnson Ferry Road to Glenridge Point Parkway	Intersection		This project will improve the intersection with pedestrian and vehicular upgrades.	52.9
R_117	TMP	Johnson Ferry Road at River Valley Road Intersection Improvement	Johnson Ferry Road	From Johnson Ferry Road to River Valley Road	Intersection		Install flashing yellow arrow signal heads to left-turn lanes on the eastbound Johnson Ferry Road approach and the westbound Johnson Ferry Road approach; install an additional westbound Johnson Ferry Road left-turn lane; install advance signal ahead signs (MUTCD W3-3) with street name plaques (MUTCD 16-8P) along Johnson Ferry Road; add yield lines on pavement in the right-turn lane for northbound right-turn from River Valley Road; add striping on the loon portion of the pavement between the bike lane and the south curb along Johnson Ferry Road (adjacent to the eastbound right lane, east of the intersection) to restrict drivers turning right from River Valley Road from utilizing the pavement as a merge area; install information signage to direct eastbound right-turns to yield to westbound U-turns (similar to MUTCD R10-30).	50.0
R_110	TMP	Interstate North Parkway at Northside Drive Intersection Improvement	Interstate North Parkway	From Interstate North Parkway to Northside Drive	Intersection		Install flashing yellow arrow signal heads for the eastbound Interstate North Parkway left-turn lane and the westbound New Northside Drive left-turn lane; reduce the curb radius and eliminate the raised concrete islands at the northwest and southwest corners; control the southbound Northside Drive right-turn lane and the eastbound Interstate North Parkway right-turn lane by extending the intersection stop bars across the right-turn lanes; install route shield pavement markings to I-285 along all three approaches to the intersection and along the southbound Northside Drive lanes south of the intersection; install sidewalk along the west side of Northside Drive, north of the intersection; install sidewalk along the east side of Northside Drive, south of the intersection; install sidewalk along the south side of New Northside Drive, east of the intersection.	49.8
R_167	TMP	Sandy Springs Circle at Cliftwood Drive Roundabout	Sandy Springs Circle	From Sandy Springs Circle to Cliftwood Drive	Intersection		This project will create a concept to add a roundabout at the intersection of Sandy Springs Circle and Cliftwood Drive.	49.7
R_121	TMP	Mount Vernon Highway at Barfield Road Intersection Improvement	Mount Vernon Highway	From Mount Vernon Highway to Barfield Road	Intersection		This project will install a northbound right turn lane, add a second southbound left turn lane, and install an eastbound channelized right turn lane.	48.0
A_037	NFCTP (Asp)	Dalrymple Road at Brandon Mill Road Intersection Improvements	Dalrymple Road	From Dalrymple Road to Brandon Mill Road	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	47.0
A_038	NFCTP (Asp)	Riverside Drive at Wildercliff Drive Intersection Improvements	Riverside Drive	From Riverside Drive to Wildercliff Drive	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	47.0
R_450	TMP	Colquitt Road at Pitts Road Roundabout	Colquitt Road	From Colquitt Road to Pitts Road	Intersection		This project will include a roundabout at Colquitt Road and Pitts Road.	45.0
R_013	NFCTP 2017	Spalding Drive at Pitts Road Intersection Improvements	Spalding Drive	From Spalding Drive to Pitts Road	Intersection		This project will construct north-bound and east-bound dedicated left-turn lanes at the intersection of Spalding Drive and Pitts Road. (TS111) (CSS-9)	44.7
A_030	NFCTP (Asp)	Lake Forrest Drive at Long Island Drive Intersection Improvements	Lake Forrest Drive	From Lake Forrest Drive to Long Island Drive	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	44.0

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_033	NFCTP (Asp)	Interstate North Parkway at Riveredge Parkway Intersection Improvements	Interstate North Parkway	From Interstate North Parkway to Riveredge Parkway	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	43.0
A_035	NFCTP (Asp)	Dalrymple Road at Princeton Trace Intersection Improvements	Dalrymple Road	From Dalrymple Road to Princeton Trace	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	43.0
R_022	NFCTP 2017	Riverside Drive at Heards Ferry Road Intersection Improvements	Riverside Drive	From Riverside Drive to Heards Ferry Road	Intersection		This intersection project at Riverside Drive at Heards Ferry Road will lengthen all left-turn bays, add turn lanes, and include pedestrian facilities. (TS101)	40.0
R_111	TMP	Heards Ferry Road at Riverside Drive Intersection Improvement	Heards Ferry Road	From Heards Ferry Road to Riverside Drive	Intersection		Convert southbound Riverside Drive left-turn traffic signal phasing to a protected-only movement; install a single right-turn lane to all four approaches to the intersection; install flashing yellow arrow signal heads to left-turn lanes on all approaches to the intersection except the southbound approach; convert southbound Riverside Drive left turn traffic signal phasing to a protected-only movement; install roadside post-mounted directional signage (MUTCD M1-1, M3 Series, and M6 Series) to I-285 along the eastbound Heards Ferry Road, southbound Riverside Drive and westbound Heards Ferry Road approaches; install sidewalks along the west side of Riverside Drive, south of the intersection (appx. 515 feet); install sidewalks along the south side of Riverside Drive on both sides of the intersection; as an alternative to the additional turn lanes and signal improvements, consider converting the intersection to a multi-lane roundabout with bypass lanes in the northeast and southeast quadrants.	40.0
R_124	TMP	Johnson Ferry Road at Glenridge Drive (south of I-285) Intersection Improvement	Johnson Ferry Road	From Johnson Ferry Road to Glenridge Drive (south of I-285)	Intersection		Install a raised island and narrow raised concrete separators in the southwest corner of the intersection to channelize the eastbound Johnson Ferry Road right-turn lane into the outside southbound receiving lane along Glenridge Connector; install corresponding permissive plus overlap phase with a flashing yellow arrow signal head; install lane extension pavement markings for the southbound through-lanes along Glenridge Connector; install an additional northbound Glenridge Connector left-turn lane; convert the 5-section traffic signal head for the westbound Johnson Ferry Road right-turn lane into a 4-section traffic signal head with flashing yellow arrow; fll in the sidewalk gap along the south side of Johnson Ferry Road just west of the intersection, to connect to the crosswalks at the southwest corner of the intersection; reconstruct the southwest curb radius and install ADA curb ramps.	39.0
R_407	Medical District Study	Johnson Ferry Road at Old Johnson Ferry Road Intersection Improvements	Johnson Ferry Road	From Johnson Ferry Road to Old Johnson Ferry Road	Intersection		This project will improve the intersection with pedestrian and vehicular upgrades.	38.0
R_120	TMP	Spalding Drive at Dunwoody Club / Roberts Drive Intersection Improvement	Spalding Drive	From Spalding Drive to Dunwoody Club / Roberts Drive	Intersection		Install a permissive plus overlap phase with a flashing yellow arrow signal head for the westbound Spalding Drive right-turn lane at Roberts Drive; install flashing yellow arrow signal heads to left-turn lanes on the northbound and southbound Roberts Drive approaches; install a flared approach to the eastbound Spalding Drive right-turn movement at Dunwoody Club Drive; as an alternate to turn lane improvements, consider converting the two intersections to a 5-legged, multi-lane roundabout with bypass lanes on the northbound, southbound and westbound approaches.	37.0
R_004	NFCTP 2017	Lake Forrest Drive at Mount Paran Road Operational Improvements	Lake Forrest Drive	From Lake Forrest Drive to Mount Paran Road	Intersection		This project will add northbound and southbound dedicated right-turn lanes at the intersection of Lake Forrest Drive and Mount Paran Road. (TS113)	35.5
A_032	NFCTP (Asp)	Mount Vernon Highway at Glenridge Drive Intersection Improvements	Mount Vernon Highway	From Mount Vernon Highway to Glenridge Drive	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	32.0
R_005	NFCTP 2017	Mount Vernon Highway at Heards Ferry Road (Phase 2) Intersection Improvements	Mount Vernon Highway	From Mount Vernon Highway to Heards Ferry Road	Intersection		This project will construct dedicated northbound left-turn lanes at the intersection of Mount Vernon Highway and Heards Ferry Road. (TS114)	31.5
R_118	TMP	Mount Vernon Highway at Northside Drive Intersection Improvement	Mount Vernon Highway	From Mount Vernon Highway to Northside Drive	Intersection		Install sidewalk along the north side of Mount Vernon Highway east of the intersection to fill in an approximately 300-foot sidewalk gap; install a single-lane roundabout; as an alternate to the single-lane roundabout, conduct a signal warrant analysis based on new turning movement counts and if warranted, install a traffic signal.	27.0
A_036	NFCTP (Asp)	Dalrymple Road at Princeton Way Intersection Improvements	Dalrymple Road	From Dalrymple Road to Princeton Way	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	26.0
A_039	NFCTP (Asp)	Riverside Drive at Breakwater Ridge Intersection Improvements	Riverside Drive	From Riverside Drive to Breakwater Ridge	Intersection		This project incorporates bicycle and pedestrian intersection improvements such as ADA ramps, mixing areas, amenities, signal timing.	22.2
I_051	ITS Master Plan 2019	System-8	Various	From Various to Various	ITS		This project includes ATSPM Extension. The development of Sandy Springs interface and integration with GDOT's ATSPM System.	
I_055	ITS Master Plan 2019	System-12	Various	From Various to Various	ITS		This project includes Autonomous Shuttle from MARTA Station to Glenlake area businesses on shared-use paths.	

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
I_057	ITS Master Plan 2019	System-14	Various	From Various to Various	ITS		This project includes Information Sharing: Aging Services and/or Fulton County Schools. Development of automated system for sharing information and streamline alerts and notifications.	
I_058	ITS Master Plan 2019	System-11	Various	From Various to Various	ITS		This project includes CAV Pilot Application Development: Bike/Ped/other. Development of application to work with existing CAV information to include bicyclists, pedestrians, and other users.	
I_060	ITS Master Plan 2019	System-16	Various	From Various to Various	ITS		This project includes video sharing (GDOT Connection to TMC for video and camera viewing access). Provide sharing access to Cobb County, Gwinnett County, City of Brookhaven, City of Dunwoody, City of Atlanta, City of Roswell.	
I_061	ITS Master Plan 2019	System-2	Various	From Various to Various	ITS		This project includes adding 15 remaining fiber locations for CCTV.	
I_062	ITS Master Plan 2019	System-3	Various	From Various to Various	ITS		This project includes short-term solution signal to wireless. Install cellular or wireless communication systems to signals not currently online.	
I_069	ITS Master Plan 2019	Network-2a	Various	From Various to Various	ITS		This project includes Ring A – Design (long-term).	
I_070	ITS Master Plan 2019	Network-2b	Various	From Various to Various	ITS		This project includes Ring A – Build (long-term).	
I_074	ITS Master Plan 2019	Network-4a	Various	From Various to Various	ITS		This project includes Ring B – Design (long-term).	
I_075	ITS Master Plan 2019	Network-4b	Various	From Various to Various	ITS		This project includes Ring B – Build (long-term).	
I_076	ITS Master Plan 2019	Network-5a	Various	From Various to Various	ITS		This project includes Ring C – Design.	
I_077	ITS Master Plan 2019	Network-5b	Various	From Various to Various	ITS		This project includes Ring C – Build.	
I_078	ITS Master Plan 2019	Network-6a	Various	From Various to Various	ITS		This project includes Ring C – Design (long-term).	
I_079	ITS Master Plan 2019	Network-6b	Various	From Various to Various	ITS		This project includes Ring C – Build (long-term).	
I_080	ITS Master Plan 2019	Network-7	Various	From Various to Various	ITS		This project includes a back up data center – design, construction, and integration to be located at Fire Station #1.	
I_081	ITS Master Plan 2019	Network-8	Various	From Various to Various	ITS		This project includes cabinet lock replacement.	
I_082	ITS Master Plan 2019	Network-9	Various	From Various to Various	ITS		This project includes Field Distribution Layer 3 Routers (Hubs) – design and installation of 3 field distribution layer 3 routers (hubs).	
R_058A	RTP 2019	I-285 Top End West Express Lanes	I-285	From Paces Ferry Road to GA 400	Managed Lanes	14.1425	This construction package focuses on adding two new at-grade and elevated, barrier-separated express lanes in both directions of I-285 between Paces Ferry Road and SR 400.	58.4
R_056	RTP 2019	GA 400 Managed Lanes	GA 400	From I-285 to McFarland Road	Managed Lanes	16.9630	This project provides travel options and more reliable trip times by adding two new Express lanes in each direction on SR 400 between the North Springs MARTA station and McGinnis Ferry Road and one Express lane in each direction from McGinnis Ferry Road to McFarland Parkway.	55.4
R_058B	RTP 2019	I-285 Top End East Express Lanes	I-285	From Henderson Road to GA 400	Managed Lanes	13.0472	The construction package focuses on adding two new at-grade and elevated, barrier-separated express lanes in both directions of I-285 between Henderson Road and SR 400, and north on SR 400 from the Glenridge Connector to the North Springs MARTA Station.	45.5
A_376	Bike, Ped, Trail Plan	Roswell Road South of Spalding Drive Midblock Crossing	Roswell Road	From Roswell Road to Spalding Drive	Mid-block Crossing		This project includes a well-designed midblock crossing along Roswell Road 632 feet south of Spalding Drive with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	73.0
A_381	Bike, Ped, Trail Plan	Mt. Vernon Highway between Abernathy Road and North Park Place Midblock Crossing	Mt. Vernon Highway	From Abernathy Road to North Park Place	Mid-block Crossing		This project includes a well-designed midblock crossing along Roswell Road between Abernathy Road and North Park Place with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	72.4
A_379	Bike, Ped, Trail Plan	Roswell Road between Chaseland Road and Abernathy Road Midblock Crossing	Roswell Road	From Chaseland Road to Abernathy Road	Mid-block Crossing		This project includes a well-designed midblock crossing along Roswell Road between Chaseland Road and Abernathy Road with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	71.7
A_396	TMP	Dunwoody Place Mid-block Crossing	Dunwoody Place	From Roswell Road to River Drive	Mid-block Crossing		This project includes a well-designed midblock crossing at Dunwoody Place north of River Drive with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	71.4
A_385	TMP	Johnson Ferry Road at Harleston Road Midblock Crossing	Johnson Ferry Road	From Johnson Ferry Road to Harleston Road	Mid-block Crossing		This project includes a well-designed midblock crossing at Johnson Ferry Road and Harleston Road with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	69.2

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_386	TMP	Mt. Vernon Highway at Hunting Creek Road Midblock Crossing	Mt. Vernon Highway	From Mt. Vernon Highway to Hunting Creek Road	Mid-block Crossing		This project includes a well-designed midblock crossing at Mt. Vernon Highway and Hunting Creek Road with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	69.2
A_383	TMP	High Point Road Midblock Crossing near Forest Hills Drive	High Point Road	From High Point Road to Forest Hills Drive	Mid-block Crossing		This project includes a well-designed midblock crossing along High Point Road at Forest Hills Drive with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	65.5
A_384	TMP	Mt. Vernon Highway Midblock Crossing near Glen Errol Road	Mt. Vernon Highway	From Mt. Vernon Highway to Glen Errol Road	Mid-block Crossing		This project includes a well-designed midblock crossing along Mt. Vernon Highway at Glen Errol Road with marked crosswalks, median refuge islands, and traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.	56.7
R_159	TMP	Roberts Drive and Somerset Drive New Roadway Connection	Roberts Drive	From Roberts Drive to Somerset Drive	New Location	0.6940	This project will add a new roadway connection between Roberts Drive and Somerset Drive, west of GA 400.	68.7
R_170	City Center Master Plan	Sandy Springs Place Extension	Sandy Springs Place	From Lake Forrest Drive to Sandy Springs Place	New Location	0.4581	This project includes an extension of Sandy Springs Place west to Lake Forrest Drive. This project will occur when redevelopment happens.	61.9
R_174	City Center Master Plan	Roswell Road Boylston Drive Alley New Location	Roswell Road Boylston Drive Alley	From Hammond Drive to Carpenter Drive	New Location	0.3792	This project includes a new roadway connecting Hammond Drive south to the southern Carpenter Drive leg. This project will occur when redevelopment happens.	61.1
R_173	City Center Master Plan	Whole Foods Alley New Location	Whole Foods Alley	From Sandy Springs Circle to Roswell Road Boylston Drive Alley	New Location	0.3310	This project includes a new roadway connecting Sandy Springs Circle to the proposed new location Roswell Road Boylston Drive Alley. This project will occur when redevelopment happens.	59.7
R_171	City Center Master Plan	Blue Stone Road Extension	Blue Stone Road	From Sandy Springs Place to Allen Road	New Location	0.5766	This project includes an extension of Blue Stone Road south to Allen Road. This project will occur when redevelopment happens.	57.4
R_172	City Center Master Plan	Sandy Springs Place Alley New Location	Sandy Springs Place	From Sandy Springs Circle to Hammond Drive	New Location	0.2191	This project includes a new roadway connecting Sandy Springs Place west then south to Hammond Drive. This project will occur when redevelopment happens.	56.6
R_026	NFCTP 2017	Boylston Drive Extension	Boylston Drive	From Hammond Drive to Carpenter Drive	New Location	0.2459	This project will extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide 2 through lanes with sidewalks and bicycle lanes.	56.1
R_175	City Center Master Plan	Galambos Way New Location	Galambos Way	From Sandy Springs Circle to Johnson Ferry Road	New Location	0.0934	This project includes a new roadway connecting Sandy Springs Circle south to Johnson Ferry Road. This project will occur when redevelopment happens.	53.6
R_157	TMP	Hope Road and Hightower Road New Roadway Connection	Hope Road	From Hope Road to Hightower Road	New Location	0.0830	This project will add a new roadway connection from Hightower Road (south) to Hope Road.	53.5
R_161	TMP	Huntington Place Drive and Hope Road New Roadway Connection	Huntington Place Drive	From Huntington Place Drive to Hope Road	New Location	0.0334	This project will add a new roadway connection between Huntington Place Drive to Hope Road.	53.1
R_160	TMP	Sliman Pine Straw and The Forest at Huntcliff New Roadway Connection	Sliman Pine Straw	From Sliman Pine Straw to The Forest at Huntcliff	New Location	0.0507	This project will add a new roadway connection between Sliman Pine Straw off of Roswell Road and The Forest at Huntcliff apartment building.	53.0
R_155	TMP	Benwell Drive to Hampton Drive Connection	Benwell Drive	From Benwell Drive to Hampton Drive	New Location	0.2147	This project will connect Pitts Road to Roswell Road by adding a new road connecting Benwell Drive to Hampton Drive.	48.1
R_028	NFCTP 2017	Glenridge Connector Extension	Glenridge Connector	From Glenridge Connector to Perimeter Center Parkway	New Location	1.1437	This project will include a new connection between Glenridge Connector and Perimeter Center Parkway behind the Emory Saint Joseph's Hospital including bicycle and pedestrian facilities. A portion of this project is in the City of Brookhaven.	47.9
R_162	TMP	Colquitt Road and Fenwick Place New Roadway Connection	Colquitt Road	From Colquitt Road to Fenwick Place	New Location	0.1211	This project will add a new roadway from Colquitt Road to Fenwick Place connecting Colquitt Road to Dalrymple Road/Spalding Drive.	46.6
R_158	TMP	Hightower Trail and Hope Road Intersection Realignment	Hightower Trail	From Hightower Trail to Hope Road	Realignment	0.0535	This project will realign and add a signal to the intersection of Hope Road and Hightower Trail (north) enhance connectivity between Dunwoody Place and Roswell Road.	57.0
A_317	TMP	Harleston Road, Sandy Springs Public Library, Hunting Creek Road, Carriage Drive, Cherry Tree Lane Sharrows, Wayfinding, and Intersection Improvements	Harleston Road, Sandy Springs Public Library, Hunting Creek Road, Carriage Drive, Cherry Tree Lane	From Hammond Drive to Abernathy Road	Sharrows	2.5876	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along neighborhood streets and improve bicycle and pedestrian crossings at the intersection of Harleton Road and Johnson Ferry Road, the intersection of Hunting Creek Road and Mt. Vernon Road, and through the Sandy Springs Public Library parking lot.	57.4
A_316	TMP	Glenforest Road, Brookgreen Road, Lorell Terrace, and Kayron Drive Sharrows, Wayfinding, and Intersection Improvements	Glenforest Road, Brookgreen Road, Lorell Terrace, and Kayron Drive	From Glenridge Drive to Johnson Ferry Road	Sharrows	2.2597	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along a neighborhood street and improving bicycle and pedestrian crossing at the intersection of Kayron Drive and Hammond Drive.	52.1
A_315	TMP	Wright Road, Stone Mill Trail, and Mark Trial Sharrows, Wayfinding, and Intersection Improvements	Wright Road, Stone Mill Trail, and Mark Trial	From Johnson Ferry Road to Brandon Mill Road	Sharrows	2.0321	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along a neighborhood street and improving bicycle and pedestrian crossing at the intersection of Wright Road and Abernathy Road.	50.6
A_314	TMP	Riverside Parkway, River Shore Parkway, Colewood Way, Bridgewood Valley Road Sharrows and Wayfinding	Riverside Parkway, River Shore Parkway, Colewood Way, Bridgewood Valley Road	From Riverside Drive to Johnson Ferry Road	Sharrows	1.6451	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along neighborhood streets.	49.6
A_313	TMP	N Mill Road Sharrows and Wayfinding	N Mill Road	From Johnson Ferry Road to Brandon Mill Road	Sharrows	0.8627	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along a neighborhood street.	49.1

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_312	TMP	Blackwater Trail Drive/N. Harbor Drive Sharrows and Wayfinding	Blackwater Trail Drive/N. Harbor Drive Sharrows	From Riverside Drive to Johnson Ferry Road	Sharrows	1.3440	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along neighborhood streets.	48.6
A_310	TMP	Weatherly Drive, Mountain Brooke Lane, Mountain Brook Way, Edgewater Drive Sharrows and Wayfinding	Weatherly Drive, Mountain Brooke Lane, Mountain Brook Way, Edgewater Drive	From Heards Ferry Road to Riverside Drive	Sharrows	1.0293	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along neighborhood streets.	48.0
A_127	Trails Master Plan 2019	City Springs/Perimeter Center Connectors Part A	N Hampton Drive	From Sandy Springs Circle to Abernathy Road	Sharrows	0.8043	This greenway connection will provide a delineated route for trail users to get from the Abernathy Greenway to City Springs.	45.7
A_308	TMP	Jett Ferry Road Sharrows and Traffic Calming	Jett Ferry Road	From Dunwoody Club Drive to Spalding Drive	Sharrows	0.3842	This project proposes to improve bicycle mobility and safety along Jett Ferry Road by installing sharrows, bike boxes, and traffic calming elements.	41.6
A_307	TMP	Mt. Vernon Road Sharrows and Traffic Calming	Mt. Vernon Road	From Dunwoody Club Drive to Blandford Place	Sharrows	0.5646	This project proposes to improve bicycle mobility and safety along Mt. Vernon Road by installing sharrows, bike boxes, and traffic calming elements.	36.5
A_305	TMP	Winters Chapel Road Sharrows and Traffic Calming	Winters Chapel Road	From City Limits to Spalding Drive	Sharrows	0.4499	This project proposes to improve bicycle mobility and safety along Winter Chapel Road by installing sharrows, bike boxes, and traffic calming elements.	35.0
A_306	TMP	Happy Hollow Road Sharrows and Traffic Calming	Happy Hollow Road	From Dunwoody Club Drive to Spalding Drive	Sharrows	0.5573	This project proposes to improve bicycle mobility and safety along Happy Hollow Road by installing sharrows, bike boxes, and traffic calming elements.	31.6
A_309	TMP	Chaparral Place/Ball Mill Road Sharrows and Traffic Calming	Chaparral Place/Ball Mill Road	From Dunwoody Club Drive to Spalding Drive	Sharrows	1.1170	This project proposes to improve bicycle mobility and safety along Chaparral Place/Ball Mill Road by installing sharrows, bike boxes, and traffic calming elements.	26.6
A_311	TMP	Old Riverside Drive Sharrows and Wayfinding	Old Riverside Drive	From Riverside Drive to Riverside Drive	Sharrows	0.4683	This project proposes to provide cyclist with a parallel and alternative route of travel and improve bicycle safety by implementing sharrows along a neighborhood street.	26.1
A_041	NFCTP (Asp)	SR 9/ Roswell Road Side Path	SR 9/ Roswell Road	From Abernathy Road to Dunwoody Place	Side Path	4.7474	This project includes a side path.	92.4
A_119	Trails Master Plan 2019	Colquitt Road to Glenridge Drive Sidepath Path C	Peachtree Dunwoody Road	From Spalding Drive to Abernathy Road	Side Path	2.1071	This project will incorporate a 10' side path with a 5' landscape buffer on the west side along Peachtree Dunwoody Road from Abernathy Road to Spalding Drive.	92.4
A_045	NFCTP (Asp)	SR 9/Roswell Road Side Path	SR 9/Roswell Road	From Mount Paran Road to Mount Vernon Highway	Side Path	1.8656	This project includes a side path.	88.4
A_151	RTP 2019	Medical Center to Dunwoody MARTA Bicycle and Pedestrian Improvements	Perimeter Center	From Medical Center to Dunwoody Marta Station	Side Path	1.7401	Bicycle and pedestrian infrastructure on Peachtree Dunwoody Road, Lake Hearn Drive, Perimeter Center Parkway, and Hammond Drive, and intersection modifications at Peachtree Dunwoody Road and Lake Hearn Drive.	86.5
A_166	Trails Master Plan 2019	Colquitt Road to Glenridge Drive Side Path Path B (Glenlake Parkway)	Glenlake Parkway	From Marsh Creek (North) to Marsh Creek (West)	Side Path	0.3776	This project will be a side path along Glenlake Parkway from the northern Marsh Creek intersection to the western Marsh Creek intersection. It will incorporate a 10' side path with a 5' landscape buffer on the south side.	84.9
A_042	NFCTP (Asp)	Northridge Road Side Path	Northridge Road	From SR 400 to Roswell Road	Side Path	0.4852	This project includes a side path.	84.7
A_017	Trails Master Plan 2019	Mount Vernon Highway Multi-use Path	Mount Vernon Highway	From Perimeter Center West to Sandy Springs City Limits	Side Path	0.4572	This project proposes bicycle and pedestrian improvements along Mount Vernon Highway from Perimeter Center Parkway to the Sandy Springs City Limits.	83.9
A_130	Trails Master Plan 2019	City Springs/Perimeter Center Connectors Part C (Hammond Drive)	Hammond Drive	From Peachtree Dunwoody Road to Glenridge Drive	Side Path	0.7181	This project proposes a multi-use side path along Hammond Drive, from Barfield Road to Peachtree Dunwoody Road.	83.8
A_008	NFCTP 2017	Glenlake Parkway Bicycle And Pedestrian Improvements	Glenlake Parkway	From Abernathy Road to Marsh Creek	Side Path	0.7469	This project will add appropriate bicycle facilities and upgrade streetscape along Glenlake Parkway from Abernathy Road to Marsh Creek, to include pedestrian-scale lighting and branding of the corridor to complement existing investments by developments.	83.7
A_044	NFCTP (Asp)	Mount Vernon Highway Side Path	Mount Vernon Highway	From I-285 to Sandy Springs Circle	Side Path	1.2278	This project includes a side path.	83.2
A_163	Trails Master Plan 2019	East/South Connectors Part B (Powers Ferry)	Powers Ferry Road	From Dupree Drive to Raider Drive	Side Path	0.7534	This project aims to connect the existing Cumberland CID trail system into the city. A side path is proposed along Powers Ferry Road from Dupree Drive to Raider Drive.	83.2
A_108	Trails Master Plan 2019	North End Connector Part G	Roswell Road	From Segment 1f to Roberts Drive	Side Path	0.4344	This proposed side path along Roswell Road will retrofit the greenspace between Roswell Road and the parking lot at North River Shopping Center.	83.1
A_015	NFCTP 2017	Meridian Mark Bicycle And Pedestrian Improvements	Meridian Mark	From Glenridge Connector to Johnson Ferry Road	Side Path	0.3462	This project will add appropriate bicycle and pedestrian facilities on Meridian Mark Road from Glenridge Connector to Johnson Ferry Road first with bicycle and pedestrian improvements.	82.9
A_050	NFCTP (Asp)	Abernathy Road Side Path	Abernathy Road	From Peachtree Dunwoody Road to Mount Vernon Highway	Side Path	0.1230	This project includes a side path.	82.9
A_048	NFCTP (Asp)	Hammond Drive Side Path	Hammond Drive	From Mt. Vernon Highway to SR 9/Roswell Road	Side Path	0.7179	This project includes a side path.	82.4
A_150	Trails Master Plan 2019	Peachtree Dunwoody Road Side path	Peachtree Dunwoody Road	From Hollis Cobb Circle to Lake Hearn Drive	Side Path	0.1448	This project will include a side path on the west and improve crossings at Lake Hearn (south and west legs) to connect to Path 400. Path 400 may have a small connector trail to Lake Hearn as it turns north on Peachtree Dunwoody Road. Project may also include a 2-way cycle track on the east side of Peachtree Dunwoody.	82.4
A_165	Trails Master Plan 2019	City Springs/Perimeter Center Connectors Part B (Sandy Springs Circle)	Sandy Springs Circle	From Hammond Drive to Allen Road	Side Path	0.3174	This project will include a side path, sidewalk, and streetscape along Sandy Springs Circle from Allen Road to Hammond Drive, connecting the current programmed side path at Hammond Drive to an existing side path at Lake Forest Elementary School.	82.2

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_056	NFCTP (Asp)	Lake Forrest Drive Side Paths	Lake Forrest Drive	From Allen Drive to Mount Vernon Highway	Side Path	0.6093	This project includes a side path.	81.2
A_105	Trails Master Plan 2019	North End Connector Part D	Northridge Road/Island Ford Parkway	From Huntingdon Trail to Roberts Drive	Side Path	1.6763	This project will incorporate a multi-use side path with raised landscape buffers within the required right-of-way.	81.1
A_053	NFCTP (Asp)	Johnson Ferry Road Side Path	Johnson Ferry Road	From Glenridge Drive to Mount Vernon Highway	Side Path	0.5194	This project includes a side path.	80.1
A_011	NFCTP 2017	Johnson Ferry Road Side Path, Part 2	Johnson Ferry Road	From Abernathy Road to Sandy Springs Circle	Side Path	0.7825	This project will include comprehensive bicycle and pedestrian improvements, such as a side path, along Johnson Ferry Road from Abernathy Road to Sandy Springs Circle.	79.6
A_025	NFCTP 2017	Sandy Springs Circle Improvements, Phase 3	Sandy Springs Circle	From Johnson Ferry Road to Roswell Road	Side Path	0.2268	This project will construct pedestrian and bicycle facilities on both sides of Sandy Springs Circle from Johnson Ferry Road to Roswell Road.	79.1
A_054	NFCTP (Asp)	Glenridge Drive Side Paths	Glenridge Drive	From Hammond Drive to Johnson Ferry Road	Side Path	0.4145	This project includes a side path.	79.0
A_055	NFCTP (Asp)	Mount Paran Road Side Paths	Mount Paran Road	From SR 9/ Roswell Road to City Limits	Side Path	2.4843	This project includes a side path.	73.6
A_125	Trails Master Plan 2019	Glenridge Drive to Johnson Ferry Road Side Path Part C	Glenridge Drive/Glenridge Parkway	From Abernathy Road to Marsh Creek	Side Path	0.2526	This project will include a 10' side path with a 3'-5' landscape buffer along Glenridge Drive and Glenridge Parkway from Abernathy Road to Marsh Creek. The City will provide additional safe crossing improvements.	72.0
A_043	NFCTP (Asp)	Dalrymple Road Side Path	Dalrymple Road	From Brandon Mill Road to Trowbridge Road	Side Path	1.5012	This project includes a side path.	69.6
A_057	NFCTP (Asp)	Lake Forrest Drive Side Paths	Lake Forrest Drive	From I-285 to Burdette Road	Side Path	1.0286	This project includes a side path.	69.1
A_022	NFCTP 2017	Riverside Drive Side path	Riverside Drive	From Johnson Ferry Road to Brandon Mill Road	Side Path	1.5598	This project will incorporate bicycle and pedestrian facilities along Riverside Drive from Johnson Ferry Road to Wildercliff Drive.	67.1
A_169	Trails Master Plan 2019	East/South Connectors Part B (Northside)	Northside Drive	From Powers Ferry Road to Interstate N Parkway	Side Path	0.2575	This project aims to connect the existing Cumberland CID trail system into the city. A side path is proposed along Northside Drive from Interstate N Parkway to Powers Ferry Road.	66.2
A_168	Trails Master Plan 2019	North End Connector Part C (Roberts Drive)	Roberts Drive	From Spalding Drive to Northridge Road	Side Path	0.8991	This project will incorporate a multi-use trail with raised landscape buffers within the required right-of-way along Roberts Drive.	66.1
A_123	Trails Master Plan 2019	Johnson Ferry Road Side Path Part B	Johnson Ferry Road	From Abernathy Road to City Limits	Side Path	1.2306	This project will include comprehensive bicycle and pedestrian improvements, such as a side path, along Johnson Ferry Road from the Chattahoochee River to Abernathy Road. It is recommended to remove the westbound bike lane and to improve the existing 8' sidewalk to a 10' side path with adequate buffer along Johnson Ferry Road.	65.6
A_134	Trails Master Plan 2019	East/South Connectors Part A	River Exchange Drive/Holcomb Bridge Road	From Spalding Drive to Holcomb Bridge Road	Side Path	0.8723	This project begins at the city's new Crooked Creek Park and follows River Exchange Drive as a side path to Holcomb Bridge Road.	64.1
A_103	Trails Master Plan 2019	North End Connector Part C (Pitts Road)	Pitts Road	From GA 400 to Spalding Drive	Side Path	0.2715	This project will incorporate a multi-use trail with raised landscape buffers within the required right-of-way along Pitts Road.	63.6
A_164	Trails Master Plan 2019	East/South Connectors Part B (Raider Drive)	Raider Drive	From Powers Ferry Road to Heards Road	Side Path	0.5451	This project aims to connect the existing Cumberland CID trail system into the city. A side path is proposed along Raider Drive from Powers Ferry Road to Heards Road.	63.6
A_167	Trails Master Plan 2019	North End Connector Part C (Spalding Drive)	Spalding Drive	From Pitts Road to Roberts Drive	Side Path	0.3365	This project will incorporate a multi-use trail with raised landscape buffers within the required right-of-way along Spalding Drive.	60.6
A_339	TMP	Forest Hills Drive Sidewalks	Forest Hills Drive	From Roswell Road-US 19 to Highpoint Road	Sidewalk	0.7874	This project proposes to improve pedestrian safety by constructing new sidewalks along Forest Hills Drive, extending the short existing segment at Roswell Road.	83.6
A_330	TMP	Hilderbrand Drive Sidewalks	Hilderbrand Drive	From Boylston Drive to Kayron Drive	Sidewalk	0.7834	This project proposes to improve pedestrian safety by constructing sidewalks along Hilderbrand Drive, extending the existing sidewalk east and south from Boylston Drive to Kayron Drive.	82.2
A_326	TMP	Cherry Tree Lane Sidewalks	Cherry Tree Lane	From Abernathy Road to Carriage Drive	Sidewalk	0.8340	This project proposes to improve pedestrian safety by constructing sidewalks along Cherry Tree Lane.	81.7
A_345	TMP	Mystic Drive Sidewalks	Mystic Drive	From Roswell Road-US 19 to Meadow Valley Drive	Sidewalk	0.5789	This project proposes to improve pedestrian safety by constructing sidewalks along Mystic Drive.	81.7
A_329	TMP	Kayron Drive Sidewalks	Kayron Drive	From Johnson Ferry Road to Hilderbrand Drive	Sidewalk	0.5890	This project proposes to improve pedestrian safety by constructing sidewalks along Kayron Drive.	81.6
A_349	TMP	Brinkley Lane Sidewalks	Brinkley Lane	From Windsor Parkway to Huntley Drive	Sidewalk	0.2802	This project proposes to improve pedestrian safety by constructing sidewalks along Brinkley Lane.	81.6
A_343	TMP	Kitty Hawk Drive Sidewalks	Kitty Hawk Drive	From Long Island Drive to Mystic Drive	Sidewalk	0.3716	This project proposes to improve pedestrian safety by constructing sidewalks along Kitty Hawk Drive.	81.1
A_344	TMP	Mystic Place Sidewalks	Mystic Place	From Roswell Road-US 19 to Mystic Drive	Sidewalk	0.1958	This project proposes to improve pedestrian safety by constructing sidewalks along Mystic Place.	81.1
A_350	TMP	Franklin Road Sidewalks	Franklin Road	From Roswell Road-US 19 to Highpoint Road	Sidewalk	0.5599	This project proposes to improve pedestrian safety by providing sidewalks along Franklin Road, filling numerous gaps in connectivity between existing short, disconnected sections.	81.1

Other Projects Considered

Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_328	TMP	Harleston Road Sidewalks	Harleston Road	From Johnson Ferry Road to Hammond Drive	Sidewalk	0.3237	This project proposes to improve pedestrian safety by constructing sidewalks along Harleston Road.	80.6
R_034	NFCTP 2017	Hilderbrand Drive Streetscape Improvements	Hilderbrand Drive	From Sandy Springs Circle to Roswell Road	Sidewalk	0.2305	This project will have streetscape improvements along Hilderbrand Drive from Sandy Springs Circle to Roswell Road. (T-0061)	79.7
A_325	TMP	Hunting Creek Road Sidewalks	Hunting Creek Road	From Mount Vernon Highway to Carriage Drive	Sidewalk	0.0942	This project proposes to improve pedestrian safety by constructing sidewalks along Hunting Creek Road.	79.6
A_324	TMP	Carriage Drive Sidewalks	Carriage Drive	From Hunting Creek Road to Vernon Woods Drive	Sidewalk	0.2102	This project proposes to improve pedestrian safety by constructing sidewalks along Carriage Drive.	79.0
A_319	TMP	Huntcliff Sidewalks	Huntcliff	From Hightower Trail to Roswell Road-US 19	Sidewalk	0.5785	This project proposes to improve pedestrian safety by constructing sidewalks along Huntcliff.	78.6
A_321	TMP	Ferry Drive Sidewalks	Ferry Drive	From Johnson Ferry Road to Johnson Ferry Road	Sidewalk	0.3872	This project proposes to improve pedestrian safety by constructing sidewalks along Ferry Drive.	78.6
A_323	TMP	Bonnie Lane Sidewalks	Bonnie Lane	From Johnson Ferry Road to Angus Trail	Sidewalk	0.4415	This project proposes to improve pedestrian safety by constructing sidewalks along Bonnie Lane.	78.6
A_338	TMP	Forrest Lake Drive Sidewalks	Forrest Lake Drive	From Lake Forrest Drive to Pine Lake Drive	Sidewalk	0.2727	This project proposes to improve pedestrian safety by constructing sidewalks along Forrest Lake Drive.	78.6
A_391	TMP	Bridgewood Valley Road Sidewalks	Bridgewood Valley Road	From River Valley Road to Colewood Way	Sidewalk	0.6285	This project includes the installation of sidewalks along Bridgewood Valley Road from River Valley Road to Colewood Way.	78.6
A_395	TMP	Heards Creek Drive Sidewalks	Heards Creek Drive	From Riverside Trace to Heards Ferry Road	Sidewalk	0.3630	This project includes the installation of sidewalk on Heards Creek Drive from Riverside Trace to Heards Ferry Road, providing sidewalk access to Riverwood International Charter School.	78.0
A_327	TMP	Vernon Woods Drive Sidewalks	Vernon Woods Drive	From Cherry Tree Lane to Mount Vernon Highway	Sidewalk	0.6414	This project proposes to improve pedestrian safety by constructing sidewalks along Vernon Woods Drive.	76.7
A_347	TMP	Cherrywood Lane Sidewalks	Cherry Lane	From Windsor Parkway to Franklin Road	Sidewalk	0.2668	This project proposes to improve pedestrian safety by constructing sidewalks along Cherrywood Lane.	75.1
A_346	TMP	Westfield Drive Sidewalks	Westfield Drive	From Windsor Parkway to Franklin Road	Sidewalk	0.2190	This project proposes to improve pedestrian safety by constructing sidewalks along Westfield Drive.	74.5
A_337	TMP	Pine Lake Drive Sidewalks	Pine Lake Drive	From Lake Forrest Drive to Forrest Lake Drive	Sidewalk	0.4585	This project proposes to improve pedestrian safety by constructing sidewalks along Pine Lake Drive.	73.5
A_320	TMP	Hightower Trail Sidewalks	Hightower Trail	From Roswell Road-US 19 to Huntcliff	Sidewalk	0.1819	This project proposes to improve pedestrian safety by constructing sidewalks along Hightower Trail, extending from the existing segment that begins at Roswell Road.	73.1
A_392	TMP	Colewood Way Sidewalks	Colewood Way	From River Valley Road to Cul-de-sac	Sidewalk	0.6633	This project includes the installation of sidewalk on Colewood Way from River Valley Road to the end of the cul-de-sac on Colewood Way.	73.0
A_340	TMP	Park Avenue Sidewalks	Park Avenue	From Roswell Road-US 19 to Belle Isle Road	Sidewalk	0.3273	This project proposes to improve pedestrian safety by constructing sidewalks along Park Avenue.	72.6
A_318	TMP	Winding River Drive Sidewalks	Winding River Drive	From N River Drive to N River Parkway	Sidewalk	0.4060	This project proposes to improve pedestrian safety by constructing sidewalks along Winding River Drive, extending the existing sidewalk segment on N River Drive north to N River Parkway.	72.1
A_348	TMP	Huntley Drive Sidewalks	Huntley Drive	From Brinkley Lane to Franklin Road	Sidewalk	0.3386	This project proposes to improve pedestrian safety by constructing sidewalks along Huntley Drive.	70.6
A_332	TMP	Riverview Road Sidewalks	Riverview Road	From Old Powers Ferry Road to Northside Drive	Sidewalk	1.6595	This project proposes to improve pedestrian safety by constructing sidewalks along Riverview Road.	70.0
A_355	TMP	Jett Ferry Road Sidewalks	Jett Ferry Road	From Spalding Drive to River Circle	Sidewalk	0.5582	This project proposes to improve pedestrian opportunity on Jett Ferry Road.	68.6
A_393	TMP	Wright Road Sidewalks	Wright Road	From Brandon Ridge Drive to Abernathy Road	Sidewalk	0.2315	This project includes the installation of sidewalk on Wright Road from Brandon Ridge Drive to Abernathy Road, connecting to the Abernathy Greenway.	68.6
A_322	TMP	Angus Trail Sidewalks	Angus Trail	From Bonnie Lane to Ferry Drive	Sidewalk	0.2237	This project proposes to improve pedestrian safety by constructing sidewalks along Angus Trail.	68.1
A_341	TMP	Hardeman Road Sidewalks	Hardeman Road	From Roswell Road-US 19 to Spruell Springs Road	Sidewalk	0.3112	This project proposes to improve pedestrian safety by constructing sidewalks along Hardeman Road.	67.1
A_342	TMP	Spruell Springs Road Sidewalks	Spruell Springs Road	From Roswell Road-US 19 to Lake Forrest Drive	Sidewalk	0.3462	This project proposes to improve pedestrian safety by constructing sidewalks along Spruell Springs Road.	67.1
A_356	TMP	Redbourne Drive Sidewalks	Redbourne Drive	From Mt. Vernon Road to Hunters Woods Drive	Sidewalk	0.4813	This project proposes to improve pedestrian opportunity on Redbourne Drive.	64.1
A_357	TMP	Brigham Drive Sidewalks	Brigham Drive	From Hunters Woods Drive to Redbourne Drive	Sidewalk	0.5875	This project proposes to improve pedestrian opportunity on Brigham Drive.	63.6
A_331	TMP	Northside Drive Sidewalks	Northside Drive	From Mount Vernon Highway to Cates Ridge Road	Sidewalk	0.6362	This project proposes to improve pedestrian safety by constructing sidewalks along Northside Drive, extending the proposed sidewalk south from Mount Vernon Highway to Cates Ridge Road.	63.0
A_353	TMP	Ryefield Drive Sidewalk	Ryefield Drive	From Spalding Drive to Mount Vernon Road	Sidewalk	0.3534	This project proposes to improve pedestrian connectivity between Spalding Drive and Mount Vernon Road.	63.0
A_354	TMP	Stoneykirk Close Sidewalks	Stoneykirk Close	From Spalding Drive to Mount Vernon Road	Sidewalk	0.2911	This project proposes to improve pedestrian connectivity between Spalding Drive and Mount Vernon Road.	63.0

Other Projects Considered

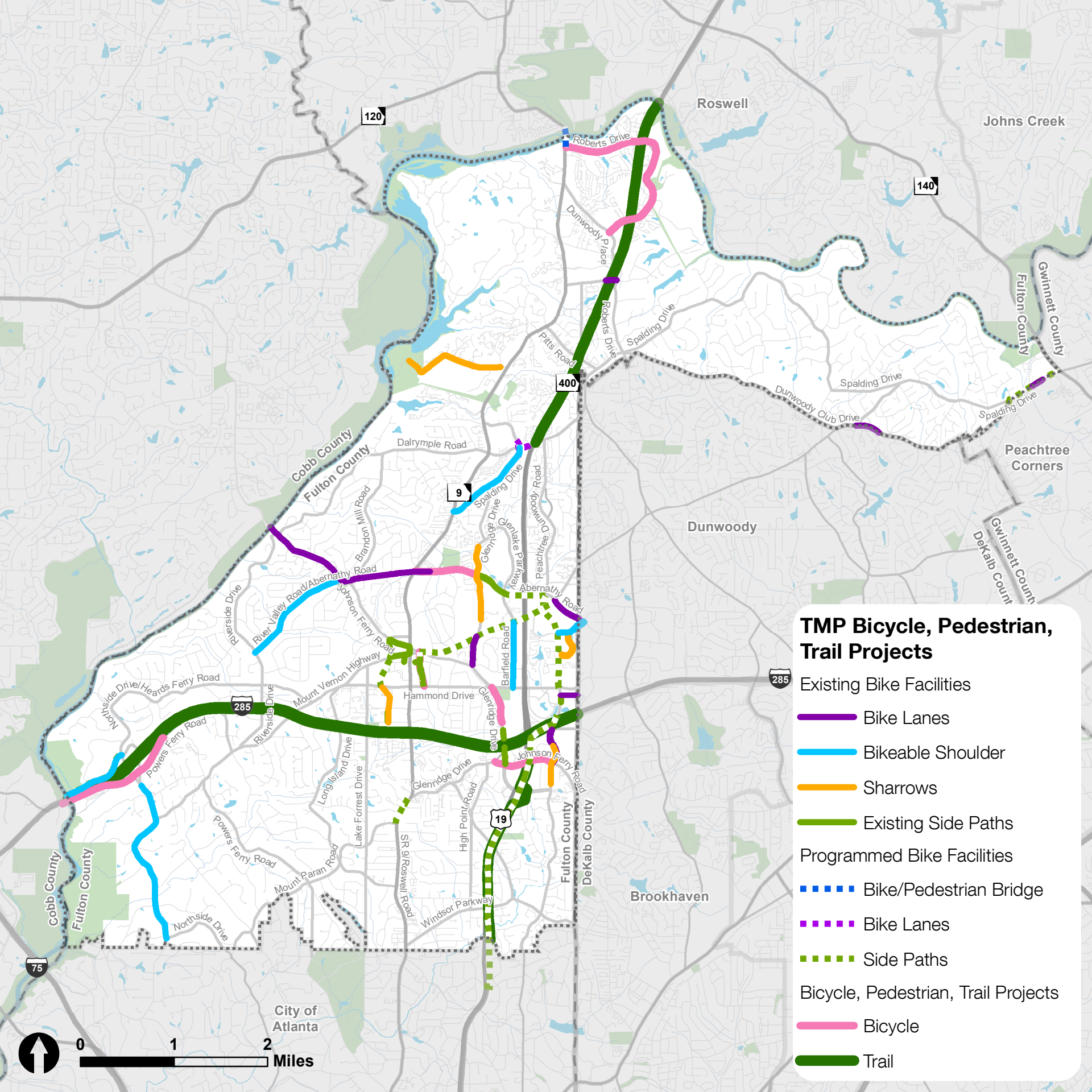
Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
A_334	TMP	Maryeanna Drive Sidewalks	Maryeanna Drive	From Roswell Road-US 19 to Lake Forrest Drive	Sidewalk	0.3741	This project proposes to improve pedestrian safety by constructing sidewalks along Maryeanna Drive.	62.1
A_335	TMP	Osner Drive Sidewalks	Osner Drive	From Roswell Road-US 19 to Mount Paran Road	Sidewalk	0.2774	This project proposes to improve pedestrian safety by constructing sidewalks along Osner Drive.	62.1
A_336	TMP	Montevallo Drive Sidewalks	Montevallo Drive	From Forest Hills Drive to Forest Valley Court	Sidewalk	0.3727	This project proposes to improve pedestrian safety by constructing sidewalks along Montevallo Drive.	60.6
A_394	TMP	Londonberry Drive Sidewalks	Londonberry Drive	From Powers Ferry Road to Long Island Drive	Sidewalk	1.1707	This project includes the installation of sidewalk on Londonberry Drive from Powers Ferry Road to Long Island Drive.	60.6
A_333	TMP	Old Powers Ferry Road Sidewalk Segment	Old Powers Ferry Road	From Kelson Drive to Northside Drive	Sidewalk	0.0656	This project proposes to improve pedestrian safety by constructing a short (350 foot) sidewalk segment to extend the existing sidewalk along Old Powers Ferry Road from Kelson Drive to Northside Drive, where new sidewalks are also proposed.	53.0
A_351	TMP	Nesbit Ferry Road Sidewalks	Nesbit Ferry Road	From Spalding Drive to Winters Chapel Road	Sidewalk	0.1927	This project proposes to improve pedestrian connectivity between Winters Chapel Road and Spalding Drive and fill a sidewalk gap.	53.0
A_352	TMP	Spalding Lane Sidewalk	Spalding Lane	From Spalding Drive to City Limits	Sidewalk	0.3852	This project proposes to improve pedestrian connectivity between city limits and Spalding Drive.	53.0
A_401	TMP	Sidewalk Program	Citywide	From Citywide to Citywide	Sidewalk		This project funds installing new or maintaining existing sidewalk facilities throughout the City to improve pedestrian access and connectivity.	
A_301	TMP	Chattahoochee River Trail	Chattahoochee River	From GA 400 to Morgan Falls Road	Trail	5.2800	This project will include a trail along Chattahoochee River from GA 400 to Morgan Falls Road.	89.1
A_114	Trails Master Plan 2019	Morgan Falls Park Connector Part D	Off-Road Trail	From Segment 2e to Segment 1b	Trail	1.1323	This project will incorporate a multi-use side path connecting destinations around Morgan Falls Overlook Park.	87.2
A_101	Trails Master Plan 2019	North End Connector Part A	Off-Road Trail	From Roberts Drive to Hightower Trail	Trail	1.3776	This project will incorporate a multi-use side path with raised landscape buffers within the required right-of-way.	86.7
A_115	Trails Master Plan 2019	Morgan Falls Park Connector Part E	Off-Road Trail	From Cimarron Parkway to Segment 2d	Trail	1.0886	This project will incorporate a multi-use side path connecting destinations around Morgan Falls Overlook Park.	86.6
A_118	Trails Master Plan 2019	Colquitt Road to Glenridge Drive Side Path Path B (Off-Road Trail)	Off-Road Trail	From Spalding Drive to Glenlake Parkway	Trail	1.1076	This project will be a new location multi-use trail along Marsh Creek between Spalding Drive and Glenlake Parkway including bicycle facilities and trail. It will incorporate a 10' side path with a 5' landscape buffer on the west side.	86.1
A_102	Trails Master Plan 2019	North End Connector Part B	Off-Road Trail	From Hightower Trail to Ison Road	Trail	1.0961	This project will incorporate a multi-use trail with raised landscape buffers within the required right-of-way.	85.6
A_121	Trails Master Plan 2019	Glenridge Drive to Johnson Ferry Road Side Path Part A	Off-Road Trail	From Glenridge Drive to Abernathy Road	Trail	1.0141	This project will be a new location multi-use trail along Marsh Creek between SR 9 and GA 400 including bicycle facilities and trail. This project will include a 10' side path with a 3'-5' landscape buffer. The City will provide additional safe crossing improvements.	85.6
A_111	Trails Master Plan 2019	Morgan Falls Park Connector Part C	Off-Road Trail	From Morgan Falls Road to Grogans Ferry Road	Trail	1.6222	This project will incorporate a multi-use side path connecting destinations around Morgan Falls Overlook Park.	85.2
A_109	Trails Master Plan 2019	Morgan Falls Park Connector Part A	Morgan Falls Road/Cimarron Parkway	From Morgan Falls Road to Roswell Road	Trail	1.6374	This project will incorporate a multi-use side path connecting destinations around Morgan Falls Overlook Park.	85.0
A_106	Trails Master Plan 2019	North End Connector Part E	Roberts Drive/Pride Place	From Island Ford Parkway to Dunwoody Place	Trail	1.1167	This project will incorporate a multi-use trail with raised landscape buffers within the required right-of-way.	84.6
A_117	Trails Master Plan 2019	Colquitt Road to Glenridge Drive Side Path Path A	Off-Road Trail	From Pitts Road to Trowbridge Road	Trail	1.1385	This project will incorporate a 10' side path with a 5' landscape buffer on the west side.	84.6
A_013	NFCTP 2017	Lakeside-Hammond Commuter Trail (Independent Alignment)	NW Corner of the GA 400/I-285 Interchange	From NW Corner of the GA 400/I-285 Interchange to Glenridge Drive	Trail	0.6536	Comprehensive bicycle and pedestrian improvements between northwest corner of the GA 400/I-285 interchange and Hammond Drive. Consider amending development code to require developers to complete a portion of these trails as areas develop/redevelop.	83.2
A_143	Trails Master Plan 2019	Cox Headquarter Multi-use Trail	Cox Headquarter Multi-use	From Perimeter Center Trail to Central Park Drive	Trail	0.5126	This project will include a side path.	82.9
A_107	Trails Master Plan 2019	North End Connector Part F	Off-Road Trail	From Segment 1e to Segment 1g	Trail	0.8422	This project will incorporate a multi-use side path with raised landscape buffers within the required right-of-way.	79.6
A_138	Trails Master Plan 2019	East/South Connectors Part C	Off-Road Trail	From GA 400 to S Trimble Road	Trail	0.4442	This trail will capture the city-owned green space by creating a greenway and a trailhead parking.	79.5
A_139	Trails Master Plan 2019	East/South Connectors Part D	E Powderhorn Road	From GA 400 to Nancy Creek	Trail	1.3141	This trail will travel along Nancy Creek and connect to PATH 400.	72.1
A_018	NFCTP 2017	Bicycle and Pedestrian Improvements North of Johnson Ferry Road	North of Johnson Ferry Road	From Chattahoochee River to SR 9	Trail	1.7222	This project will include comprehensive bicycle and pedestrian improvements north of Johnson Ferry Road from the Chattahoochee River to SR 9.	70.1
I_059	ITS Master Plan 2019	System-15	Various	From Various to Various	Transit		This project coordinates traveler information w/ hospitals + Perimeter CID. Development of automated system for sharing information and streamline alerts and notifications	
T_002	Fulton County Transit Plan	Highway 9/Roswell Road ART	Roswell Road	From Southern City Line to Northern City Line	Transit	11.1056	City to act as a partner on this project from the MARTA COA and Fulton County Transit Plan. This project will include ART along Highway 9/Roswell Road.	

Other Projects Considered

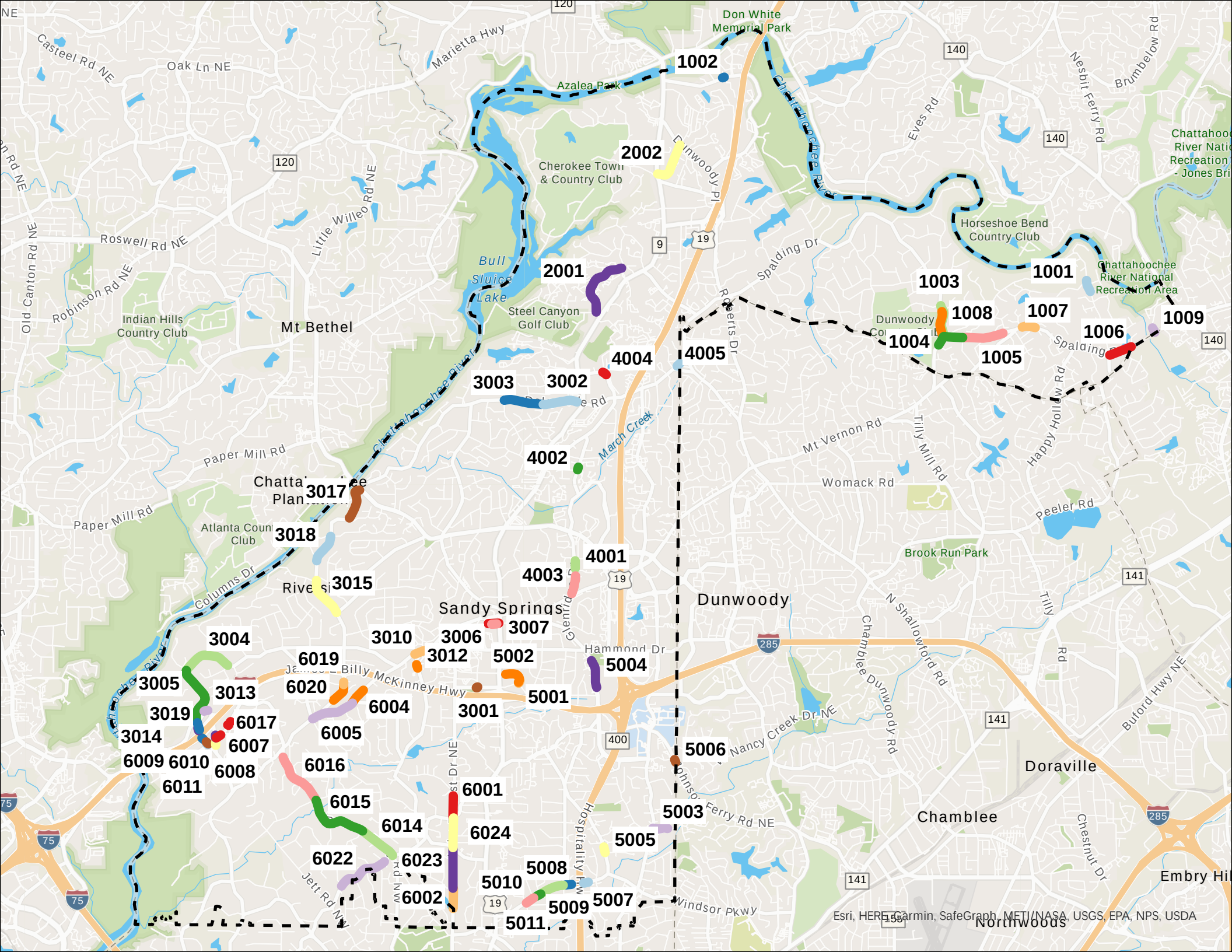
Project ID	Project Source	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score
T_004	Fulton County Transit Plan	400 to Old Milton BRT	GA 400	From North Springs Marta Station to Old Milton Parkway	Transit	10.3349	This project will include BRT along 400 to Old Milton.	
T_005	RTP 2019	GA 400 Transit Initiative - Phase 1	GA 400	From North Springs Marta Station to Windward Parkway	Transit	5.6448	City to act as a partner on this project from the Fulton County Transit Plan and Regional Transportation Plan. This project will provide high capacity premium transit service on the SR 400 corridor between the MARTA North Springs heavy rail station and Windward Parkway in Alpharetta.	
T_006	RTP 2019	I-285 North Corridor Bus Rapid Transit	I-285	From West Paces Ferry Road to Northlake Mall Area	Transit	8.8801	City to support project development. This project will provide high capacity premium transit service on the I-285 corridor between the Northlake Mall and West Paces Ferry Road.	
T_007	RTP 2019	Medical Center To Dunwoody Marta Pedestrian/Bicycle And Transit Connectivity Improvements	GA 400	From Medical Center to Dunwoody Marta Station	Transit	1.7445	This project will include pedestrian, bicycle, and transit connectivity improvements from the Medical Center to the Dunwoody MARTA station.	
T_010	TMP	Mt. Vernon Highway Transit Service	Mt. Vernon Highway	From Sandy Springs MARTA Station to City Springs	Transit	1.6581	Consider the feasibility of implementing the transit service as proposed in the 2018 Mount Vernon Highway Transit study as major road projects are completed and travel patterns in the City change.	

*Each project type was scored differently so projects were only evaluated within the same project type.
*ITS, Transit, and Bridge projects do not have scores as these project types were evaluated differently.
*Recreational trail component of projects were not considered in this plan.
*The top scoring projects were additionally reviewed for feasibility, constructibility, and cost.
*Project Source "NFCTP 2017" is the North Fulton Comprehensive Transportation Plan adopted in 2017.
*Project Source "TMP" is the Sandy Springs Transportation Master Plan.

D – Bicycle Network


TMP Bicycle, Pedestrian, Trail Projects
Existing Bike Facilities
Bike Lanes
Bikeable Shoulder
Sharrows
Existing Side Paths
Programmed Bike Facilities
Bike/Pedestrian Bridge
Bike Lanes
Side Paths
Bicycle, Pedestrian, Trail Projects
Bicycle
Trail
0
1
2
Miles
Roswell
Johns Creek
Dunwoody
Peachtree Corners
Brookhaven
City of Atlanta
Cobb County
Fulton County
DeKalb County
Gwinnett County
Roberts Drive
Dunwoody Place
Spalding Drive
Dunwoody Club Drive
Pitts Road
Dalrymple Road
Brandon Mill Road
River Valley Road/Abernathy Road
Riverside Drive
Johnson Ferry Road
Peachtree Dunwoody Road
Glenlake Parkway
Glenridge Drive
Abernathy Road
Barfield Road
Mount Vernon Highway
Hammond Drive
Northside Drive/Heards Ferry Road
Powers Ferry Road
Long Island Drive
Lake Forrest Drive
Mount Paran Road
SR 9/Roswell Road
High Point Road
Windsor Parkway
120
140
400
9
285
19
75

E – Sidewalk Program


1002
2002
2001
1003
1001
1008
1007
1004
1005
1006
1009
4004
4005
3003
3002
4002
3017
3018
3015
4001
4003
3004
3010
3006
3007
3012
5002
6019
6020
6004
5004
3005
3013
3019
6017
6007
3014
6009
6010
6008
6011
6005
3001
5001
6016
6015
6014
6001
6024
6022
6023
6002
5010
5008
5009
5007
5011
5006
5003
5005
Don White Memorial Park
Azalea Park
Cherokee Town & Country Club
Chattahoochee River
Horseshoe Bend Country Club
Chattahoochee River National Recreation Area
Bull Sluice Lake
Steel Canyon Golf Club
Indian Hills Country Club
Mt Bethel
Dunwoody
Sandy Springs
Chamblee
Doraville
Brook Run Park
Atlanta Country Club
Marietta Hwy
Roswell Rd NE
Robinson Rd NE
Old Canton Rd NE
Little Willeo Rd NE
Casteel Rd NE
Oak Ln NE
Dunwoody Pl
Spalding Dr
Roberts Dr
Mt Vernon Rd
Womack Rd
Tilly Mill Rd
Happy Hollow Rd
Peeler Rd
Paper Mill Rd
Columns Dr
March Creek
Hammond Dr
Billy McKinney Hwy
Nancy Creek Dr NE
Johnson Ferry Rd NE
Windsor Pkwy
Hospitality Ave
Chamblee Dunwoody Rd
N Shallowford Rd
Tilly Mill Rd
Buford Hwy NE
Nesbit Ferry Rd
Brumbelow Rd
Eves Rd
Chestnut Dr
Embry Hills
Northwoods
Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

GIS ID	Project Name
1001	Nesbit Ferry Road (Coles Way south to Ex. SW)
1002	Roberts Drive (Ex. SW at Rivermere Way to Rivercrest Drive)
1003	Spalding Drive (Old Cobblestone Drive to Jett Ferry Road)
1004	Jett Ferry Road/Spalding Drive (Jett Ferry Court to Ryefield Drive)
1005	Spalding Drive (Ryefield Drive to SW at Spalding Heights Drive)
1006	Spalding Drive (Nesbit Ferry to Spalding Lake Court)
1007	Spalding Drive(Stables Drive to N Spalding Lake Drive)
1008	Spalding Drive (Sagebrush Drive to Jett Ferry Road)
1009	River Exchange Spalding COSS Green Space
2001	Adair Lane (Grogans Ferry Road to Morgan Falls Road)
2002	Hope Road (Roswell Road to Dunwoody Place)
3001	Allen Road (@ NE corner of SSC intersection & to ex. SW)
3002	Dalrymple Road (Glencourtney Drive to 605 Dalrymple Road)
3003	Dalrymple Road (Duncourtney Drive to Glencourtney Drive)
3004	Heards Ferry Road (Winterthur Way to Cameron Glen Drive)
3005	Northside Drive (Winterthur Way to I285)
3006	Hilderbrand Drive (Ex SW across from Police gym to Ex sidewalk at Roswell Rd.)
3007	Hilderbrand Drive - Police gym to Roswell Rd
3010	Mt. Vernon Highway (Ex. SW at DeClaire Court to Long Island Drive)
3012	Long Island Drive @ 5910 Gap Fill
3013	Interstate North Parkway (at 5665 New Northside Drive)
3014	Northside Drive - West Side (Ex. Driveway to I285)
3015	Riverside Drive (Edgewater Drive to River Valley Road)
3017	Riverside Drive (Johnson Ferry Road to North Harbor Drive)
3018	Riverside Drive (Blackwater Trail to Old Riverside Drive)
3019	Northside Drive - East side (Interstate North Parkway to I285)
4001	Glenridge Drive (Ex. SW at Glenridge Commons to Mt. Vernon Highway)
4002	Glenridge Drive (Messina Way to Ex. SW at Spalding Trace)
4003	Glenridge Drive (Ex. Sidewalk at Glenridge Close to Mt. Vernon Hwy)
4004	Trowbridge Road (Spalding Trail to Trowbridge Lake Drive)
4005	Spalding Drive (Existing Driveway to Dunwoody City Limit)
5001	Carpenter Drive @ 345 Carpenter Dr
5002	Carpenter Drive (Allen Road to Cliftwood Drive)
5003	Evergreen Drive (Ex SW at Greenwood Close to PDR)
5004	Glenridge Drive (Novel Perimeter to Hammond Park)
5005	Northland Drive (Landmark Drive to Ex. SW at Northland Ridge Trail)
5006	S. Johnson Ferry Road(Existing SW to Brookhaven City Limit)
5007	Windsor Parkway (GA 400 Bridge to 721 Windsor Parkway)
5008	Windsor Parkway (High Point Road to 635 Windsor Parkway)
5009	Windsor Parkway (Ex. SW at 445 Windsor Parkway to High Point Road)
5010	Windsor Parkway (Ex. SW at 445 Windsor Parkway to Pine Haven Lane)
5011	Windsor Parkway (Dalmer Road to Ex. SW at 435 Windsor Parkway)
6001	Lake Forrest Drive (Burdette Road to Mt. Paran Road)
6002	Lake Forrest Drive (Forrest Lake to City Limit)
6004	Mt. Vernon Highway(Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)
6005	Mt. Vernon Hwy (Powers Ferry Road to Glen Errol Road)
6007	New Northside Dr (Ex. Driveway to Powers Ferry Rd)
6008	New Northside Drive (ex. Driveway and Powers Ferry Road)
6009	Northside Drive (ex. Driveway to Powers Ferry Road)
6010	Northside Drive (5500 Northside Drive frontage)
6011	Northside Drive (I285 to Waffle House)
6014	Powers Ferry Road (Carol Lane to Mt. Paran Road)
6015	Powers Ferry Road (Crest Valley Drive to Carol Lane)
6016	Powers Ferry Road (Reds Ridge Court to Crest Valley Drive)
6017	Powers Ferry Road (New Northside Drive to 6201 Powers Ferry Road)
6018	Powers Ferry Road (ex. Driveway to Northside Drive)
6019	Riverside Drive(Fair Oaks Manor to Riverside Drive Roundabout)
6020	Riverside Drive (5758 Riverside Drive to Fair Oaks Manor NW)
6022	Mt. Paran Road (Rebel Trail to Laurel Chase Court)
6023	Lake Forrest Drive (Long Island Drive to Forrest Lake Drive)
6024	Lake Forrest Drive (Mt. Paran Road to Long Island Drive)

F – Short-and Mid-Range Projects

Short- and Mid-Range Project List

Project ID	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score	Cost	Programming Level
Road_026	GA 400 Bridge Enhancements	GA 400	From GA 400 to Spalding Drive, Pitts Road, and Roberts Drive	Bridge		This project proposes bicycle and pedestrian facilities and aesthetic enhancements for the Spalding Drive bridge, Pitts Road Bridge, and Roberts Drive Bridge over SR 400 that will be replaced as part of the GDOT SR 400 Managed Lanes project.		$ 6,000,000	Short-Range
Road_027	Jett Road at Long Island Creek Bridge Replacement	Jett Road	From Jett Road to Long Island Creek	Bridge		This project proposes to replace the Jett Road bridge over Long Island Creek.		$ 3,000,000	Mid-Range
Road_028	Windsor Parkway at Nancy Creek Bridge Upgrade	Windsor Parkway	From Windsor Parkway to Nancy Creek	Bridge		This project proposes to upgrade the bridge to raise it out of the flood plain.		$ 5,000,000	Mid-Range
Road_030	Riverside Drive over Chattahoochee River Tribe Bridge	Riverside Drive	From Riverside Drive to Chattahoochee River Tribe	Bridge		This project proposes to upgrade the bridge to accommodate heavier vehicles.		$ 3,200,000	Short-Range
Road_031	I-285 Top End Bridge Enhancements	Mt. Vernon Highway	From Mt. Vernon Highway to I-285	Bridge		This project proposes bicycle and pedestrian facilities and aesthetic enhancements for the Mt. Vernon Highway Bridge over I-285 that will be replaced as part of the GDOT Top End 285 Managed Lanes Project.		$ 2,400,000	Short-Range
Road_033	City Contribution to New Streets Built with Redevelopment	Various	From Various to Various	Capacity		City Contribution to New Streets build with Redevelopment		$ 1,000,000	Short-Range
Road_022	Roswell Road North Boulevard Median Project	Roswell Road	From Chattahoochee River to Dunwoody Place	Corridor Projects	0.5055	This project proposes a traffic study, design, and construction of a raised median on Roswell Road with pedestrian and bicycle improvements.	70.1	$ 7,000,000	Short-Range
Road_023	Roswell Road Access Management and Complete Streets Improvements	Roswell Road	From Dunwoody Place to Southern City Limit	Corridor Projects	9.3982	This project proposes access management and complete streets improvements along areas of Roswell Road based on Next 10 and Access Management Plan recommendations.	76.5	$ 10,000,000	Short-Range and Mid-Range
Road_024	Peachtree Dunwoody Road Corridor Study and Improvements	Peachtree Dunwoody Road	From Abernathy Road to Spalding Drive	Corridor Projects	1.7386	Proposed corridor study of the Peachtree Dunwoody Road, from Abernathy Road to Spalding Drive and funding for recommended improvements.		$ 5,150,000	Short-Range and Mid-Range

*Current TSPLOST and CIP projects are excluded from this table.

Short- and Mid-Range Project List

Project ID	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score	Cost	Programming Level
Road_025	Powers Ferry Multimodal Circulation Study	Various	From Various to Various	Corridor Projects		Proposed multimodal circulation study in the Powers Ferry area to determine holistic improvements to support pedestrian, bicycle, transit, and vehicular travel. This technical study will build off the City's Powers Ferry small area plan.		$ 200,000	Short-Range
Road_001	Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvement	Johnson Ferry Road	From Johnson Ferry Road to Peachtree Dunwoody Road	Intersection		This project proposes safety and operational improvements which may include reconstruction of the horizontal and vertical geometry, addition of one through lane eastbound, a second southbound left-turn lane, and a dedicated right-turn lane westbound.	75.4	$ 17,000,000	Short-Range and Mid-Range
Road_002	Northridge Road at SR 400 SB Intersection Improvement	Northridge Road	From Northridge Road to SR 400 SB	Intersection		This project proposes safety and operational improvements which may include adding a southbound left-turn lane with raised median island; adding median along westbound right-turn lane; signal modifications; signage, and pavement marking upgrades.	70.9	$ 1,000,000	Mid-Range
Road_003	Dunwoody Place at Roswell Road Intersection Improvement	Dunwoody Place	From Dunwoody Place to Roswell Road	Intersection		This project proposes safety and operational improvements which may include removing one westbound left-turn lane on Dunwoody Place; timing modification; adding raised median on Dunwoody Place, adding pedestrian refuge island; and access management.	71.2	$ 2,000,000	Short-Range
Road_004	Northridge Road at Roswell Road Intersection Improvement	Northridge Road	From Northridge Road to Roswell Road	Intersection		This project proposes safety and operational improvements which may include operational upgrades; intersection lighting; pavement markings, and access management.	71.7	$ 2,200,000	Short-Range
Road_005	Abernathy Road at Mount Vernon Highway Intersection Improvement	Abernathy Road	From Abernathy Road to Mount Vernon Highway	Intersection		This project proposes operational improvements which may include signal timing modifications, signal upgrades, modification of the southwest and northeast concrete islands, signage upgrades, and pavement markings.	84.4	$ 1,000,000	Mid-Range

*Current TSPLOST and CIP projects are excluded from this table.

Short- and Mid-Range Project List

Project ID	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score	Cost	Programming Level
Road_006	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	Abernathy Road	From Abernathy Road to Peachtree Dunwoody Road	Intersection		This project proposes safety improvements which may include prohibition of westbound left turn from Abernathy to southbound Peachtree Dunwoody, modifying the southeast corner and concrete island, signal and signage upgrades, and pavement markings.	86.9	$ 1,000,000	Mid-Range
Road_007	Roswell Road and Abernathy Road Intersection Short-Term Improvements	Roswell Road	From Roswell Road to Abernathy Road	Intersection		This project proposes safety improvements which may include a signal for westbound to northbound right turns; modification of the east median; signage modifications, pavement markings, and access management treatments.	75.2	$ 500,000	Short-Range
Road_008	Roswell Road at Abernathy Road Long-Term Intersection Improvement	Roswell Road	From Roswell Road to Abernathy Road	Intersection		This project proposes long-term safety and operational upgrades through innovative intersection treatments.	71.7	$ 12,000,000	Mid-Range
Road_009	Roswell Road at Dalrymple Road Operational Improvements Phase 2	Roswell Road	From Roswell Road to Dalrymple Road	Intersection		This project proposes operational upgrades which may include addition of a dedicated northbound, eastbound, and westbound right turn lanes; additional eastbound and westbound left turn lanes; raised median; and streetscape enhancements.	69.5	$ 7,800,000	Mid-Range
Road_010	I-285/Roswell Road Innovative Interchange Study	I-285	From I-285 to Roswell Road	Intersection		Proposed innovative interchange study of the Roswell Road at I-285 eastbound ramps and I-285 westbound ramps to identify long term improvement.		$ 150,000	Short-Range
Road_011	Abernathy/Mount Vernon Highway/Peachtree Dunwoody Road Intersections Study	Abernathy Road	From Mt. Vernon Highway to Peachtree Dunwoody Road	Intersection		Proposed safety and operations study of Abernathy Road/Peachtree Dunwoody Road, Mount Vernon Highway/Peachtree Dunwoody Road, and Mount Vernon Highway/Perimeter Center West.		$ 150,000	Short-Range
Road_012	Bring 10 Intersections up to Standard	Various	From Various to Various	Intersection		Bring 10 Intersections up to Standard		$ 1,000,000	Short-Range
ITS_001	Design and Construct Fiber Ring A	Various	From Various to Various	ITS		Design and Construct Fiber Ring A		$ 1,500,000	Short-Range
ITS_002	Design and Construct Fiber Ring B	Various	From Various to Various	ITS		Design and Construct Fiber Ring B		$ 1,500,000	Mid-Range

*Current TSPLOST and CIP projects are excluded from this table.

Short- and Mid-Range Project List

Project ID	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score	Cost	Programming Level
ITS_003	Install Hub at Morgan Falls Public Safety Complex	Roswell Road	From Roswell Road to Morgan Falls	ITS		Phase I of this project should provide a new field hub cabinet located west of the SR 9 (Roswell Rd.) and Morgan Falls intersection (NE quadrant) within the GDOT ROW. Phase II will remove the existing fiber connection from the Morgan Falls Building. Additionally, this project will provide a new field hub cabinet located west of the SR 9/Roswell Road and Abernathy Road intersection (NW quadrant) within the GDOT ROW.		$ 690,000	Short-Range
ITS_004	Fiber Connection to Fire Station 1	Spalding Drive	From Spalding Drive to Roberts Drive	ITS		This project will provide fiber connection to Fire Station 1 at Spalding Drive and Roberts Drive.		$ 650,000	Short-Range
Road_013	Fulton County Annex Midblock Crossing	Roswell Road	From Roswell Road to Morgan Falls Trail Loop	Safety		This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road near the Fulton County Government Center with crosswalks and median refuge island.	69.7	$ 500,000	Short-Range
Road_014	Roswell Road between Prado Place and Northwood Drive Midblock Crossing	Roswell Road	From Prado Place to Northwood Drive	Safety		This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road between Prado Place and Northwood Drive with crosswalks and median refuge island.	90.0	$ 500,000	Short-Range
Road_015	Roswell Road between Cimarron Parkway and Trowbridge Road Midblock Crossing	Roswell Road	From Cimarron Parkway to Trowbridge Road	Safety		This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road between Cimarron Parkway and Trowbridge Road with crosswalks and median refuge island.	76.0	$ 500,000	Mid-Range
Road_016	Hammond Drive at Peachtree Dunwoody Road Safety Improvements	Hammond Drive	From Hammond Drive to Peachtree Dunwoody Road	Safety		This project proposes safety improvements which may include signal upgrades, signal timing modifications, and signage upgrades.	73.2	$ 150,000	Short-Range
Road_017	SR 9 (Roswell Road) at Lake Placid Drive Safety Improvements	SR 9 (Roswell Road)	From SR 9 (Roswell Road) to Lake Placid Drive	Safety		This project proposes safety improvements which may include signal upgrades, signal timing modifications, wider crosswalks, lighting, and access management.	73.0	$ 225,000	Short-Range

*Current TSPLOST and CIP projects are excluded from this table.

Short- and Mid-Range Project List

Project ID	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score	Cost	Programming Level
Road_018	SR 9 (Roswell Road) at I-285 Eastbound Safety Improvements	SR 9 (Roswell Road)	From SR 9 (Roswell Road) to I-285 Eastbound	Safety		This project proposes safety improvements which may include signal upgrades, signal timing modification, signage upgrades, and lighting.	73.5	$ 500,000	Short-Range
Road_019	SR 9 (Roswell Road) at I-285 Westbound Safety Improvements	SR 9 (Roswell Road)	From SR 9 (Roswell Road) to I-285 Westbound	Safety		This project proposes safety improvements which may include signal upgrades, signal timing modifications, and lighting.	70.0	$ 300,000	Short-Range
Road_020	Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement	Hollis Cobb Circle	From Hollis Cobb Circle to Peachtree Dunwoody Road	Safety		This project proposes safety improvements which may include adding an exclusive traffic signal phase for pedestrian crossings; signal upgrades, signage upgrades; and installing street furniture at the northwest corner of the intersection.	72.0	$ 325,000	Short-Range
Road_021	Mount Vernon Highway at Peachtree Dunwoody Road Intersection Improvement	Mount Vernon Highway	From Mount Vernon Highway to Peachtree Dunwoody Road	Safety		This project proposes safety improvements which may include upgrades to signage and pavement markings.	71.0	$ 350,000	Mid-Range
Bike/Ped_001	Johnson Ferry Rd Side Path, from Glenridge Dr to Peachtree Dunwoody Rd	Johnson Ferry Road	From Glenridge Drive to Peachtree Dunwoody Road	Side Path	0.6402	This project proposes a multi-use side path along Johnson Ferry Rd, from Glenridge Drive to Peachtree Dunwoody Road.	84.9	$ 6,000,000	Short-Range
Bike/Ped_002	Abernathy Side Path, from Roswell Road to Glenridge Drive	Abernathy Road	From SR 9/Roswell Road to Glenridge Drive	Side Path	0.6823	This project proposes a side path along Abernathy Road, from Roswell Road to Glenridge Drive.	83.1	$ 6,100,000	Mid-Range
Bike/Ped_004	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	Roberts Drive	From Roswell Road to Dunwoody Place	Side Path	2.2247	This project will provide separated bicycle and pedestrian infrastructure on Roberts Drive from Roswell Road/SR 9 bicycle/pedestrian bridge to Dunwoody Place.	90.7	$ 14,500,000	Mid-Range
Bike/Ped_005	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	Glenridge Connector	From Hammond Drive to Existing Side Path (south of Wellington Trace)	Side Path	0.4032	This project proposes a multi-use side path along Glenridge Drive, from Hammond Drive to existing side path, just south of Wellington Trace.	81.6	$ 2,500,000	Short-Range
Bike/Ped_006	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	Powers Ferry Road	From City Limits to Dupree Drive	Side Path	1.3554	This project proposes a multi-use side path along Powers Ferry Road from the Chattahoochee River to Dupree Drive.	80.6	$ 10,000,000	Mid-Range

*Current TSPLOST and CIP projects are excluded from this table.

Short- and Mid-Range Project List

Project ID	Project Name	Road Name	Extents	Project Type	Length (Mi)	Project Description	Score	Cost	Programming Level
Bike/Ped_008	I-285 Multi-use Trail Study	I-285	From Cobb County Line to DeKalb County Line	Trail	11.7676	Proposed conceptual study for comprehensive bicycle and pedestrian improvements which may include a multi-use trail along I-285 from the Cobb County Line to the DeKalb County Line.		$ 250,000	Short-Range
Bike/Ped_010	GA 400 Multi-use Trail North Study	GA 400	From Spalding Drive to Chattahoochee River	Trail	2.8821	Proposed feasibility study of the GA 400 Multi-use Trail from Spalding Drive to the Chattahoochee River.		$ 250,000	Short-Range
Transit_001	Traveler Information Kiosks/Transit Curbside Management (partnership with MARTA)	Various	From Various to Various	Transit		This project proposes adding traveler information kiosks / transit curbside management at MARTA rail stations.		$ 300,000	Short-Range and Mid-Range
Transit_002	Transit Signal Priority Technical Upgrades along MARTA Routes	Hammond Drive	From Roswell Road to Dunwoody Station	Transit	1.8000	This project proposes modifications to signal timing to implement transit signal priority on signals along transit corridors.		$ 250,000	Short-Range
Transit_003	Transit Signal Priority Supportive Improvements along Hammond Drive	Hammond Drive	From Roswell Road to City Limits	Transit	1.8	This project proposes a study of transit supportive improvements along Hammond Drive, which may include bus stop modifications, queue jumper lanes, and pedestrian signal upgrades.		$ 2,700,000	Mid-Range
Transit_004	I-285 BRT Feasibility Study	I-285	From City Limits to City Limits	Transit	11.7676	Proposed feasibility study for Bus Rapid Transit along I-285. Includes conceptual station planning and design, service plan, implementation plan.		$ 50,000	Short-Range
Transit_005	I-285 at Roswell Road Station Area Study	I-285	From I-285 to Roswell Road	Transit		Proposed station area study to assess connectivity and land use improvements for the planned I-285 BRT station at Roswell Road.		$ 100,000	Short-Range

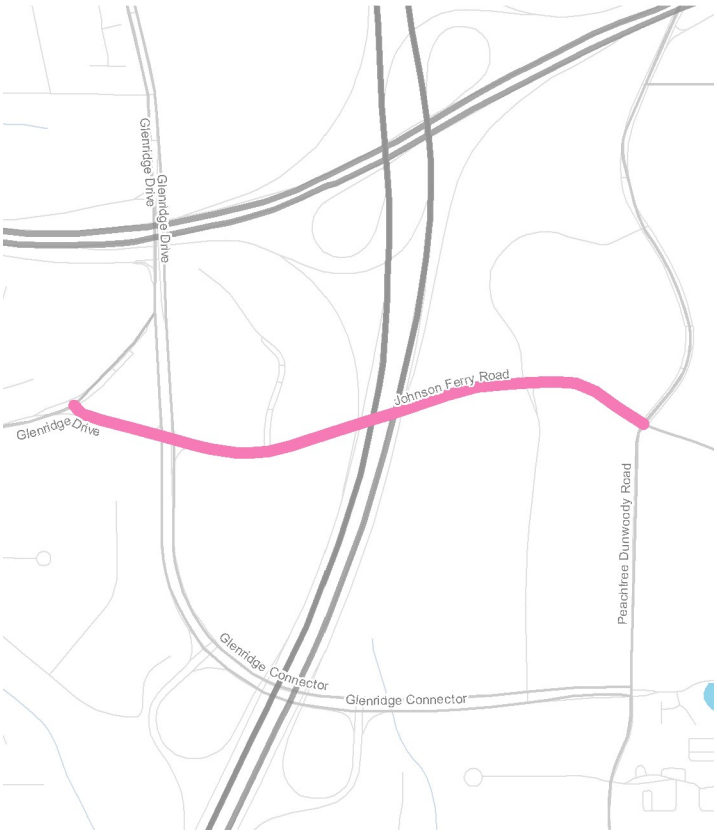
*Current TSPLOST and CIP projects are excluded from this table.

G – Project Fact Sheets

Johnson Ferry Road Side Path, from Glenridge Drive to Peachtree Dunwoody Road

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_001



Project At A Glance

Project Extents	Johnson Ferry Road from Glenridge Drive to Peachtree Dunwoody Road
Project Type	Bicycle
Project Description	This project proposes a multi-use side path along Johnson Ferry Rd, from Glenridge Drive to Peachtree Dunwoody Road.
Programming Tier	Short-Range
Project Cost	$6,000,000

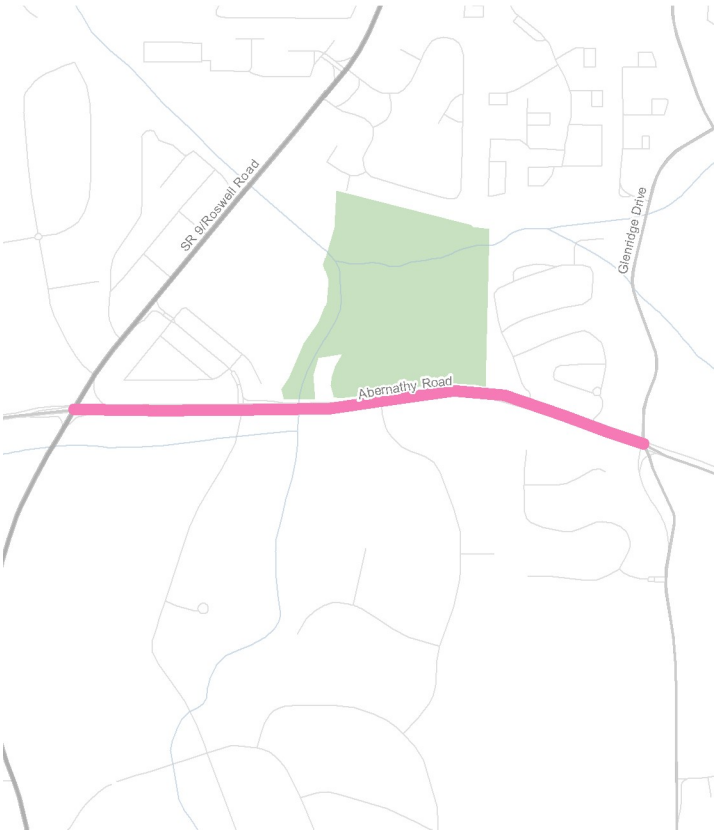
Additional Project Information

Need/Purpose	The purpose of this project is to create a safer and more comfortable walking and biking environment along Johnson Ferry Road.
Benefit/Value	Fills gap in multimodal network | Improved multimodal connectivity between area residences, businesses, and future extension of PATH 400 trail | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation

Abernathy Side Path, from Roswell Road to Glenridge Drive

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_002



Project At A Glance

Project Extents	Abernathy Road from Roswell Road to Glenridge Drive
Project Type	Bicycle
Project Description	This project proposes a side path along Abernathy Road, from Roswell Road to Glenridge Drive.
Programming Tier	Mid-Range
Project Cost	$6,100,000

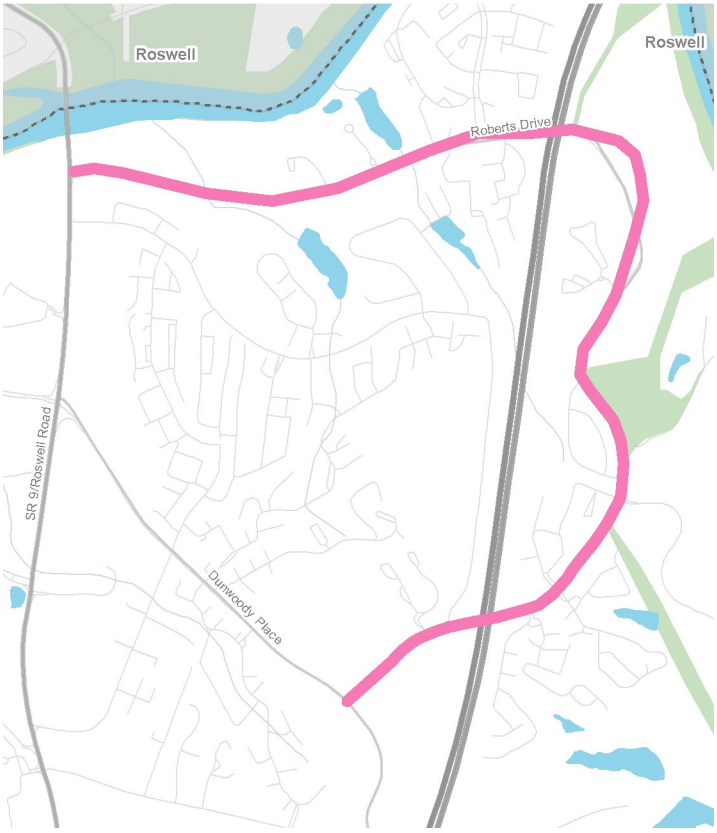
Additional Project Information

Need/Purpose	The purpose of this project is to create a safer and more comfortable walking and biking environment along Abernathy Road.
Benefit/Value	Fills gap in multimodal network | Improved multimodal connectivity between area residences, businesses, Abernathy Greenway, and Sandy Springs Tennis Center | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation

Roberts Drive Side Path, from Roswell Road to Dunwoody Place

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_004



Project At A Glance

Project Extents	Roberts Drive from Roswell Road to Dunwoody Place
Project Type	Bicycle
Project Description	This project proposes a multi-use side path along Roberts Drive from Roswell Road/SR 9 to Dunwoody Place.
Programming Tier	Short-Range and Mid-Range
Project Cost	$14,500,000

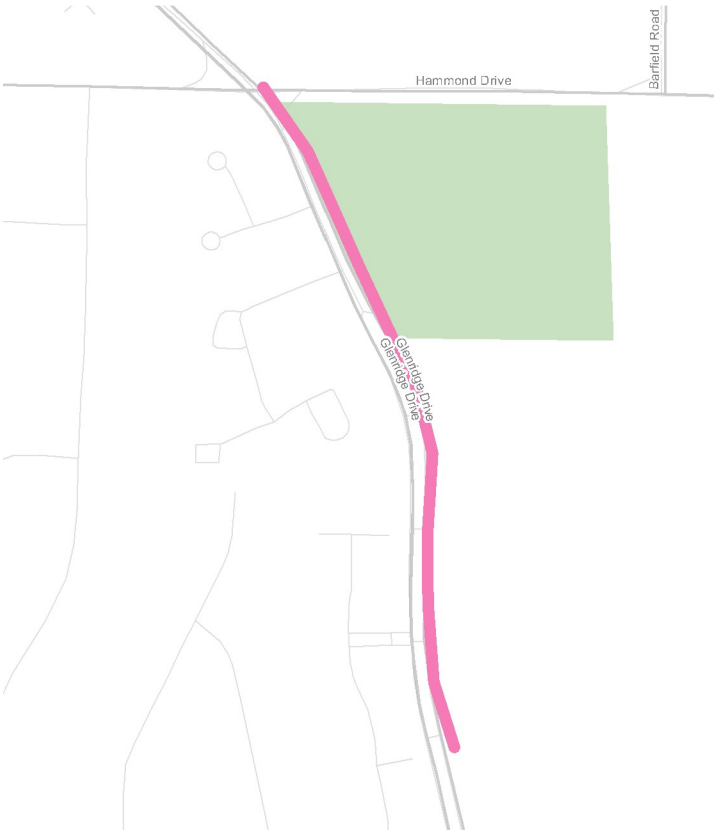
Additional Project Information

Need/Purpose	The purpose of this project is to create a safer and more comfortable walking and biking environment along Roberts Drive.
Benefit/Value	Fills gap in multimodal network | Improved multimodal connectivity between area residences, businesses, and parks and trails adjacent to Chattahoochee River | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation | NPS Coordination

Glenridge Drive Side Path, from Hammond Drive to south of Wellington Trace

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_005



Project At A Glance

Project Extents	Glenridge Drive from Hammond Drive to Wellington Trace
Project Type	Bicycle
Project Description	This project proposes a multi-use side path along Glenridge Drive, from Hammond Drive to existing side path, just south of Wellington Trace.
Programming Tier	Short-Range
Project Cost	$2,500,000

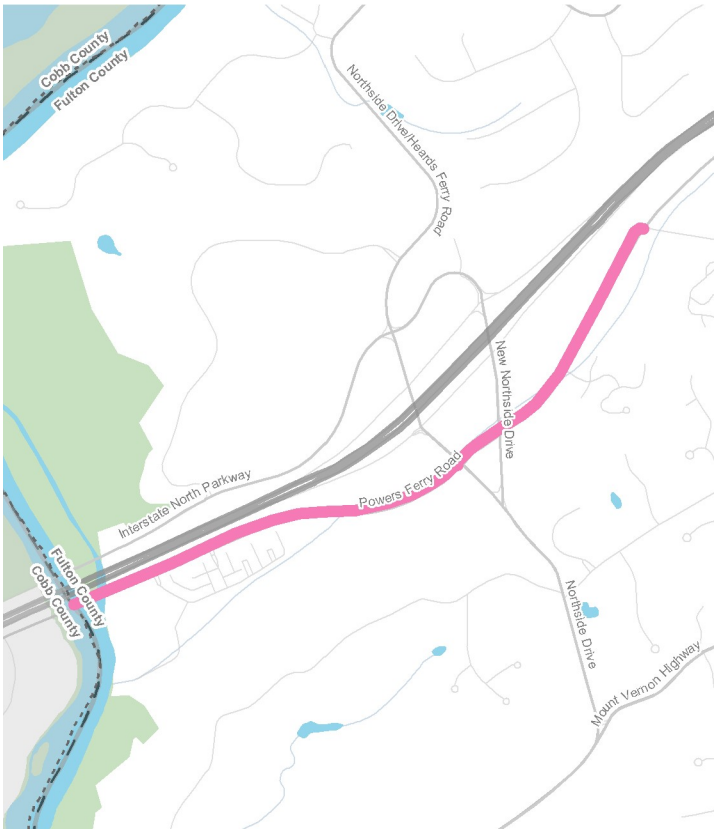
Additional Project Information

Need/Purpose	The purpose of this project is to create a safer and more comfortable walking and biking environment along Glenridge Drive.
Benefit/Value	Fills gap in multimodal network | Improved multimodal connectivity between area residences, businesses, and Hammond Park | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation

Powers Ferry Drive Side Path, from City Limits to Dupree Drive

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_006



Project At A Glance

Project Extents	Powers Ferry Road from City Limits to Dupree Drive
Project Type	Bicycle
Project Description	This project proposes a multi-use side path along Powers Ferry Road from the Chattahoochee River to Dupree Drive.
Programming Tier	Mid-Range
Project Cost	$10,000,000

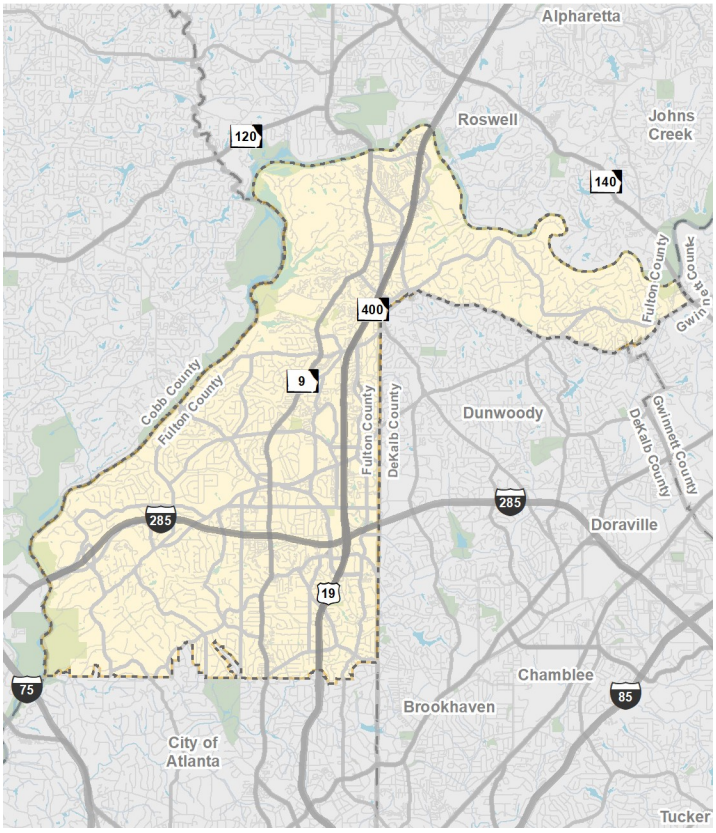
Additional Project Information

Need/Purpose	The purpose of this project is to create a safer and more comfortable walking and biking environment along Powers Ferry Road.
Benefit/Value	Fills gap in multimodal network | Improved multimodal connectivity between area residences, businesses, Heards Ferry Elementary School, Powers Ferry commercial area, and parks and trails adjacent to Chattahoochee River | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with Cobb County | Environmental considerations (crossing Chattahoochee River)

Sidewalk Program

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_007



Project At A Glance

Project Extents	Citywide
Project Type	Pedestrian
Project Description	This project funds installing new or maintaining existing sidewalk facilities throughout the City to improve pedestrian access and connectivity.
Programming Tier	Short-Range and Mid-Range
Project Cost	$24,000,000

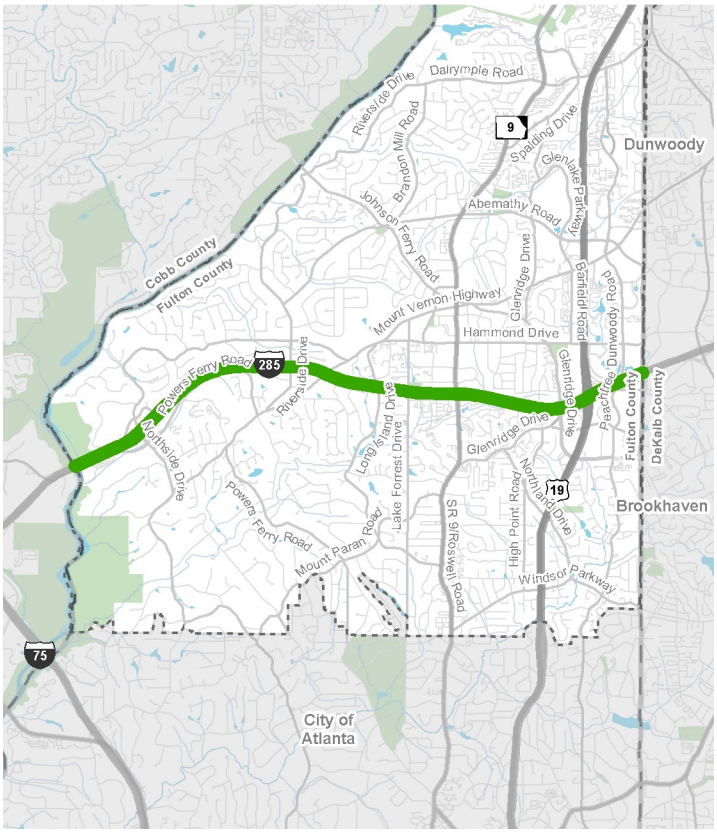
Additional Project Information

Need/Purpose	The purpose of this project is to improve the coverage and condition of sidewalks in Sandy Springs.
Benefit/Value	Improved multimodal connectivity and safety | Reduced risk of potential conflicts between vehicles and pedestrians
Implementation Factors	Potentially limited ROW availability and utility relocation (dependent upon location) | May be eligible for GDOT funding

I-285 Multi-use Trail Study

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_008



Project At A Glance

Project Extents	I-285 from Cobb County Line to DeKalb County Line
Project Type	Trail
Project Description	Proposed conceptual study for comprehensive bicycle and pedestrian improvements which may include a multi-use trail along I-285 from the Cobb County Line to the DeKalb County Line.
Programming Tier	Short-Range
Project Cost	$250,000

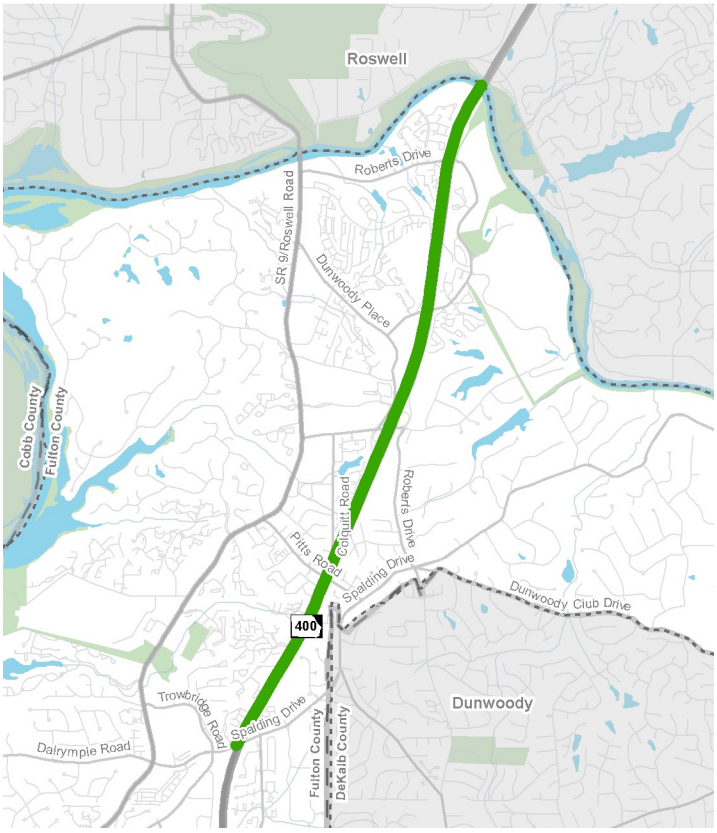
Additional Project Information

Need/Purpose	The purpose of this project is to expand the trail network within Sandy Springs and create new connections to the regional trail network.
Benefit/Value	Expansion of local and regional trail network | Improved multimodal connectivity between Chattahoochee River, national park network, and area residences and businesses | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT, Cobb County, DeKalb County, City of Dunwoody & Perimeter CIDs | Environmental considerations (crossing wetlands and Chattahoochee River)

GA 400 Multi-Use Trail North Study

SANDY SPRINGS
Transportation Master Plan

Project ID: Bike/Ped_010



Project At A Glance

Project Extents	GA 400 from Spalding Drive to Chattahoochee River
Project Type	Trail
Project Description	Proposed feasibility study of the GA 400 Multi-use Trail from Spalding Dr to the Chattahoochee River.
Programming Tier	Short-Range
Project Cost	$250,000

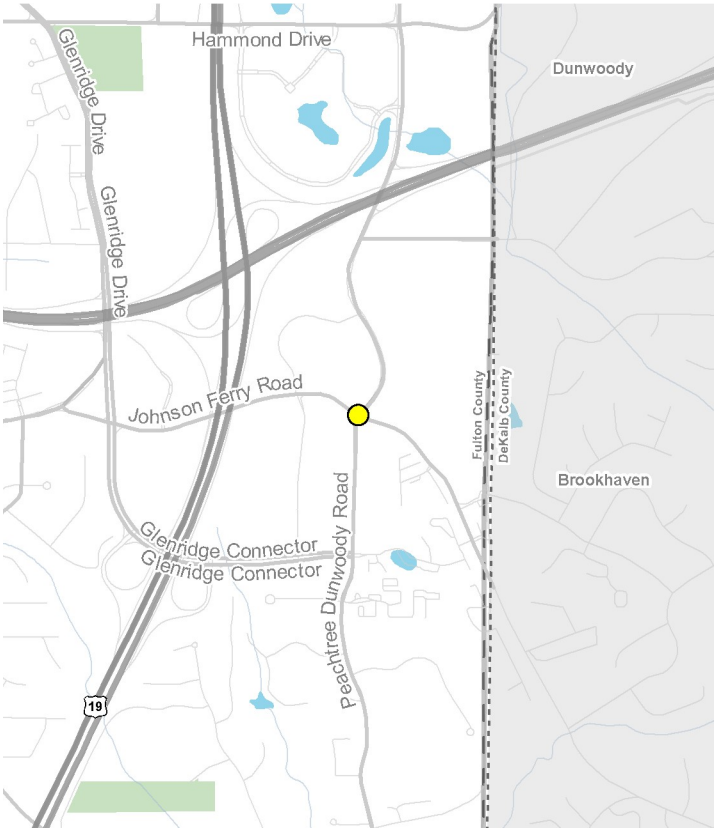
Additional Project Information

Need/Purpose	The purpose of this project is to expand the trail network within Sandy Springs and create new connections to the regional trail network.
Benefit/Value	Expansion of local and regional trail network | Improved multimodal connectivity between Chattahoochee River, national park network, and area residences and businesses | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT and City of Roswell | Environmental considerations (crossing wetlands and Chattahoochee River) | Eligible for Federal Funding through ARC

Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_001



Project At A Glance

Project Extents	Johnson Ferry Road at Peachtree Dunwoody Road
Project Type	Intersection
Project Description	This project proposes safety and operational improvements which may include reconstruction of the horizontal and vertical geometry, addition of one through lane eastbound, a second southbound left-turn lane, and a dedicated right-turn lane westbound.
Programming Tier	Short-Range and Mid-Range
Project Cost	$17,000,000

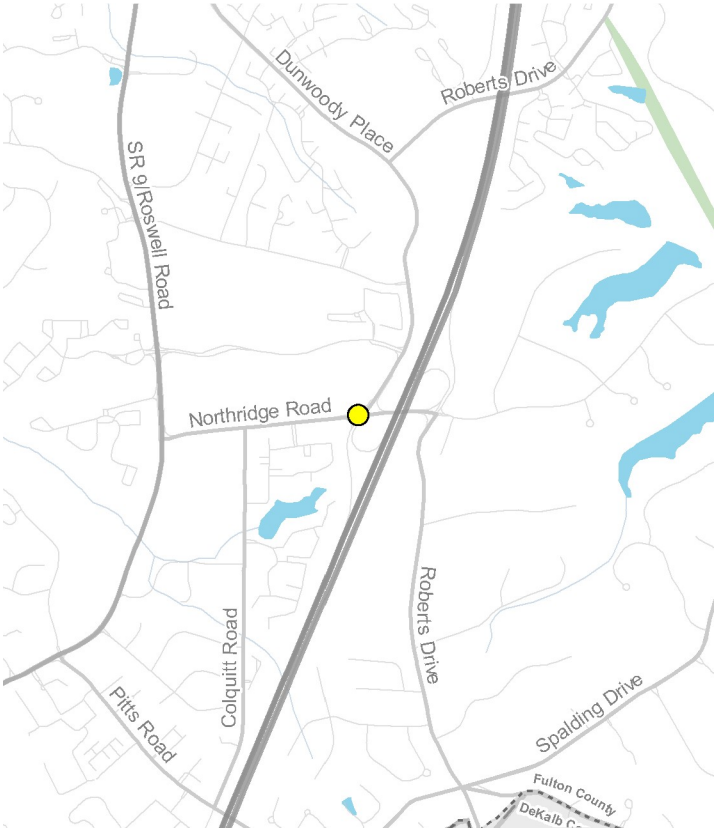
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Reduction in travel delay | Potential reduction in crashes
Implementation Factors	Limited ROW availability | Utility relocation

Northridge Road at SR 400 SB Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_002



Project At A Glance

Project Extents	Northridge Road at SR 400 SB
Project Type	Intersection
Project Description	This project proposes safety and operational improvements which may include adding a southbound left-turn lane with raised median island; adding median along westbound right-turn lane; signal modifications; signage, and pavement marking upgrades.
Programming Tier	Mid-Range
Project Cost	$1,000,000

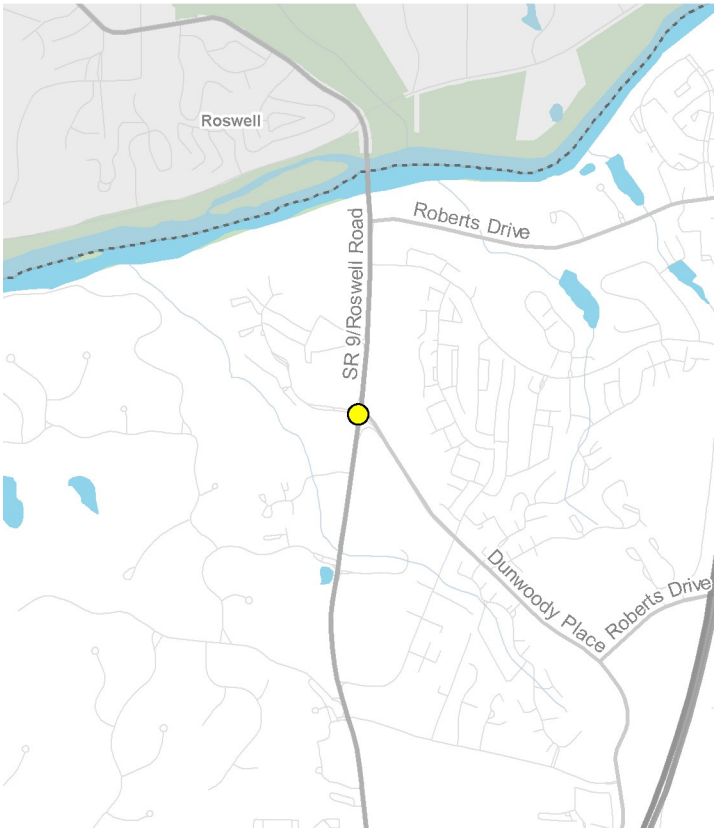
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Reduction in congestion and travel delay | Potential reduction in crashes
Implementation Factors	Limited ROW availability | Utility relocation

Dunwoody Place at Roswell Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_003



Project At A Glance

Project Extents	Dunwoody Place at Roswell Road
Project Type	Intersection
Project Description	This project proposes safety and operational improvements which may include removing one westbound left-turn lane on Dunwoody Place; timing modification; adding raised median on Dunwoody Place, adding pedestrian refuge island; and access management.
Programming Tier	Short-Range
Project Cost	$2,000,000

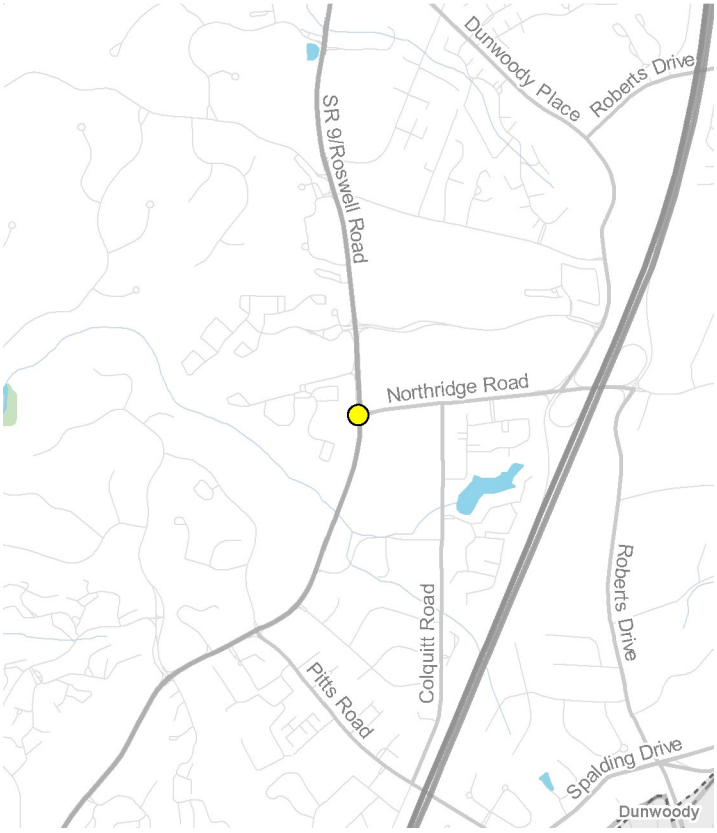
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Reduction in travel delay | Potential reduction in crashes
Implementation Factors	Limited ROW availability | Utility relocation | Eligible for GDOT Funding

Northridge Road at Roswell Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_004



Project At A Glance

Project Extents	Northridge Road at Roswell Road
Project Type	Intersection
Project Description	This project proposes safety and operational improvements which may include operational upgrades; intersection lighting; pavement markings, and access management.
Programming Tier	Short-Range
Project Cost	$2,200,000

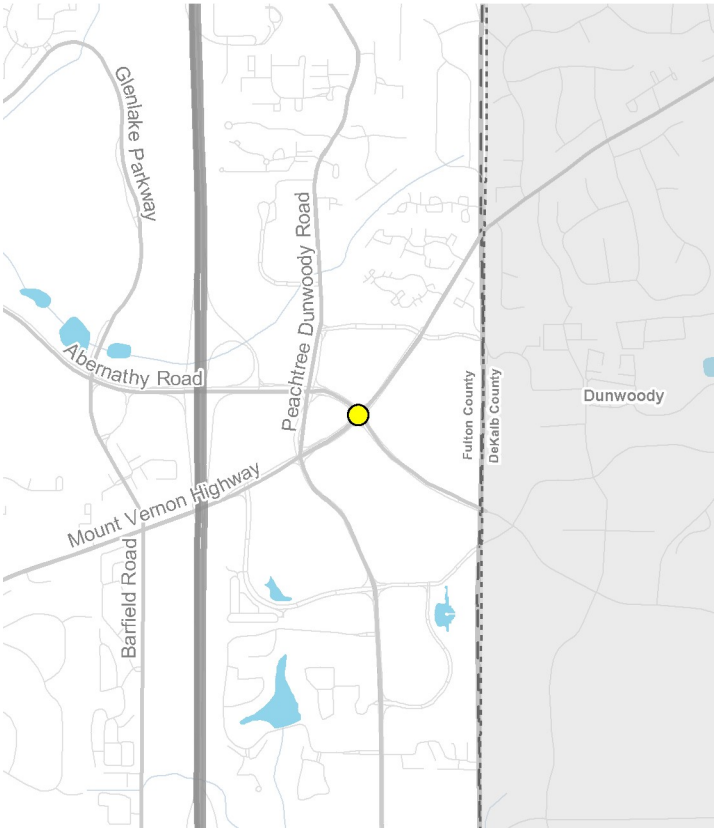
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Reduction in congestion and travel delay | Potential reduction in crashes
Implementation Factors	Limited ROW availability | Utility relocation | Eligible for GDOT Funding

Abernathy Road at Mount Vernon Highway Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_005



Project At A Glance

Project Extents	Abernathy Road at Mount Vernon Highway
Project Type	Intersection
Project Description	This project proposes operational improvements which may include signal timing modifications, signal upgrades, modification of the southwest and northeast concrete islands, signage upgrades, and pavement markings.
Programming Tier	Mid-Range
Project Cost	$1,000,000

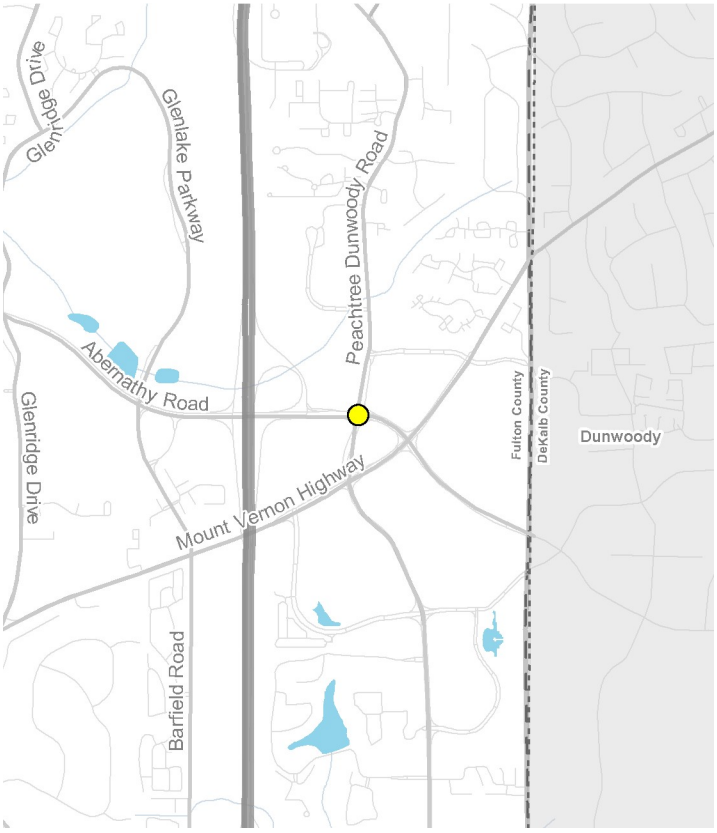
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Reduction in congestion and travel delay | Potential reduction in crashes
Implementation Factors	Limited ROW availability | Utility relocation

Abernathy Road at Peachtree Dunwoody Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_006



Project At A Glance

Project Extents	Abernathy Road at Peachtree Dunwoody Road
Project Type	Intersection
Project Description	This project proposes safety improvements which may include prohibition of westbound left turn from Abernathy to southbound Peachtree Dunwoody, modifying the southeast corner and concrete island, signal and signage upgrades, and pavement markings.
Programming Tier	Mid-Range
Project Cost	$1,000,000

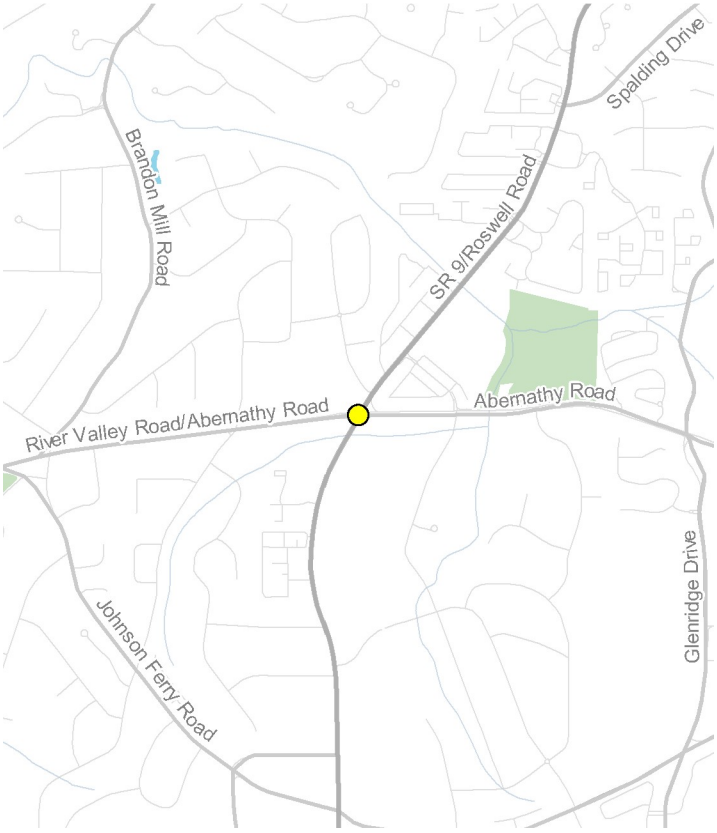
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Reduction in travel delay | Potential reduction in crashes
Implementation Factors	Limited ROW availability | Utility relocation

Roswell Road and Abernathy Road Short-Term Intersection Improvements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_007



Project At A Glance

Project Extents	Roswell Road at Abernathy Road
Project Type	Intersection
Project Description	This project proposes safety improvements which may include a signal for westbound to northbound right turns; modification of the east median; signage modifications, pavement markings, and access management treatments.
Programming Tier	Short-Range
Project Cost	$500,000

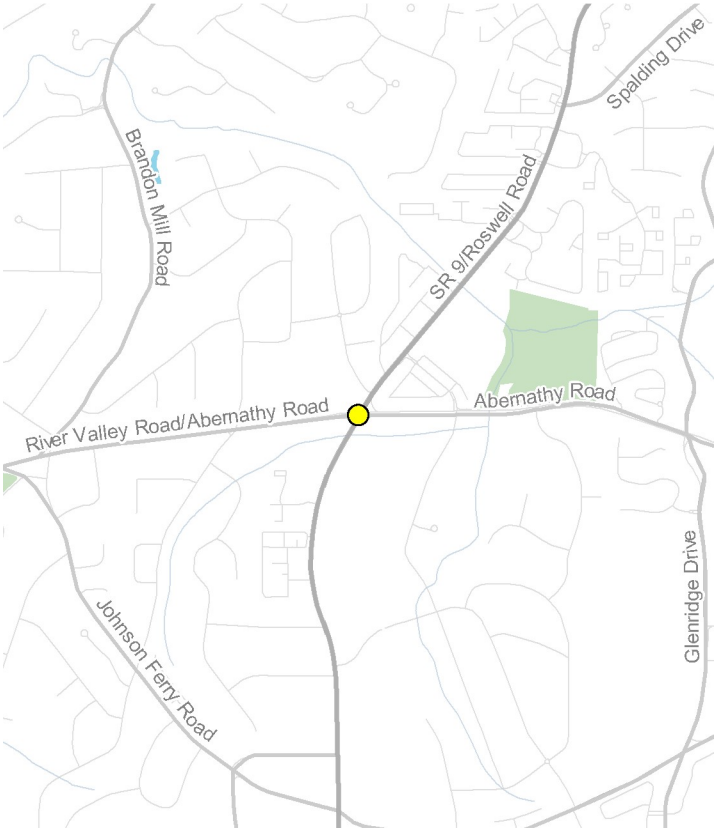
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes
Implementation Factors	Utility Relocation | Limited ROW Availability | Eligible for GDOT Funding

Roswell Road and Abernathy Road Intersection Long-Term Improvements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_008



Project At A Glance

Project Extents	Roswell Road at Abernathy Road
Project Type	Intersection
Project Description	This project proposes long-term safety and operational upgrades through innovative intersection treatments.
Programming Tier	Mid-Range
Project Cost	$12,000,000

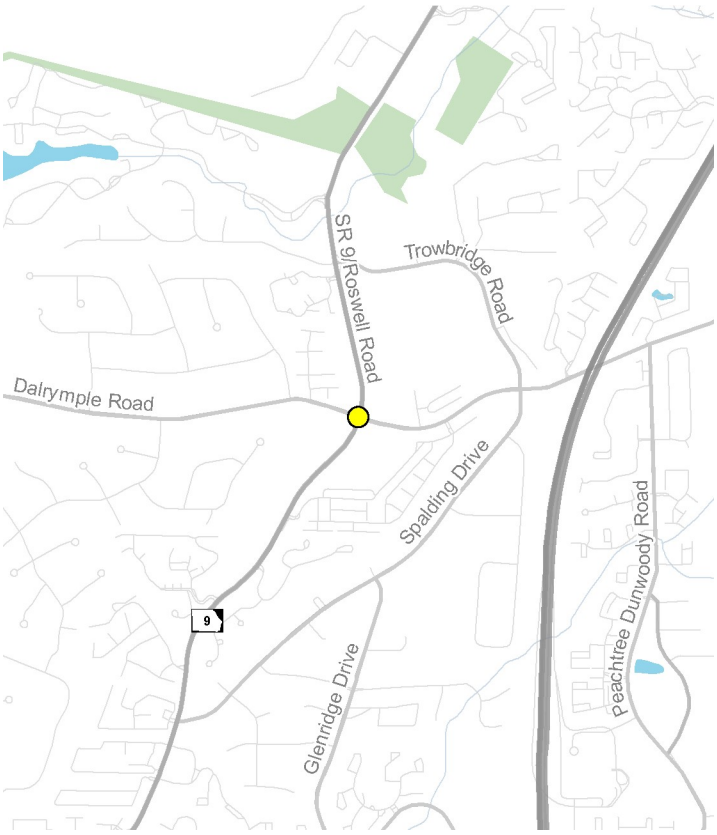
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes | Reduction in congestion and travel delay
Implementation Factors	Utility Relocation | Limited ROW Availability | Eligible for GDOT Funding

Roswell Road at Dalrymple Road Operational Improvements Phase 2

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_009



Project At A Glance

Project Extents	Roswell Road at Dalrymple Road
Project Type	Intersection
Project Description	This project proposes operational upgrades which may include addition of a dedicated northbound, eastbound, and westbound right turn lanes; additional eastbound and westbound left turn lanes; raised median; and streetscape enhancements.
Programming Tier	Mid-Range
Project Cost	$7,800,000

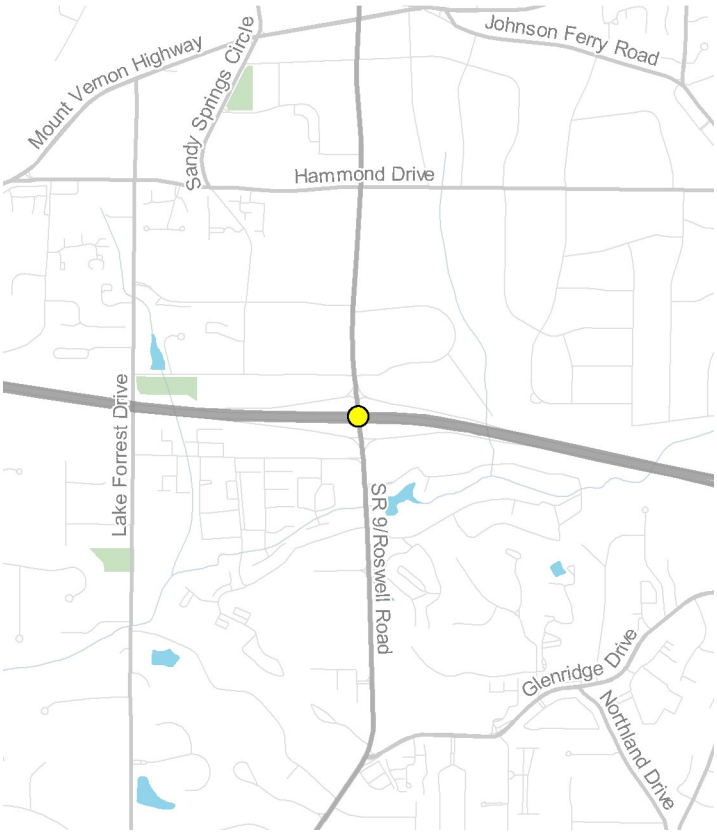
Additional Project Information

Need/Purpose	The purpose of this project is to improve safety and mobility for vehicles, pedestrians, and cyclists at the intersection.
Benefit/Value	Potential reduction in crashes | Improved multimodal connectivity between area residences and businesses | Reduction in travel delay
Implementation Factors	Utility Relocation | Limited ROW Availability | Eligible for GDOT Funding

I-285/Roswell Road Innovative Interchange Study

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_010



Project At A Glance

Project Extents	I-285 at Roswell Road
Project Type	Intersection
Project Description	Proposed innovative interchange study of the Roswell Road at I-285 eastbound ramps and I-285 westbound ramps to identify long term improvement.
Programming Tier	Short-Range
Project Cost	$150,000

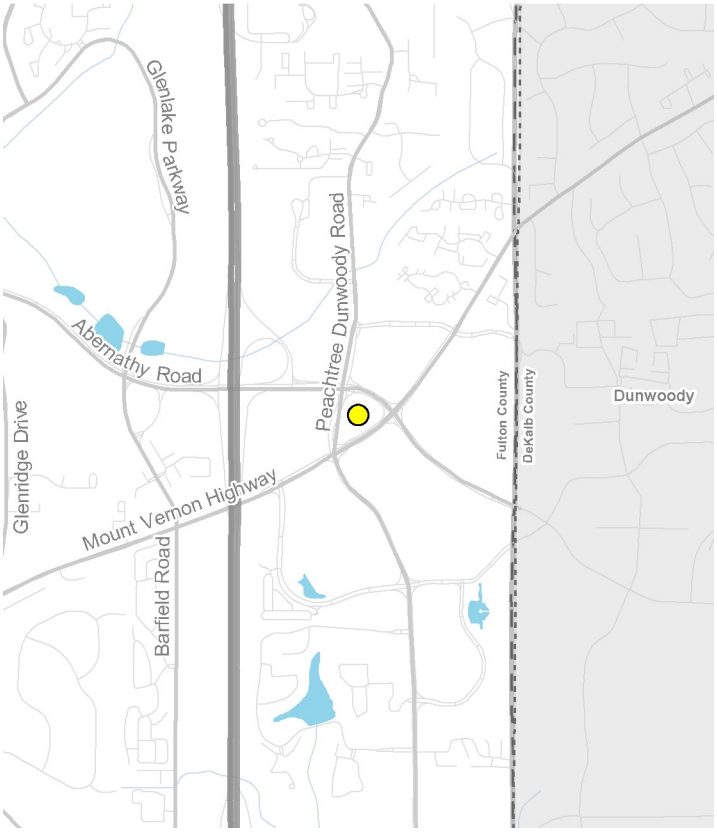
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in congestion, travel delay, and crashes
Implementation Factors	Utility Relocation | Limited ROW Availability | Eligible for GDOT Funding and Federal Funding through ARC

Abernathy/Mount Vernon Highway/Peachtree Dunwoody Road Intersections Study

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_011



Project At A Glance

Project Extents	Abernathy Road at Mt. Vernon Highway at Peachtree Dunwoody Road
Project Type	Intersection
Project Description	Proposed safety and operations study of Abernathy Road/Peachtree Dunwoody Road, Mount Vernon Highway/Peachtree Dunwoody Road, and Mount Vernon Highway/Perimeter Center West.
Programming Tier	Short-Range
Project Cost	$150,000

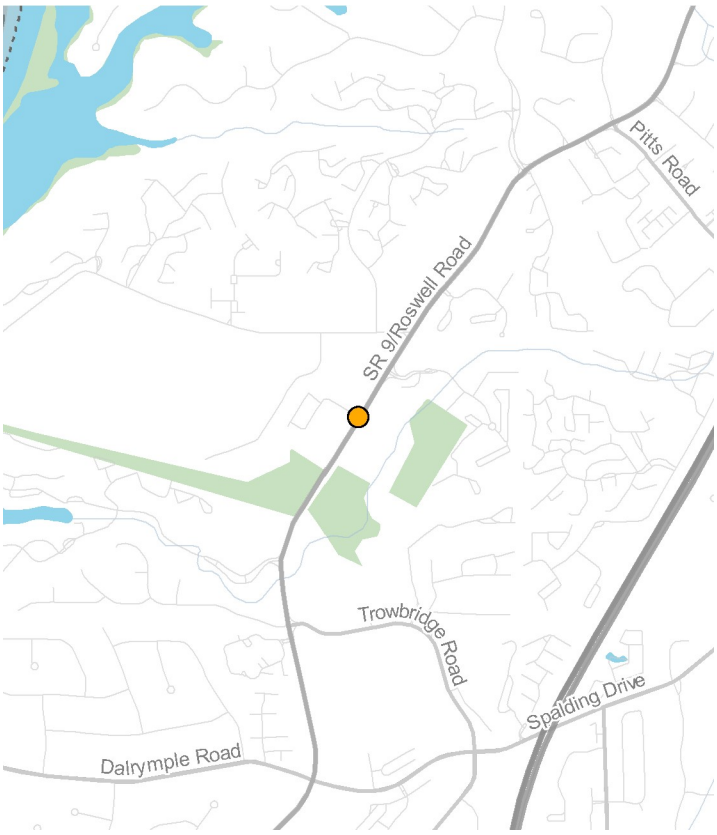
Additional Project Information

Need/Purpose	The purpose of this project is to improve mobility and address safety deficiencies at these intersections.
Benefit/Value	Potential reduction in congestion, travel delay, and crashes
Implementation Factors	Utility Relocation | Limited ROW Availability

Fulton County Annex Midblock Crossing

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_013



Project At A Glance

Project Extents	Roswell Road at Fulton County Annex
Project Type	Safety
Project Description	This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road near the Fulton County Government Center with crosswalks and median refuge island.
Programming Tier	Short-Range
Project Cost	$500,000

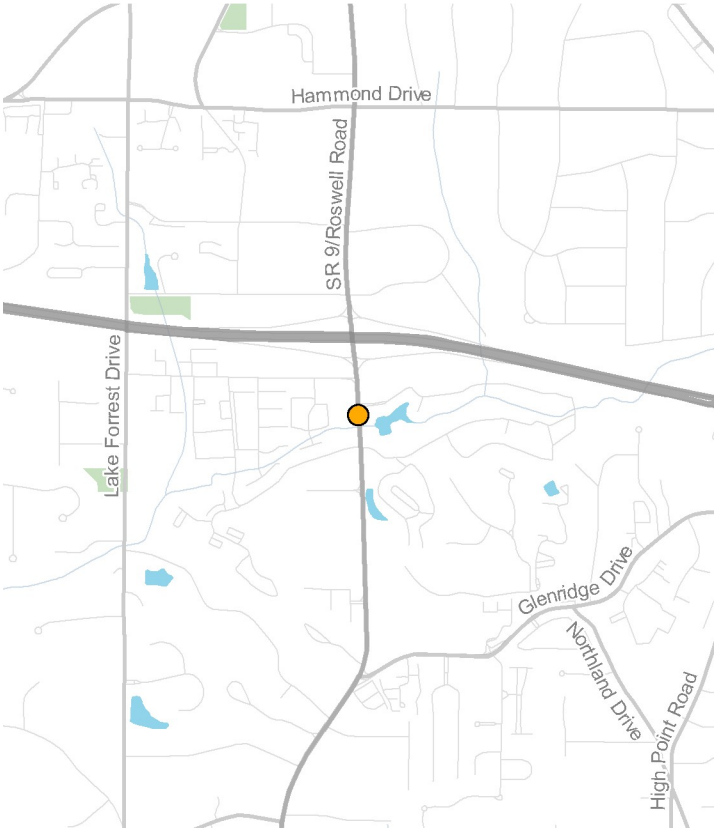
Additional Project Information

Need/Purpose	The purpose of this project is to provide a safer mid-block crossing for pedestrians.
Benefit/Value	Reduced risk of potential conflicts between vehicles and pedestrians crossing Roswell Road | Improved multimodal connectivity to North Fulton Service Center, Big Trees Forest Preserve, bus stops, and area businesses and residences
Implementation Factors	Eligible for GDOT Funding

Roswell Road between Prado Place and Northwood Drive Midblock Crossing

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_014



Project At A Glance

Project Extents	Roswell Road from Prado Place to Northwood Drive
Project Type	Safety
Project Description	This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road between Prado Place and Northwood Drive with crosswalks and median refuge island.
Programming Tier	Short-Range
Project Cost	$500,000

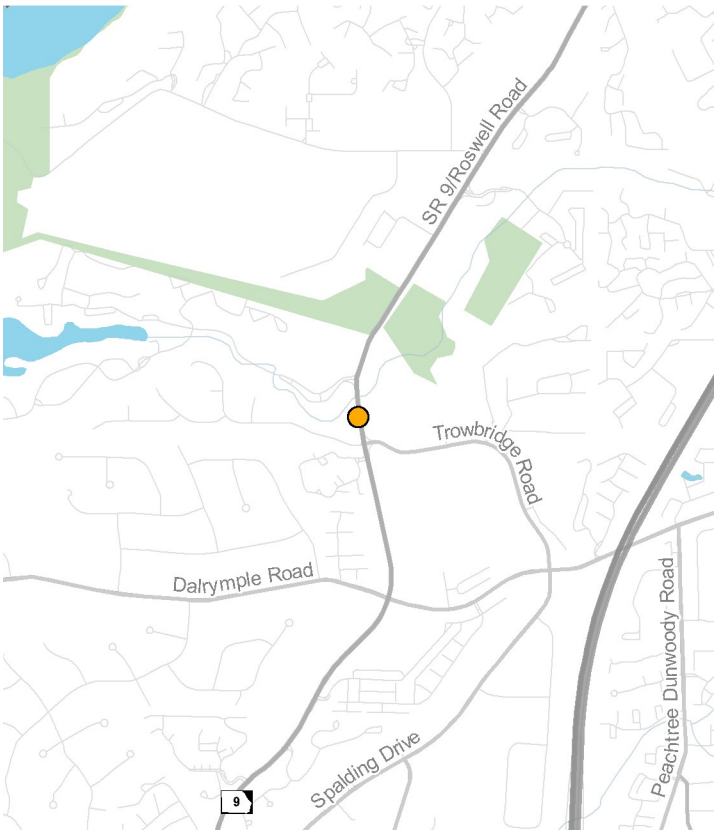
Additional Project Information

Need/Purpose	The purpose of this project is to provide a safer mid-block crossing for pedestrians.
Benefit/Value	Reduced risk of potential conflicts and collisions between vehicles and pedestrians crossing the Road | Improved multimodal connectivity to area businesses, bus stops, and residences
Implementation Factors	Eligible for GDOT Funding

Roswell Road between Cimarron Parkway and Trowbridge Road Midblock Crossing

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_015



Project At A Glance

Project Extents	Roswell Road from Cimarron Parkway to Trowbridge Road
Project Type	Safety
Project Description	This project proposes a signalized pedestrian midblock crossing (HAWK beacon) across Roswell Road between Cimarron Parkway and Trowbridge Road with crosswalks and median refuge island.
Programming Tier	Mid-Range
Project Cost	$500,000

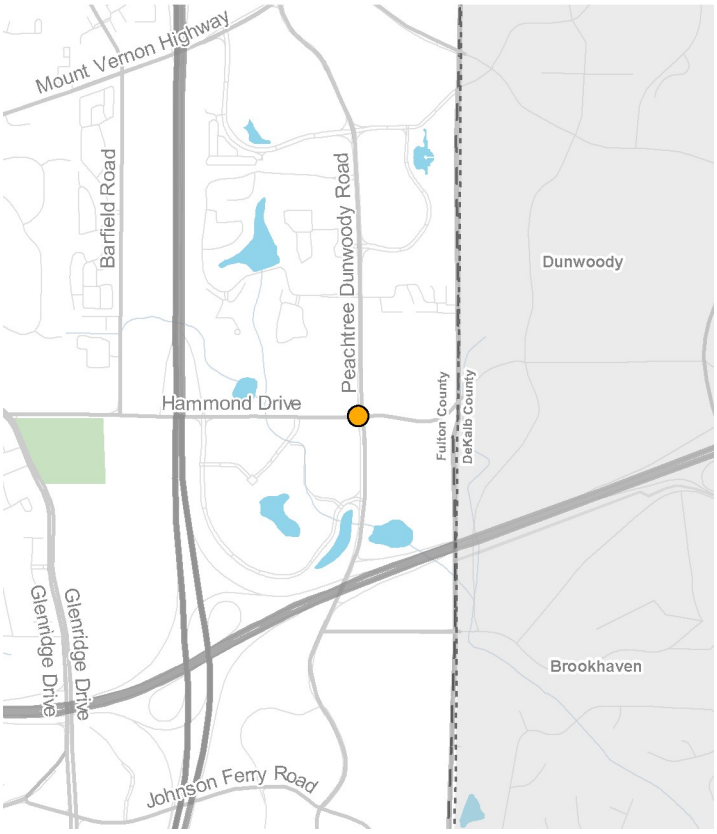
Additional Project Information

Need/Purpose	The purpose of this project is to provide a safer mid-block crossing for pedestrians.
Benefit/Value	Reduced risk of potential conflicts and collisions between vehicles and pedestrians crossing the Road | Improved multimodal connectivity to North Fulton Service Center, Big Trees Forest Preserve, bus stops, and area businesses and residences
Implementation Factors	Eligible for GDOT Funding

Hammond Drive at Peachtree Dunwoody Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_016



Project At A Glance

Project Extents	Hammond Drive at Peachtree Dunwoody Road
Project Type	Safety
Project Description	This project proposes safety improvements which may include signal upgrades, signal timing modifications, and signage upgrades.
Programming Tier	Short-Range
Project Cost	$150,000

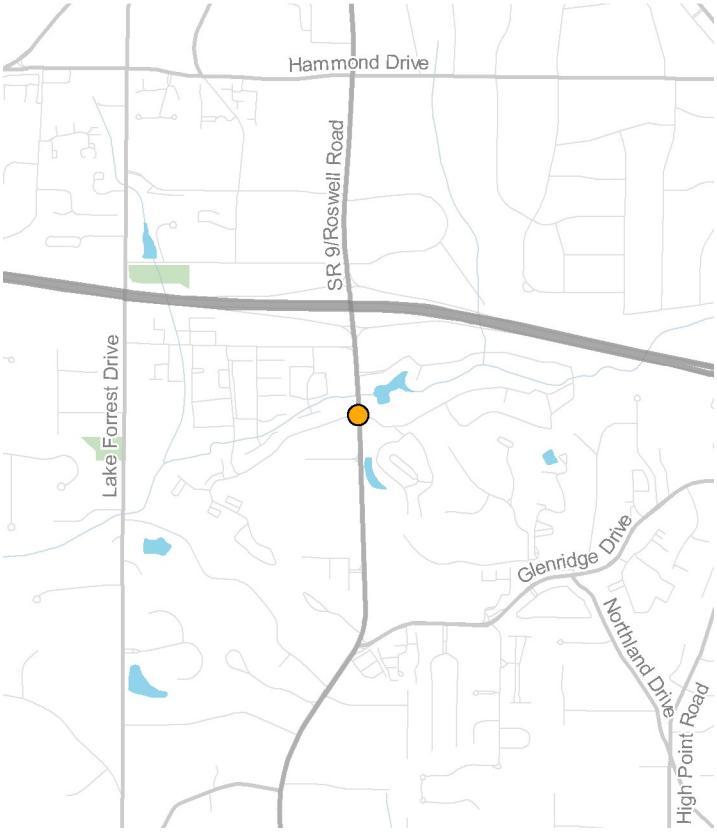
Additional Project Information

Need/Purpose	The purpose of this project is to address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes
Implementation Factors	Eligible for GDOT Funding (Off-System)

SR 9 (Roswell Road) at Lake Placid Drive Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_017



Project At A Glance

Project Extents	SR 9 (Roswell Road) at Lake Placid Drive
Project Type	Safety
Project Description	This project proposes safety improvements which may include signal upgrades, signal timing modifications, wider crosswalks, lighting, and access management.
Programming Tier	Short-Range
Project Cost	$225,000

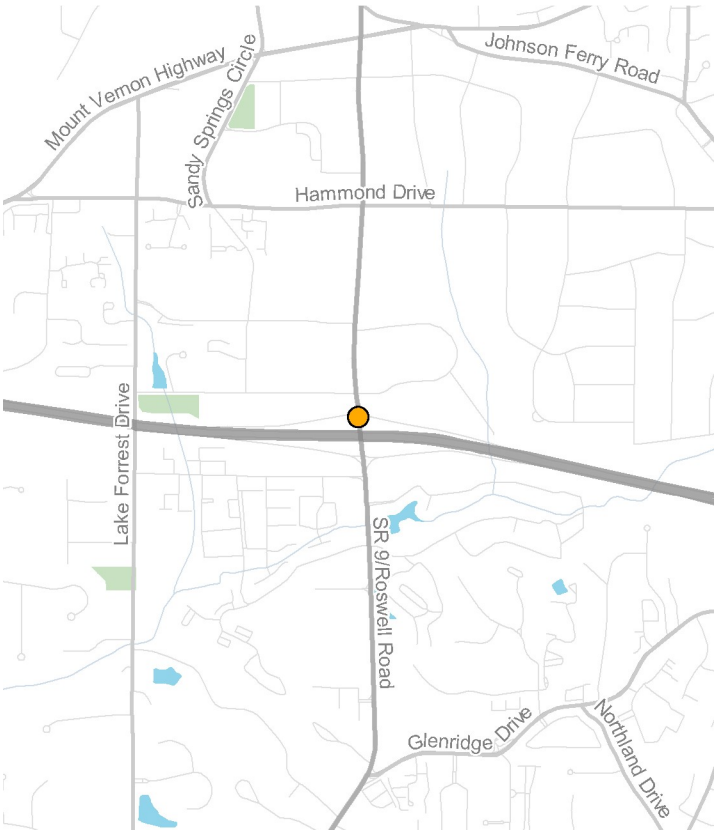
Additional Project Information

Need/Purpose	The purpose of this project is to address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes
Implementation Factors	Eligible for GDOT Funding

SR 9 (Roswell Road) at I-285 Eastbound Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_018



Project At A Glance

Project Extents	SR 9 (Roswell Road) at I-285 Eastbound
Project Type	Safety
Project Description	This project proposes safety improvements which may include signal upgrades, signal timing modification, signage upgrades, and lighting.
Programming Tier	Short-Range
Project Cost	$500,000

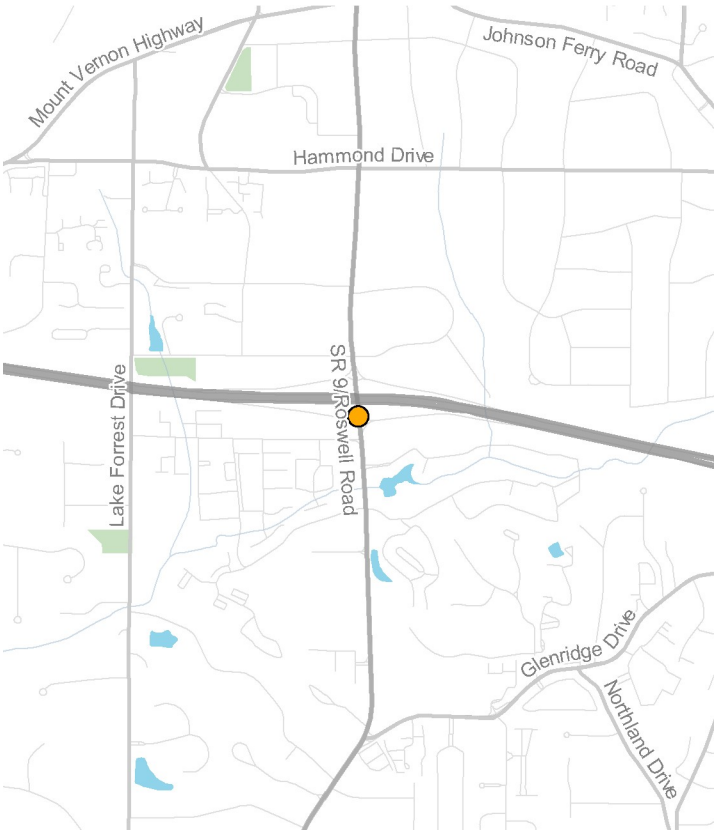
Additional Project Information

Need/Purpose	The purpose of this project is to address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes
Implementation Factors	Eligible for GDOT Funding

SR 9 (Roswell Road) at I-285 Westbound Safety Improvements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_019



Project At A Glance

Project Extents	SR 9 (Roswell Road) at I-285 Westbound
Project Type	Safety
Project Description	This project proposes safety improvements which may include signal upgrades, signal timing modifications, and lighting.
Programming Tier	Short-Range
Project Cost	$300,000

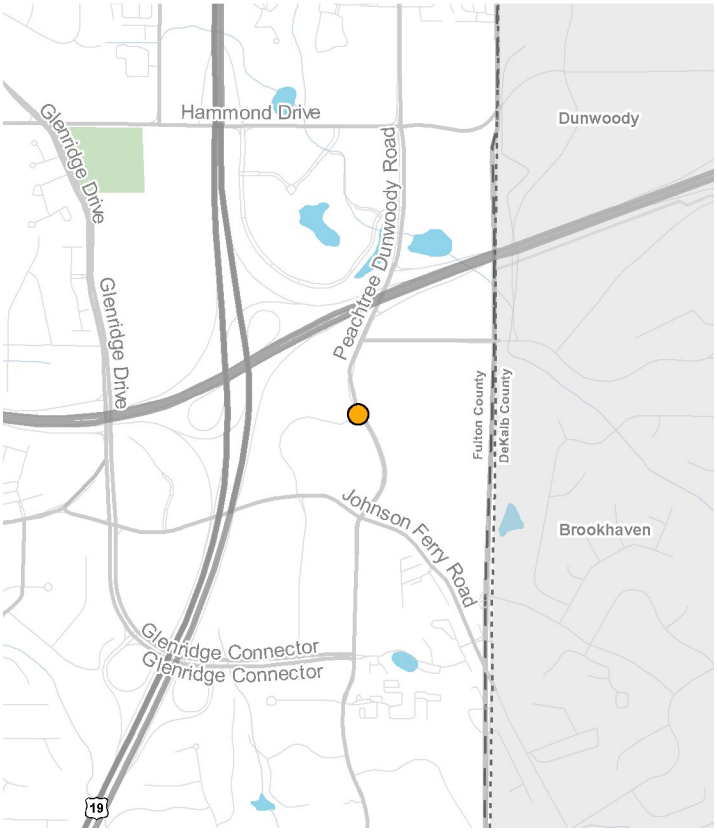
Additional Project Information

Need/Purpose	The purpose of this project is to address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes
Implementation Factors	Eligible for GDOT Funding

Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_020



Project At A Glance

Project Extents	Hollis Cobb Circle at Peachtree Dunwoody Road
Project Type	Safety
Project Description	This project proposes safety improvements which may include adding an exclusive traffic signal phase for pedestrian crossings; signal upgrades, signage upgrades; and installing street furniture at the northwest corner of the intersection.
Programming Tier	Short-Range
Project Cost	$325,000

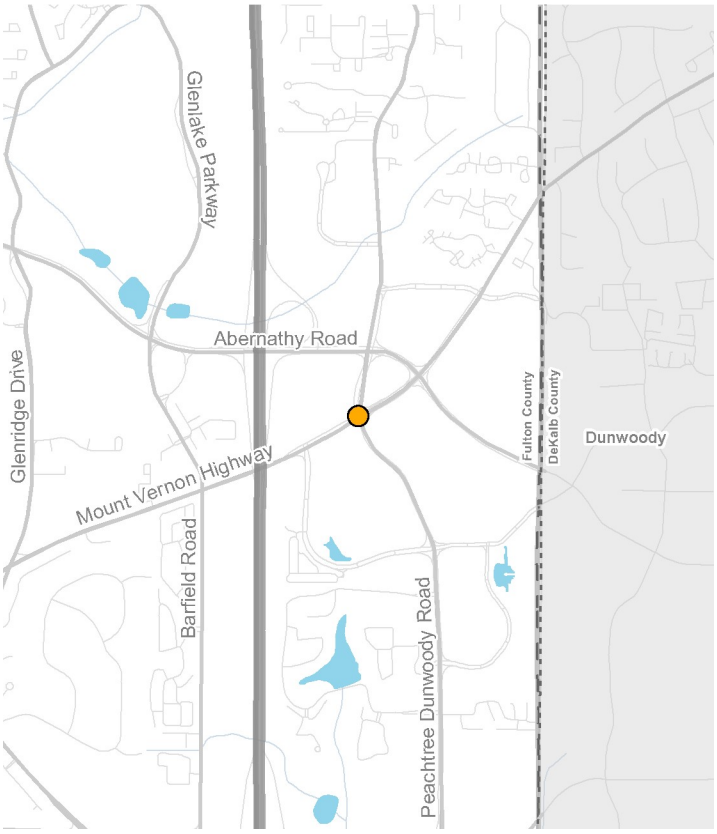
Additional Project Information

Need/Purpose	The purpose of this project is to address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes | Improved multimodal connectivity to Medical Center MARTA Station
Implementation Factors	Coordination with MARTA and Hospitals

Mount Vernon Highway at Peachtree Dunwoody Road Intersection Improvement

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_021



Project At A Glance

Project Extents	Mount Vernon Highway at Peachtree Dunwoody Road
Project Type	Safety
Project Description	This project proposes safety improvements which may include upgrades to signage and pavement markings.
Programming Tier	Mid-Range
Project Cost	$350,000

Additional Project Information

Need/Purpose	The purpose of this project is to address safety deficiencies at the intersection.
Benefit/Value	Potential reduction in crashes
Implementation Factors	Eligible for GDOT Funding (Off-System)

Roswell Road North Boulevard Median Project

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_022

Project At A Glance

Project Extents	Roswell Road from Chattahoochee River to Dunwoody Place
Project Type	Corridor
Project Description	This project proposes a traffic study, design, and construction of a raised median on Roswell Road with pedestrian and bicycle improvements.
Programming Tier	Short-Range
Project Cost	$7,000,000

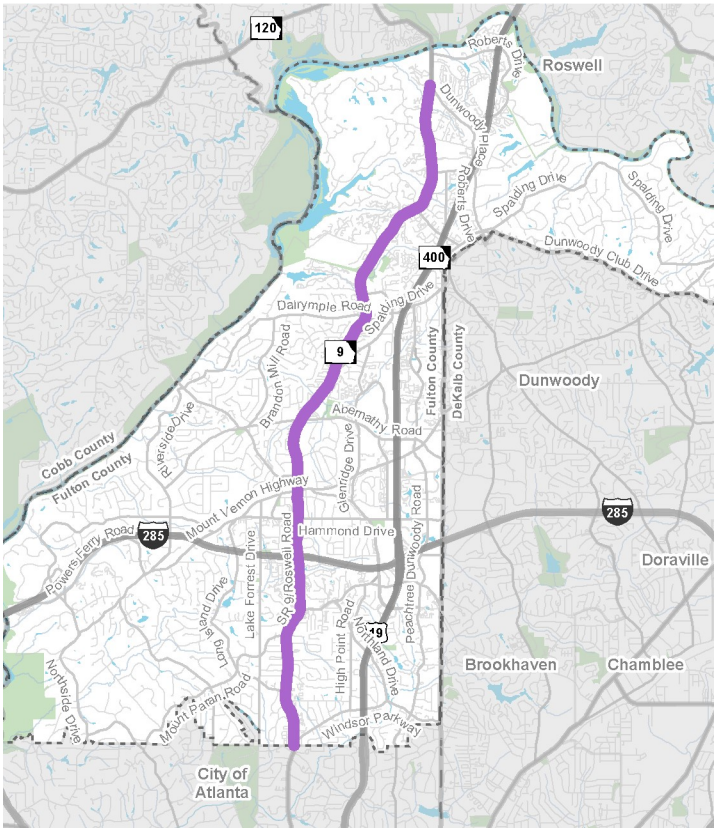
Additional Project Information

Need/Purpose	The purpose of this project is to improve safety and mobility for vehicles, pedestrians, and cyclists along Roswell Road.
Benefit/Value	Potential reduction in crashes | Reduced risk of conflicts associated with driveway turning movements | Improved multimodal connectivity between area residences, businesses, and future Roswell Road bicycle/pedestrian bridge | Improved mobility
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with property owners | Eligible for GDOT funding

Roswell Road Access Management and Complete Streets Improvements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_023



Project At A Glance

Project Extents	Roswell Road from Dunwoody Place to Southern City Limits
Project Type	Corridor
Project Description	This project proposes access management and complete streets improvements along areas of Roswell Road based on Next 10 and Access Management Plan recommendations.
Programming Tier	Short-Range and Mid-Range
Project Cost	$10,000,000

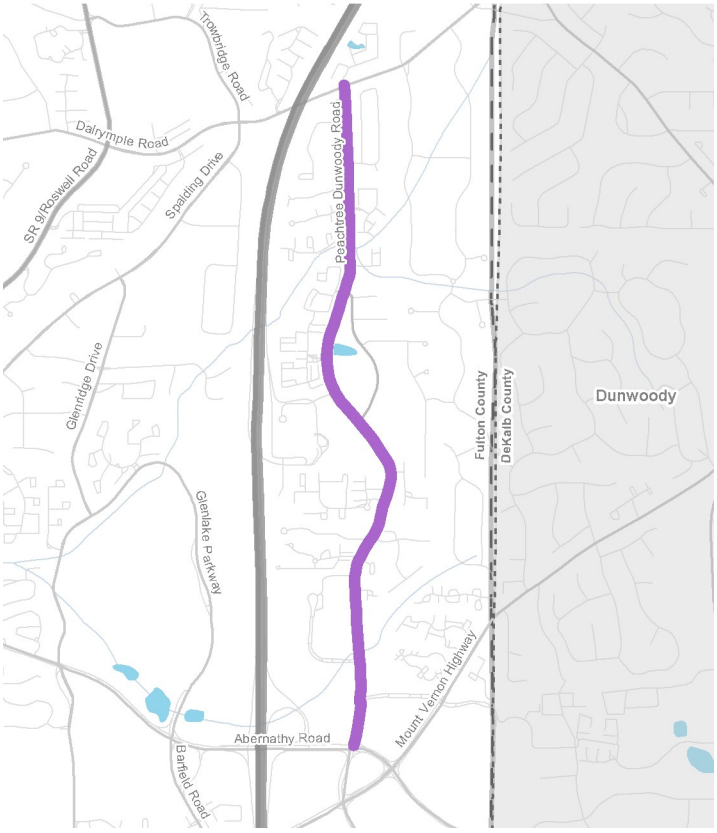
Additional Project Information

Need/Purpose	The purpose of this project is to improve safety and mobility for vehicles, pedestrians, and cyclists along Roswell Road.
Benefit/Value	Potential reduction in crashes | Reduced risk of conflicts associated with driveway turning movements | Improved multimodal connectivity between area residences and businesses | Improved mobility
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with property owners | Eligible for GDOT funding

Peachtree Dunwoody Road Corridor Study and Improvements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_024



Project At A Glance

Project Extents	Peachtree Dunwoody Road from Abernathy Road to Spalding Drive
Project Type	Corridor
Project Description	Proposed corridor study of the Peachtree Dunwoody Road, from Abernathy Road to Spalding Drive and funding for recommended improvements.
Programming Tier	Short-Range and Mid-Range
Project Cost	$5,150,000

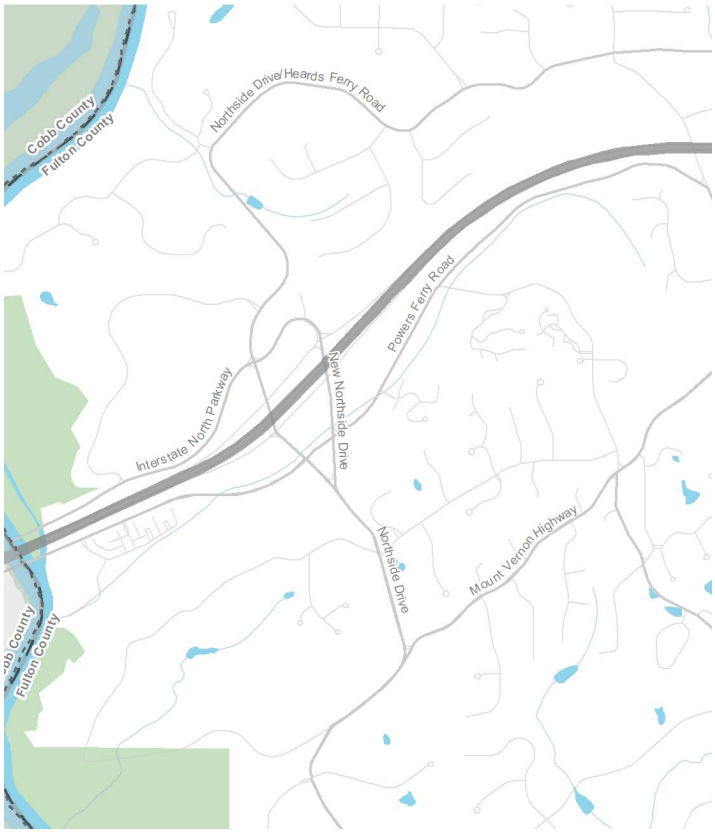
Additional Project Information

Need/Purpose	The purpose of this project is to improve safety and mobility for vehicles, pedestrians, and cyclists along Peachtree Dunwoody Road.
Benefit/Value	Potential reduction in crashes | Improved multimodal connectivity between area residences, businesses, and MARTA Stations | Potential reduction in travel delay and congestion
Implementation Factors	Limited ROW availability | Utility relocation

Powers Ferry Multimodal Circulation Study

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_025



Project At A Glance

Project Extents	Powers Ferry Area
Project Type	Corridor
Project Description	Proposed multimodal circulation study in the Powers Ferry area to determine holistic improvements to support pedestrian, bicycle, transit, and vehicular travel. This technical study will build off the City's Powers Ferry small area plan.
Programming Tier	Short-Range
Project Cost	$200,000

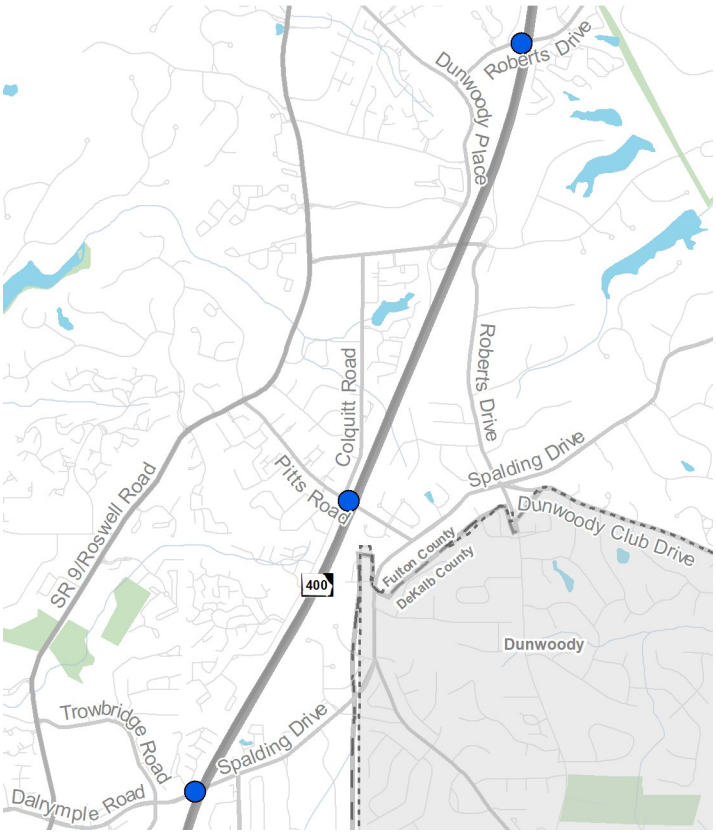
Additional Project Information

Need/Purpose	The purpose of this study is to conduct a technical transportation evaluation of the Powers Ferry area that will identify improvements that improve the area as a whole.
Benefit/Value	Potential reduction in crashes | Improved multimodal connectivity between area residences, recreation areas, and businesses | Potential reduction in travel delay
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT, MARTA, and Cobb County | Eligible for STBG funding

GA 400 Bridge Enhancements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_026



Project At A Glance

Project Extents	GA 400 at Spalding Drive/Pitts Road/Roberts Drive
Project Type	Bridge
Project Description	This project proposes bicycle and pedestrian facilities and aesthetic enhancements for the Spalding Drive bridge, Pitts Road Bridge, and Roberts Drive Bridge over SR 400 that will be replaced as part of the GDOT SR 400 Managed Lanes project.
Programming Tier	Short-Range
Project Cost	$6,000,000

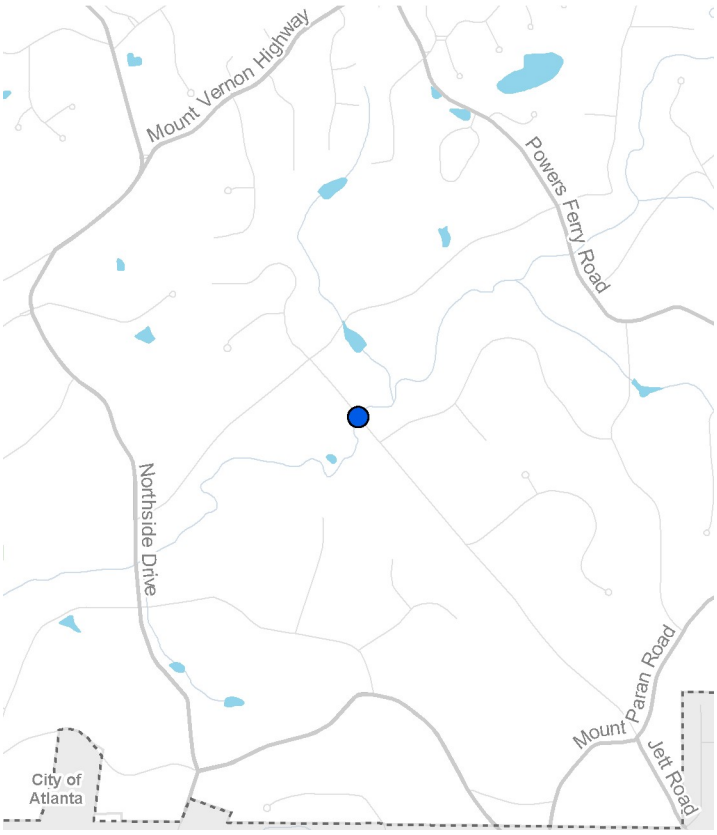
Additional Project Information

Need/Purpose	The purpose of this project is to create safer and more comfortable facilities for pedestrians and cyclists along Spalding Drive, Pitts Road, and Roberts Drive across GA 400.
Benefit/Value	Fills gaps in multimodal network | Improved multimodal connectivity between area residences and businesses | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT

Jett Road over Long Island Creek Bridge

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_027



Project At A Glance

Project Extents	Jett Road at Long Island Creek
Project Type	Bridge
Project Description	This project proposes to replace the Jett Road bridge over Long Island Creek.
Programming Tier	Mid-Range
Project Cost	$3,000,000

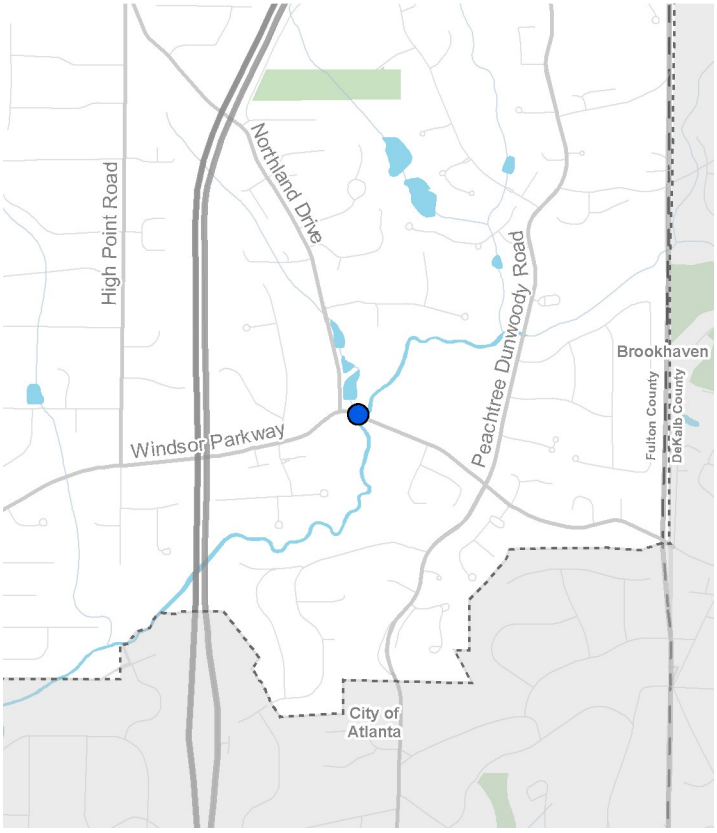
Additional Project Information

Need/Purpose	The purpose of this project is to replace the Jett Road bridge over Long Island Creek with a structure that adheres to current design and safety standards.
Benefit/Value	New bridge structure that adheres to current design and safety standards
Implementation Factors	Limited ROW availability | Utility relocation | Environmental considerations (crossing Long Island Creek) | Eligible for GDOT funding

Windsor Parkway over Nancy Creek Bridge

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_028



Project At A Glance

Project Extents	Windsor Parkway at Nancy Creek
Project Type	Bridge
Project Description	This project proposes to upgrade the bridge to raise it out of the flood plain.
Programming Tier	Mid-Range
Project Cost	$5,000,000

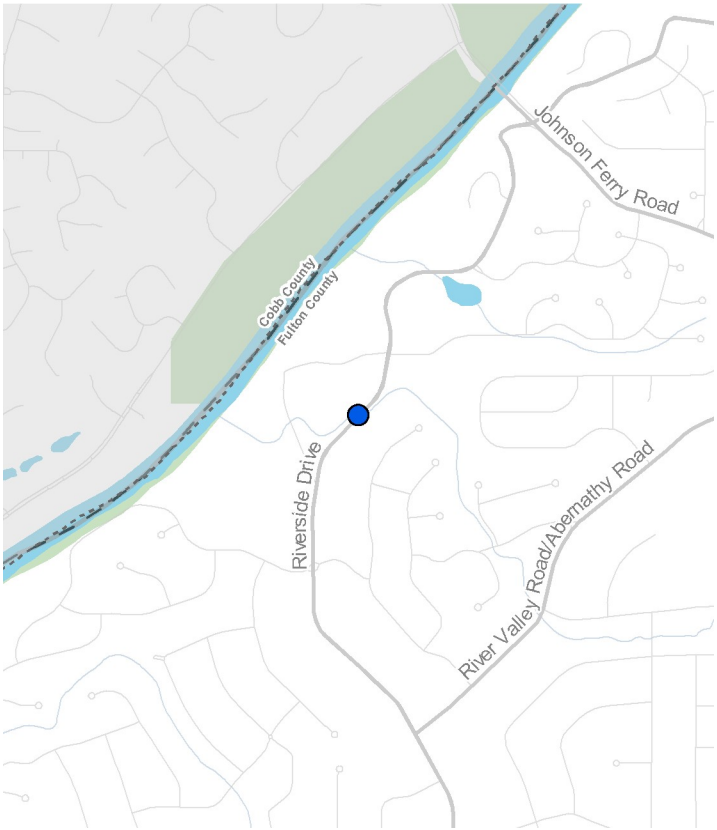
Additional Project Information

Need/Purpose	The purpose of this project is to elevate the Windsor Parkway bridge over Nancy Creek in order to mitigate flood risk associated with heavy rains.
Benefit/Value	Lower flood risk for vehicles traversing the bridge during or after heavy rains | Minimizes road closures during weather events
Implementation Factors	Limited ROW availability | Utility relocation | Environmental considerations (crossing Nancy Creek) | Eligible for GDOT funding

Riverside Drive over Chattahoochee River Tributary Bridge

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_030



Project At A Glance

Project Extents	Riverside Drive at Chattahoochee River Tributary
Project Type	Bridge
Project Description	This project proposes to upgrade the bridge to accommodate heavier vehicles.
Programming Tier	Short-Range
Project Cost	$3,200,000

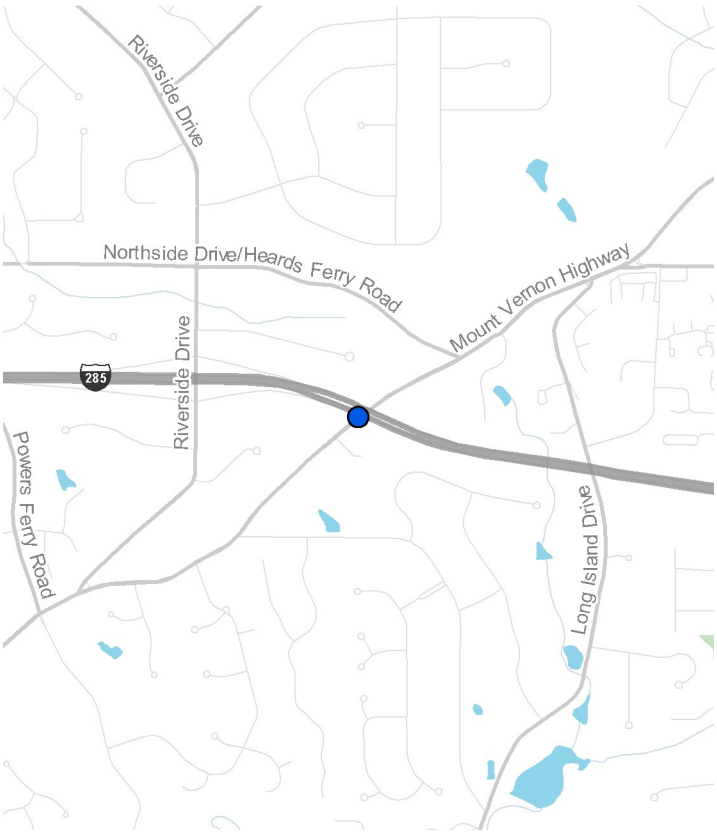
Additional Project Information

Need/Purpose	The purpose of this project is to upgrade the Riverside Bridge over the Chattahoochee River to safely accommodate heavy vehicles.
Benefit/Value	Remove weight-restriction posting for bridge. Adhere to current design and safety standards.
Implementation Factors	Limited ROW availability | Utility relocation | Environmental considerations (crossing Chattahoochee River Tributary) | Eligible for GDOT funding

I-285 Top End Bridge Enhancements

SANDY SPRINGS
Transportation Master Plan

Project ID: Road_031



Project At A Glance

Project Extents	I-285 at Mount Vernon Highway
Project Type	Bridge
Project Description	This project proposes bicycle and pedestrian facilities and aesthetic enhancements for the Mt. Vernon Highway Bridge over I-285 that will be replaced as part of the GDOT Top End 285 Managed Lanes Project.
Programming Tier	Short-Range
Project Cost	$2,400,000

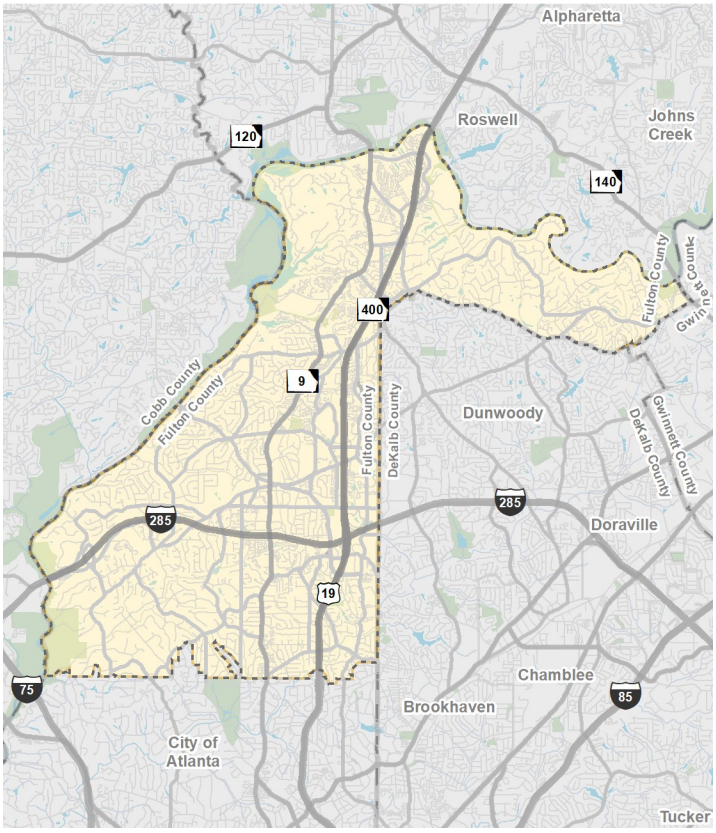
Additional Project Information

Need/Purpose	The purpose of this project is to create a safer and more comfortable walking and biking environment along Mt. Vernon Highway.
Benefit/Value	Fills gap in multimodal network | Improved multimodal connectivity between area residences | Reduced risk of potential conflicts between vehicles, pedestrians, and cyclists
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT

Traveler Information Kiosks/Transit Curbside Management (partnership with MARTA)

SANDY SPRINGS
Transportation Master Plan

Project ID: Transit_001



Project At A Glance

Project Extents	MARTA Rail Stations
Project Type	Transit
Project Description	This project proposes adding Traveler Information Kiosks / Transit Curbside Management at MARTA Rail Stations.
Programming Tier	Short-Range and Mid-Range
Project Cost	$200,000

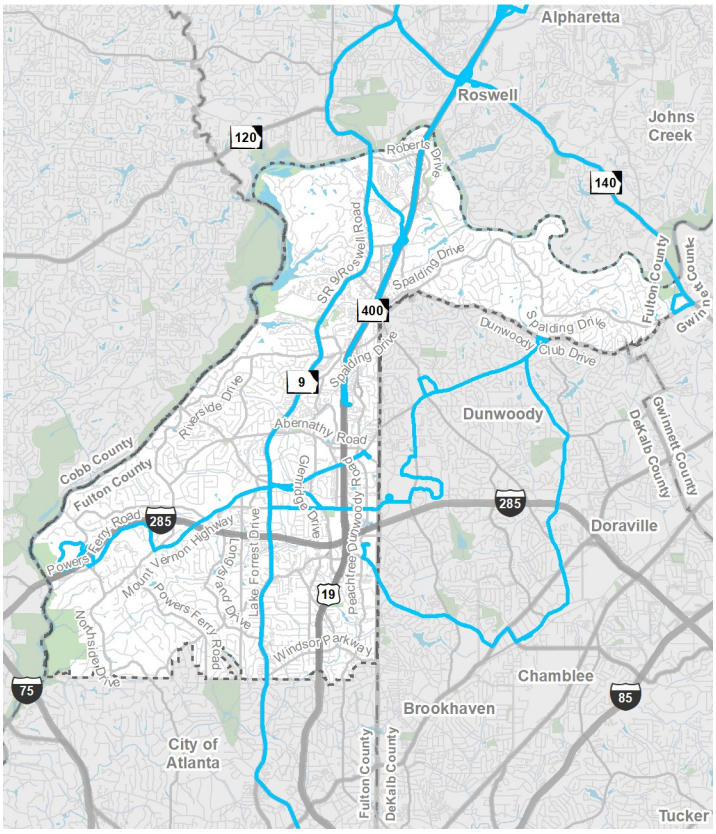
Additional Project Information

Need/Purpose	The purpose of this project is to provide wayfinding and enhanced transit information for transit users and improve bus operations at MARTA rail stations.
Benefit/Value	Wayfinding and enhanced schedule information for transit users | More efficient bus operations curbside at rail stations
Implementation Factors	Coordination with MARTA

Transit Signal Priority Technical Upgrades along MARTA Routes

SANDY SPRINGS
Transportation Master Plan

Project ID: Transit_002



Project At A Glance

Project Extents	Citywide
Project Type	Transit
Project Description	This project proposes modifications to signal timing to implement transit signal priority on signals along transit corridors.
Programming Tier	Short-Range
Project Cost	$250,000

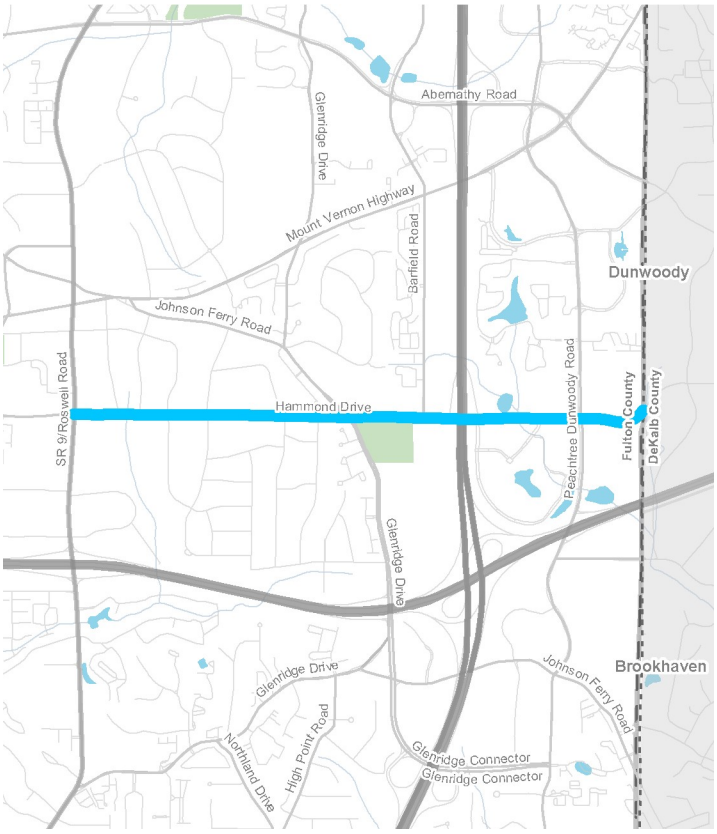
Additional Project Information

Need/Purpose	The purpose of this project is to provide buses with green-light priority along select corridors.
Benefit/Value	Improved transit headway and reliability | Improve transit rider experience
Implementation Factors	Coordination with MARTA and Adjacent Cities

Transit Signal Priority Supportive Improvements along Hammond Drive

SANDY SPRINGS
Transportation Master Plan

Project ID: Transit_003



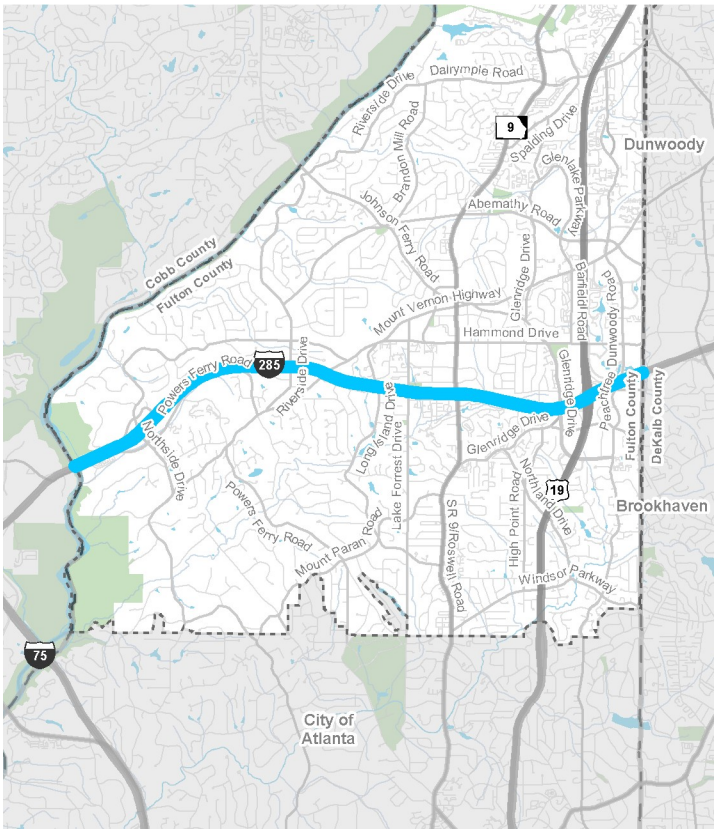
Project At A Glance

Project Extents	Hammond Drive from Roswell Road to City Limits
Project Type	Transit
Project Description	This project proposes a study of transit supportive improvements along Hammond Drive which may include bus stop modifications, queue jumper lanes, and pedestrian signal upgrades.
Programming Tier	Mid-Range
Project Cost	$2,700,000

Additional Project Information

Need/Purpose	The purpose of this project is to provide improved amenities for transit riders and improve bus operations along Hammond Drive.
Benefit/Value	Improved transit headway and reliability | Improve transit rider experience
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with MARTA, DeKalb County, City of Dunwoody & PCIDs

Project ID: Transit_004



Project At A Glance

Project Extents	I-285 from DeKalb County to Cobb County
Project Type	Transit
Project Description	Proposed feasibility study for Bus Rapid Transit along I-285. Includes conceptual station planning + design, service plan, implementation plan.
Programming Tier	Short-Range
Project Cost	$50,000

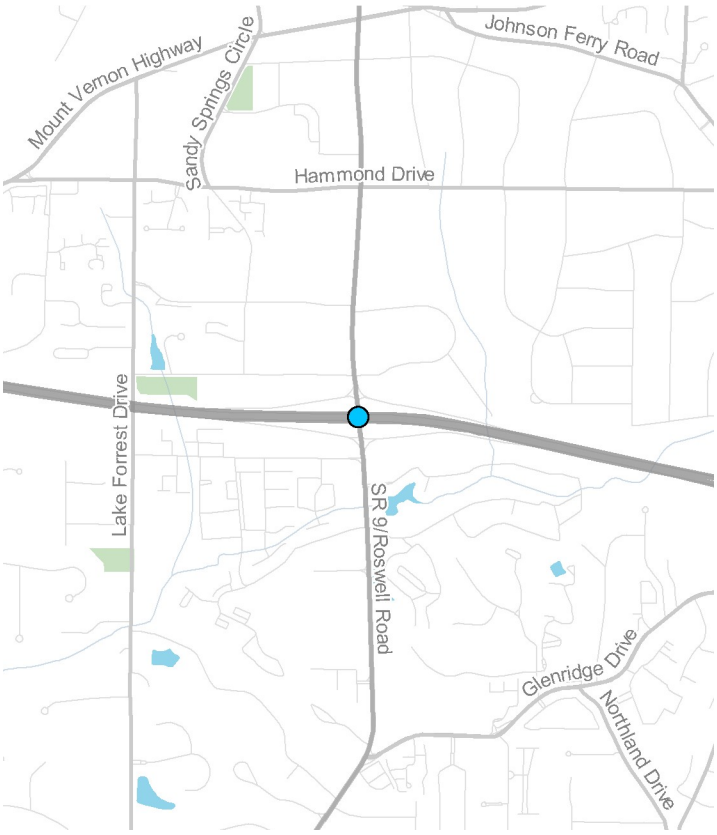
Additional Project Information

Need/Purpose	The purpose of this project is to provide enhanced transit service along I-285 and to expand the local and regional transit network.
Benefit/Value	Expansion of local and regional transit network | Improved mobility along I-285
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT, MARTA, Cobb County, DeKalb County, City of Dunwoody, City of Brookhaven & PCIDs | Eligible for GDOT and FTA funding

I-285 at Roswell Road Station Area Study

SANDY SPRINGS
Transportation Master Plan

Project ID: Transit_005



Project At A Glance

Project Extents	I-285 at Roswell Road
Project Type	Transit
Project Description	Proposed station area study to assess connectivity + land use improvements for the planned I-285 BRT station at Roswell Road.
Programming Tier	Short-Range
Project Cost	$100,000

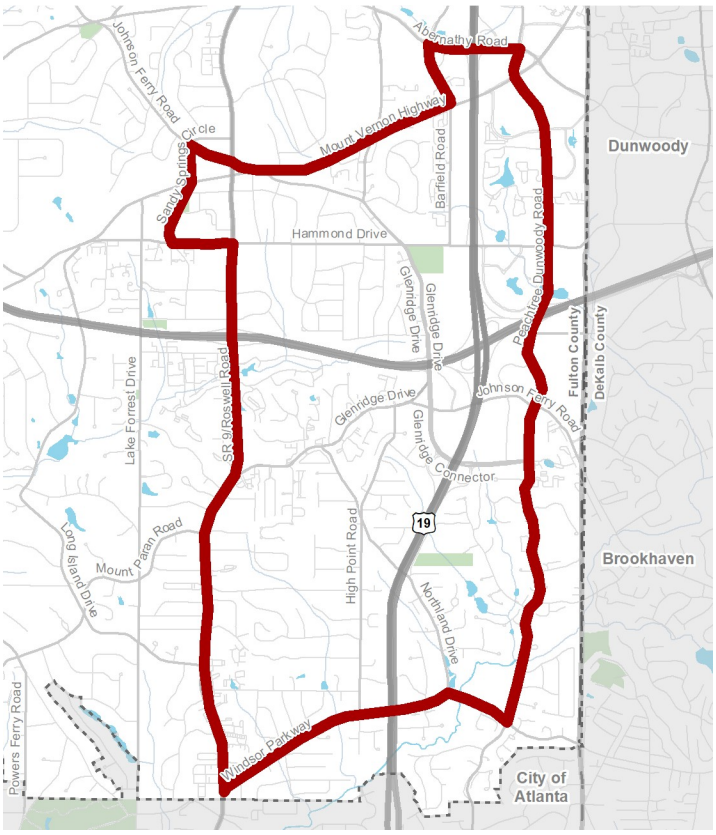
Additional Project Information

Need/Purpose	The purpose of this project is to identify land use and connectivity improvements to provide the best access for all travel modes to a future BRT station at Roswell Road.
Benefit/Value	Provide environment that doesn't require vehicle ownership| Improved multimodal connectivity
Implementation Factors	Limited ROW availability | Utility relocation | Coordination with GDOT and MARTA | Eligible for GDOT

Design and Construct Fiber Ring A

SANDY SPRINGS
Transportation Master Plan

Project ID: ITS_001



Project At A Glance

Project Extents	Various
Project Type	ITS
Project Description	Design and Construct Fiber Ring A
Programming Tier	Short-Range
Project Cost	$1,500,000

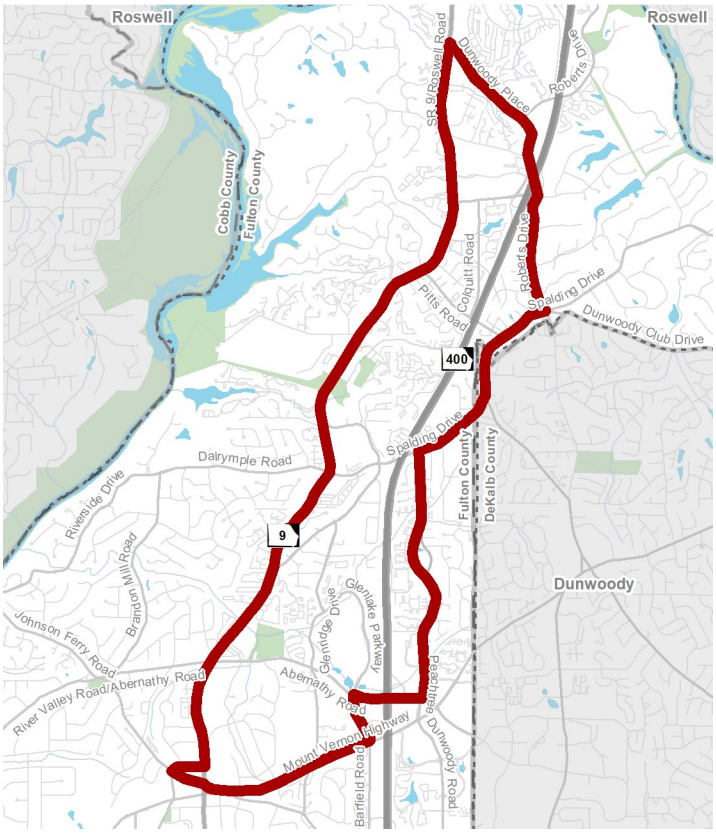
Additional Project Information

Need/Purpose	The purpose of this project is to increase redundancy in the fiber network within Sandy Springs.
Benefit/Value	More robust and resilient fiber network to effectively manage and operate the transportation network
Implementation Factors	Potential ROW impacts | Utility coordination

Design and Construct Fiber Ring B

SANDY SPRINGS
Transportation Master Plan

Project ID: ITS_002



Project At A Glance

Project Extents	Various
Project Type	ITS
Project Description	Design and Construct Fiber Ring B
Programming Tier	Mid-Range
Project Cost	$1,500,000

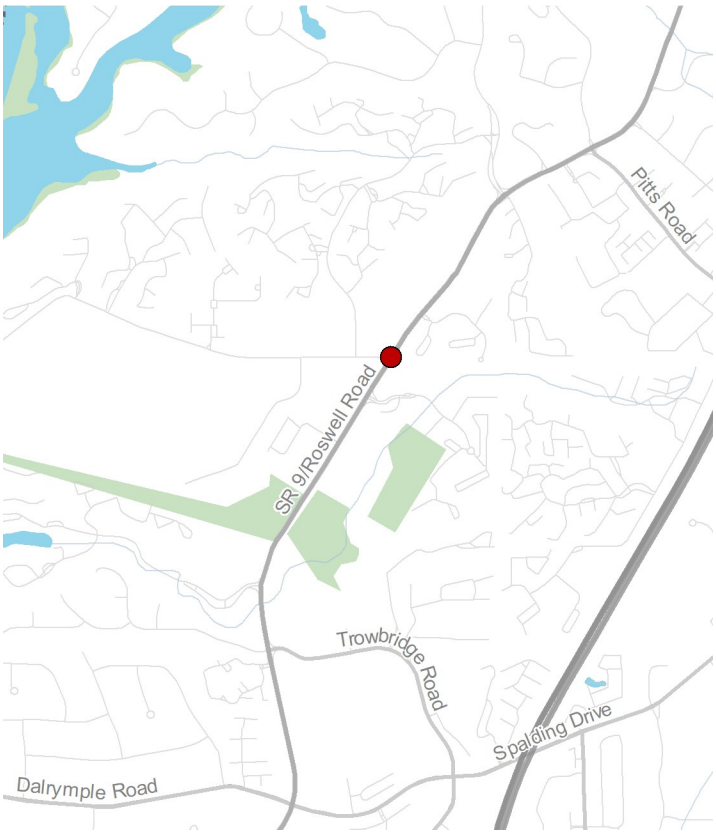
Additional Project Information

Need/Purpose	The purpose of this project is to increase redundancy in the fiber network within Sandy Springs.
Benefit/Value	More robust and resilient fiber network to effectively manage and operate the transportation network
Implementation Factors	Potential ROW impacts | Utility coordination

Install Hub at Morgan Falls Public Safety Complex

SANDY SPRINGS
Transportation Master Plan

Project ID: ITS_003



Project At A Glance

Project Extents	Roswell Road at Morgan Falls
Project Type	ITS
Project Description	Phase I of this project should provide a new field hub cabinet located west of the SR 9 (Roswell Rd.) and Morgan Falls intersection (NE quadrant) within the GDOT ROW. Phase II will remove the existing fiber connection from the Morgan Falls Building. Additionally, this project will provide a new field hub cabinet located west of the SR 9/Roswell Road and Abernathy Road intersection (NW quadrant) within the GDOT ROW.
Programming Tier	Short-Range
Project Cost	$690,000

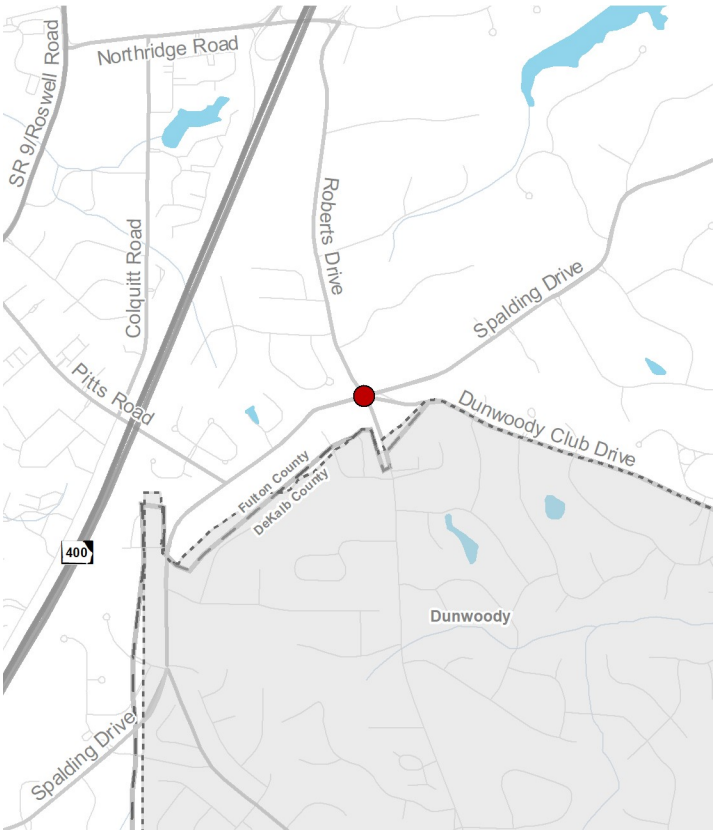
Additional Project Information

Need/Purpose	The purpose of this project is to increase redundancy in the fiber network within Sandy Springs.
Benefit/Value	More robust and resilient fiber network to effectively manage and operate the transportation network
Implementation Factors	Potential ROW impacts | Utility coordination

Fiber Connection to Fire Station 1

SANDY SPRINGS
Transportation Master Plan

Project ID: ITS_004



Project At A Glance

Project Extents	Spalding Drive at Roberts Drive
Project Type	ITS
Project Description	This project will provide fiber connection to Fire Station 1 at Spalding Drive and Roberts Drive.
Programming Tier	Short-Range
Project Cost	$650,000

Additional Project Information

Need/Purpose	The purpose of this project is to increase redundancy in the fiber network within Sandy Springs.
Benefit/Value	More robust and resilient fiber network to improve emergency operations
Implementation Factors	Potential ROW impacts | Utility coordination