

# **SANDY SPRINGS**

## Transportation Master Plan

### **EXECUTIVE SUMMARY**



**Kimley»Horn**

**APRIL 2021**



# 1

# INTRODUCTION

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, and transit. The plan also considers newer mobility options.

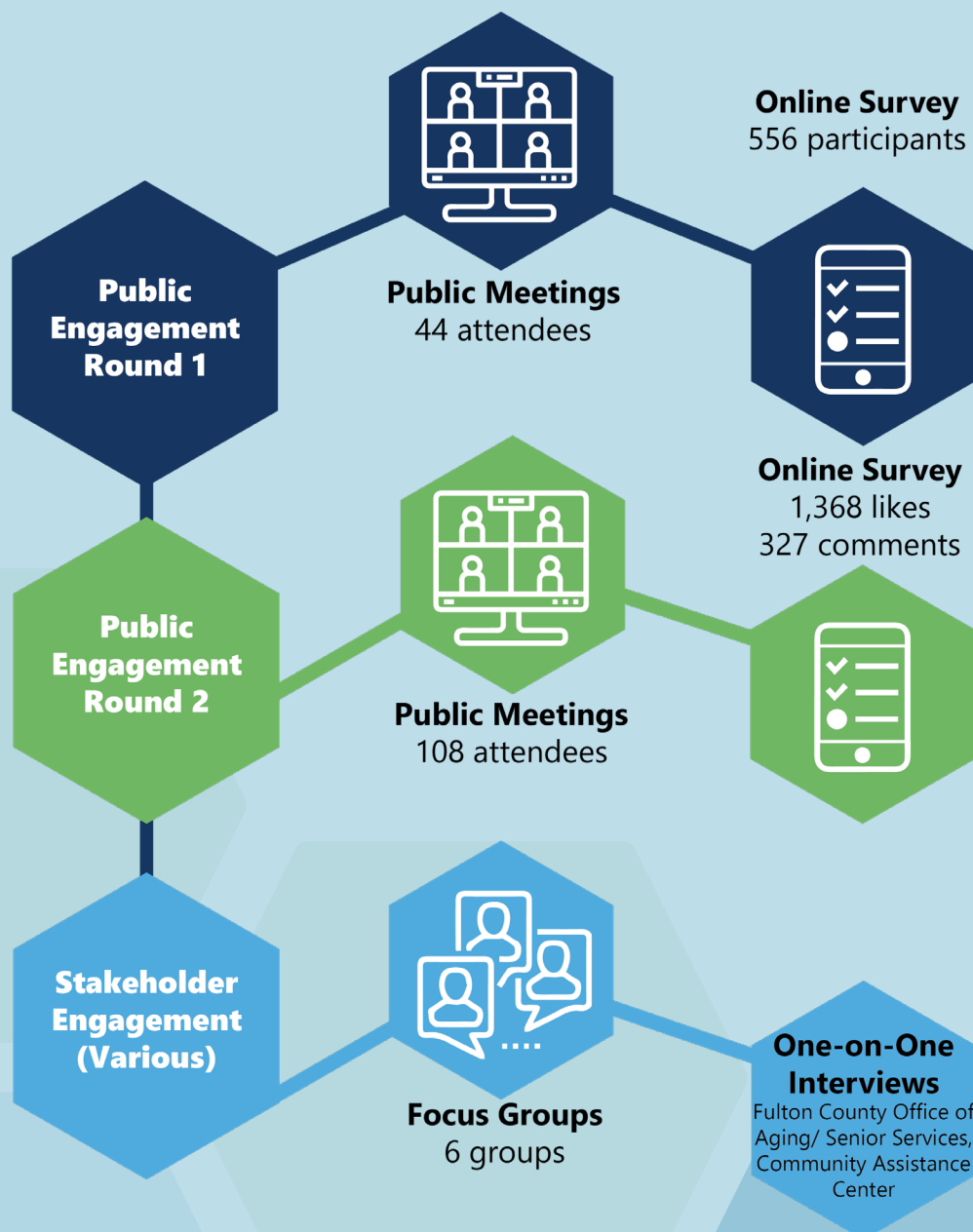
The TMP provides direction to the City of Sandy Springs on how transportation projects, policies, initiatives, and best practices should be implemented moving through the next 5, 10, to 20 years. The report includes an Existing Conditions Assessment and Multimodal Assessment to assess the City's current challenges and needs, followed by a project evaluation to identify solutions. 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 in the community's needs and desires.

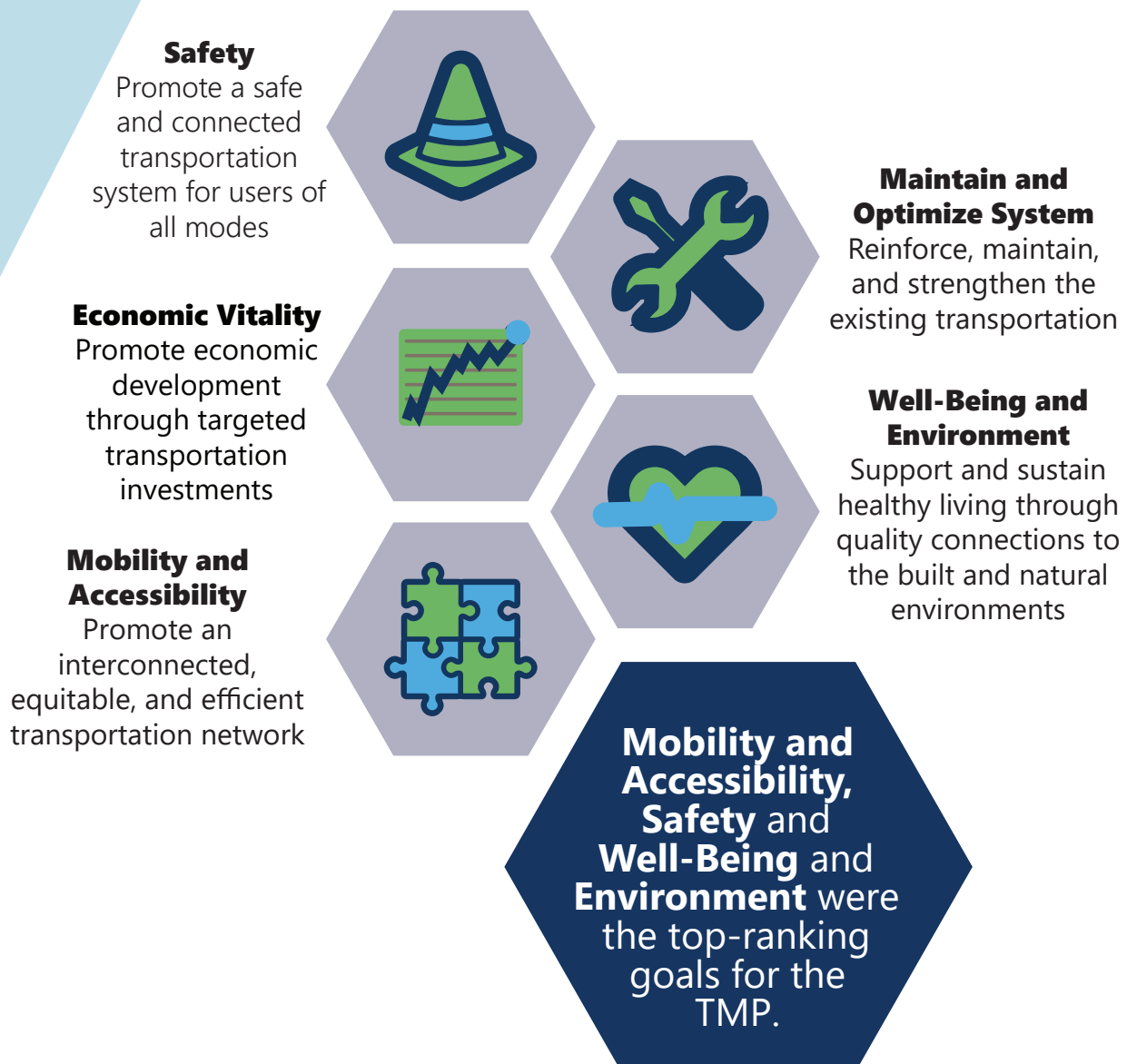




# 3

## 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, Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT) and federal agencies (Federal Highway Administration [FHWA], and 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.

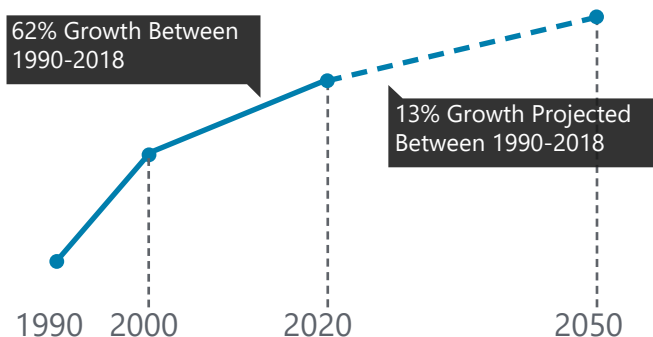


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## EXISTING CONDITIONS

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 shape transportation and mobility in Sandy Springs.

### Population Growth Trends in Sandy Springs



### 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.

### Mobility Impaired

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

### Diversity

31% of Sandy Springs residents identify as a race other than white. Slightly under 15% of Sandy Springs residents identify as Hispanic/LatinX, and 6% of households have limited English proficiency.

### Older Person

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%).

### Vehicle Ownership

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

## Employment Growth

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

## 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.

## Income

11% of Sandy Springs residents live below the Federal poverty level. The portion of City residents making \$200,000 or more per year (12%) is approximately double that of residents across the entire Atlanta region (6%).

## Employment

The United States Census Bureau estimates that as of 2017, there are approximately 132,000 jobs available in Sandy Springs. However, just 8,250 of these jobs are held by residents of the City, meaning almost 94% of jobs are held by persons who live outside Sandy Springs.

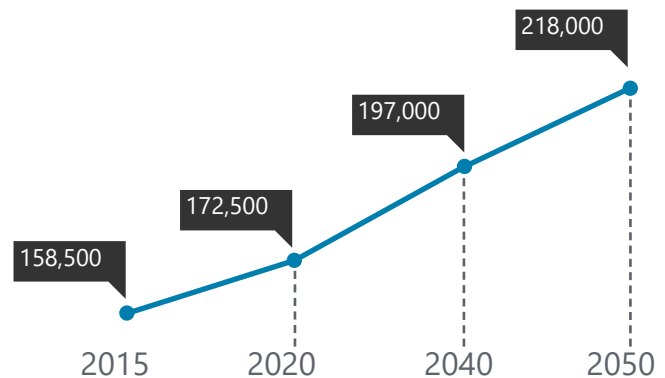
## How Residents Get to Work

Almost 75% of Sandy Springs residents commute to work by driving alone. 9% of the residents worked from home, closely followed by 7% who took transit, and 6% who carpooled.

## Education

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

**Projected Employment Growth in Sandy Springs**



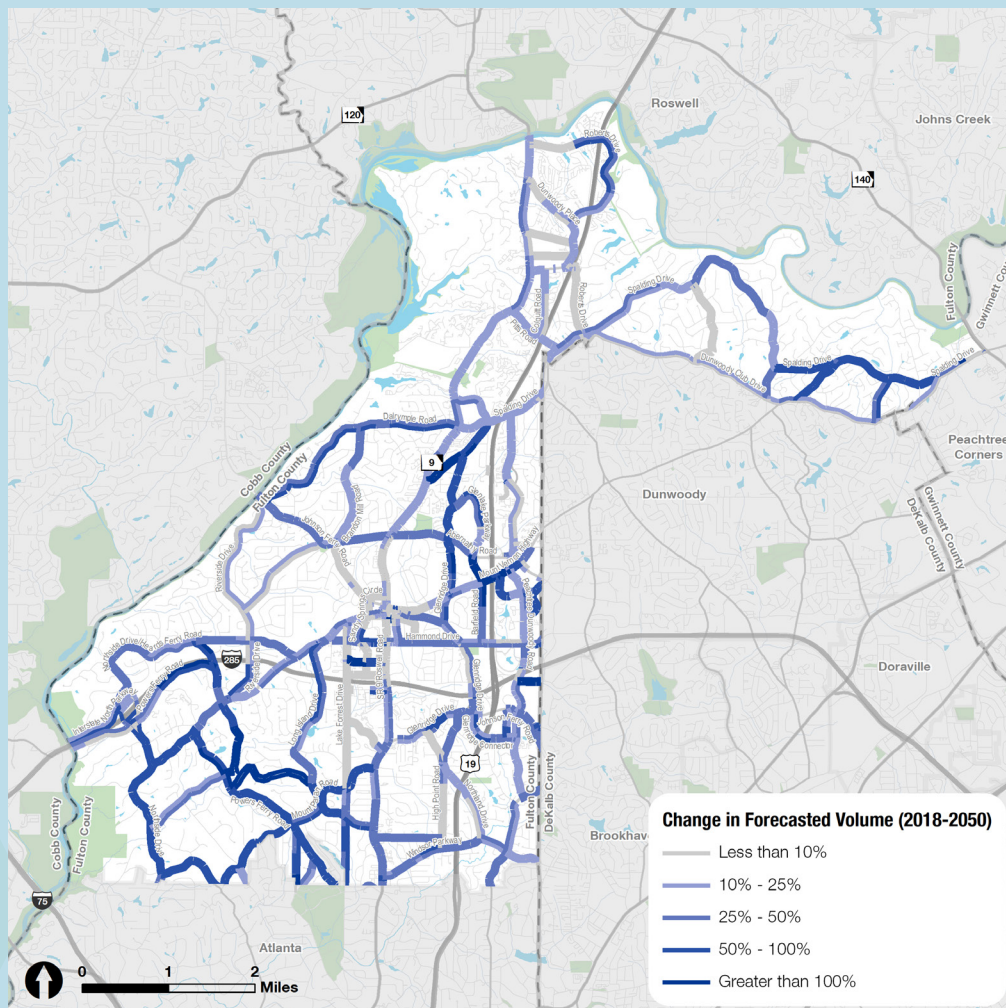
# 5

## 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. Ultimately the goal of the **Multimodal Assessment** document was to build on the Existing Conditions Report and bridge the gap towards project development for the TMP.

### Citywide Travel Demand Forecasting Model Analysis

- **Purpose** - The travel demand model (TDM) analysis aimed to understand existing and projected travel behaviors in Sandy Springs.
- **Highlights** - Many of the same roadways that have the highest volumes in 2018 will have the highest volumes in 2050. Most roadways are expected to increase in volume, many doubling by 2050. 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 nears SR 400, along Mount Vernon Highway, Barfield Road, and Glenridge Drive.

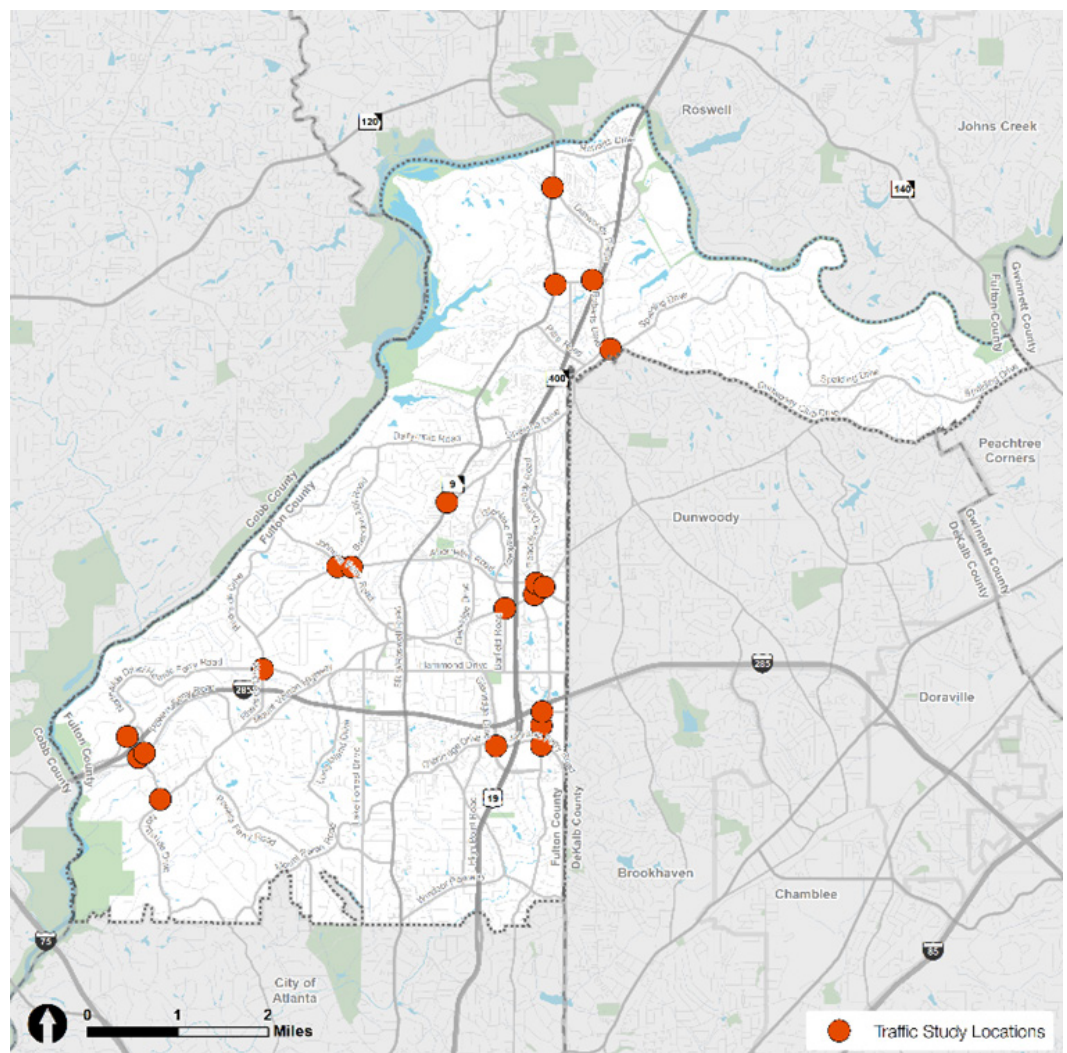


**Forecasted Change in Traffic Volumes (2018-2050)**



## Traffic Operations Evaluation

- **Purpose** - The purpose of this was to study 20 specific intersections in more detail to understand the operations at each intersection, conduct a high-level crash analysis, and develop recommendations for each of the intersections. The intersections are identified in the map below.
- **Highlights** - 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 recommendations, intersection lighting, traffic signal phasing updates and changes to intersection lane geometry.



**Traffic Evaluation Intersections**

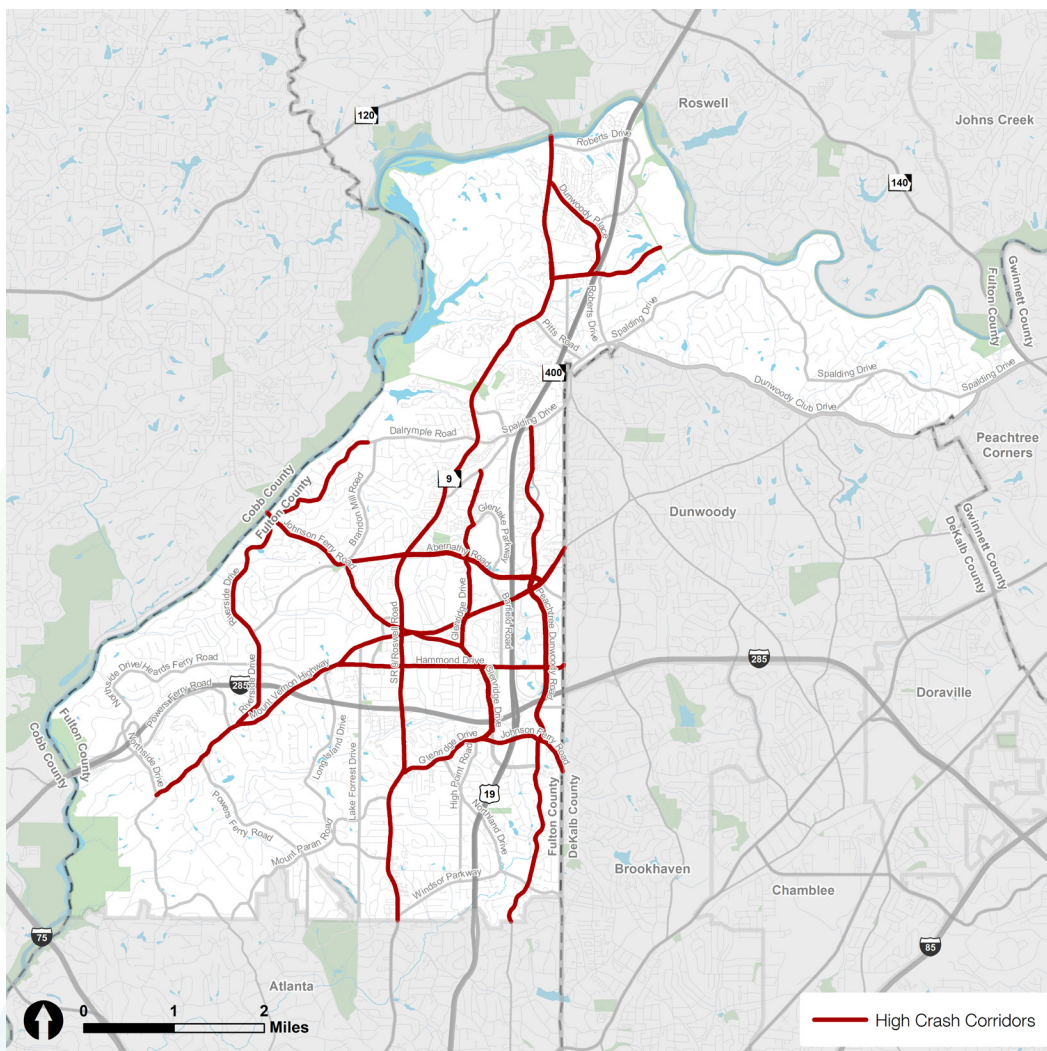
## Safety Evaluation

- **Purpose** - 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. Based on safety crash analysis, five specific intersections were reviewed in further detail.
- **Highlights** – High crash corridors were identified to understand how the roadways rank based on number, crashes per mile and crash rates. Based on the three ranking types, Roswell Road, Northridge Road, Dunwoody Place, and Hammond Drive stand out as high-priority corridors.

**The GDOT includes 15 emphasis areas that describe programmatic factors that contribute to crashes.**

The City's top 5 emphasis areas are:

- Intersection
- Distracted Drivers
- Older Drivers (55-64)
- Older Drivers (65+)
- Hit & Run

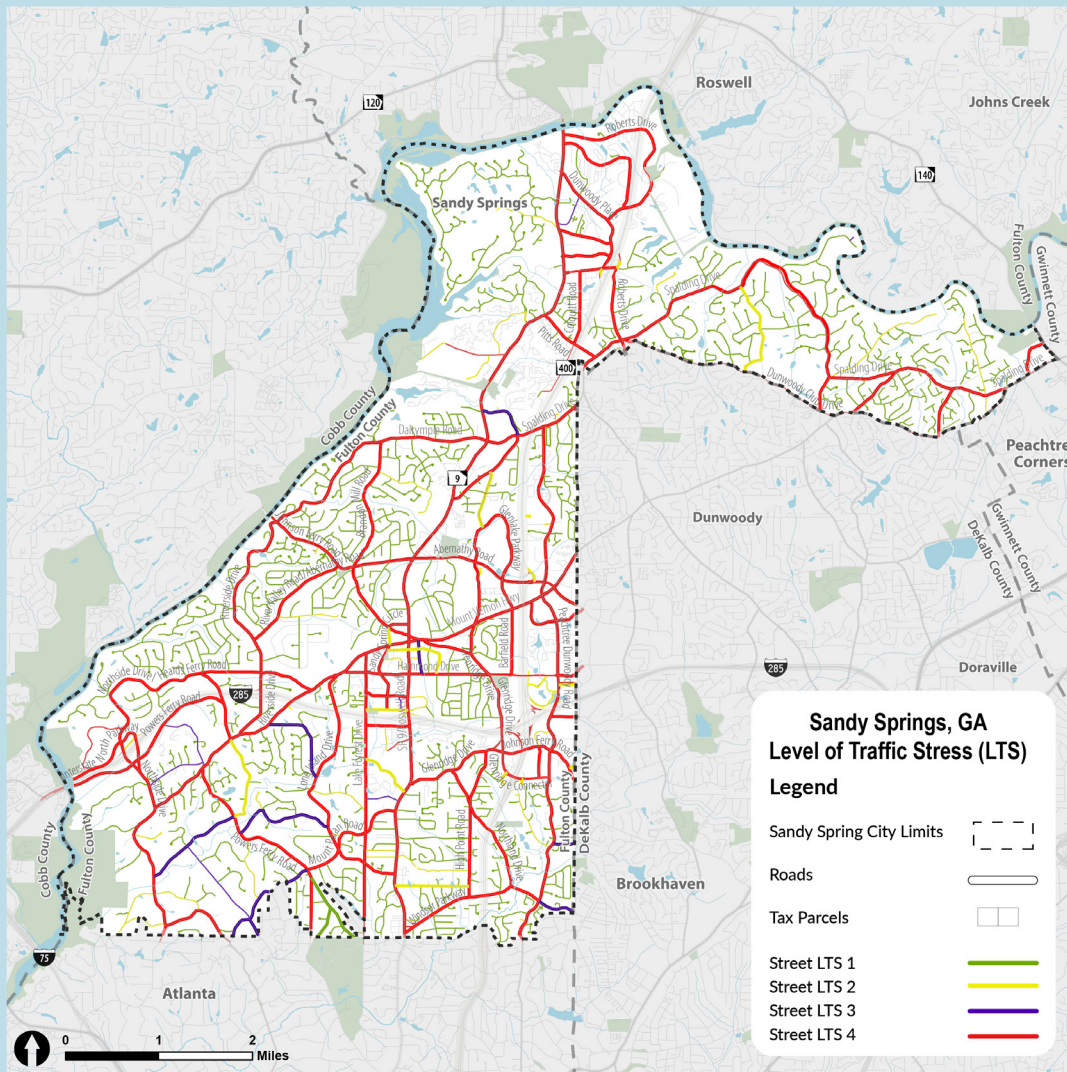


**High Crash Corridors**



## Bicycle and Pedestrian Network Analysis

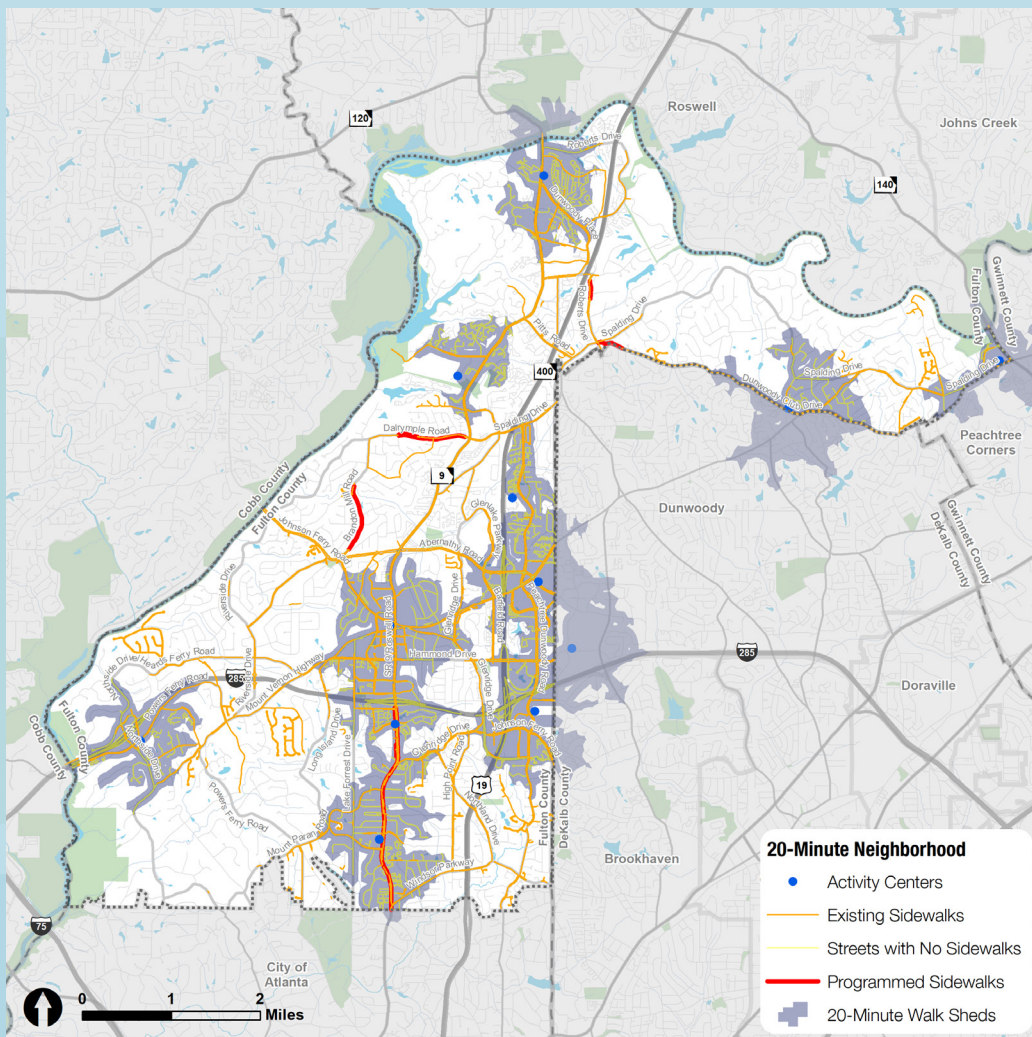
- **Purpose** - The purpose of this analysis was to identify additions or new connections to the existing bicycle and pedestrian networks that bring the most value to the City and its users. A high-level policy overview as well as an assessment of personal transportation devices are also included.
- **Highlights** – Based on a Level of Stress analysis that identifies streets most suitable for bicycling with vehicular traffic, it was found that many of the City's primary and secondary street network is really only suitable for the most experienced and confident of riders unless a facility that is separated from the roadway, like a sidepath, is provided.



**Level of Traffic Stress Analysis**

## 20-Minute Neighborhoods Analysis

- **Purpose** – The analysis identified 12 Neighborhood Activity Centers that have the potential to serve as walking destinations for a 20-minute Neighborhood 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.
- **Highlights** - 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.



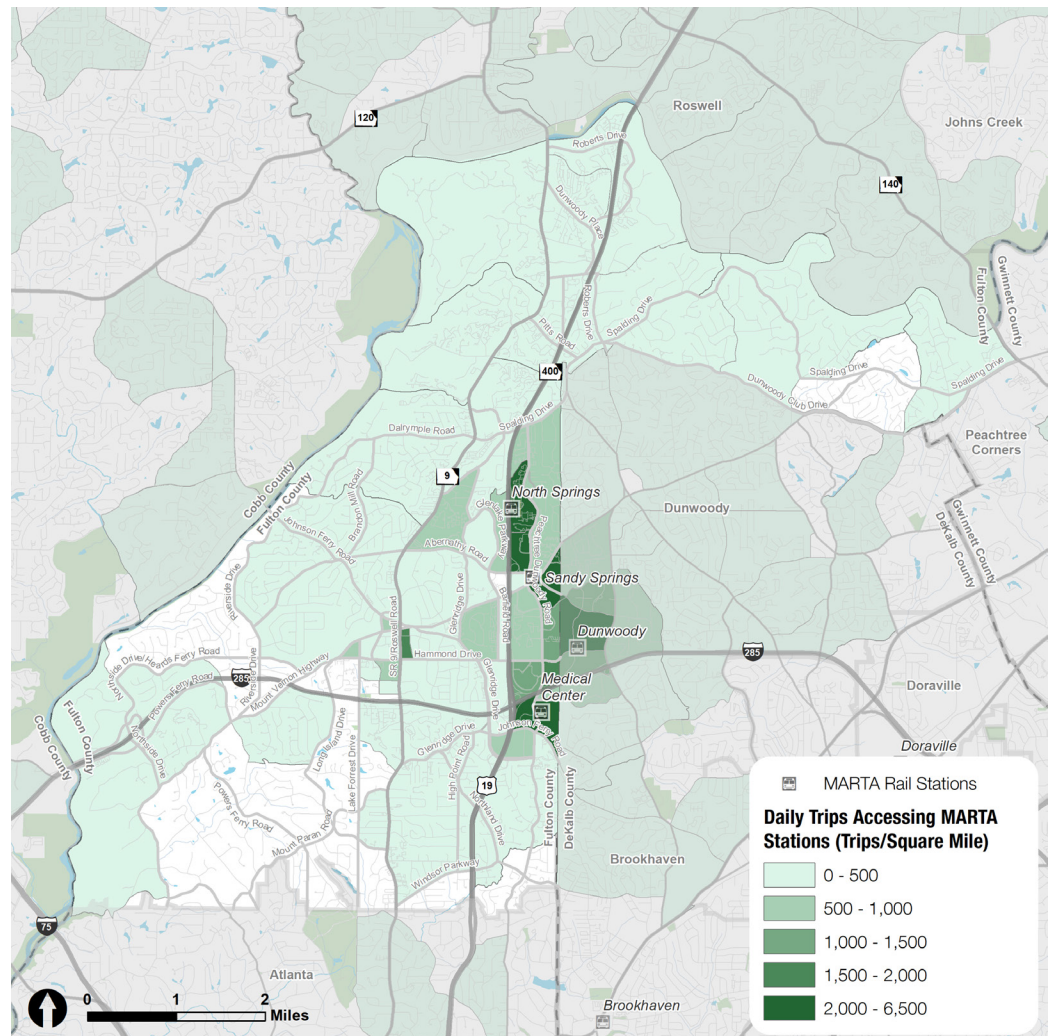
**20-Minute Neighborhood Analysis**



## Transit Network Analysis

- Purpose** - The network analysis for transit is built on the findings of past City and regional transit planning efforts and had specific areas of focus: 1) last mile connections to transit stops and stations; 2) local circulation within Sandy Springs, 3) travel needs between Sandy Springs and adjacent jurisdictions. Since the City is not an operator of public transportation services, this analysis sought to identify transit-supportive recommendations.
- Highlights** – 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, depending 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 versus less than 10 percent for Dunwoody and Medical Center Stations.

**MARTA and Xpress are the only two transit operators within the City of Sandy Springs.** The City does not directly operate transit services. The recommendations from the TMP ultimately include projects that improve the efficiencies of transit within the City.

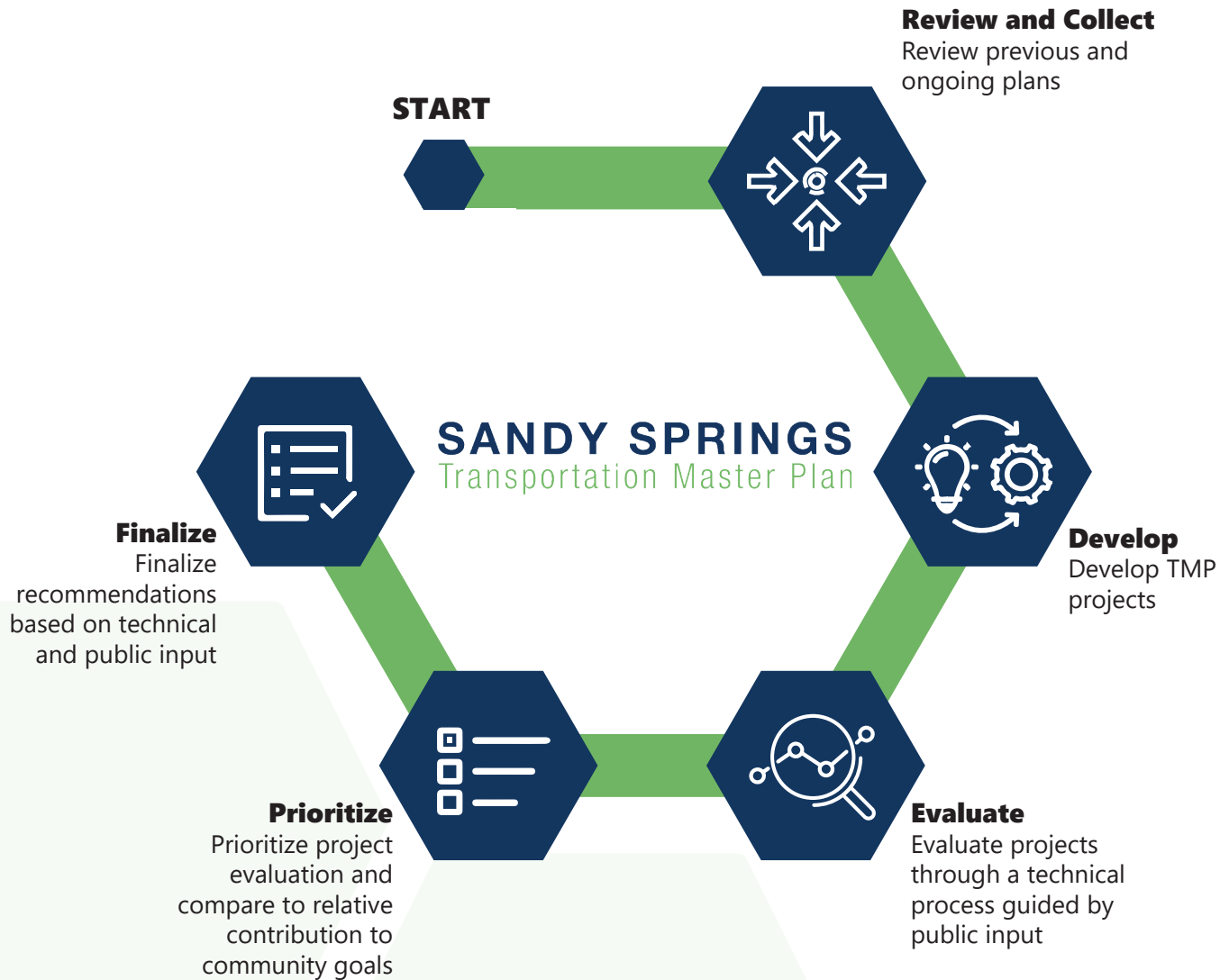


**Daily Trips Accessing MARTA Stations Analysis**

# 6

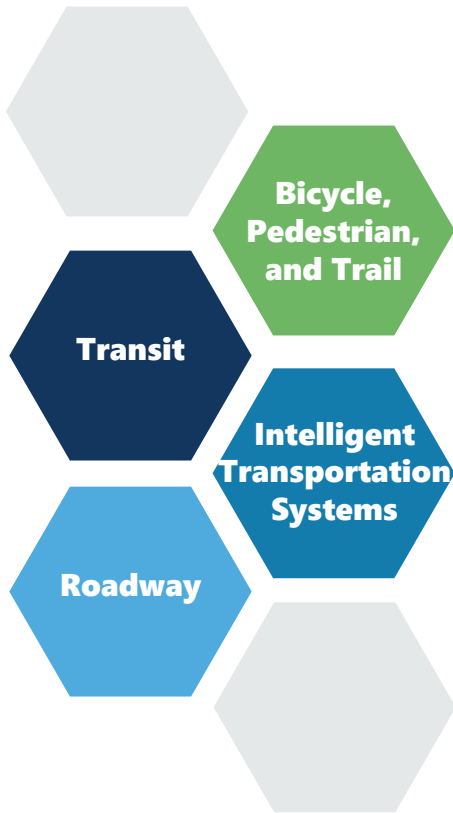
## PROJECT DEVELOPMENT AND EVALUATION

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.



## Project Categories

The recommended project list includes four categories of projects: **roadway, bicycle, pedestrian, and trail, ITS, and transit**. Each project category includes specific project types that further describe the specific type of improvements.



## 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 can 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 are improved.



# FINANCIAL PLAN

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. Planning level cost estimates were completed for each project, and the list of projects were organized into two programming levels denoting their likely timeline for implementation, as defined below.

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

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		\$600,000	\$2,800,000	\$3,400,000
ITS		\$2,840,000	\$1,500,000	\$4,340,000
<b>Total</b>		<b>\$105,640,000</b>	<b>\$123,800,000</b>	<b>\$229,440,000</b>



## PROGRAMMING LEVEL



Short -32  
Mid -13  
Both -7

## PROJECT TYPE

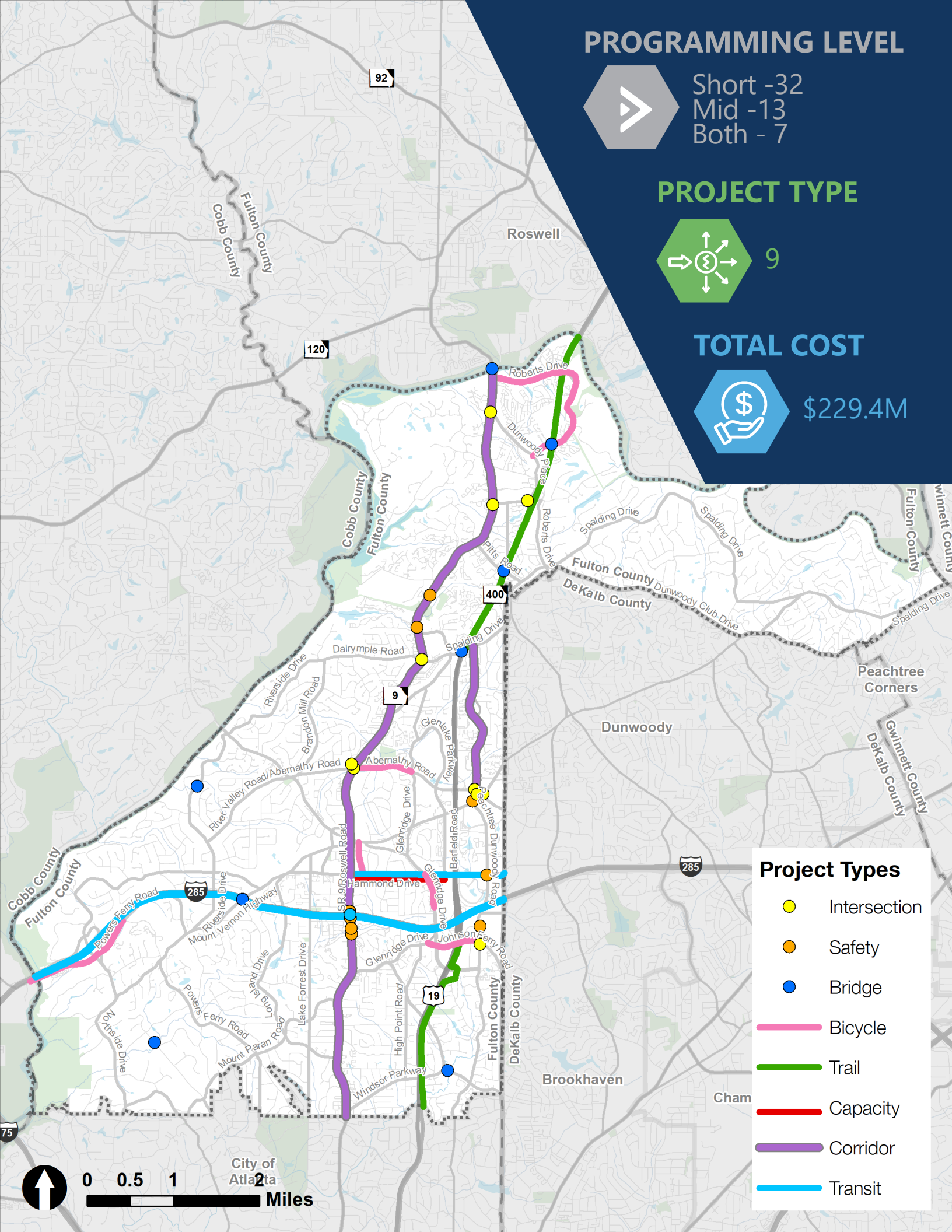


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## TOTAL COST



\$229.4M



### Project Types

Yellow dot: Intersection

Orange dot: Safety

Blue dot: Bridge

Pink line: Bicycle

Green line: Trail

Red line: Capacity

Purple line: Corridor

Light blue line: Transit

# PROGRAMMING LEVEL



Short -20  
Mid -9  
Both - 4

## PROJECT TYPE

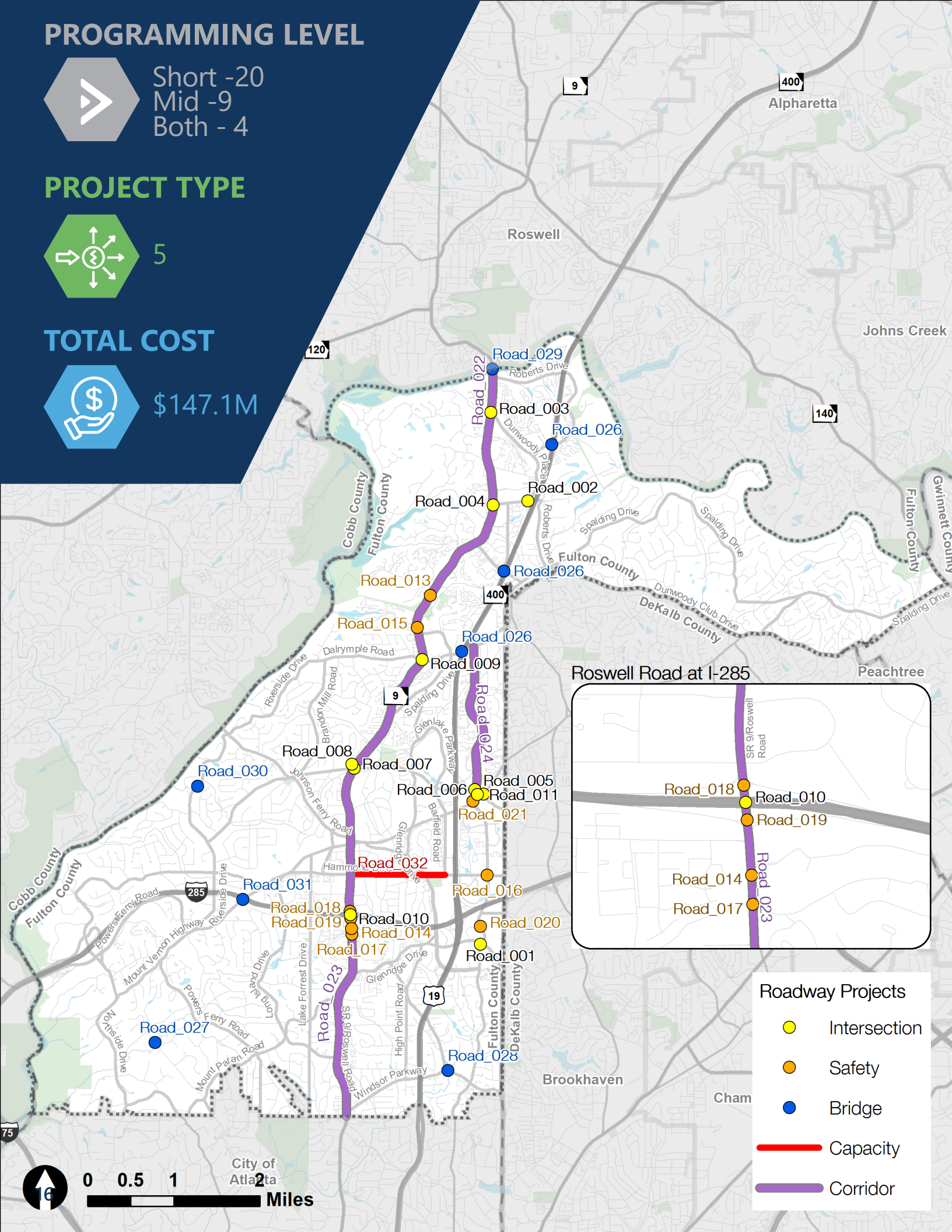


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## TOTAL COST



\$147.1M



# ROADWAY

The following table identifies the 33 roadway projects by category. Information provided includes Project ID, Project Name (with location description), Programming Level denoting likely timeline for implementation, and Cost.

Project ID	Project Name	Programming Level	Cost
<b>Roadway Projects</b>			
<b>Intersections</b>			
Road_001	Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvement	Short & Mid-Range	\$17,000,000
Road_002	Northridge Road at SR 400 SB Intersection Improvement	Mid-Range	\$1,000,000
Road_003	Dunwoody Place at Roswell Road Intersection Improvement	Short-Range	\$2,000,000
Road_004	Northridge Road at Roswell Road Short-Term Intersection Improvement	Short-Range	\$2,200,000
Road_005	Abernathy Road at Mount Vernon Highway Intersection Improvement	Mid-Range	\$1,000,000
Road_006	Abernathy Road at Peachtree Dunwoody Road Intersection Improvement	Mid-Range	\$1,000,000
Road_007	Roswell Road and Abernathy Road Short-Term Improvements Intersection Improvements	Short-Range	\$500,000
Road_008	Roswell Road and Abernathy Road Intersection Long-Term Improvements	Mid-Range	\$12,000,000
Road_009	Roswell Road at Dalrymple Road Operational Improvements Phase 2	Mid-Range	\$7,800,000
Road_010	I-285/Roswell Road Innovative Interchange Study	Short-Range	\$150,000
Road_011	Abernathy/Mount Vernon Highway/Peachtree Dunwoody Road Intersections Study	Short-Range	\$150,000
Road_012	Bring 10 Intersections up to Standard	Short-Range	\$1,000,000
<b>Safety</b>			
Road_013	Fulton County Annex Midblock Crossing	Short-Range	\$500,000
Road_014	Roswell Road between Prado Place and Northwood Drive Midblock Crossing	Short-Range	\$500,000
Road_015	Roswell Road between Cimarron Parkway and Trowbridge Road Midblock Crossing	Mid-Range	\$500,000
Road_016	Hammond Drive at Peachtree Dunwoody Road Intersection Improvement	Short-Range	\$150,000
Road_017	SR 9 (Roswell Road) at Lake Placid Drive Intersection Improvement	Short-Range	\$225,000
Road_018	SR 9 (Roswell Road) at I-285 Eastbound Intersection Improvement	Short-Range	\$500,000
Road_019	SR 9 (Roswell Road) at I-285 Westbound Safety Improvements	Short-Range	\$300,000
Road_020	Hollis Cobb Circle at Peachtree Dunwoody Road Intersection Improvement	Short-Range	\$325,000
Road_021	Mount Vernon Highway at Peachtree Dunwoody Road Intersection Improvement	Mid-Range	\$350,000
<b>Corridor</b>			
Road_022	Roswell Road North Boulevard Median Project	Short-Range	\$7,000,000
Road_023	Roswell Road Access Management and Complete Streets Improvements	Short & Mid-Range	\$10,000,000
Road_024	Peachtree Dunwoody Road Corridor Study and Improvements	Short & Mid-Range	\$5,150,000
Road_025	Powers Ferry Multimodal Circulation Study	Short-Range	\$200,000
<b>Bridges</b>			
Road_026	GA 400 Bridge Enhancements	Short-Range	\$6,000,000
Road_027	Jett Road over Long Island Creek Bridge	Mid-Range	\$3,000,000
Road_028	Windsor Parkway over Nancy Creek Bridge	Mid-Range	\$5,000,000
Road_029	SR 9 (Roswell Road/Atlanta Street) Pedestrian Improvements	Short-Range	\$1,000,000
Road_030	Riverside Drive over Chattahoochee River Tributary Bridge	Short-Range	\$3,200,000
Road_031	I-285 Top End Bridge Enhancements	Short-Range	\$2,400,000
<b>Capacity</b>			
Road_032	Hammond Drive Widening from Roswell Road to Barfield Road	Short & Mid-Range	\$55,000,000
Road_033	City Contribution to New Streets Built with Redevelopment	Short-Range	\$1,000,000



# PROGRAMMING LEVEL



Short -6  
Mid -2  
Both -2

## PROJECT TYPE

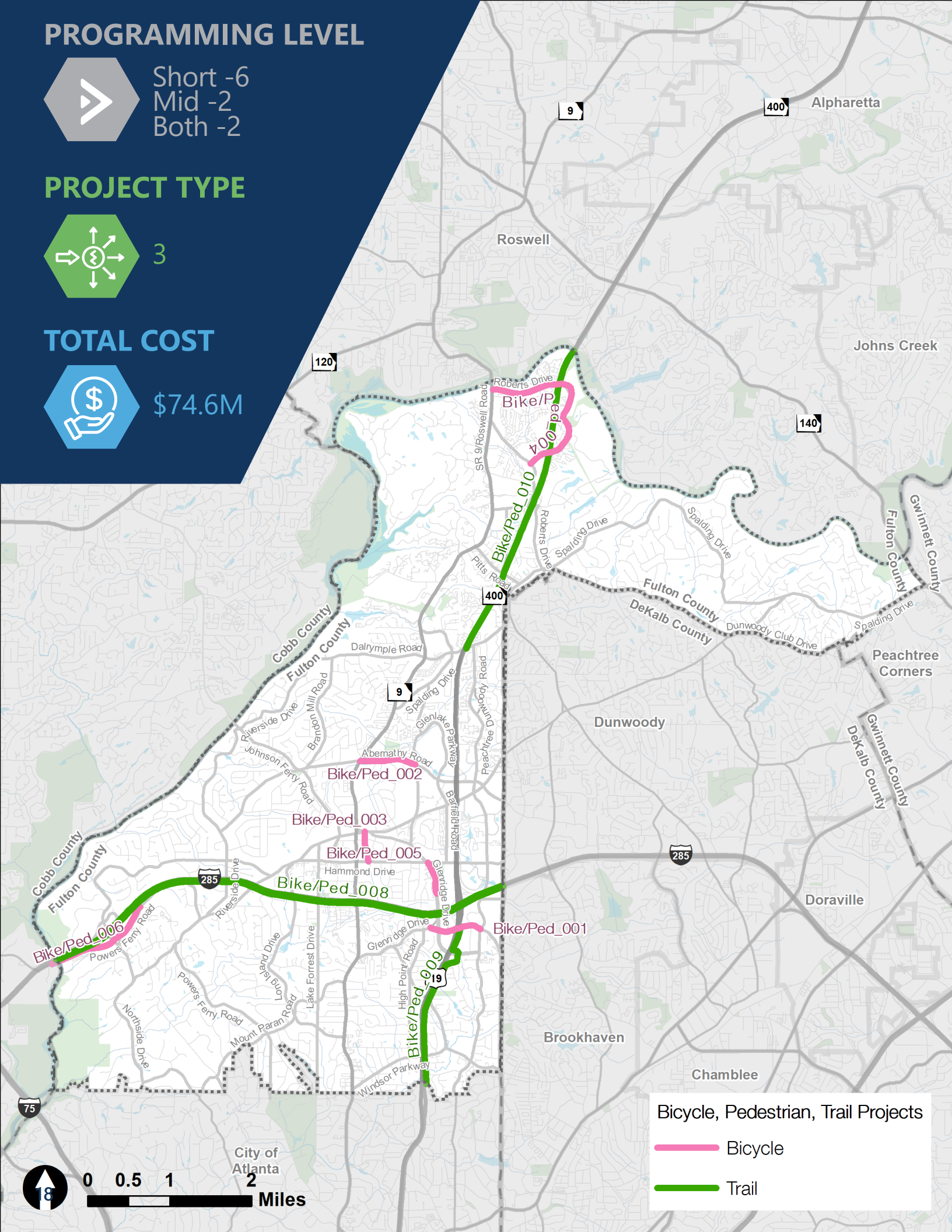


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## TOTAL COST



\$74.6M



Bicycle, Pedestrian, Trail Projects

Bicycle

Trail



# BICYCLE, PEDESTRIAN, TRAILS

The following table identifies the 10 bicycle, pedestrian, and trail projects by category. Information provided includes Project ID, Project Name (with location description), Programming Level denoting likely timeline for implementation, and Cost.

Project ID	Project Name	Programming Level	Cost
<b>Bicycle, Pedestrian, and Trail Projects</b>			
<b>Bicycle</b>			
Bike/Ped_001	Johnson Ferry Rd Side Path, from Glenridge Dr to Peachtree	Short-Range	\$6,000,000
Bike/Ped_002	Abernathy Side Path, from Roswell Road to Glenridge Drive	Mid-Range	\$6,100,000
Bike/Ped_003	Boylston Drive Side Path, from Mt. Vernon Hwy to Hammond Drive	Short-Range	\$4,000,000
Bike/Ped_004	Roberts Drive Side Path, from Roswell Rd to Dunwoody Pl	Short & Mid-Range	\$14,500,000
Bike/Ped_005	Glenridge Dr Side Path, from Hammond Dr to south of Wellington Trace	Short-Range	\$2,500,000
Bike/Ped_006	Powers Ferry Dr Side Path, from City Limits to Dupree Drive	Mid-Range	\$10,000,000
<b>Pedestrian</b>			
Bike/Ped_007	Sidewalk Program	Short & Mid-Range	\$24,000,000
<b>Trail</b>			
Bike/Ped_008	I-285 Multi-Use Trail Study	Short-Range	\$250,000
Bike/Ped_009	GA 400 Multi-Use Trail	Short-Range	\$7,000,000
Bike/Ped_010	GA 400 Multi-Use Trail North Study	Short-Range	\$250,000

# PROGRAMMING LEVEL



Short -3  
Mid -1  
Both - 1

## PROJECT TYPE

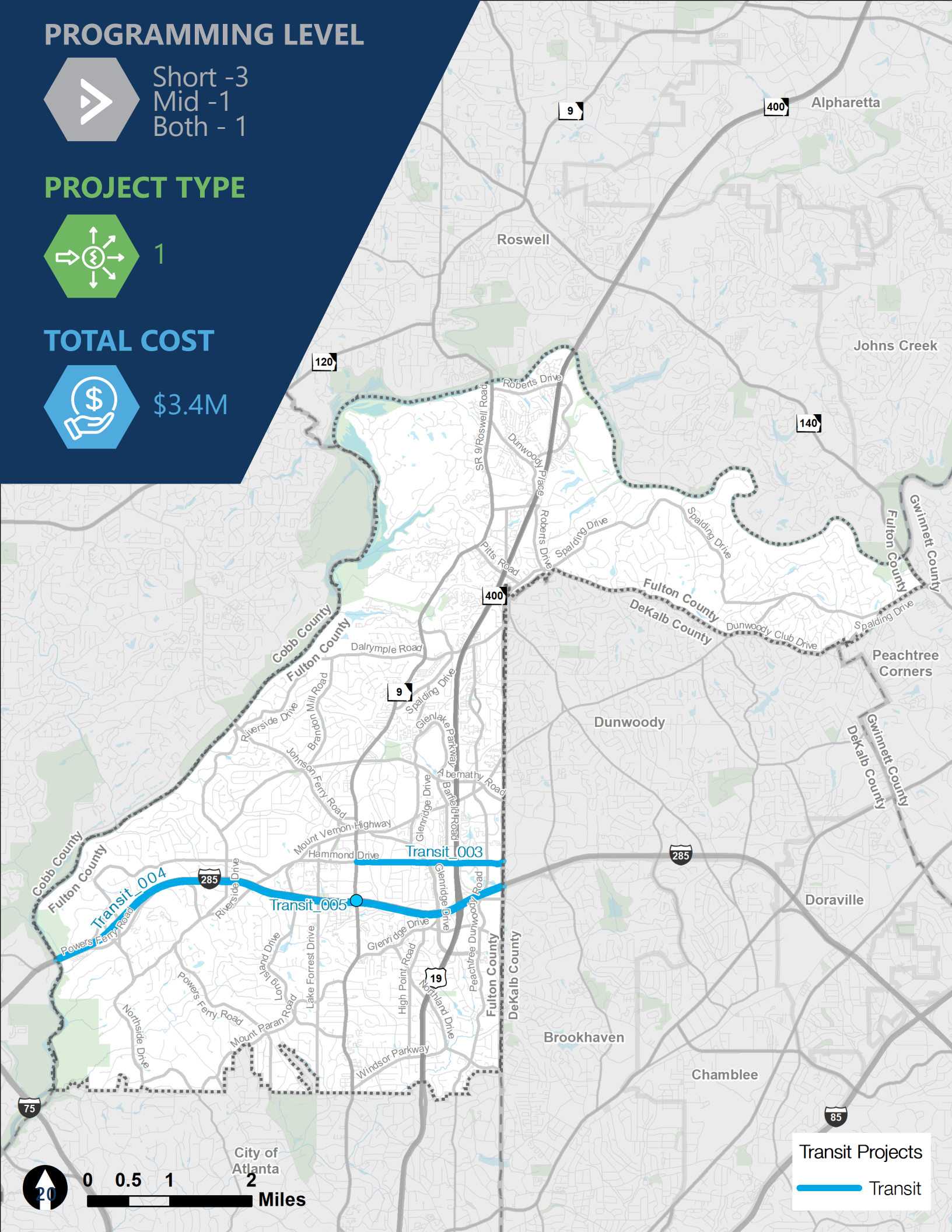


1

## TOTAL COST



\$3.4M



# TRANSIT

The following table identifies the 5 transit projects by category. Information provided includes Project ID, Project Name (with location description), Programming Level denoting likely timeline for implementation, and Cost.

Project ID	Project Name	Programming Level	Cost
Transit			
Transit_001	Traveler Information Kiosks/Transit Curbside Management (partnership with MARTA)	Short & Mid-Range	\$300,000
Transit_002	Transit Signal Priority Technical Upgrades along MARTA Routes	Short-Range	\$250,000
Transit_003	Transit Signal Priority Supportive Improvements along Hammond Drive	Mid-Range	\$2,700,000
Transit_004	I-285 BRT Feasibility Study	Short-Range	\$50,000
Transit_005	I-285 at Roswell Road Station Area Study	Short-Range	\$100,000

## PROGRAMMING LEVEL



Short -3  
Mid -1  
Both - 0

# ITS

## PROJECT TYPE



1

## TOTAL COST



\$4.4M

The following table identifies the 4 ITS projects by category. Information provided includes Project ID, Project Name (with location description), Programming Level denoting likely timeline for implementation, and Cost.

Project ID	Project Name	Programming Level	Cost
Intelligent Transportation Systems			
ITS_001	Design and Construct Fiber	Short-Range	\$1,500,000
ITS_002	Design and Construct Fiber	Mid-Range	\$1,500,000
ITS_003	Install Hub at Morgan Falls Public Safety Complex	Short-Range	\$690,000
ITS_004	Fiber Connection to Fire	Short-Range	\$650,000

# POLICIES AND INITIATIVES

There are a number of policies and initiatives that are recommended as a part of the TMP that have been summarized below. Details regarding each of these can be found in the **Transportation Master Plan**.

## POLICIES

**Zero Deaths and Safe Systems Policy**

**Complete Streets Policy**

**Micromobility Policy**

**Ridesharing Service Guiding Policy**

**Reconciling Inconsistencies between Development Code and Technical Manual**

**Sidewalk Master Plan Amendment**

**Promote Transportation Demand Management (TDM) Citywide**

**Host Bicycling and Walking Days**

**Track and Coordinate Transportation Performance Metrics**

## INITIATIVES

**Coordinate New Transportation Projects with Other Enhancements**

**Develop City Transportation Safety Working Group**

**Coordinate with Regional Transit Providers to Improve City Service**



# 8

## NEXT STEPS

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

### Collaboration and Coordination

Implementation of projects for the short- and mid-range programming levels will require collaboration and coordination between the City and other agencies and entities.

### Realistic Funding Streams

Securing future funding is critical to the implementation of the projects included in the TMP.

### Accountability

The Vision and Goals for the TMP were established through a public engagement process driven by the community. By tracking them beyond the life of the TMP, the City can maintain accountability through implementation.

### A Foundation for Investments

The TMP will serve as the guiding document for the City for transportation investments over the next 5, 10, to 20 years.

# ACKNOWLEDGEMENTS

## **Sandy Springs Mayor and City Council**

Mayor Rusty Paul

Councilmember John Paulson | Councilmember Steve Soteres | Councilmember Chris Burnett |  
Councilmember Jody Reichel | Councilmember Tibby DeJulio | Councilmember Andy Bauman

## **City Departments**

City Management | Communication and Media | Community Development | Economic Development |  
Fire | Information Services | Police | Public Works | Recreation and Parks | Sustainability

## **Stakeholders**

Atlanta Regional Commission | Atlanta - Region Transit Link Authority | City of Atlanta | City of  
Brookhaven | City of Dunwoody | City of Roswell | Cobb County | CobbLinc | Community Assistance  
Center | Cumberland CID | Dunwoody Cycling Club | Fulton County Aging Services | Fulton County  
Schools | GDOT | Gwinnett County Transit | Leadership Sandy Springs | MARTA | PATH Foundation  
| City of Peachtree Corners | Perimeter CIDs | Perimeter Connects | Safe Routes to School | Sandy  
Springs Chamber of Commerce | Xpress

## **Consultant Team**

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