Sandy Springs Safety Action Plan

Project Overview

About the Plan

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. The Safety Action Plan will provide the foundation for the expansion of the City's Safety Program, which seeks to reduce the rate of fatal and serious injury crashes in the City.

$650 MILLION

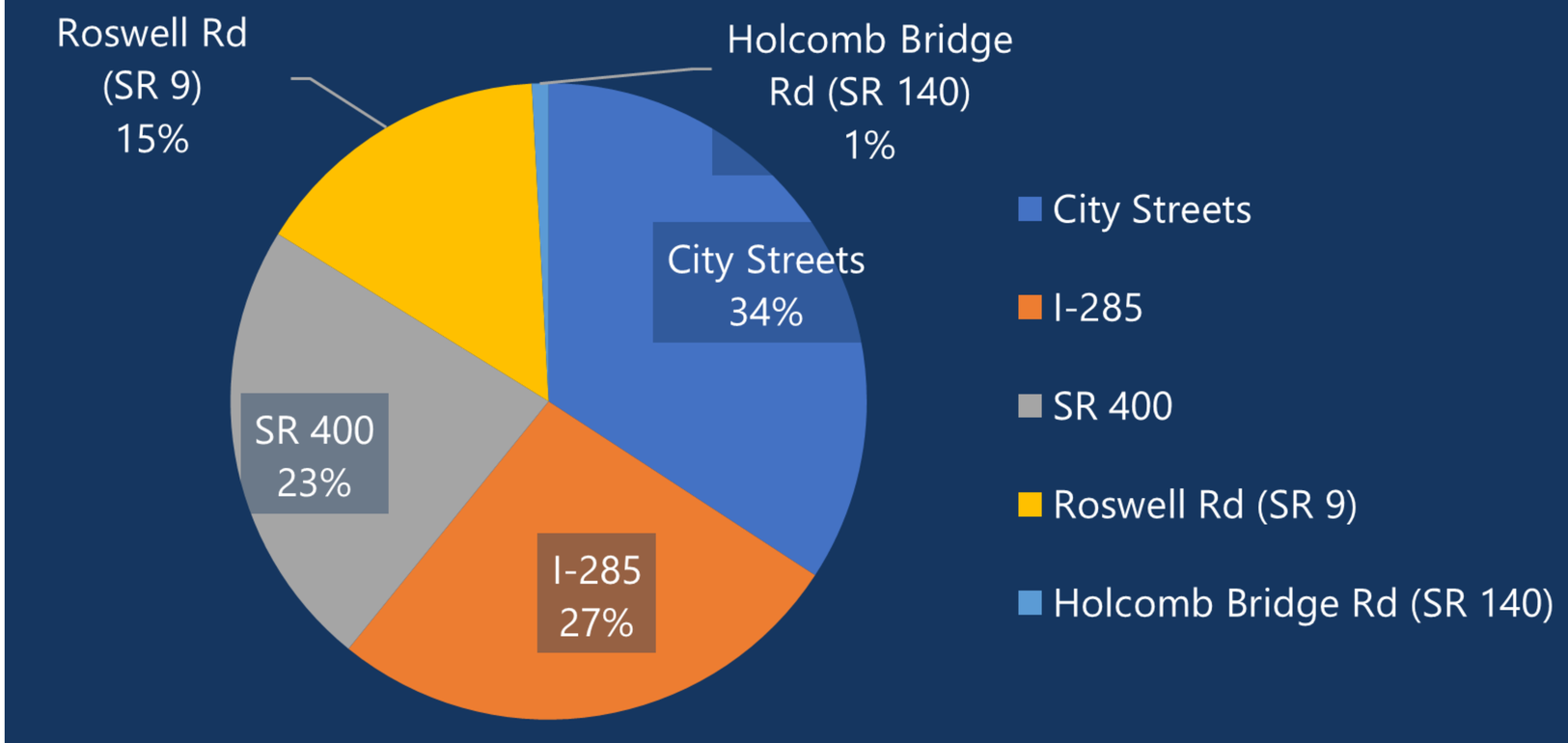
the average annual comprehensive cost of all crashes on roadways within Sandy Springs

50% increase

in fatal and serious injury crashes

from 2013-17 reporting period to 2018-22 reporting period

All 2018-2022 Crashes (27,502)



Safe Streets and Roads For All (SS4A) and Safe System Approach

The Safety Action Plan leverages the federal Safe Streets and Roads for All (SS4A) planning grant to develop a list of implementable policies and projects to reduce and eventually eliminate fatalities and serious injuries on roadways citywide. This effort is guided by the Federal Highway Administration's (FHWA) Safe System Approach.

Source: Federal Highway Administration (FHWA)

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What Have We Learned So Far?

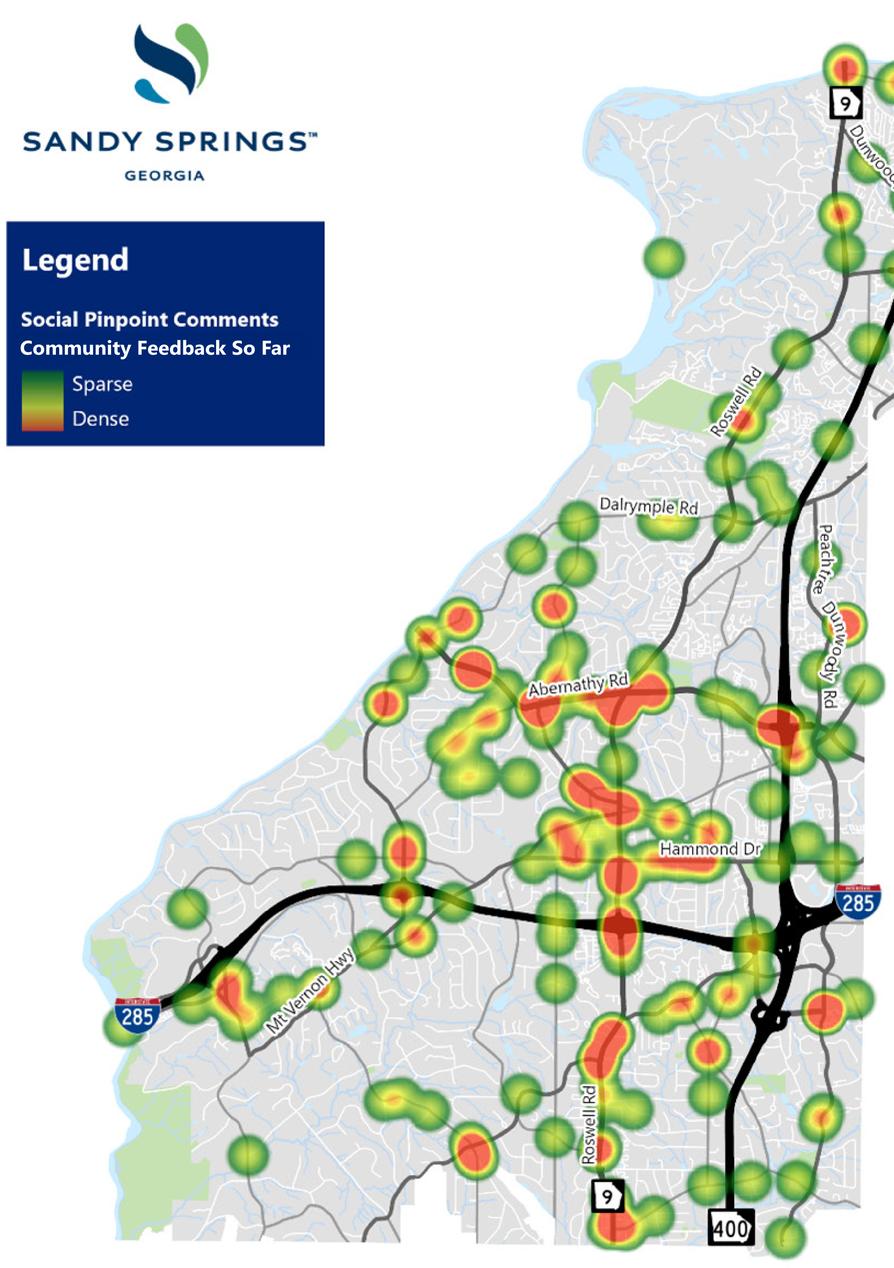
Community Feedback Mechanisms

- **Focus Groups** - Bicycle, pedestrian, and transit advocates; regional transportation partners (i.e. The ATL, GDOT, etc.); business community; schools and youth organizations; healthcare organizations; transit-dependent populations; and neighborhood associations

- **Safety Task Force** - Public Works, Communications, Community Development, Information Technology, Fire & Police

- **Interactive Web Map** - The heat map to the right shows which areas of the City received the most comments with respect to safety concerns

- **Pop-Up Events** - Sandy Springs Farmer's Market on May 18th and the Back to School Bash on August 6th



Emerging Safety Themes in Sandy Springs

- **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**

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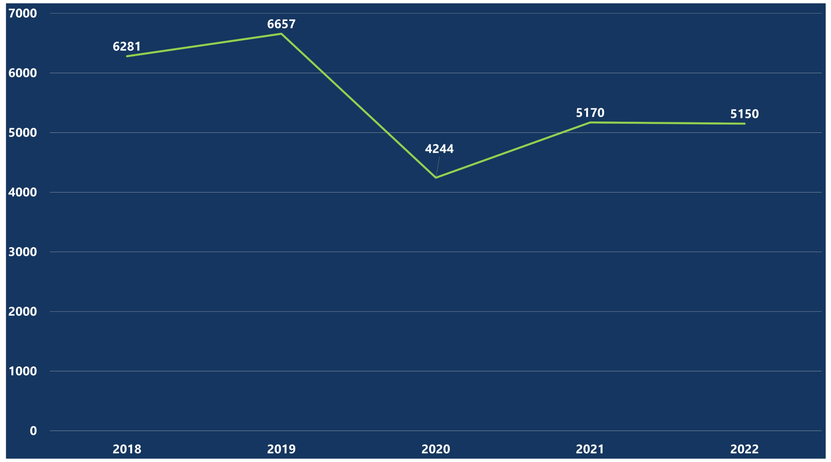
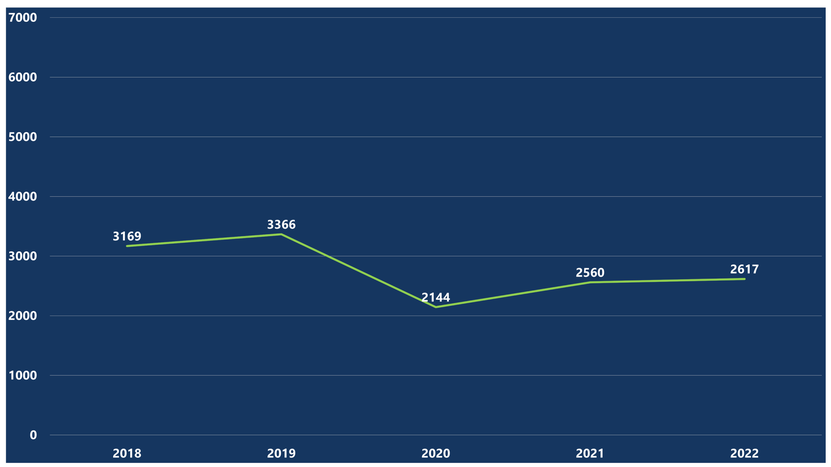
Overall Crashes

Total Crashes by Year



City and State Route Crashes by Year



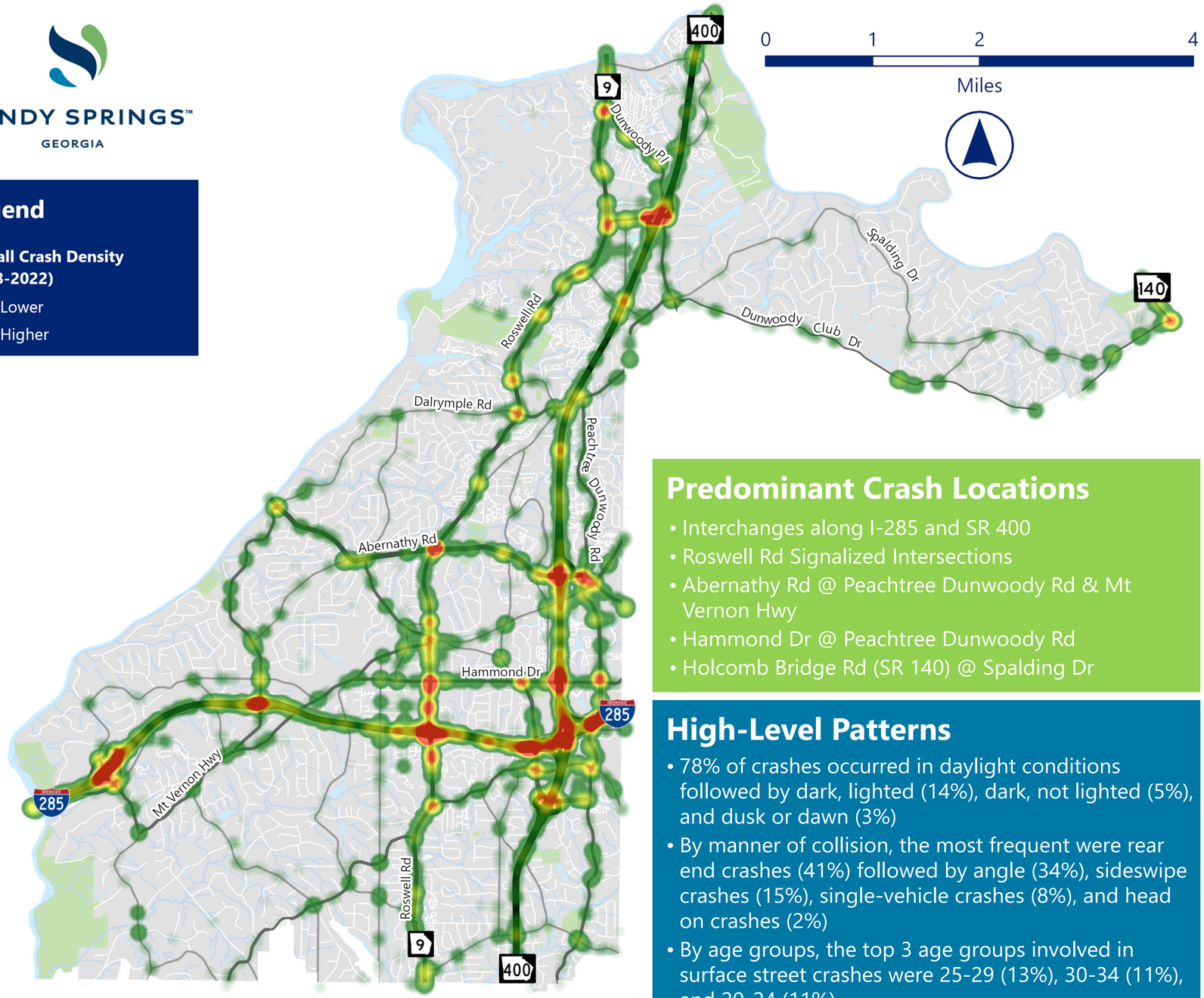
Between January 1, 2018 and December 31, 2022, there were 27,502 reported crashes. The most crashes happened on City streets (34%), followed by I-285 (27%), SR 400 (23%), and Roswell Road/SR 9 (15%).

Legend

Overall Crash Density (2018-2022)

Lower

Higher



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

High-Level Patterns

- 78% of crashes occurred in daylight conditions followed by dark, lighted (14%), dark, not lighted (5%), and dusk or dawn (3%)
- By manner of collision, the most frequent were rear end crashes (41%) followed by angle (34%), sideswipe crashes (15%), single-vehicle crashes (8%), and head on crashes (2%)
- By age groups, the top 3 age groups involved in surface street crashes were 25-29 (13%), 30-34 (11%), and 20-24 (11%)

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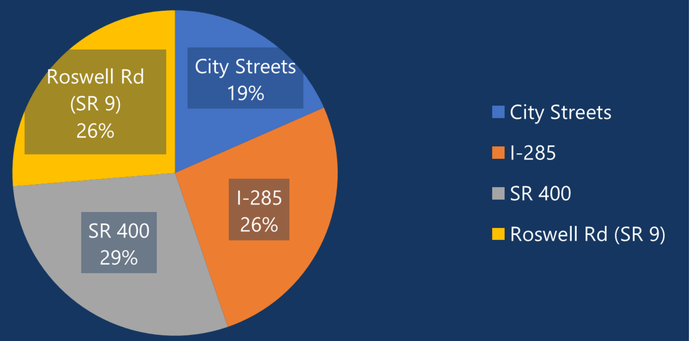
Fatal and Serious Injury (KA) Crashes

About Crash Severity

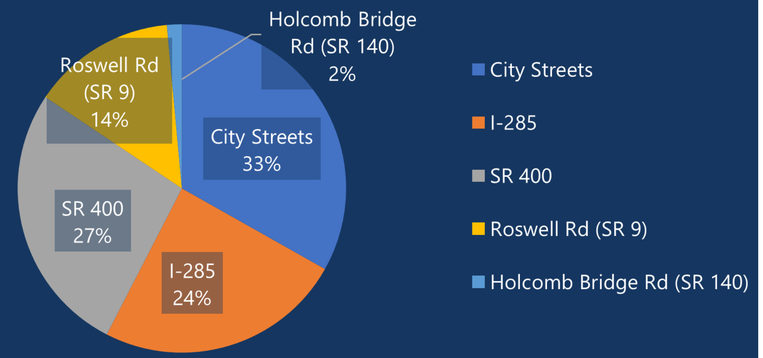
Crashes are categorized into five severity categories:

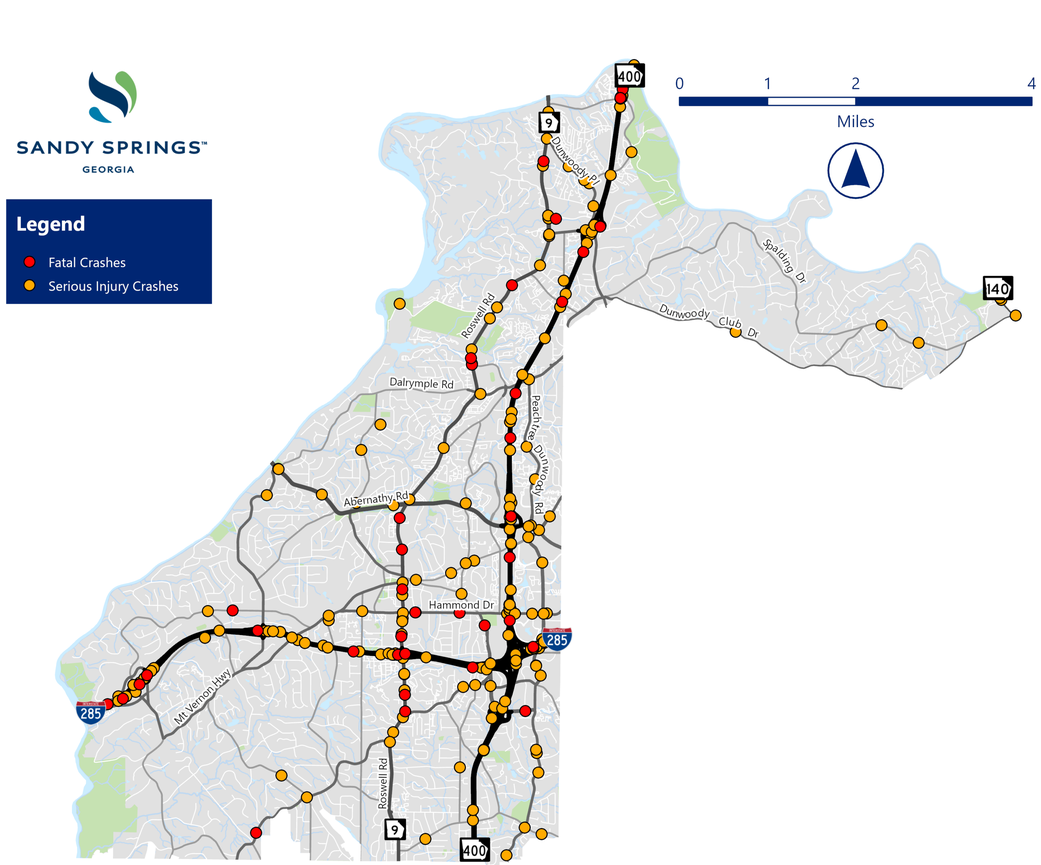
- Fatal Injury (K)
- Serious Injury (A)
- Minor or Visible Injury (B)
- Possible Injury/Complaint of Injury (C)
- Non-Injury/Property Damage Only (O)

2018-2022 Fatal Crashes (38)

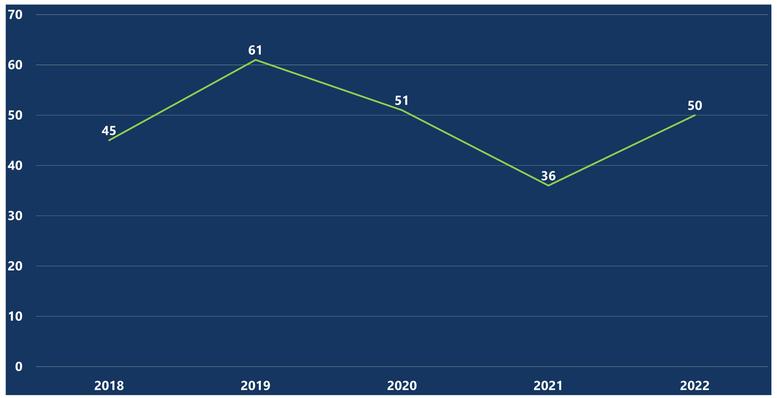


2018 - 2022 Serious Injury Crashes (205)

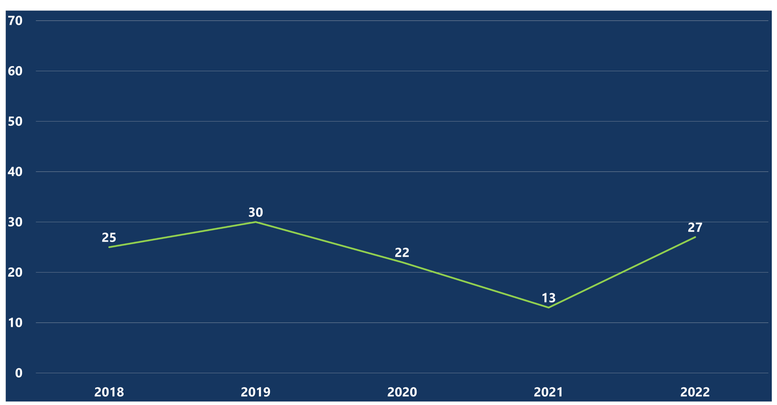




Total KA Crashes by Year



City and State Route KA Crashes by Year



Georgia Strategic Highway Safety Plan (SHSP) Emphasis Areas

The 2022-2024 Georgia Strategic Highway Safety Plan (SHSP) establishes statewide traffic safety performance goals and emphasis areas where substantial progress can be made to improve traffic safety for all road users. The following list compares the number of total crashes compared to KA crashes for each of these emphasis areas:

- Pedestrian Safety
- Motorcycle Safety
- Bicycle Safety
- Impaired Driving
- Single Vehicle
- Distracted Driving
- Speeding Related
- Aggressive Driving Related
- Young Drivers (15-19)
- Older Drivers (55+)

Source: Governor's Office of Highway Safety

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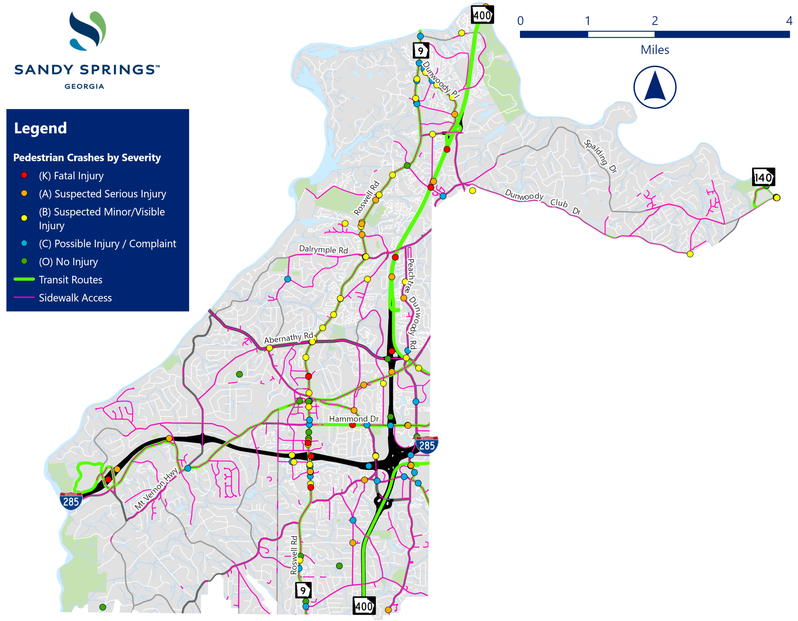
Vulnerable Roadway User Involved Crashes

Among vulnerable road user (VRU) crashes, there were 146 pedestrian crashes, 39 bicycle crashes, and 109 motorcycle crashes. Twenty-three percent of pedestrian crashes, 23% of motorcycle crashes, and 15% of bicycle crashes resulted in a serious injury or fatality.

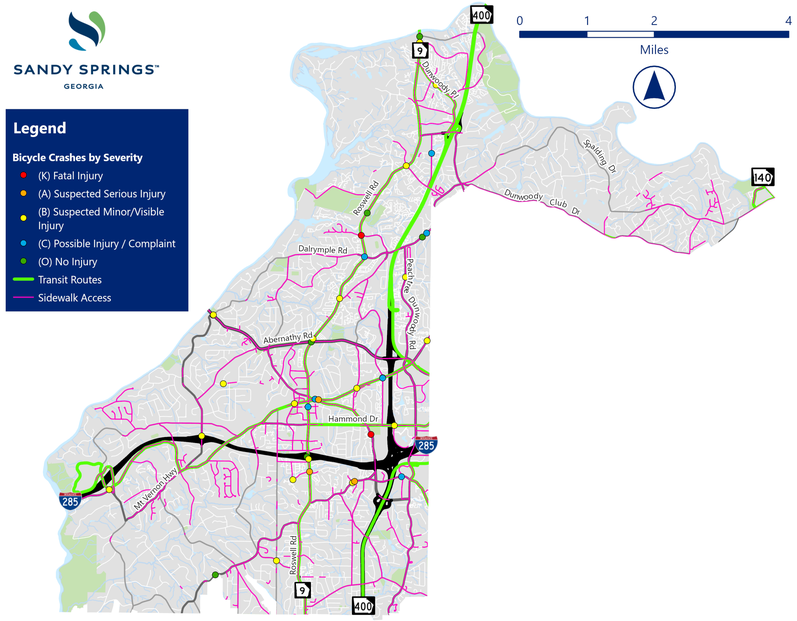
What Are Vulnerable Roadway Users?

Vulnerable road users (VRUs) are people who are more susceptible to impact forces of a traffic crash because they lack the protection of a vehicle - including pedestrians, bicyclists; motorcyclists, and persons using a personal conveyance or mobility device (scooter, skateboard, etc.), or worker in a work zone.

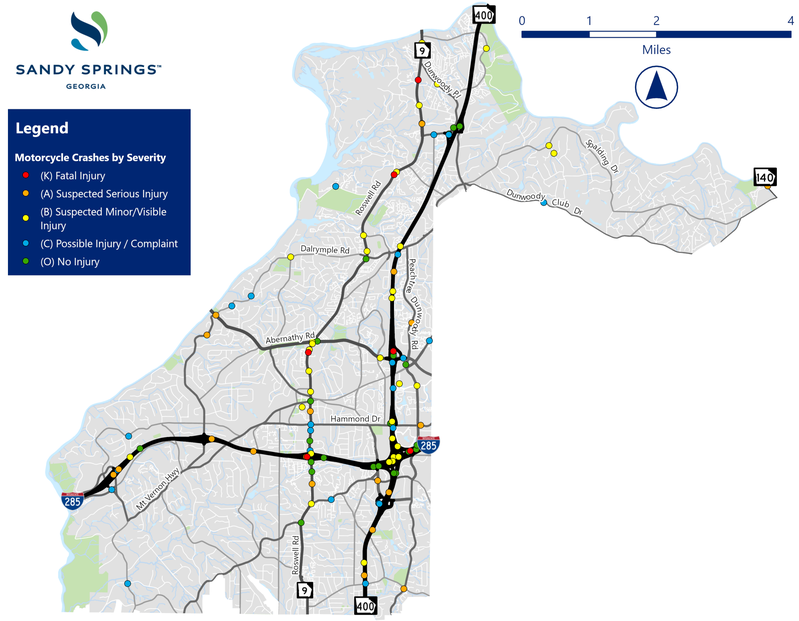
Pedestrian Related Crashes



Bicycle Related Crashes



Motorcycle Related Crashes



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High Injury Network (HIN)

Excluding Crashes along I-285 & SR 400

What is a High Injury Network?

A high-injury network (HIN) represents portions of the roadway network where there is a high frequency of more severe crashes.

Crash Cost

In addition to impacting lives, crashes have both societal and personal costs. Costs associated with each type of crash severity are as follows:

- Fatal Injury (K) - $12.45 million
- Suspected Serious Injury (A) - $2.74 million
- Suspected Minor or Visible Injury (B) - $600,000
- Possible Injury/Complaint of Injury (C) - $129,000
- Non-Injury/Property Damage Only (O) - $28,000

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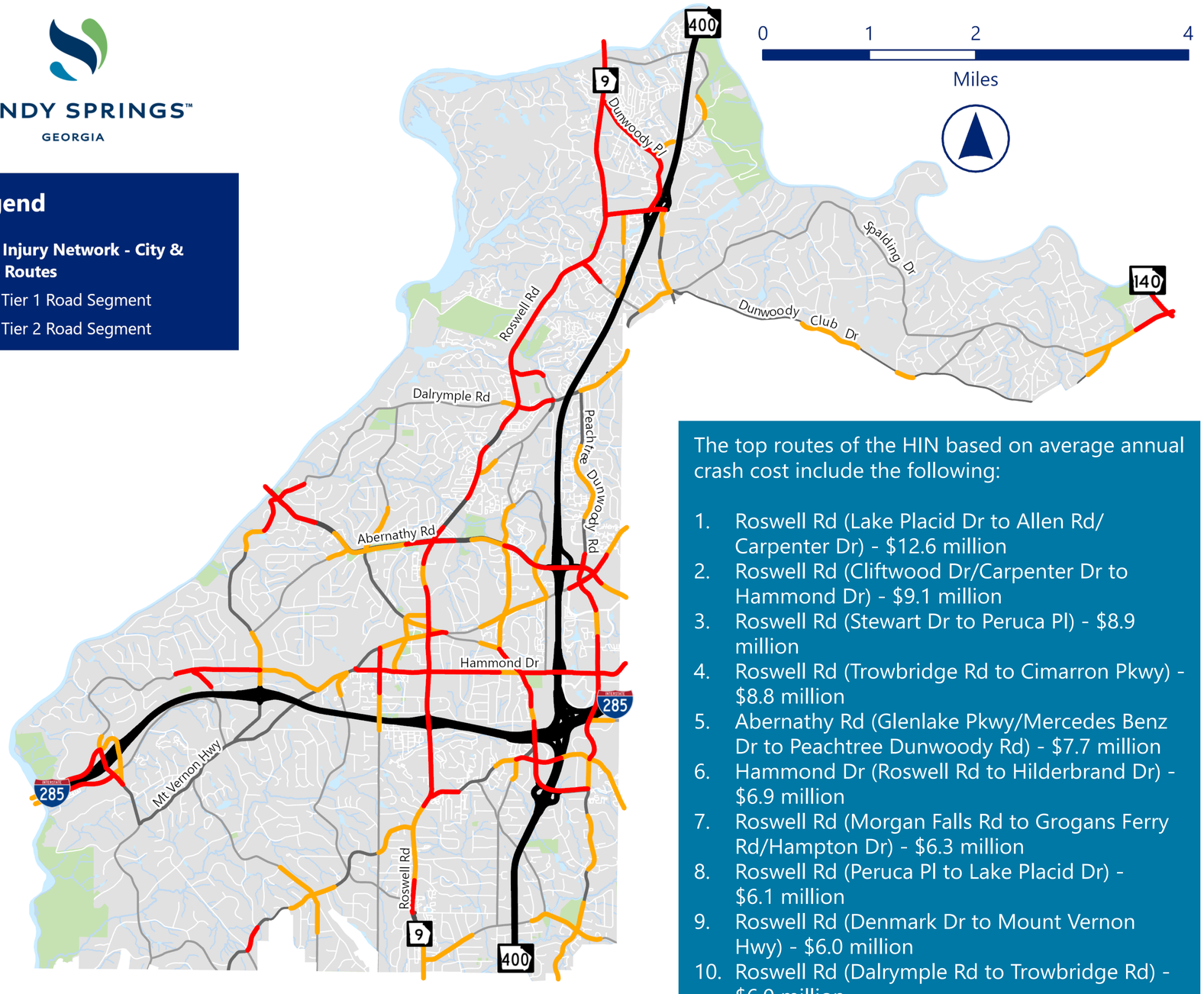
Legend

High Injury Network - City & State Routes

- Tier 1 Road Segment
- Tier 2 Road Segment



The top routes of the HIN based on average annual crash cost include the following:

1. Roswell Rd (Lake Placid Dr to Allen Rd/ Carpenter Dr) - $12.6 million
2. Roswell Rd (Cliftwood Dr/Carpenter Dr to Hammond Dr) - $9.1 million
3. Roswell Rd (Stewart Dr to Peruca Pl) - $8.9 million
4. Roswell Rd (Trowbridge Rd to Cimarron Pkwy) - $8.8 million
5. Abernathy Rd (Glenlake Pkwy/Mercedes Benz Dr to Peachtree Dunwoody Rd) - $7.7 million
6. Hammond Dr (Roswell Rd to Hilderbrand Dr) - $6.9 million
7. Roswell Rd (Morgan Falls Rd to Grogans Ferry Rd/Hampton Dr) - $6.3 million
8. Roswell Rd (Peruca Pl to Lake Placid Dr) - $6.1 million
9. Roswell Rd (Denmark Dr to Mount Vernon Hwy) - $6.0 million
10. Roswell Rd (Dalrymple Rd to Trowbridge Rd) - $6.0 million

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High Injury Intersections (HII)

Excluding Crashes along I-285 & SR 400

What are High Injury Intersections?

High-injury intersections represent locations where there is a high frequency of more severe crashes.

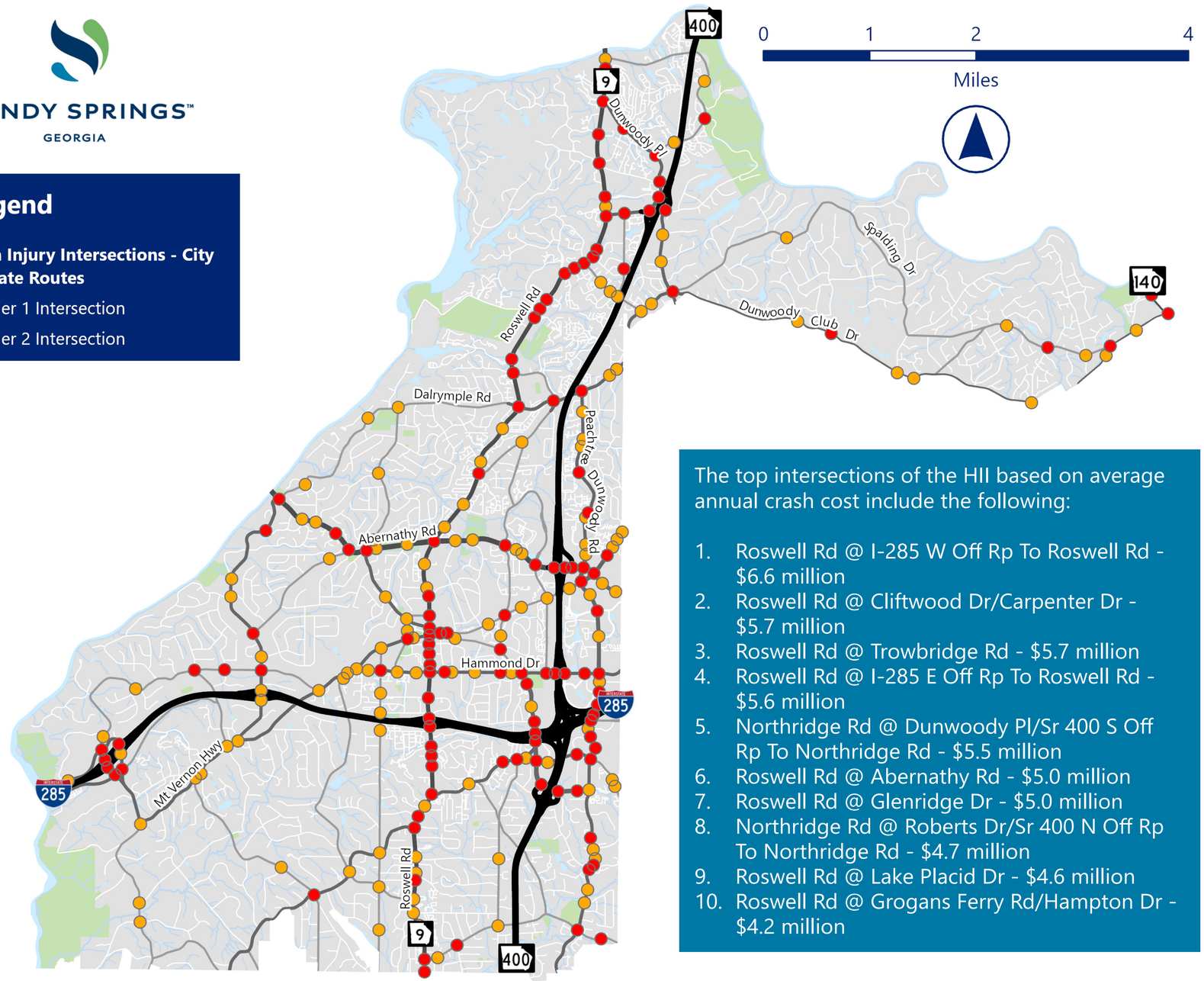
Intersections by Highest Number of Crashes

Intersection	KA Crashes	Other Crashes	Total Crashes
Roswell Rd @ I-285 W Off Rp To Roswell Rd	0	463	463
Roswell Rd @ Abernathy Rd	0	377	377
Roswell Rd @ I-285 E Off Rp To Roswell Rd	1	368	369
Roswell Rd @ Hammond Dr	1	358	359
Northridge Rd @ Dunwoody Pl/ Sr 400 S Off Rp To Northridge Rd	1	345	346
Abernathy Rd @ Peachtree Dunwoody Rd	2	229	231
Roswell Rd @ Cliftwood Dr/ Carpenter Dr	2	215	217
Roswell Rd @ Northridge Rd	2	212	214
Hammond Dr @ Peachtree Dunwoody Rd	2	201	203
Roswell Rd @ Dunwoody Pl/ Hannover Park Rd	1	196	197

Legend

High Injury Intersections - City & State Routes

- Tier 1 Intersection
- Tier 2 Intersection



The top intersections of the HII based on average annual crash cost include the following:

1. Roswell Rd @ I-285 W Off Rp To Roswell Rd - $6.6 million
2. Roswell Rd @ Cliftwood Dr/Carpenter Dr - $5.7 million
3. Roswell Rd @ Trowbridge Rd - $5.7 million
4. Roswell Rd @ I-285 E Off Rp To Roswell Rd - $5.6 million
5. Northridge Rd @ Dunwoody Pl/Sr 400 S Off Rp To Northridge Rd - $5.5 million
6. Roswell Rd @ Abernathy Rd - $5.0 million
7. Roswell Rd @ Glenridge Dr - $5.0 million
8. Northridge Rd @ Roberts Dr/Sr 400 N Off Rp To Northridge Rd - $4.7 million
9. Roswell Rd @ Lake Placid Dr - $4.6 million
10. Roswell Rd @ Grogans Ferry Rd/Hampton Dr - $4.2 million

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Crash Benchmarking Overview

Excluding Crashes along I-285 & SR 400

The most overrepresented (●) crashes in Sandy Springs compared to counties within the Atlanta Regional Commission (ARC), GDOT District 7 counties (metro area), and all counties statewide are shown on this chart:

	ARC		GDOT D7		Statewide	
	All	KA	All	KA	All	KA
Distracted Driving	●	●	●	●	●	●
Impaired Driving	●	●	●	●	○	●
Pedestrian	○	●	○	●	○	●
AM Peak	●	●	●	●	●	●
PM Peak	●	○	●	○	●	○
55+ Older Driver Related	●	●	●	●	●	●

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)

Sandy Springs Safety Action Plan

Equity-Focused Analysis

This equity-focused analysis examines two metrics:

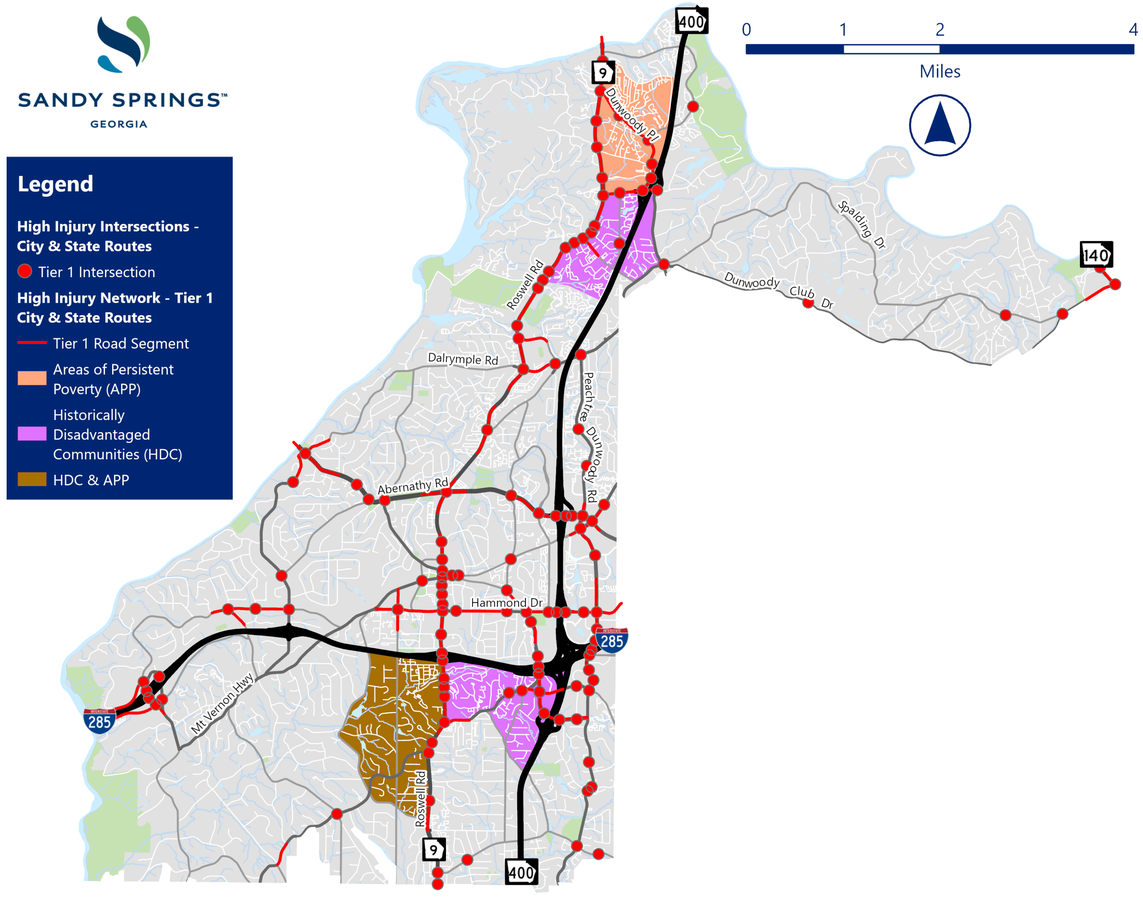
- **Areas of Persistent Poverty** - Census tracts with a poverty rate of at least 20% consistently recorded in 5-year American Community Survey Estimates of the U.S. Census Bureau
- **Historically Disadvantaged Communities** - Census tracts that contain concentrations of poverty, high segregation, and low to moderate access to opportunity

Safety and Equity

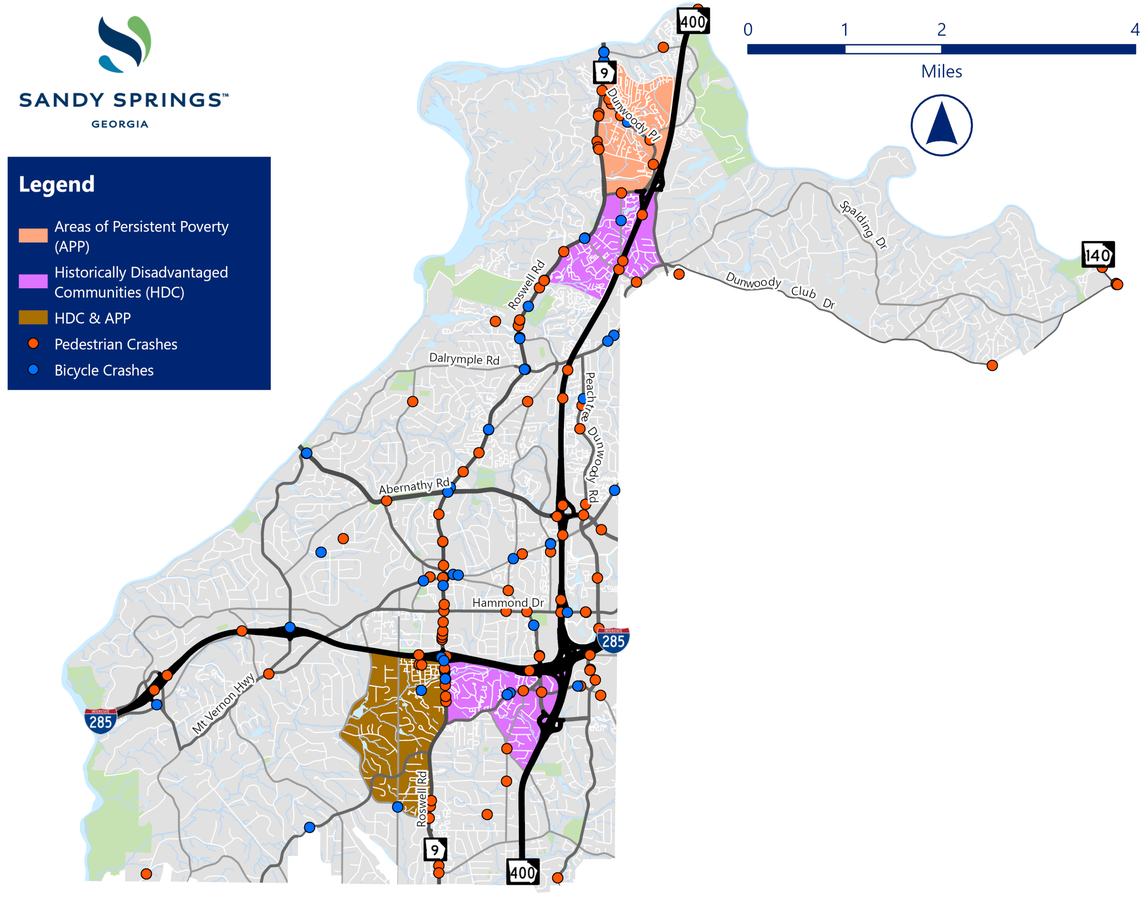
The safety action plan is primarily funded by the Safe Streets and Roads for All (SS4A) discretionary program established by the Infrastructure and Investment Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL).

One of the key components of the IIJA/BIL is the Justice40 Initiative whose goal is to ensure that disadvantaged communities which have been traditionally marginalized, underserved, and overburdened by pollution and transportation barriers, receive at least 40 percent of the benefits from Federal investments. The safety action plan accomplishes this goal by considering equity in analysis, plan development and program prioritization.

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



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Sandy Springs Safety Action Plan

What Is Next for Safety Action Plan Development?

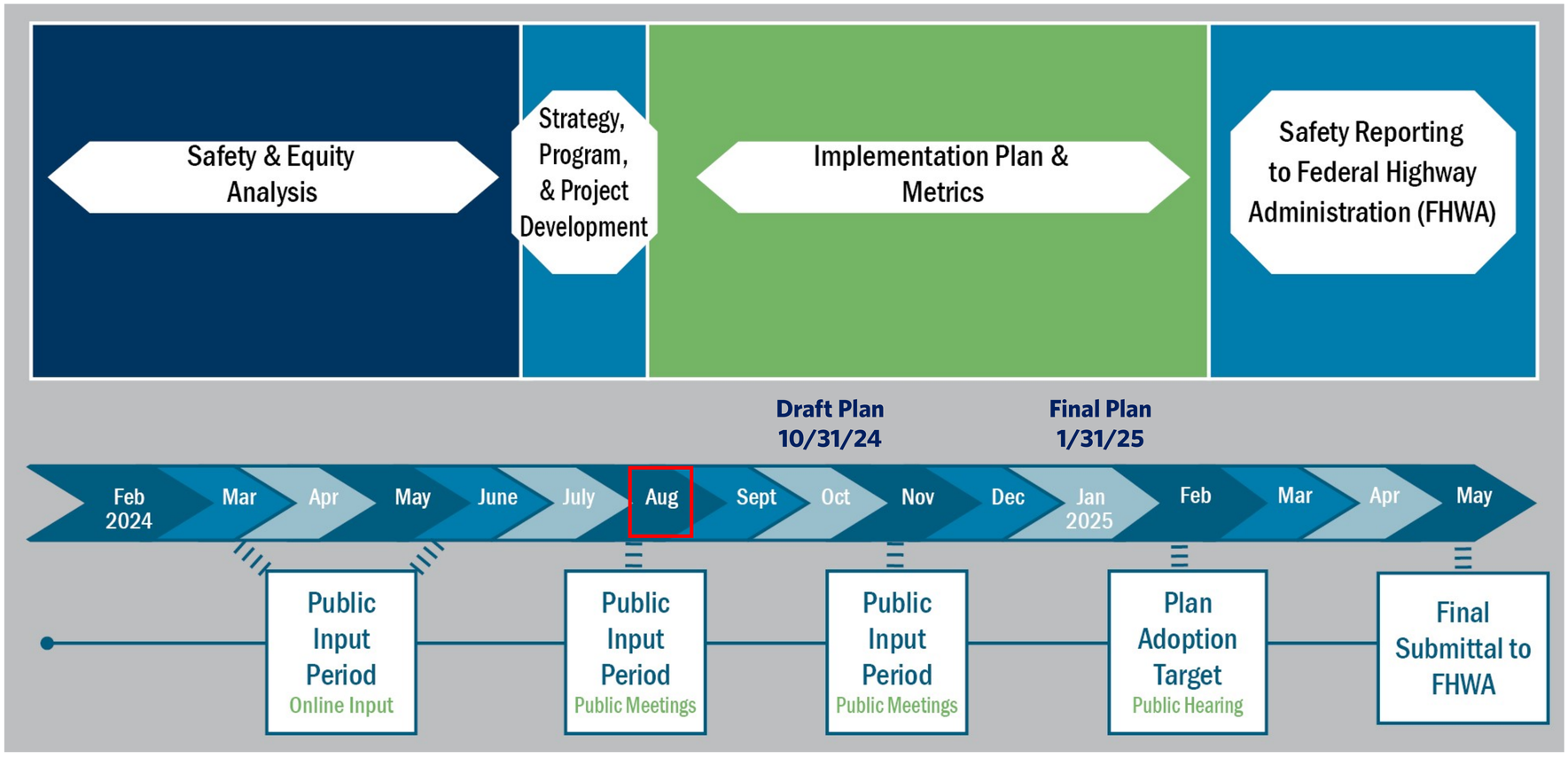
Development for the Sandy Springs Safety Action Plan began in February 2024 and is expected to conclude in May 2025 with final submission to the Federal Highway Administration (FHWA). This public meeting is the first of two which will occur over the course of the project. The next public meeting will occur in mid-November 2024 after a draft of the plan is completed.

Following completion of this public meeting cycle, the project team will incorporate feedback received and proceed with finalizing the draft plan. This will consist of development of projects, policies, and strategies and will also include a framework for implementation and evaluation. Lastly, the Plan will establish safety goals and targets for reducing and ultimately eliminating fatal and serious injury crashes within the City.

After completion of the final version of the Safety Action Plan, City Council will have a public hearing for plan adoption, which will likely occur in February 2025.

Potential Strategies, Goals & Projects

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation
- Emergency Response



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Normalized Crash Rates

Excluding Crashes along I-285 & SR 400

About EPDO Crash Rates

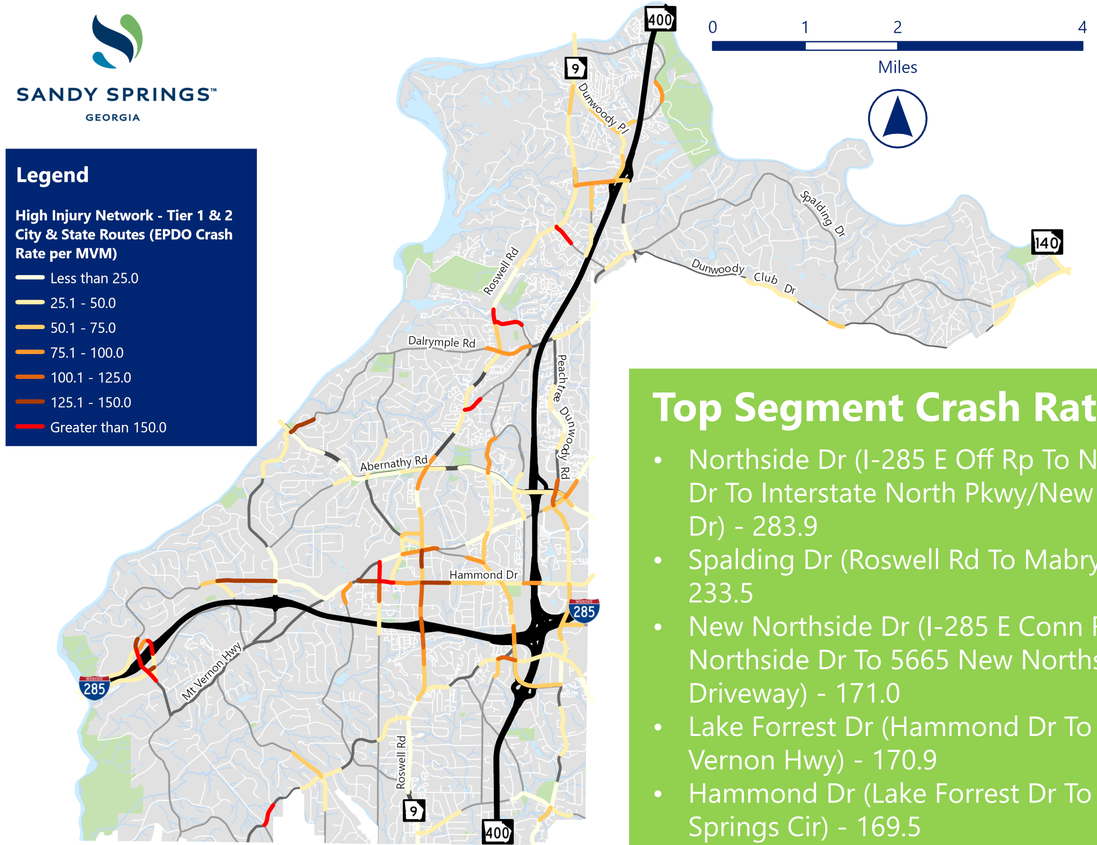
The high injury network (HIN) and high injury intersection (HII) from the two previous boards were normalized based on traffic volumes and the conversion of injury crashes to equivalent property damage only (EPDO) crashes based on crash cost by severity.

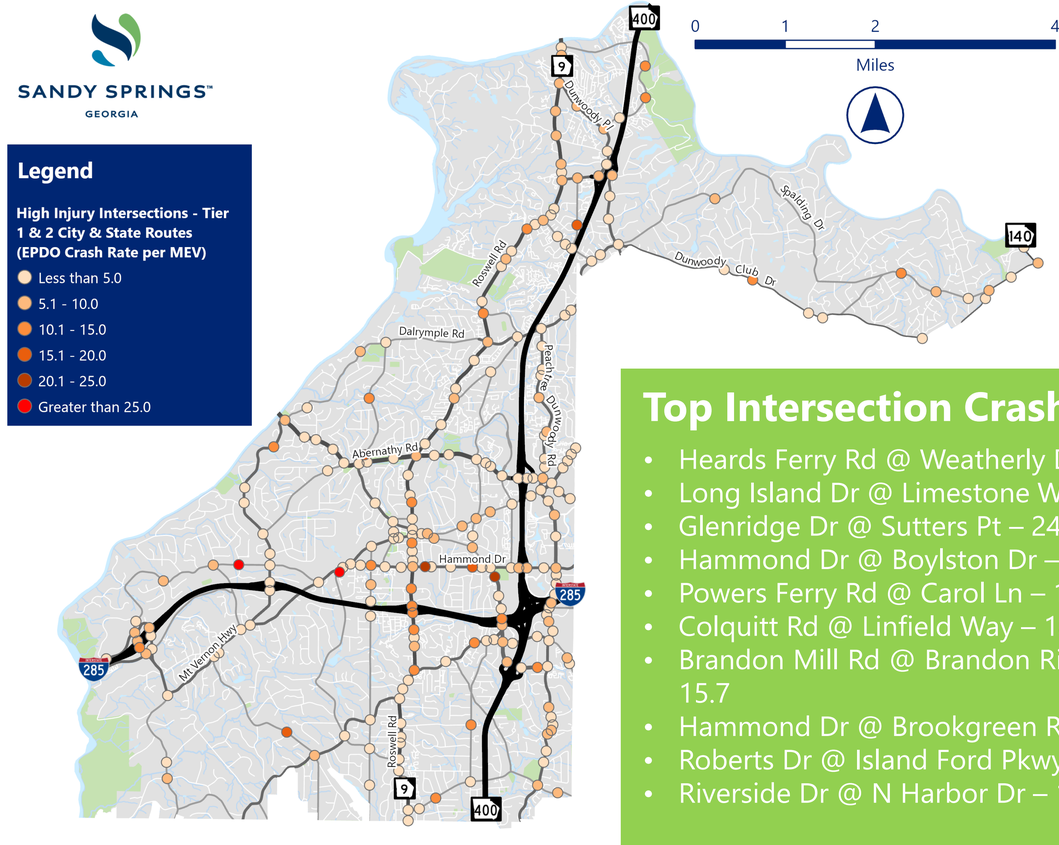
Segment Crash Rates

Segment crash rates in the map on the bottom left correspond to Tier 1 and Tier 2 HIN roadway segments. Crash rates are expressed in terms of the number of equivalent property damage only (EPDO) crashes per million vehicle miles (MVM) traveled for the five-year period between 2018 and 2022.

Intersection Crash Rates

Intersections crash rates in the map on the bottom right correspond to Tier 1 and Tier 2 HII locations. Crash rates are expressed in terms of the number of equivalent property damage only (EPDO) crashes per million entering vehicles (MEV) for the five-year period between 2018 and 2022.





Top Segment Crash Rates

- 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

Top Intersection Crash Rates

- 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
- Roberts Dr @ Island Ford Pkwy – 14.8
- Riverside Dr @ N Harbor Dr – 14.8

Sandy Springs Safety Action Plan

Overrepresented Crash Types - Single-Vehicle & Speeding/Aggressive

Excluding Crashes along I-285 & SR 400

Single-Vehicle (36% KA vs 8% Overall)

**VRU = Vulnerable Road User (Bicycle, Pedestrian, Scooter or Motorcycle)*

56.9%
Overall Crashes Involved Distracted Driving

43.4%
Overall Crashes Occurred in Dark Conditions

13.4%
Overall Crashes Involved a VRU*

54.8%
KA Crashes Involved Distracted Driving

33.3%
KA Crashes Occurred in Dark Conditions

54.8%
KA Crashes Involved a VRU*

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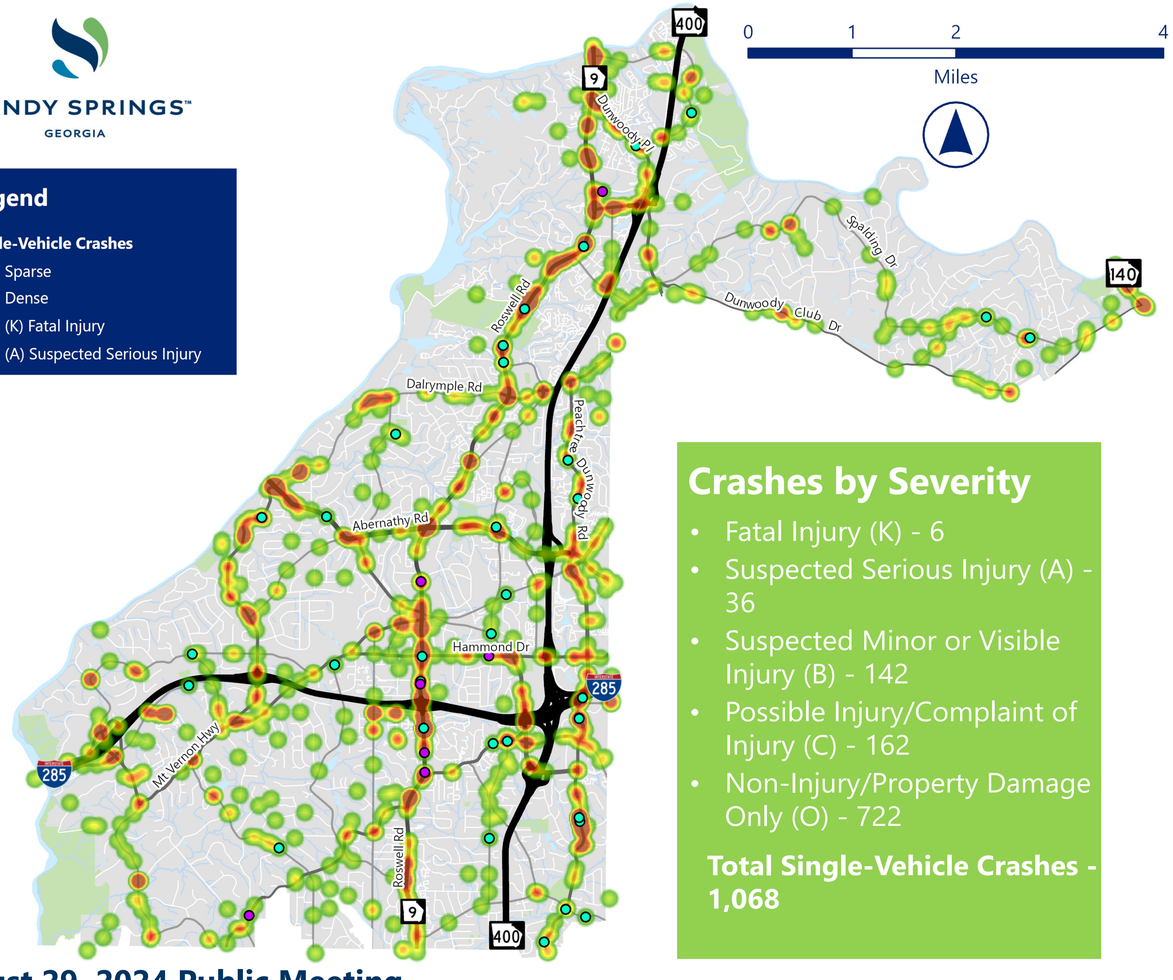
Legend

Single-Vehicle Crashes
- Sparse
- Dense
- (K) Fatal Injury
- (A) Suspected Serious Injury



Crashes by Severity

- Fatal Injury (K) - 6
- Suspected Serious Injury (A) - 36
- Suspected Minor or Visible Injury (B) - 142
- Possible Injury/Complaint of Injury (C) - 162
- Non-Injury/Property Damage Only (O) - 722

Total Single-Vehicle Crashes - 1,068

Aggressive Driving (11% KA vs 3% Overall)

63.5%
Overall Crashes Also Involved Speeding

13.9%
Overall Crashes Occurred from 12 AM - 6 AM

32.1%
Overall Crashes Involved Roadway Departure

76.9%
KA Crashes Also Involved Speeding

38.5%
KA Crashes Occurred from 12 AM - 6 AM

53.8%
KA Crashes Involved Roadway Departure

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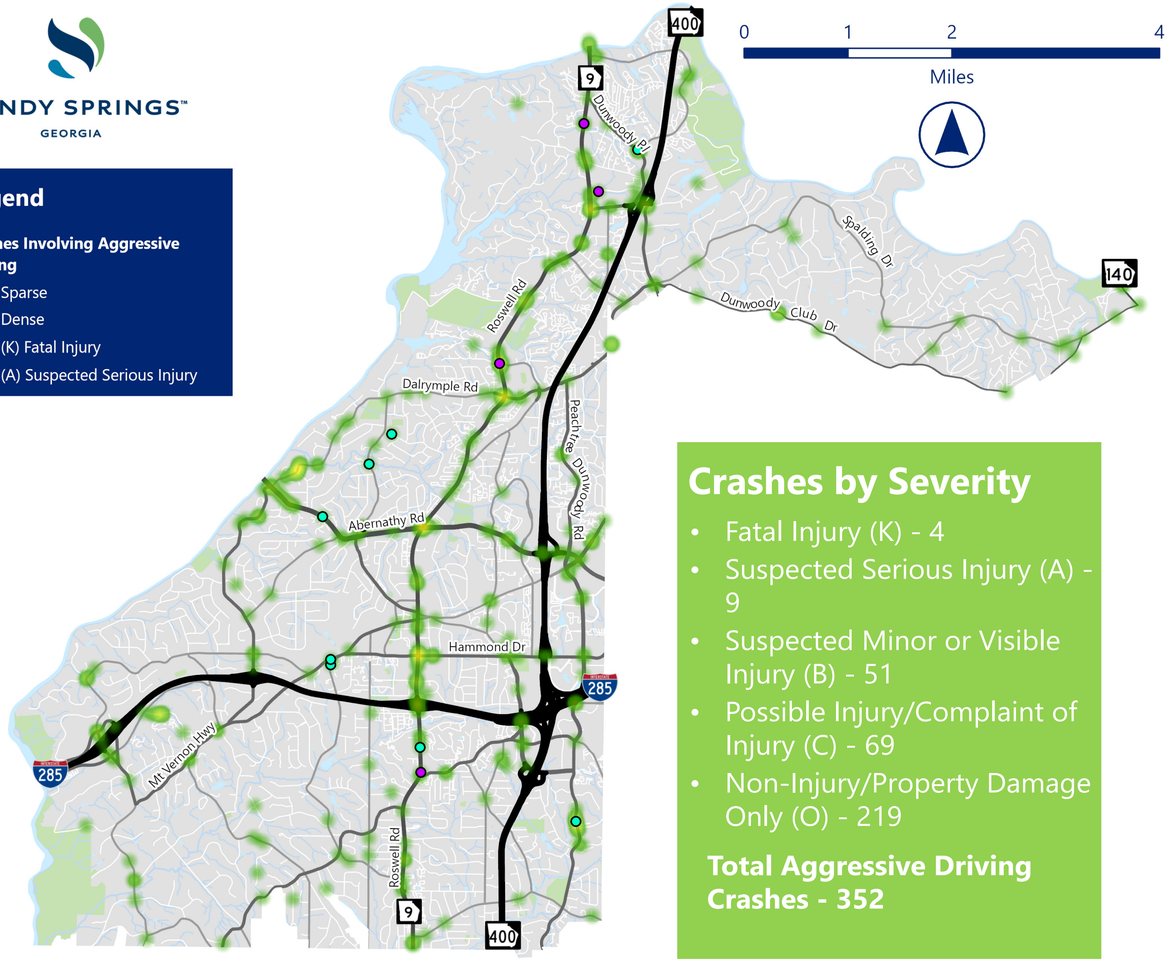
Legend

Crashes Involving Aggressive Driving
- Sparse
- Dense
- (K) Fatal Injury
- (A) Suspected Serious Injury



Crashes by Severity

- Fatal Injury (K) - 4
- Suspected Serious Injury (A) - 9
- Suspected Minor or Visible Injury (B) - 51
- Possible Injury/Complaint of Injury (C) - 69
- Non-Injury/Property Damage Only (O) - 219

Total Aggressive Driving Crashes - 352

Sandy Springs Safety Action Plan

Overrepresented Crash Types - Pedestrian & Motorcycle

Excluding Crashes along I-285 & SR 400

Pedestrian-Related (18% KA vs 1% Overall)

9.3%
Overall Crashes In Dark, Unlit Conditions

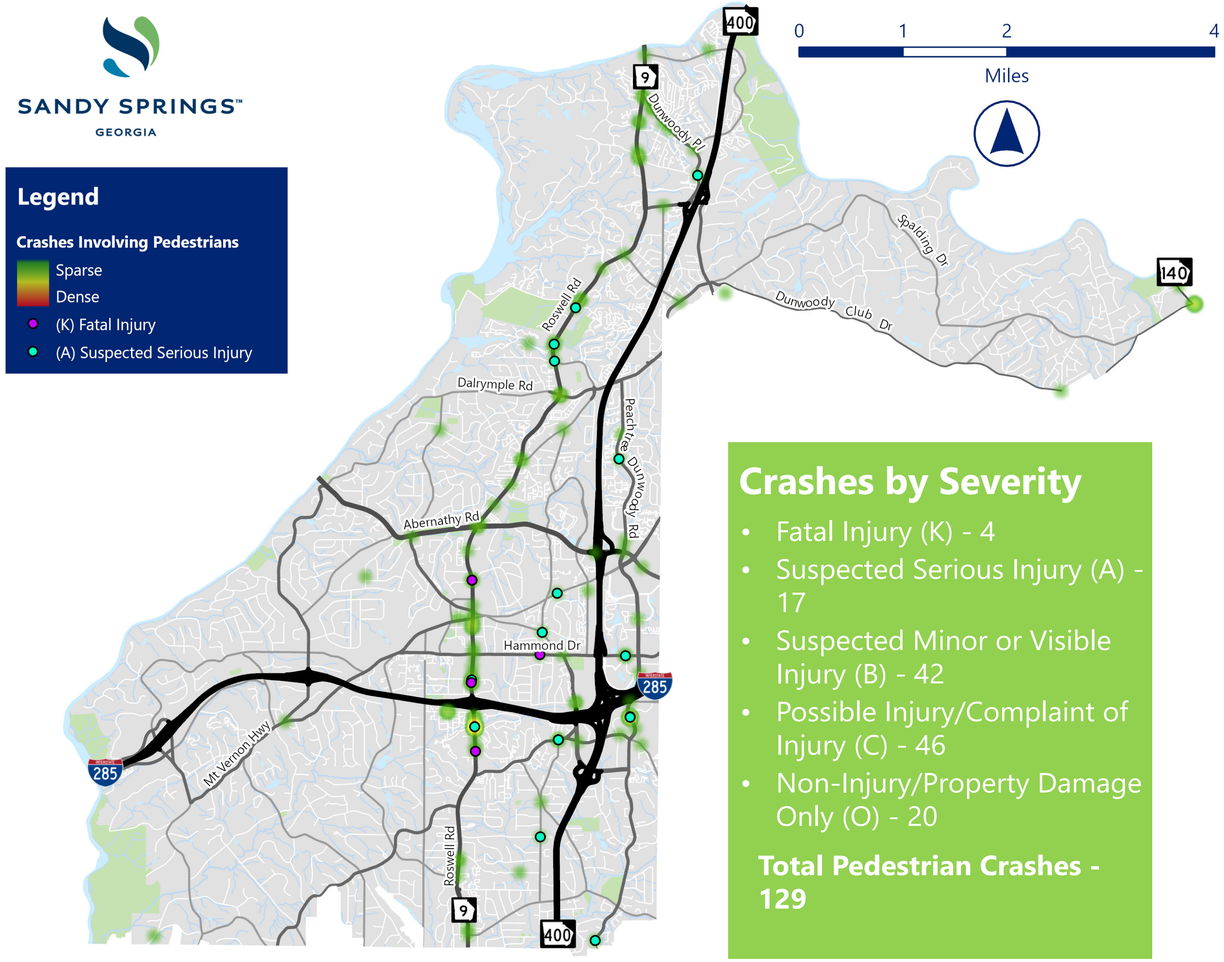
80.6%
Overall Crashes Within 300 Ft of an Intersection

48.8%
Overall Crashes Involved Distracted Driving

19.0%
KA Crashes In Dark, Unlit Conditions

95.2%
KA Crashes Within 300 Ft of an Intersection

47.6%
KA Crashes Involved Distracted Driving



Crashes by Severity

- Fatal Injury (K) - 4
- Suspected Serious Injury (A) - 17
- Suspected Minor or Visible Injury (B) - 42
- Possible Injury/Complaint of Injury (C) - 46
- Non-Injury/Property Damage Only (O) - 20

Total Pedestrian Crashes - 129

Motorcycle-Related (11% KA vs 0.5% Overall)

32.8%
Overall Crashes Were Left-Angle Crashes

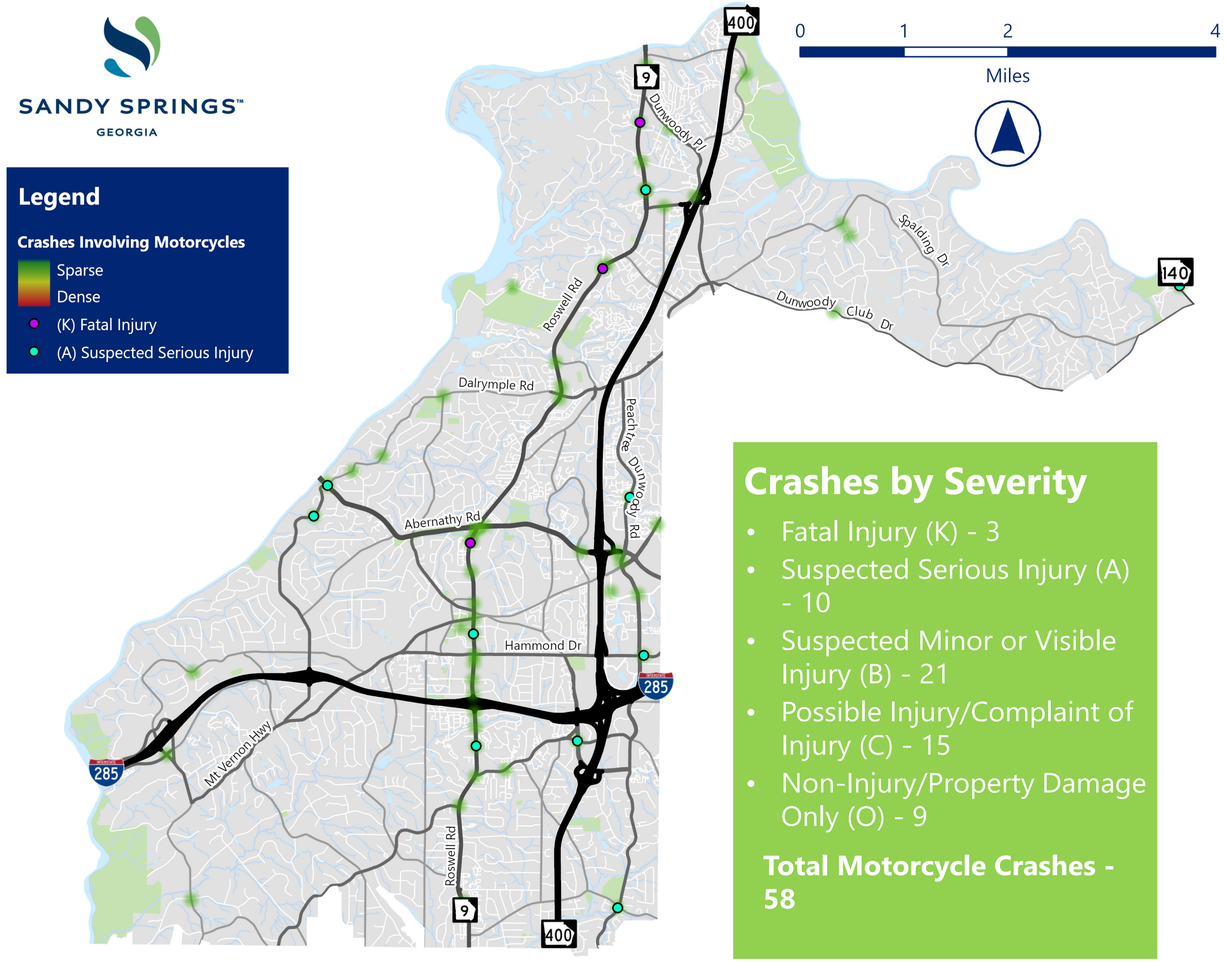
77.6%
Overall Crashes Within 300 Ft of an Intersection

25.9%
Overall Crashes Were Single-Vehicle Crashes

46.2%
KA Crashes Were Left-Angle Crashes

84.6%
KA Crashes Within 300 Ft of an Intersection

23.1%
KA Crashes Were Single-Vehicle Crashes



Crashes by Severity

- Fatal Injury (K) - 3
- Suspected Serious Injury (A) - 10
- Suspected Minor or Visible Injury (B) - 21
- Possible Injury/Complaint of Injury (C) - 15
- Non-Injury/Property Damage Only (O) - 9

Total Motorcycle Crashes - 58

Sandy Springs Safety Action Plan

Overrepresented Crash Types - Distracted Driving & Impaired Driving

Excluding Crashes along I-285 & SR 400

Distracted Driving (41% KA vs 51% Overall)

76.2%
Overall Crashes
Were Rear End Crashes

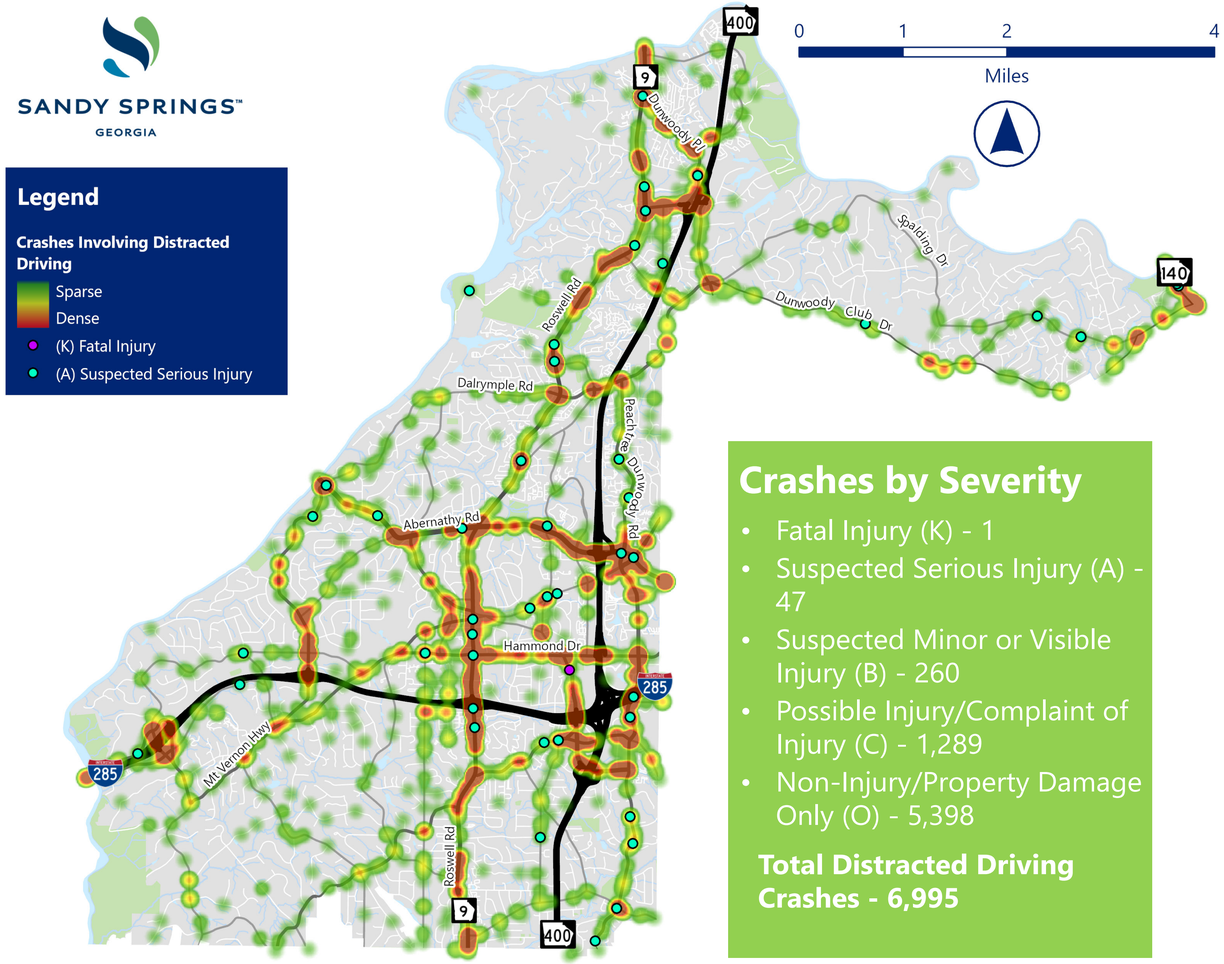
85.4%
Overall Crashes
Within 300 Ft of an Intersection

14.2%
Overall Crashes
Occurred from 9 AM - 12 PM

27.1%
KA Crashes
Were Rear End Crashes

85.5%
KA Crashes
Within 300 Ft of an Intersection

27.1%
KA Crashes
Occurred from 9 AM - 12 PM



Crashes by Severity

- Fatal Injury (K) - 1
- Suspected Serious Injury (A) - 47
- Suspected Minor or Visible Injury (B) - 260
- Possible Injury/Complaint of Injury (C) - 1,289
- Non-Injury/Property Damage Only (O) - 5,398

Total Distracted Driving Crashes - 6,995

Impaired Driving (11% KA vs 2% Overall)

52.7%
Overall Crashes
Occurred Friday-Sunday

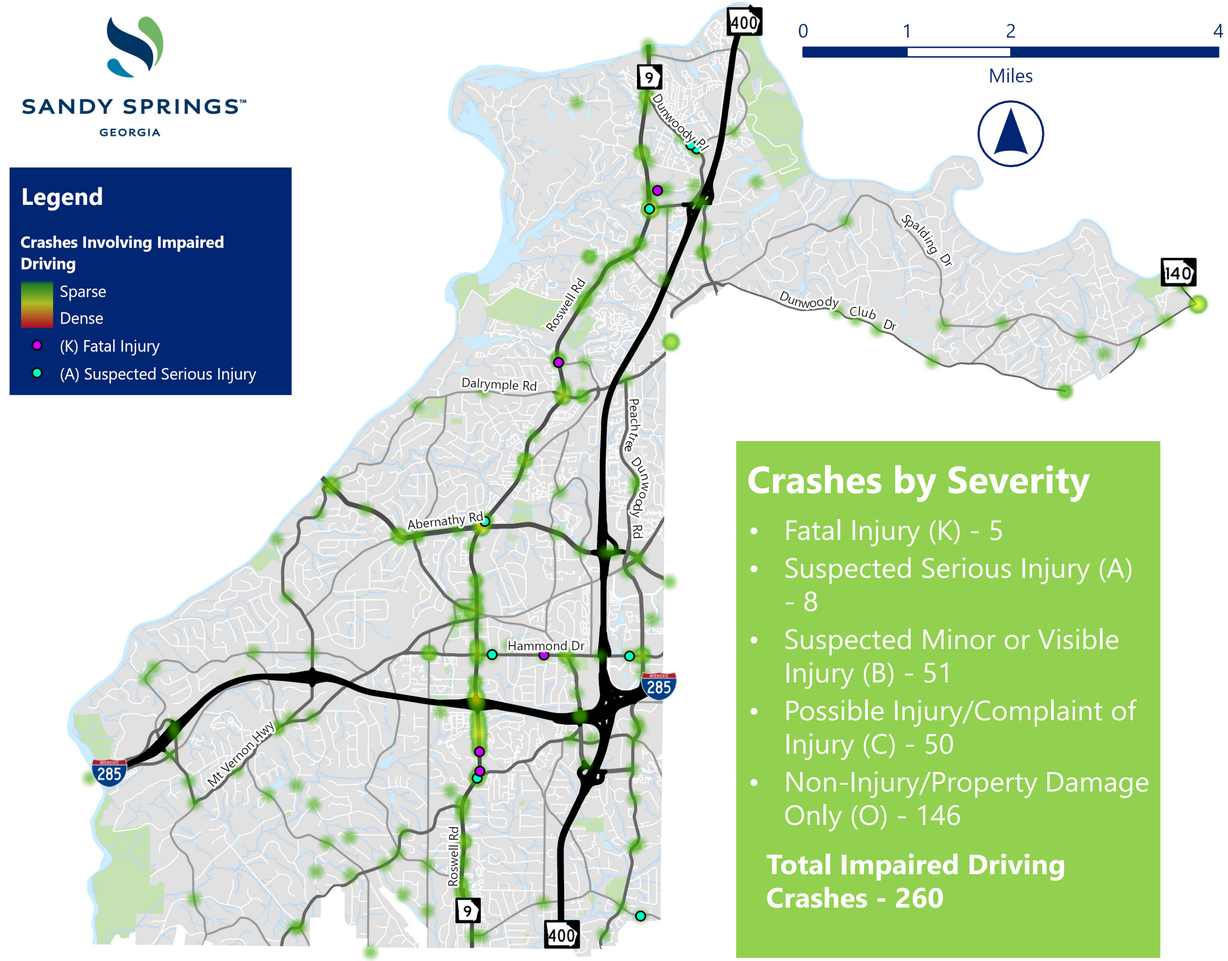
70.4%
Overall Crashes
Occurred in Dark Conditions

47.3%
Overall Crashes
Were Single-Vehicle Crashes

61.5%
KA Crashes
Occurred Friday-Sunday

76.9%
KA Crashes
Occurred in Dark Conditions

46.2%
KA Crashes
Were Single-Vehicle Crashes



Crashes by Severity

- Fatal Injury (K) - 5
- Suspected Serious Injury (A) - 8
- Suspected Minor or Visible Injury (B) - 51
- Possible Injury/Complaint of Injury (C) - 50
- Non-Injury/Property Damage Only (O) - 146

Total Impaired Driving Crashes - 260