

# Sidewalk Network Master Plan Update

January 16, 2024



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GEORGIA



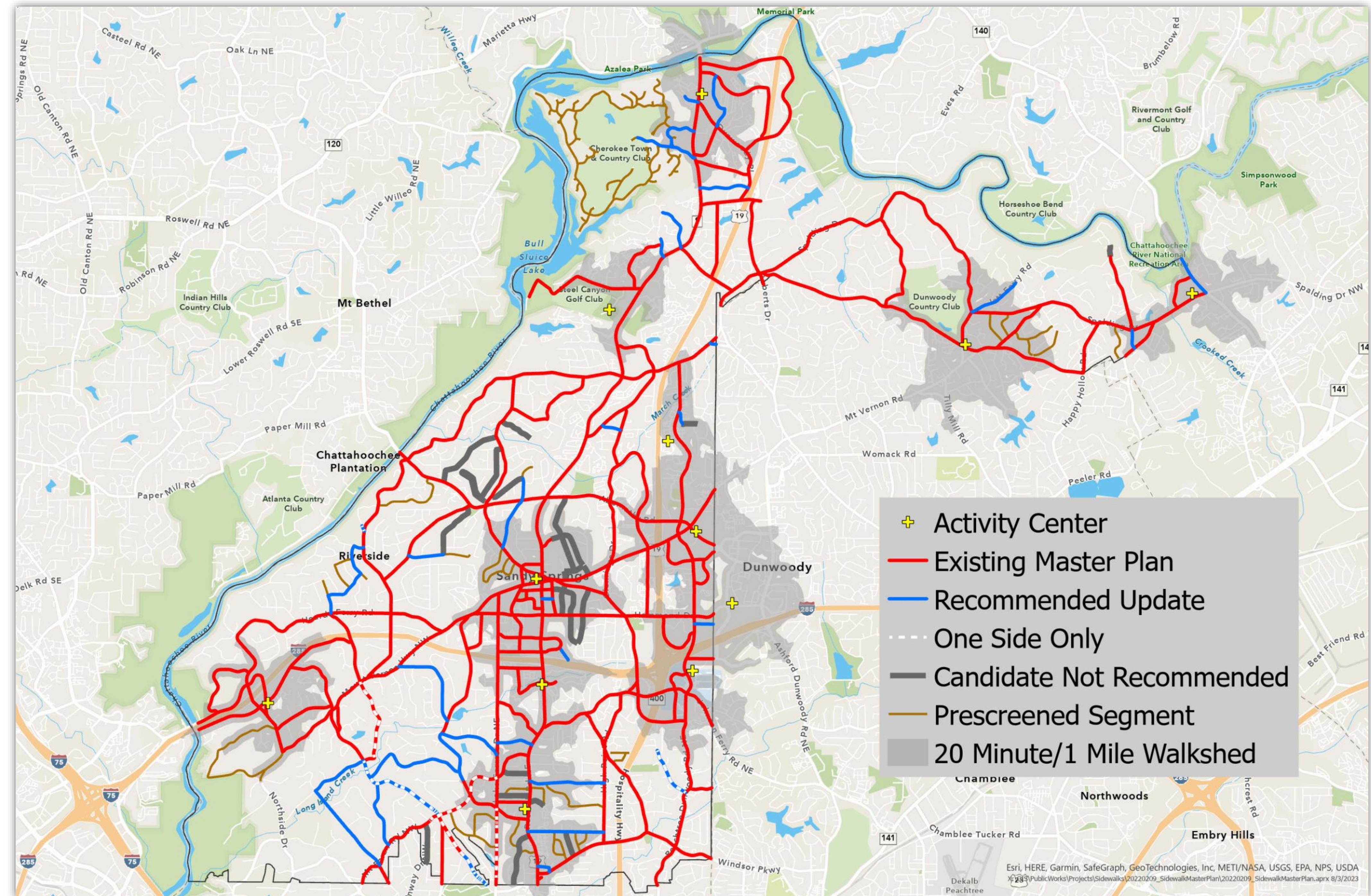
# Sidewalk Network Master Plan Update

## Overview

- Draft proposed segments were presented to MCC on **8/15/23** and subsequently shared with the public on the City's website.
- The public was invited to submit new requests by **10/13/23** for consideration for the Master Plan.
- **Present Updated Network Master Plan for Adoption 1/16/24.**
- Score candidate sidewalk projects for future funding consideration and present a Sidewalk Program Update to MCC in **Q2 2024**.

## Process for consideration of candidates to be added to the Sidewalk Network Master Plan included:

- Connections to existing master plan streets.
- Streets near Activity Centers identified in the Transportation Master Plan.
  - Some initial candidate segments on low volume streets were eliminated through a prescreening process.



Current Sidewalk Network Master Plan *with All Evaluated Candidate Segments*



# Sidewalk Network Master Plan Update Evaluation Criteria

**Recommended segments consist of All Public Streets located in City Springs District and segments that meet both Safety Need and Demand criteria.**

## **Safety Need and Demand Criteria:**

### **1) Safety Need (meet at least one)**

- a) **Daily Traffic Volume/Classification**
  - a) **At least 1,100 ADT**
  - b) **Collector Road or Higher**
- b) **Number of Travel Lanes (has more than 2 lanes)**
- c) **Speed is greater than 25mph**
- d) **Pavement width (road shoulder <22 feet)**

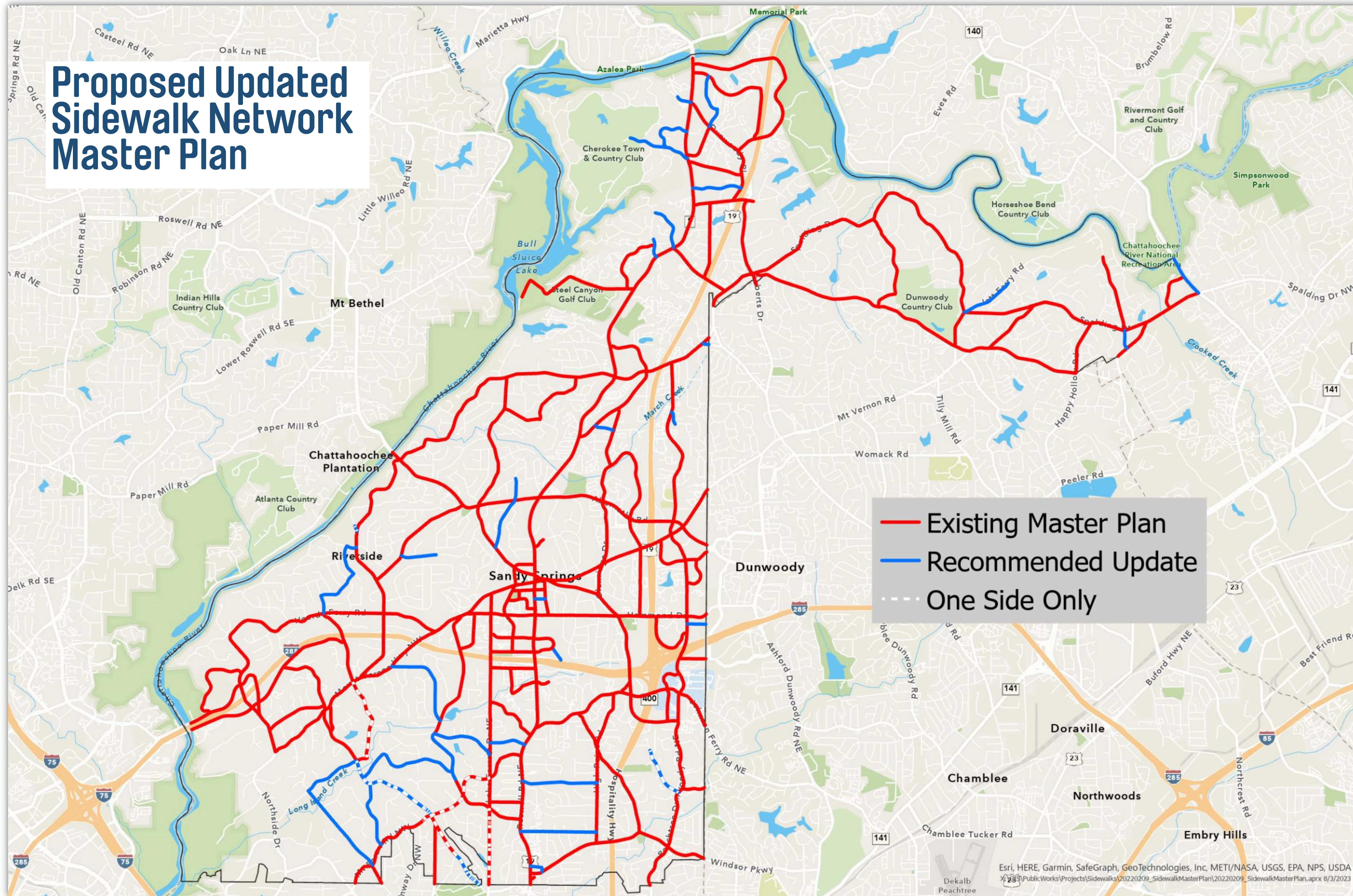
**AND**

### **2) Demand (meet at least one)**

- a) **Network Connectivity (meet at least one)**
  - i. **Fills a gap between existing sidewalk (not already on master plan) and Sidewalk Master Plan Network (SMP)**
  - ii. **Connects two collectors (or higher classification streets) on SMP where there is no other connection on SMP within 1/4 mile.**
- b) **Connectivity to Destinations (meet at least one)**
  - i. **Within 1 mile of Activity Center**
  - ii. **Within 1/4 mile of Transit**
  - iii. **Within 1/2 mile of Commercial/School/Park**
  - iv. **Within higher density zoning districts**



# Sidewalk Network Master Plan



The Sidewalk Network Master Plan defines roadways that are most suitable for pedestrian facilities.

It identifies roadways where sidewalk segment candidates are eligible for Capital Sidewalk Program funding.

Also identifies roadways where sidewalks are required in conjunction with development.



# Recommended Segment Additions

## District One

Segment	Justification
<b>Holcomb Bridge Road</b> <i>Between Spalding Drive and Chattahoochee River</i>	Park, Bus Stop, Activity Center, meets ADT threshold, high functional class
<b>Jett Ferry Road</b> <i>Between Spalding Drive and River Circle</i>	Activity center, meets posted speed minimum
<b>Nesbit Ferry Road</b> <i>Between Spalding Drive and Winters Chapel Road</i>	Park, Activity Center, meets minimum posted speed, connects sidewalk network
<b>Northridge Parkway</b>	Commercial, Bus Stop, meets minimum posted speed, connects sidewalk network

# Recommended Segment Additions

## District Two

Segment	Justification
<b>Grogans Ferry Road</b> <i>Between Adair Lane and Roswell Road</i>	School, Bus Stop, Activity Center, connects sidewalk network, meets travel lane minimum
<b>Hannover Park</b>	Activity center, Bus Stop, meets ADT threshold
<b>Hightower Trail</b> <i>Between Roswell Road and Cherokee Country Club</i>	Commercial, Activity Center, meets ADT threshold
<b>Huntcliff</b> <i>Between Roswell Road and Hightower Trail</i>	Commercial, Activity Center, meets ADT threshold
<b>N River Drive</b>	Commercial, Bus Stop, School, Activity Center, high pedestrian activity
<b>Ison Road</b>	Commercial, Bus Stop, School, Activity Center, high ped activity
<b>Winding River Drive</b>	Commercial, Bus Stop, School, Activity Center, high ped activity

# Recommended Segment Additions

## District Three

Segment	Justification
<b>Colewood Way</b> <i>Between River Valley Road and Bridgewood Valley Road</i>	Park, School, meets ADT threshold
<b>Denmark Drive</b>	Park, School, Bus Stop, Activity Center, City Springs District
<b>Wright Road</b> <i>Between Brandon Ridge Drive and Abernathy Road</i>	Commercial, Park, close to ADT threshold

# Recommended Segment Additions

## District Four

Segment	Justification
<b>Dunwoody Road</b> <i>Between Spalding Drive and Dunwoody City Limits</i>	School, meets speed limit minimum
<b>Mabry Road</b> <i>Between Spalding Drive and Glenridge Drive</i>	Commercial, park, school, existing sidewalk
<b>Hunters Crossing Drive</b> <i>For 750' off of Peachtree Dunwoody Road</i>	MARTA Station, Activity Center, connects sidewalk network

## District Five

Segment	Justification
<b>Forest Hills Drive</b> <i>Between Roswell Road and High Point Road</i>	School, Bus Stop, Activity Center, connects sidewalk network, high ped activity
<b>Franklin Road</b>	School, Bus Stop, Activity Center, connects sidewalk network, meets ADT threshold
<b>Hedden Street</b>	Commercial, Bus Stop, Activity Center, connects sidewalk network, high density area, existing sidewalk
<b>Springwood Connector</b>	Commercial, Bus Stop, Activity Center, connects sidewalk network



# Recommended Segment Additions

## District Six

Segment	Justification
<b>Burdette Road</b>	Activity Center, connects sidewalk network, narrow pavement width
<b>Crest Valley Drive</b> <i>Between Jett Road and Powers Ferry Road</i>	Meets posted speed minimum, sidewalk master plan if other proposed segments are added to plan
<b>Edgewater Drive</b> <i>Between Mountain Brook Way and Riverside Drive</i>	School, connects sidewalk network, meets ADT threshold
<b>Glen Errol Road</b>	Bus Stop, connects sidewalk network, meets ADT threshold
<b>Heards Creek Drive</b> <i>Between Old Creek Trail and Heards Ferry Road</i>	School, connects sidewalk network, meets ADT threshold
<b>Jett Road</b> <i>Between Mt Paran Road and Crest Valley Drive</i>	School, meets posted speed minimum
<b>Londonberry Road</b>	Meets posted speed minimum, would connect sidewalk master plan if other proposed segments are added to plan
<b>Long Island Drive NW</b> <i>Between Burdette Road and Long Island Way</i>	Activity Center, connects sidewalk network, collector street



# Recommended Segment Additions

## District Six (continued)

Segment	Justification
<b>Maryeanna Drive</b>	Commercial, Bus stop, Activity Center, connects sidewalk network, meets posted speed minimum
<b>Mountain Brook Way</b> <i>Between Edgewater Drive and Old Creek Trail</i>	School, connects sidewalk network, meets ADT threshold
<b>Mountain Creek Road</b>	Activity Center, City Springs District
<b>Old Creek Trail</b> <i>Between Heards Creek Drive and Mountain Brook Way</i>	School, connects sidewalk network, meets ADT threshold
<b>Old Riverside Drive</b> <i>Between Riverside Drive and Park Entrance</i>	Park, meets posted speed minimum
<b>Powers Ferry Road</b> <i>Between Crest Valley Drive and Mt Paran Road</i>	Park, School, meets minimum posted speed, connects sidewalk network, high functional class
<b>Rebel Trail</b> <i>Between Powers Ferry Road and Mount Paran Road</i>	Connects sidewalk network, meets ADT threshold



# Evaluated Segments Not Recommended

## District One

Segment	Justification
<b>Nesbit Ferry Road</b> <i>Between Coles Way and Private Entrance</i>	Gap not feasible to be filled within public ROW

## District Two

Segment	Justification
<b>Seville Chase</b> <i>Between Brandon Mill Road and Cul de sac</i>	Cul de sac



# Evaluated Segments Not Recommended

## District Three

Segment	Justification
<b>Brandon Ridge Drive</b>	Low stress, parallel street on current Sidewalk Master Plan
<b>Bridgewood Valley Road</b>	Low traffic volumes
<b>Castleton Drive</b>	Low traffic volumes
<b>Harleston Road</b>	Low traffic volumes
<b>Hilderbrand Drive</b> <i>Between Boylston Drive and Kayron Drive</i>	Low stress, parallel street on current Sidewalk Master Plan
<b>Kayron Drive</b> <i>Between Johnson Ferry Road and Hilderbrand Drive</i>	Low traffic volumes
<b>North Mill Road</b>	Low traffic volumes
<b>River Springs Drive</b>	Low traffic volumes



# Evaluated Segments Not Recommended

## District Four

Segment	Justification
<b>Carriage Drive</b> <i>Between Huntington Creek Road and Vernon Woods Drive</i>	Low traffic volumes
<b>Cherry Tree Lane</b>	Low traffic volumes
<b>Hunting Creek Road</b>	Low traffic volumes
<b>Vernon Woods Drive</b> <i>Between Mt Vernon Highway and Cul De Sac</i>	Low stress, parallel street on current Sidewalk Master Plan

## District Five

Segment	Justification
<b>Cherrywood Lane</b>	Low stress, parallel street on current Sidewalk Master Plan
<b>E Belle Isle Road</b>	Low stress, parallel street on current Sidewalk Master Plan



# Evaluated Segments Not Recommended

## District Six

Segment	Justification
<b>E. Conway Drive</b> Between Mt Paran Road and Runnemedede Road	Low traffic volumes
<b>Mystic Drive</b> Between Kitty Hawk Drive and City Limit	Low traffic volumes
<b>Osner Drive</b> Between Mt Paran Road and Roswell Road	Low traffic volumes
<b>Spruell Springs Road</b>	Low traffic volumes