

City of Sandy Springs Safety Action Plan

Public Meeting

August 29, 2024



SANDY SPRINGS™

GEORGIA

Thank You For Coming!

- We will be using Mentimeter as part of today's presentation
 - www.menti.com
 - Use code **9113 6479**



Share your neighborhood or organization!



About the Plan

- Will help to expand the City's Safety Program
- Overarching goal to reduce and eventually eliminate fatalities and serious injuries on roadways in Sandy Springs
- Based on FHWA's Safe System Approach

*The City of Sandy Springs is committed to improving the design and operation of its roadways so that **all** users — pedestrians, cyclists, transit users, and motorists — can safely access their destinations.*



Source: FHWA.

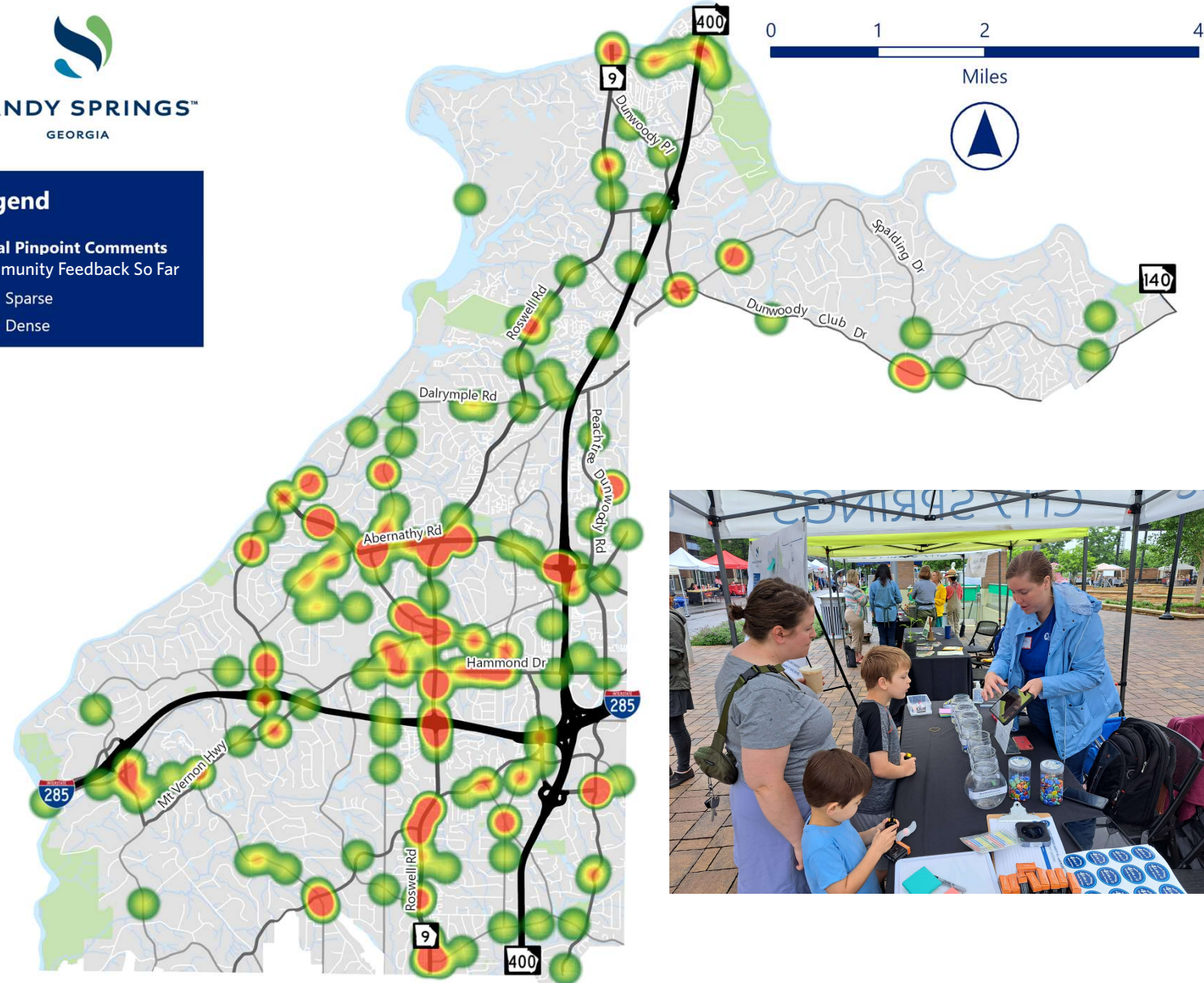
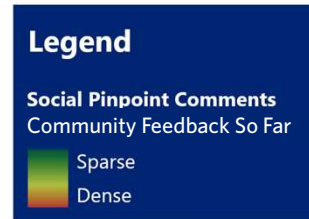
What Have We Learned So Far?

Community Outreach

- Safety Task Force
- Focus Groups
- Interactive Web Map
- Pop-Up Events

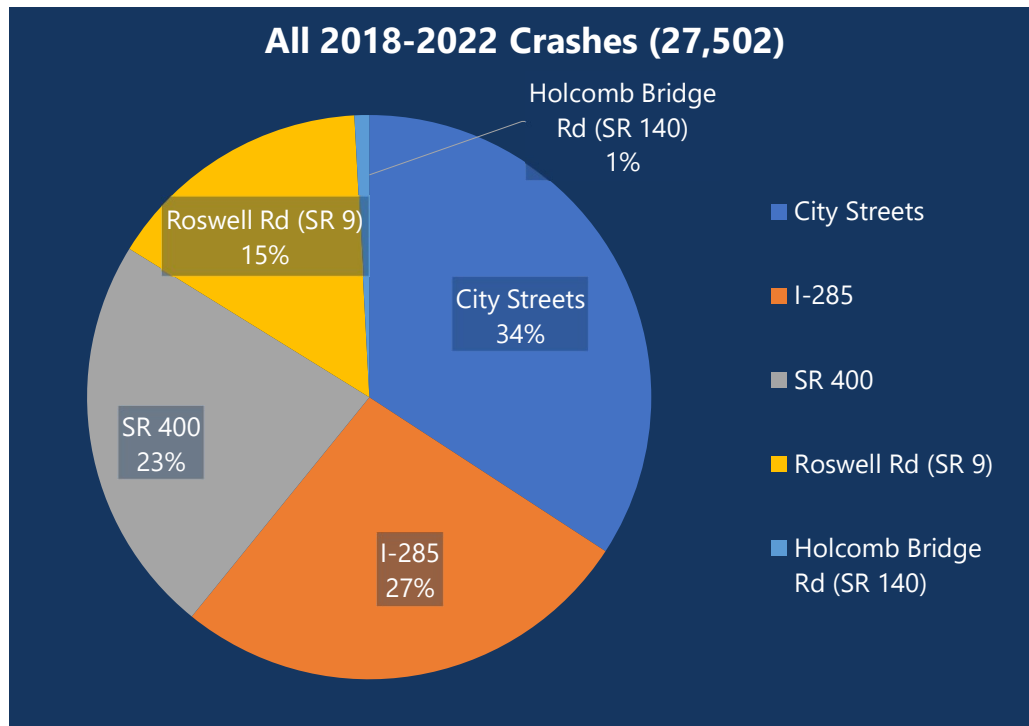
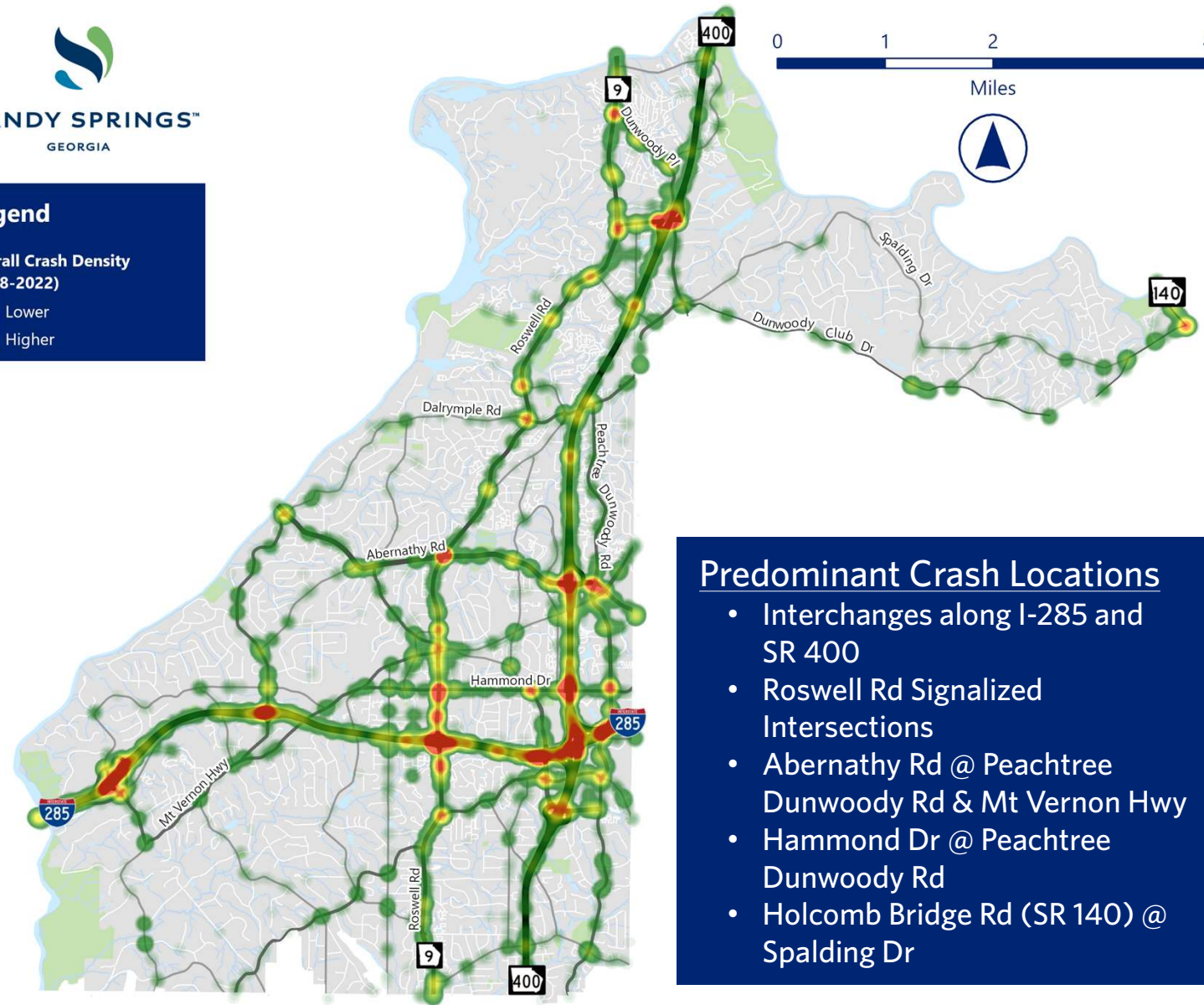
Emerging Themes

- Lack of Protection for Bicyclists and Pedestrians
- Inadequate Signage or Road Markings
- Intersection- or Turning-Related Issues
- Speeding or Ignoring Roadway Signage
- Driveway Ingress and Egress Concerns
- Poor Visibility or Roadway Obstructions



Overall Crash Trends

- January 1, 2018 through December 31, 2022
- 27,502 crashes - 38 Fatal and 205 Serious Injury



- Predominant Crash Locations**
- Interchanges along I-285 and SR 400
 - Roswell Rd Signalized Intersections
 - Abernathy Rd @ Peachtree Dunwoody Rd & Mt Vernon Hwy
 - Hammond Dr @ Peachtree Dunwoody Rd
 - Holcomb Bridge Rd (SR 140) @ Spalding Dr

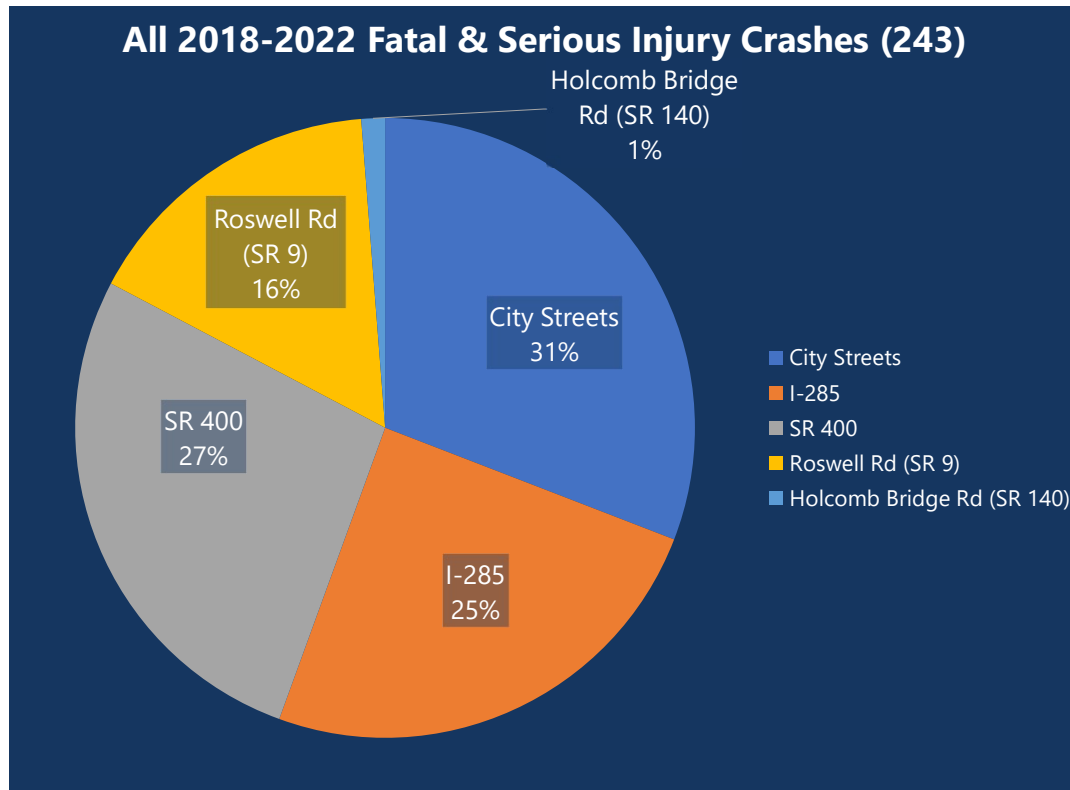
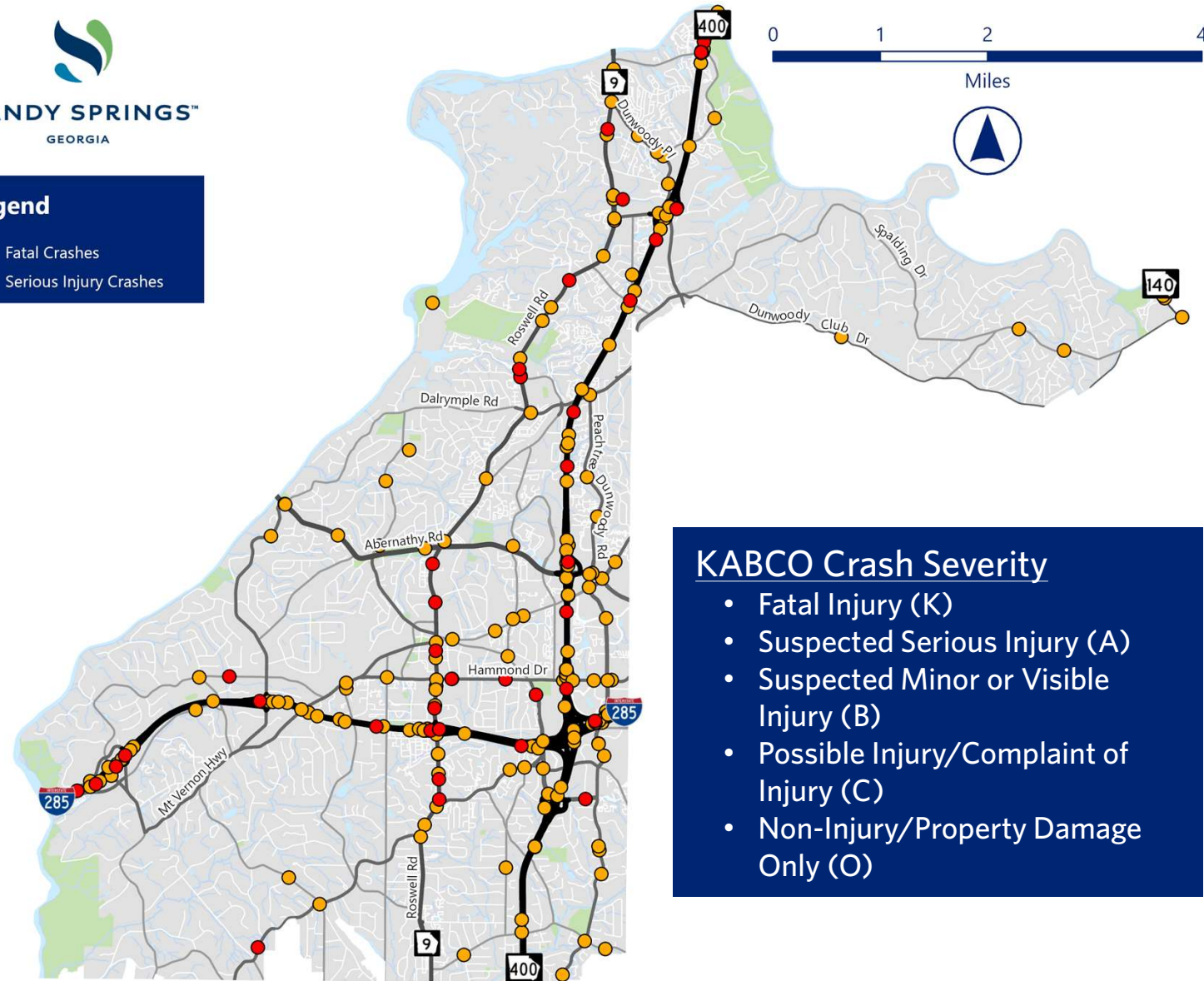
Fatal & Serious Injury (KA) Crashes

- 30% City streets
- 16% Roswell Road
- 1% Holcomb Bridge Road



Legend

- Fatal Crashes
- Serious Injury Crashes



KABCO Crash Severity

- Fatal Injury (K)
- Suspected Serious Injury (A)
- Suspected Minor or Visible Injury (B)
- Possible Injury/Complaint of Injury (C)
- Non-Injury/Property Damage Only (O)

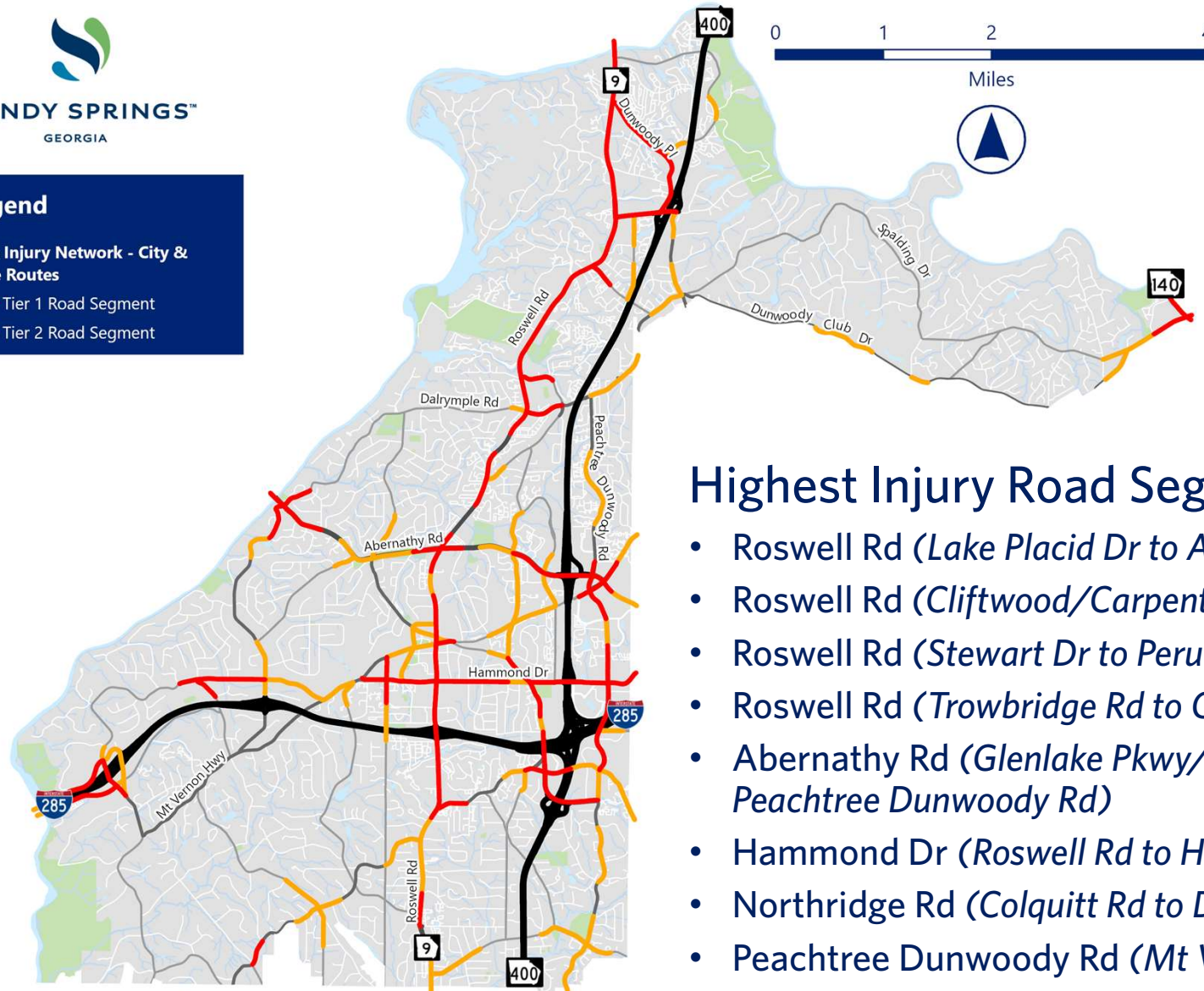
Tier 1 & 2 High Injury Network (City and State Routes)



Legend

High Injury Network - City & State Routes

- Tier 1 Road Segment
- Tier 2 Road Segment



Highest Injury Road Segments (by crash cost)

- Roswell Rd (*Lake Placid Dr to Allen Rd/Carpenter Dr*)
- Roswell Rd (*Cliftwood/Carpenter Dr to Hammond Dr*)
- Roswell Rd (*Stewart Dr to Peruca Pl*)
- Roswell Rd (*Trowbridge Rd to Cimarron Pkwy*)
- Abernathy Rd (*Glenlake Pkwy/Mercedes Benz Dr to Peachtree Dunwoody Rd*)
- Hammond Dr (*Roswell Rd to Hilderbrand Dr*)
- Northridge Rd (*Colquitt Rd to Dunwoody Pl/SR 400 S Ramps*)
- Peachtree Dunwoody Rd (*Mt Vernon Hwy to Northpark Pl*)

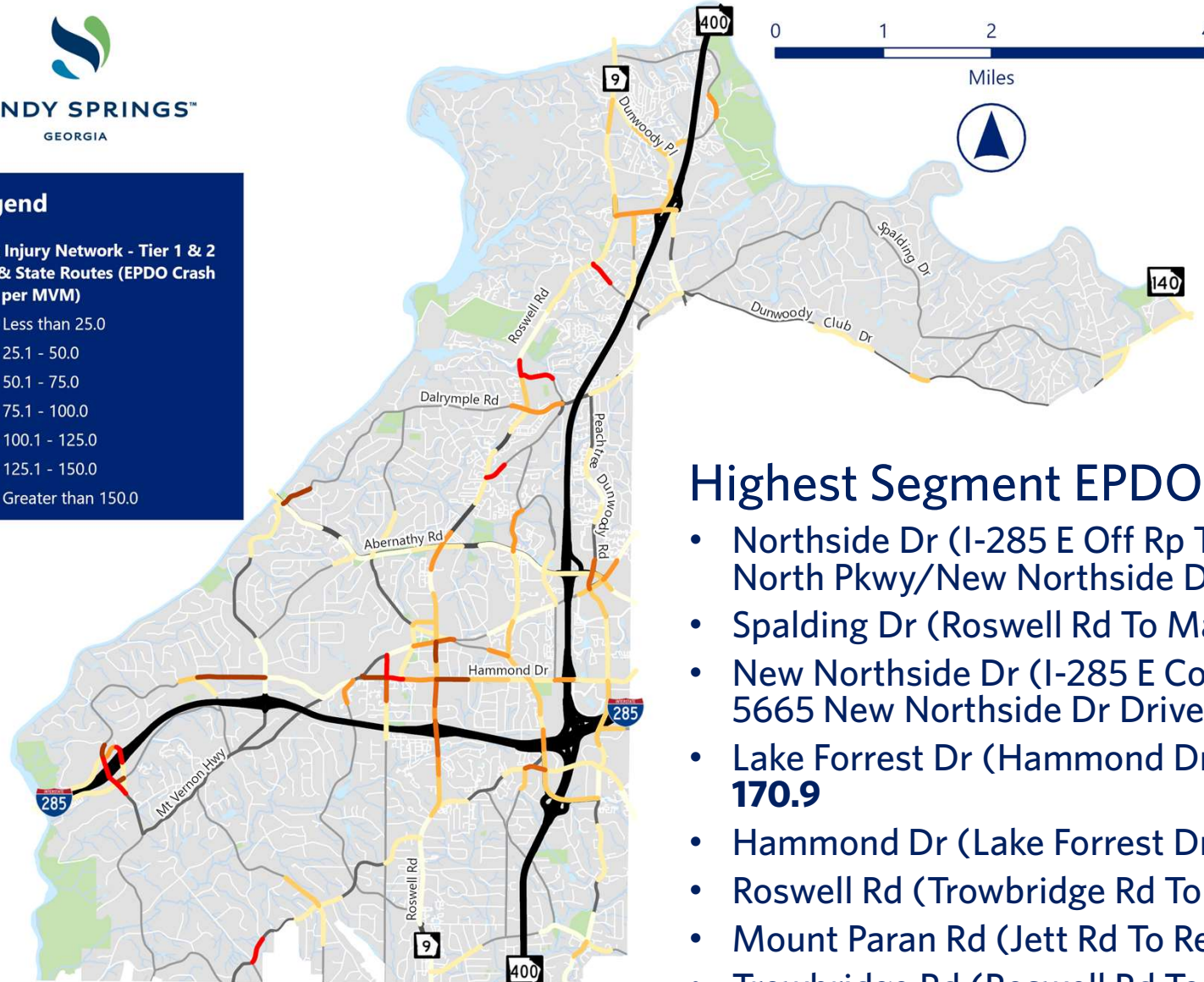
Tier 1 & 2 High Injury Network (City and State Routes) – rates



Legend

High Injury Network - Tier 1 & 2
City & State Routes (EPDO Crash
Rate per MVM)

- Less than 25.0
- 25.1 - 50.0
- 50.1 - 75.0
- 75.1 - 100.0
- 100.1 - 125.0
- 125.1 - 150.0
- Greater than 150.0



Highest Segment EPDO Crash Rates (MVM)

- Northside Dr (I-285 E Off Rp To Northside Dr To Interstate North Pkwy/New Northside Dr) - **283.9**
- Spalding Dr (Roswell Rd To Mabry Rd) - **233.5**
- New Northside Dr (I-285 E Conn Rp To New Northside Dr To 5665 New Northside Dr Driveway) - **171.0**
- Lake Forrest Dr (Hammond Dr To Mount Vernon Hwy) - **170.9**
- Hammond Dr (Lake Forrest Dr To Sandy Springs Cir) - **169.5**
- Roswell Rd (Trowbridge Rd To Cimarron Pkwy) - **168.3**
- Mount Paran Rd (Jett Rd To Rebel Trl) - **161.7**
- Trowbridge Rd (Roswell Rd To Trowbridge Lake Rd) - **156.8**

EPDO = Equivalent Property Damage Only
MVM = Million Vehicle Miles

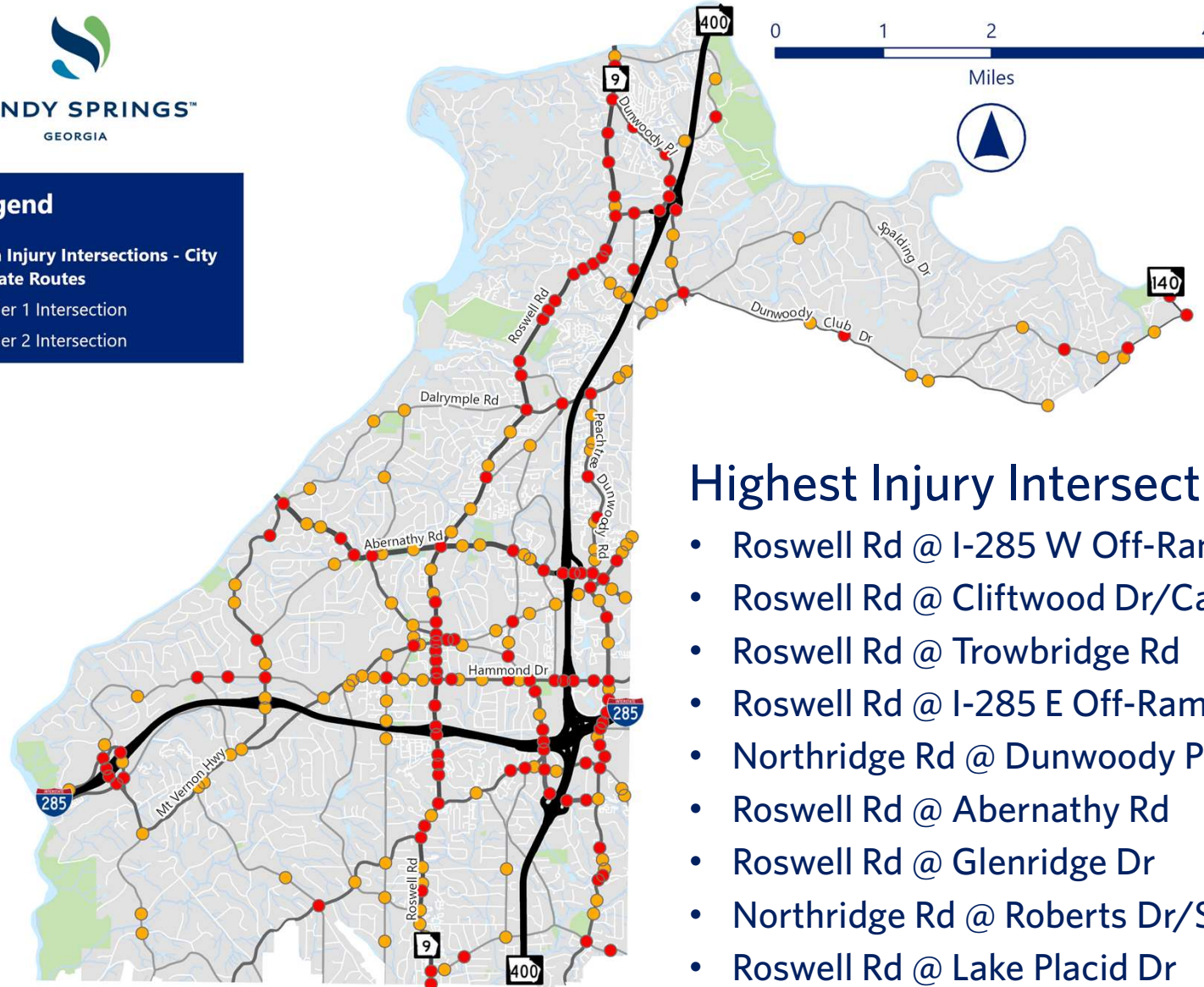
Tier 1 & 2 High Injury Intersections (City and State Routes)



Legend

High Injury Intersections - City & State Routes

- Tier 1 Intersection
- Tier 2 Intersection



Highest Injury Intersections (by crash cost)

- Roswell Rd @ I-285 W Off-Ramp to Roswell Rd
- Roswell Rd @ Cliftwood Dr/Carpenter Dr
- Roswell Rd @ Trowbridge Rd
- Roswell Rd @ I-285 E Off-Ramp to Roswell Rd
- Northridge Rd @ Dunwoody Pl/SR 400 S Ramps
- Roswell Rd @ Abernathy Rd
- Roswell Rd @ Glenridge Dr
- Northridge Rd @ Roberts Dr/SR 400 N Ramps
- Roswell Rd @ Lake Placid Dr

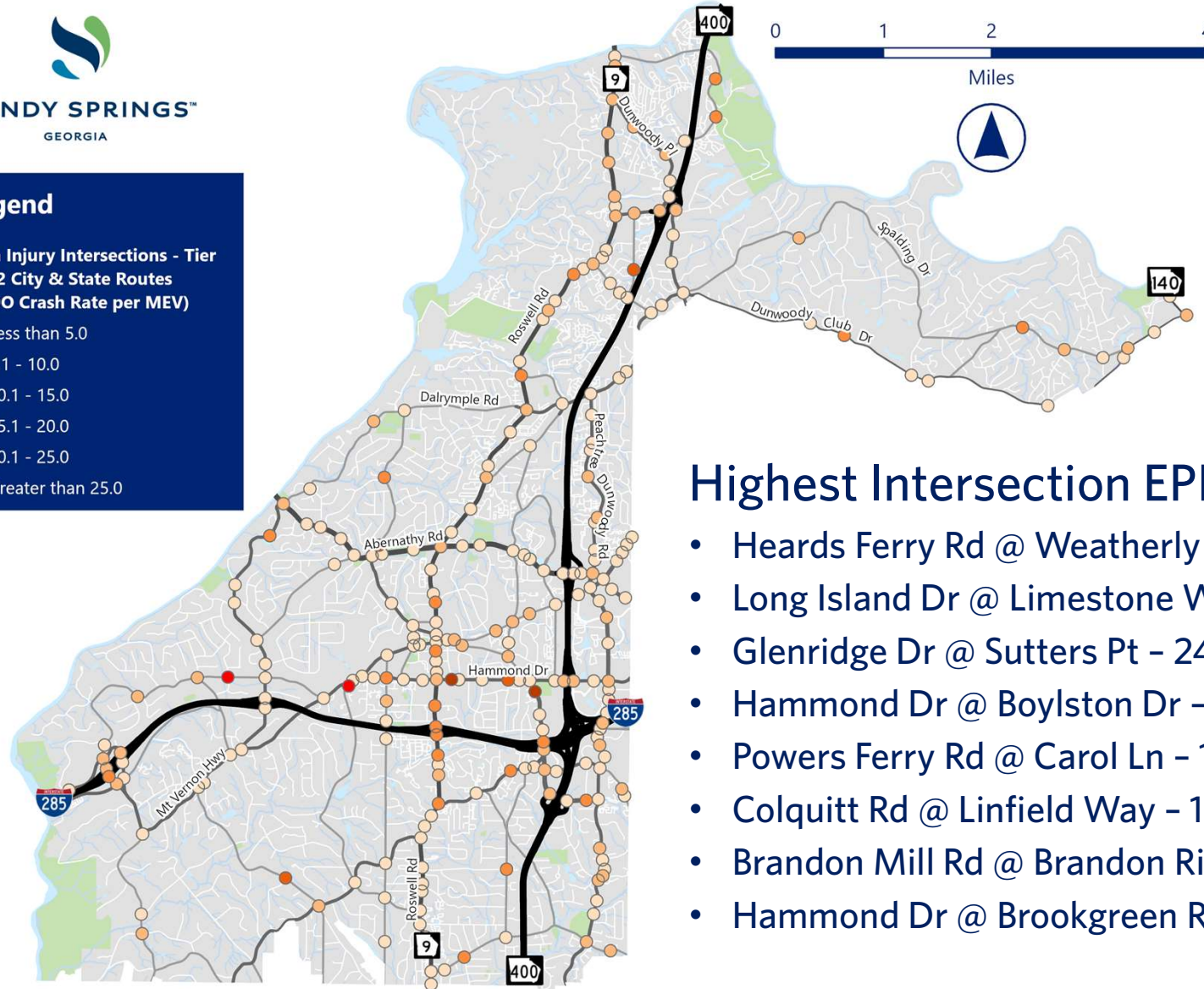
Tier 1 & 2 High Injury Intersections (City and State Routes) – rates



Legend

High Injury Intersections - Tier 1 & 2 City & State Routes (EPDO Crash Rate per MEV)

- Less than 5.0
- 5.1 - 10.0
- 10.1 - 15.0
- 15.1 - 20.0
- 20.1 - 25.0
- Greater than 25.0



Highest Intersection EPDO Crash Rates (MEV)

- Heards Ferry Rd @ Weatherly Dr - 58.6
- Long Island Dr @ Limestone Way - 30.0
- Glenridge Dr @ Sutters Pt - 24.2
- Hammond Dr @ Boylston Dr - 21.3
- Powers Ferry Rd @ Carol Ln - 19.0
- Colquitt Rd @ Linfield Way - 18.6
- Brandon Mill Rd @ Brandon Ridge Dr - 15.7
- Hammond Dr @ Brookgreen Rd - 15.2

EPDO = Equivalent Property Damage Only
MEV = Million Entering Vehicles

What is a road or intersection in Sandy Springs where you feel unsafe?



KA vs. All Crashes – Sandy Springs

- The most overrepresented fatal and serious injury (KA) crash types are:



Single Vehicle (**36% KA** vs. 8% All)



Pedestrian (**18% KA** vs. 1% All)



Aggressive Driving (**11% KA** vs. 3% All)



Motorcycle (**11% KA** vs. 0.5% All)



Distracted Driving (**41% KA** vs 51% All)



Impaired Driving (**11% KA** vs. 2% All)

- The most overrepresented KA crash conditions are:

- Dark-Not Lighted (**12% KA** vs. 5% All)

- Sunday (**12% KA** vs. 8% All)

- Dark-Lighted (**15% KA** vs. 14% All)

- State Roads (**36% KA** vs. 32% All)

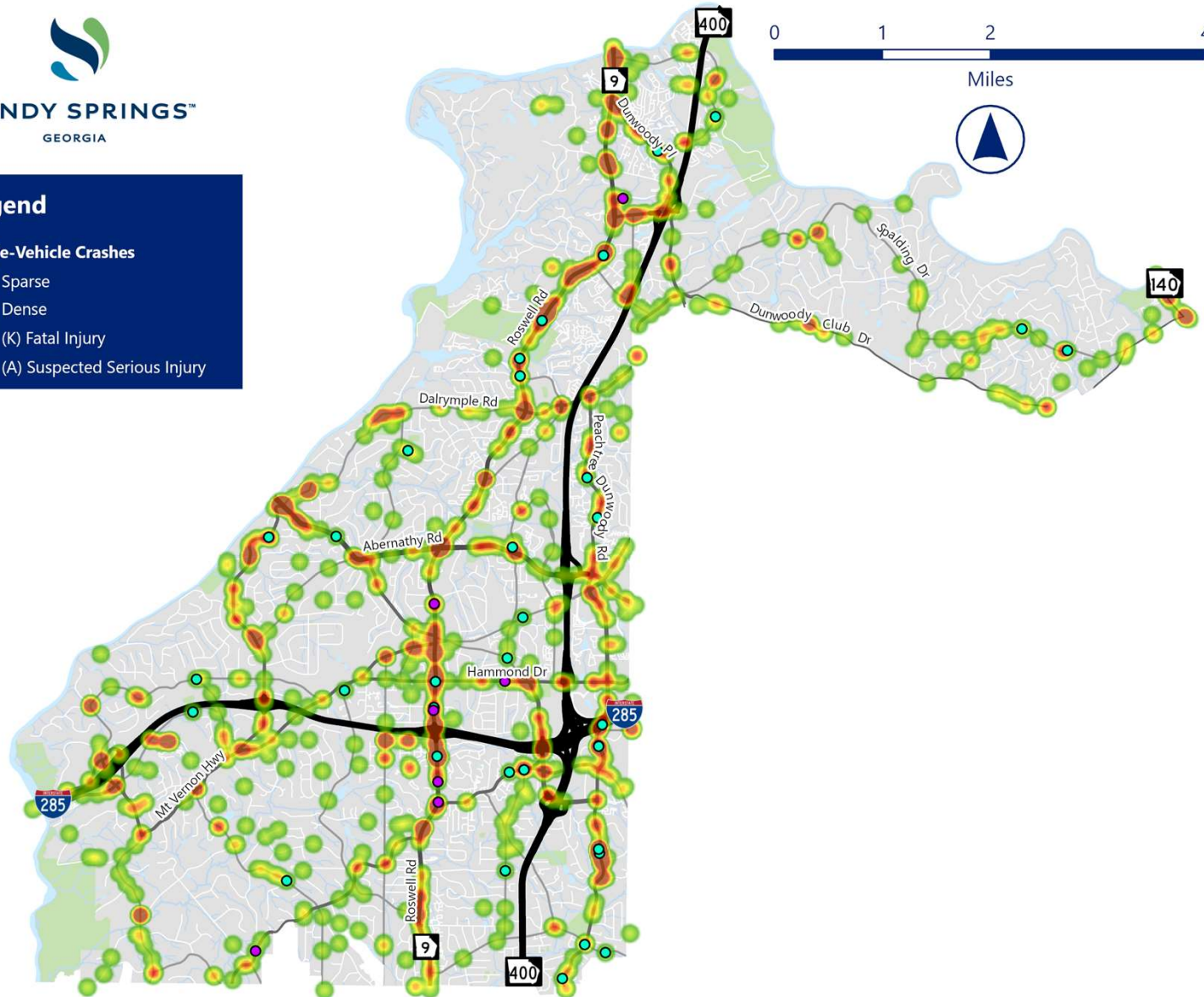
Single-Vehicle Crashes



Legend

Single-Vehicle Crashes

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(36% KA vs. 8% All)

Single-vehicle crashes frequently occur along with these conditions:

1. Distracted Driving
2. Dark Conditions
3. Vulnerable Road Users

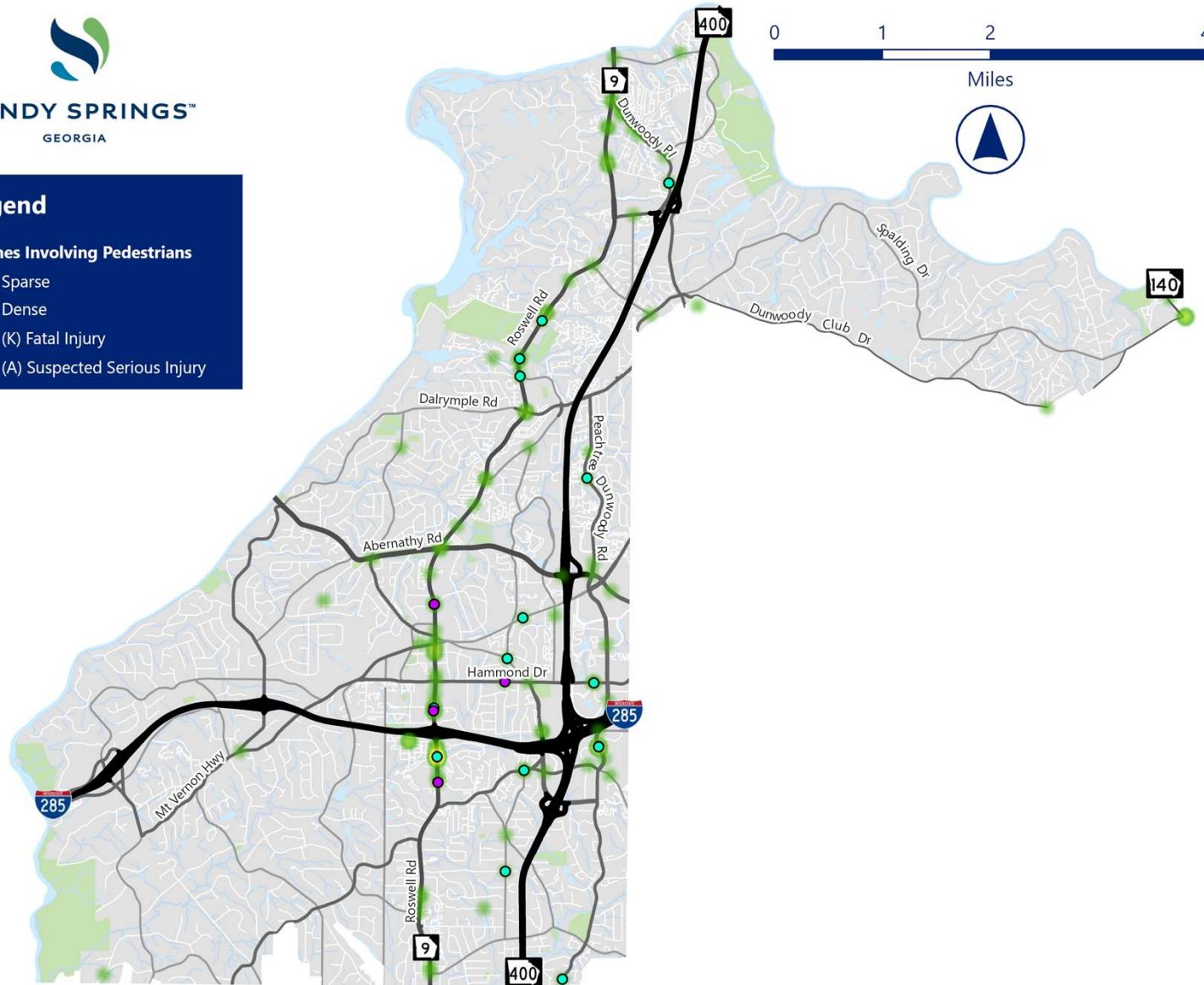
Pedestrian Crashes



Legend

Crashes Involving Pedestrians

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(18% KA vs. 1% All)

Pedestrian crashes frequently occur along with these conditions:

1. Dark, Unlit Conditions
2. Within 300 feet of an intersection
3. Distracted Driving

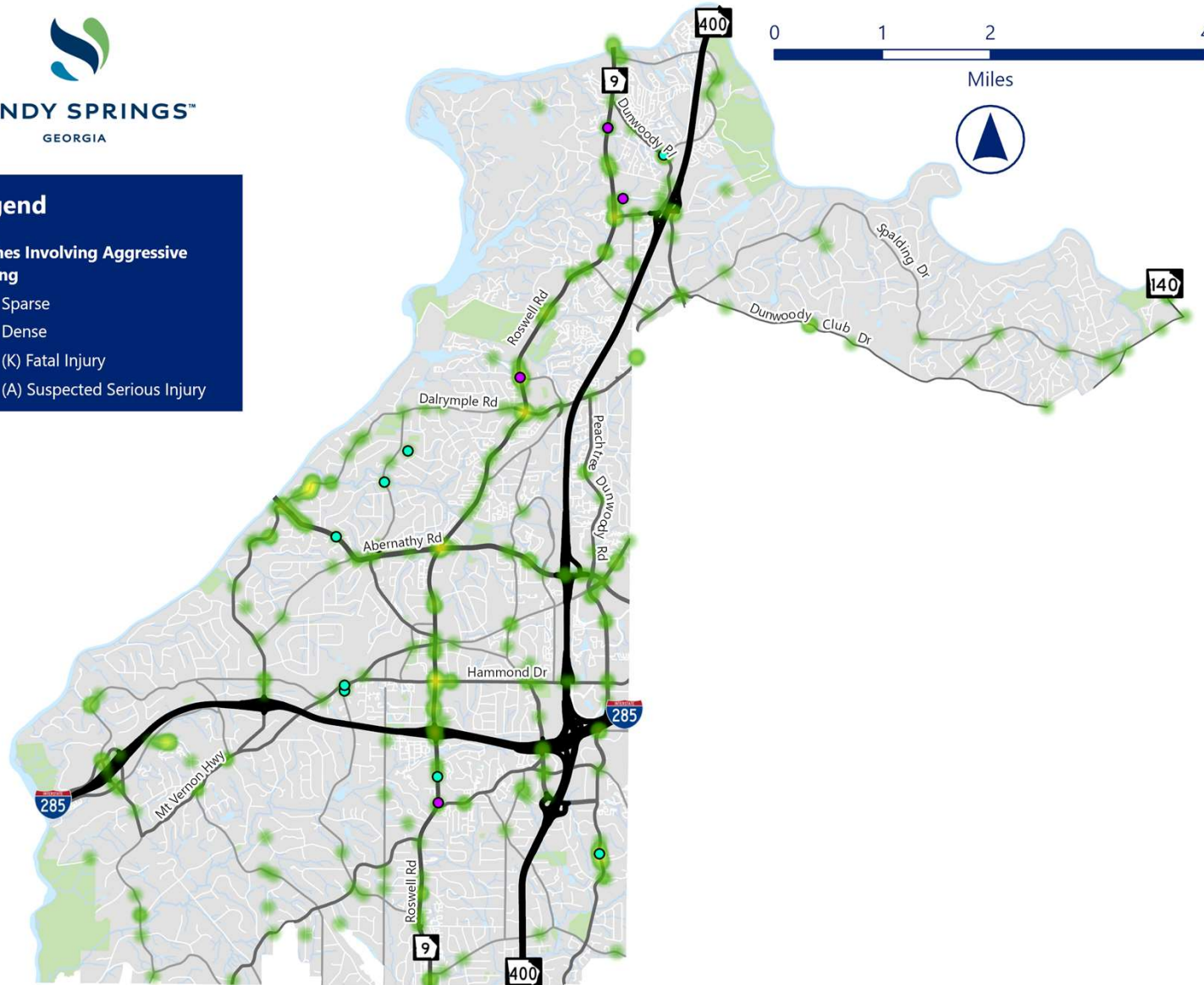
Aggressive Driving Crashes



Legend

Crashes Involving Aggressive Driving

- Sparse
- Dense
- (K) Fatal Injury
- (A) Suspected Serious Injury



(11% KA vs. 3% All)

Aggressive driving crashes frequently occur along with these conditions:

1. Speeding
2. Occurred from 12 AM to 6 AM
3. Roadway Departure

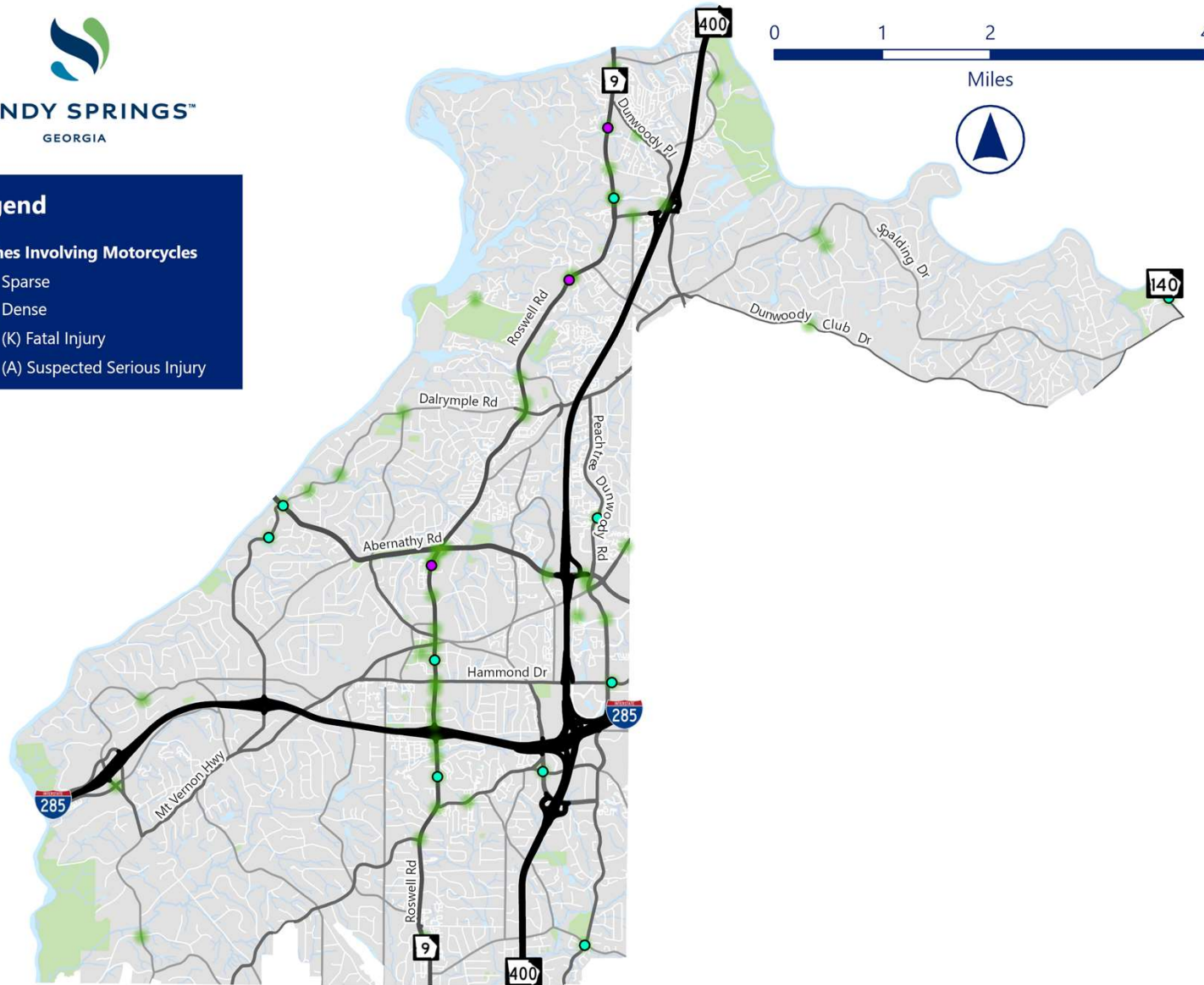
Motorcycle Crashes



Legend

Crashes Involving Motorcycles

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(11% KA vs. 0.5% All)

Motorcycle crashes frequently occur along with these conditions:

1. Left-Angle Crashes
2. Within 300 feet of an intersection
3. Single-Vehicle Crashes

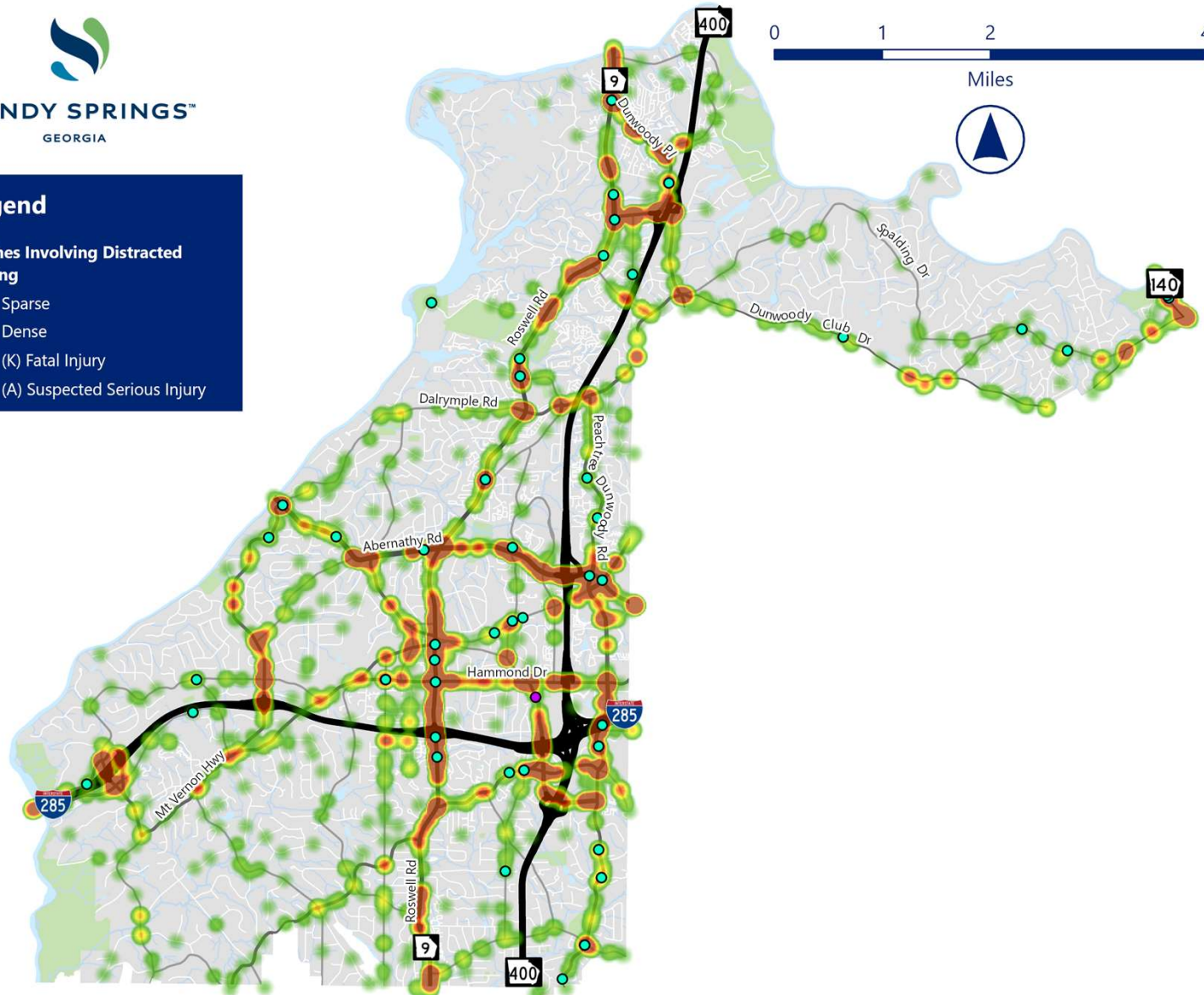
Distracted Driving Crashes



Legend

Crashes Involving Distracted Driving

- Sparse
- Dense
- (K) Fatal Injury
- (A) Suspected Serious Injury



(41% KA vs. 51% All)

Distracted driving crashes frequently occur along with these conditions:

1. Rear End Crashes
2. Within 300 feet of an intersection
3. Occurred from 9 AM to 12 PM

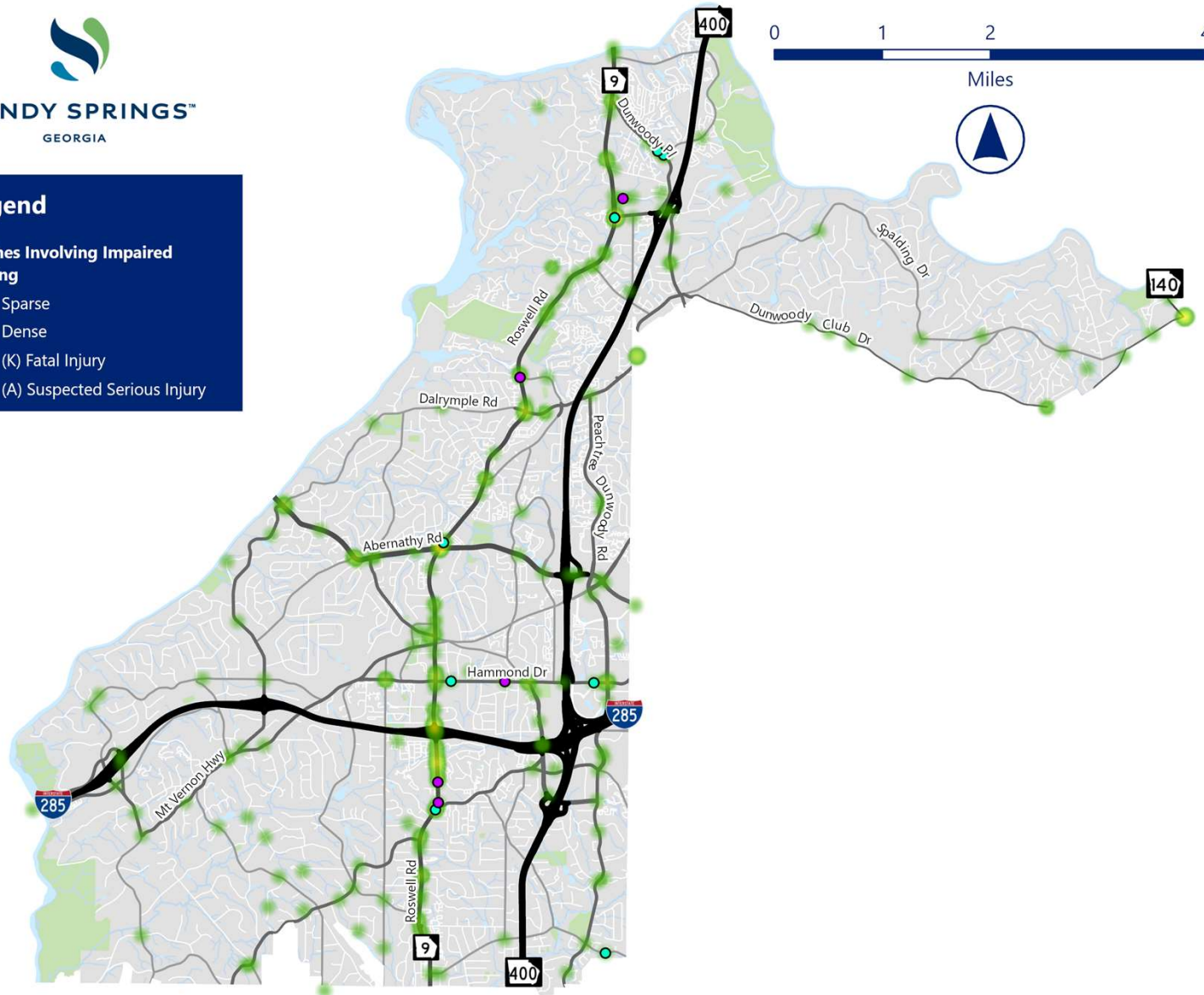
Impaired Driving Crashes



Legend

Crashes Involving Impaired Driving

- Sparse
- Dense
- (K) Fatal Injury
- (A) Suspected Serious Injury



(11% KA vs. 2% All)

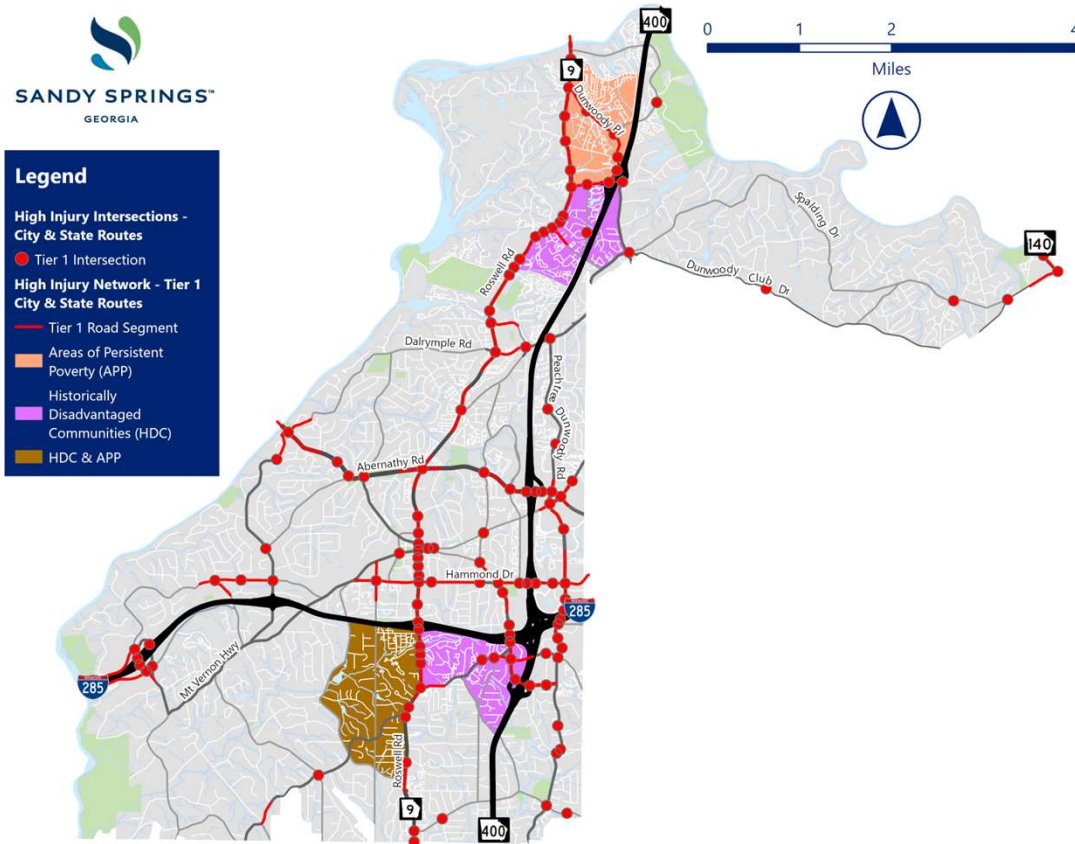
Impaired driving crashes frequently occur along with these conditions:

1. Occurred Friday to Sunday
2. Dark Conditions
3. Single-Vehicle Crashes

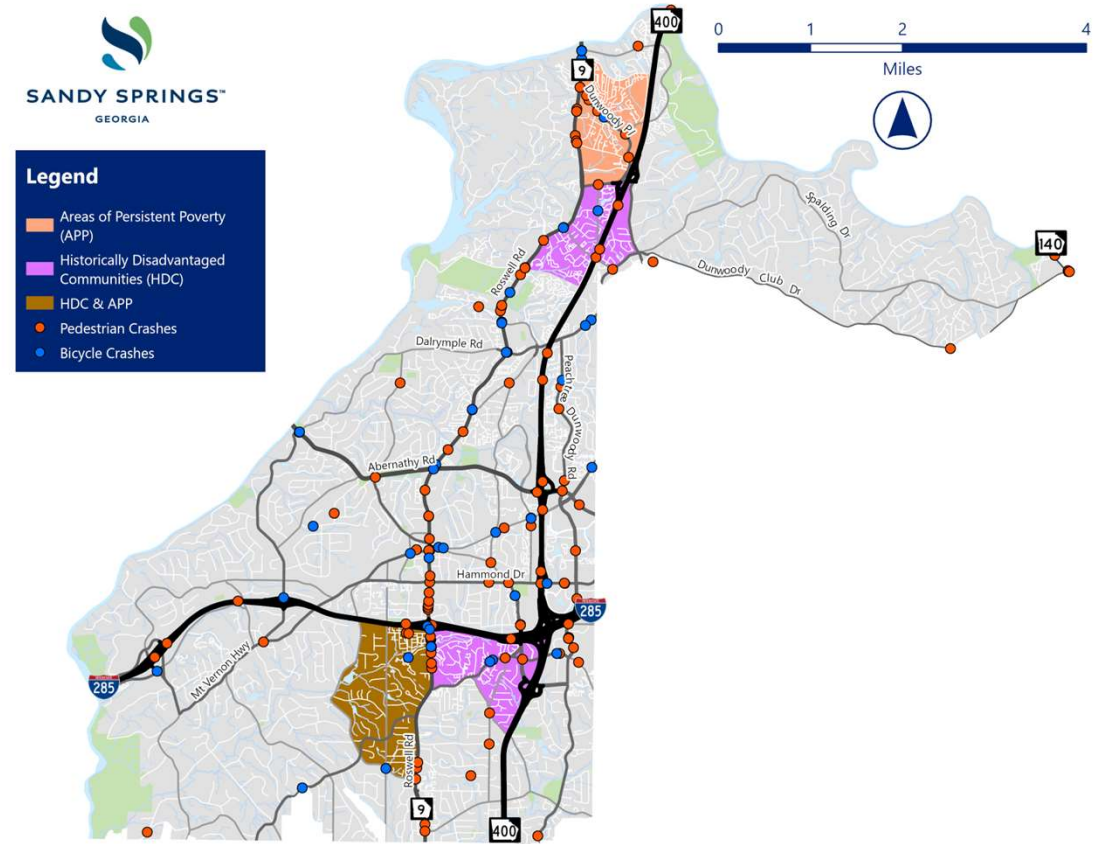
Safety and Equity

Areas of Persistent Poverty (APP) - Census tracts with a poverty rate of at least 20%

Historically Disadvantaged Communities (HDC) - Census tracts with concentrations of poverty, high segregation, and low to moderate access to opportunity



High Injury Network & Intersections in Relation to APPs & HDCs in Sandy Springs

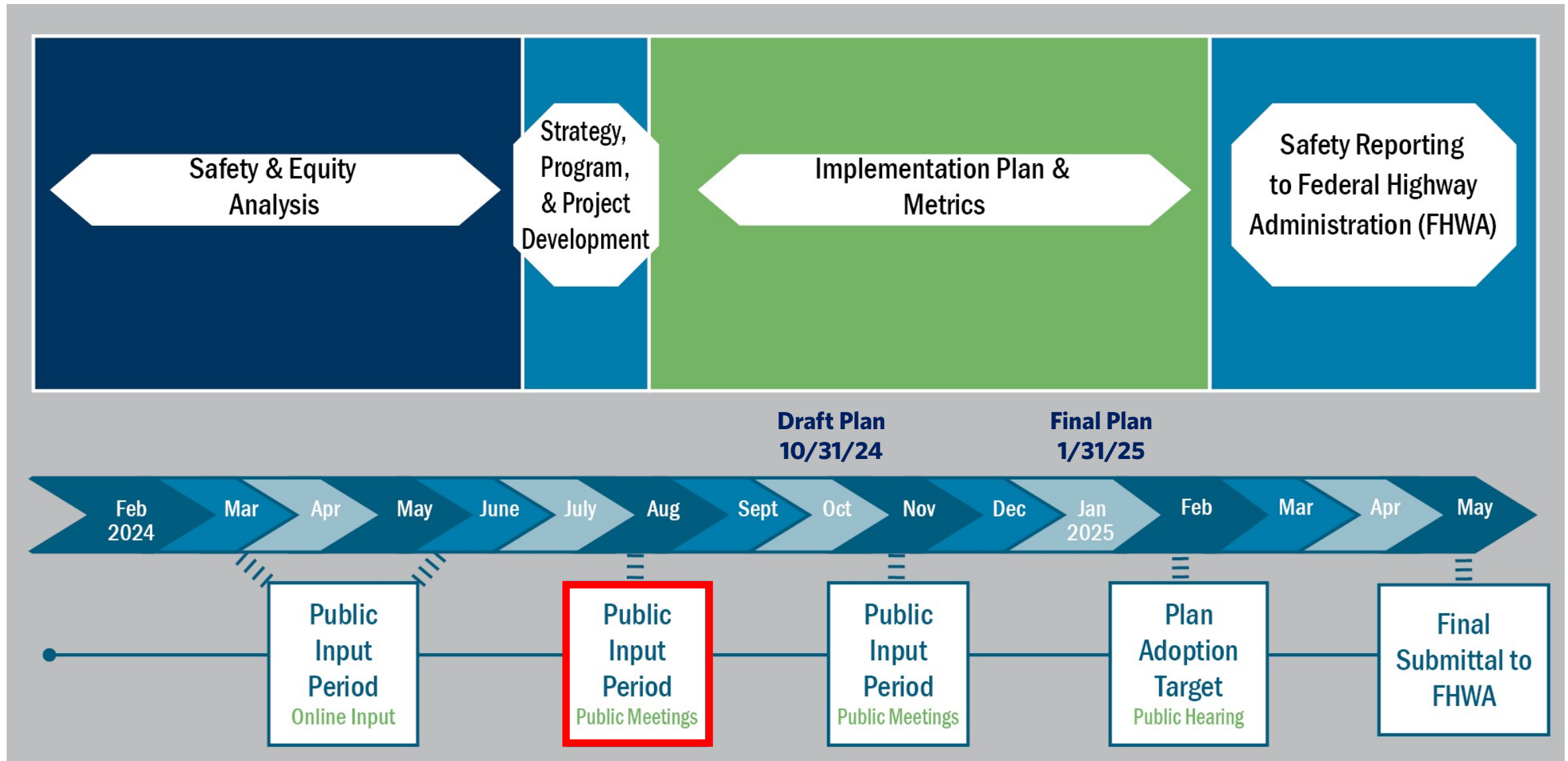


2018 - 2022 Pedestrian & Bicycle Crashes in Relation to APPs & HDCs in Sandy Springs

What is something that the City can do to reduce fatal and serious injury crashes in Sandy Springs?



Safety Action Plan Schedule





Next Steps

- Incorporate community feedback
- Develop and prioritize projects, policies & strategies
- Develop implementation plan
- Establish safety goals and targets for reducing and ultimately eliminating fatal and serious injury crashes

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Reducing and ultimately eliminating fatal and serious injury crashes is a shared responsibility.

Beyond infrastructure solutions, we all have a responsibility to adopt behavioral changes to improve safety outcomes.

In other words, Safety starts with you.