

City of Sandy Springs Safety Action Plan

Public Meeting

November 21, 2024



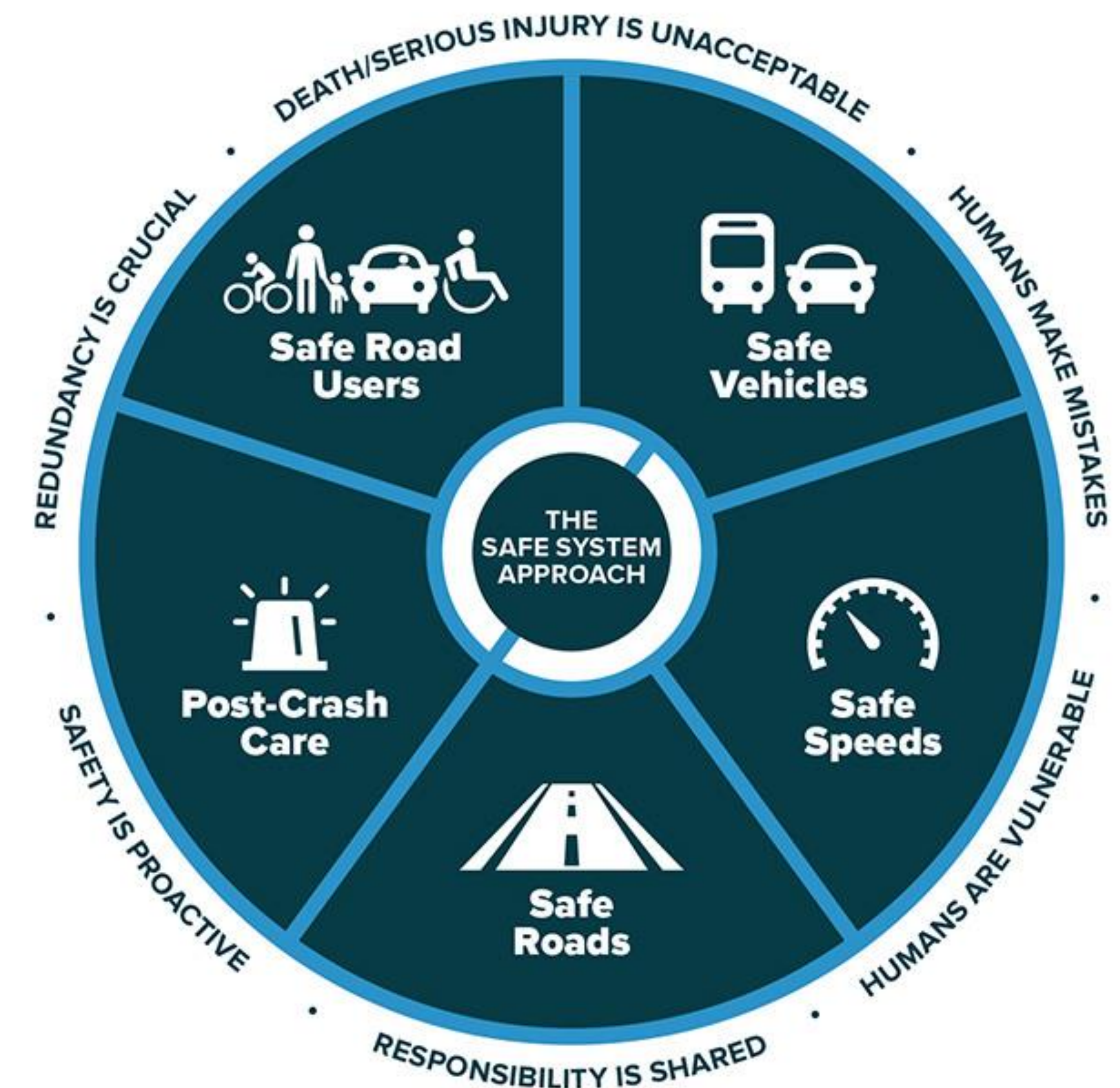
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Plan Overview & Crash History

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.

Overall Crash Trends

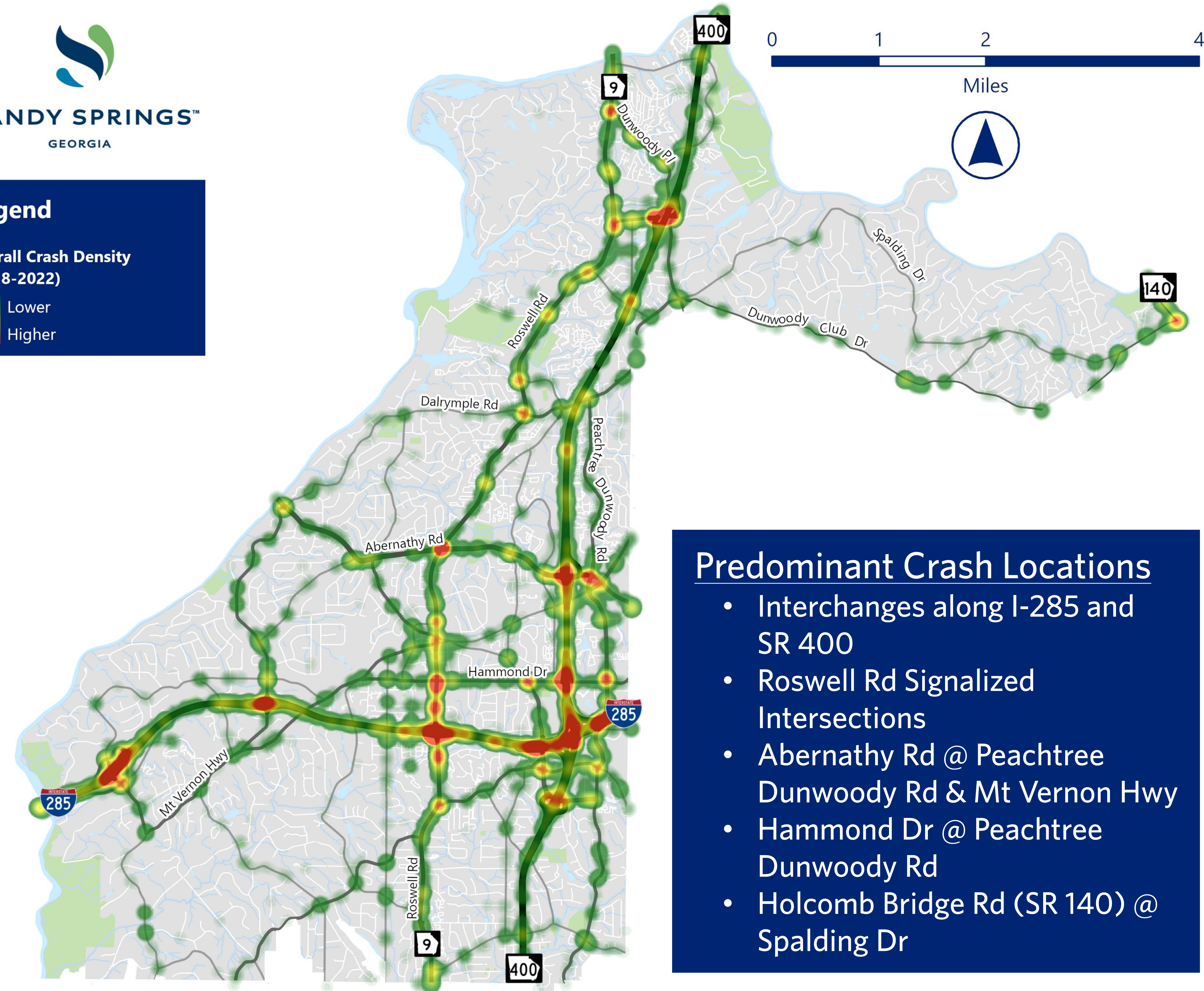
- January 1, 2018 through December 31, 2022
- 27,502 crashes - 38 Fatal and 205 Serious Injury



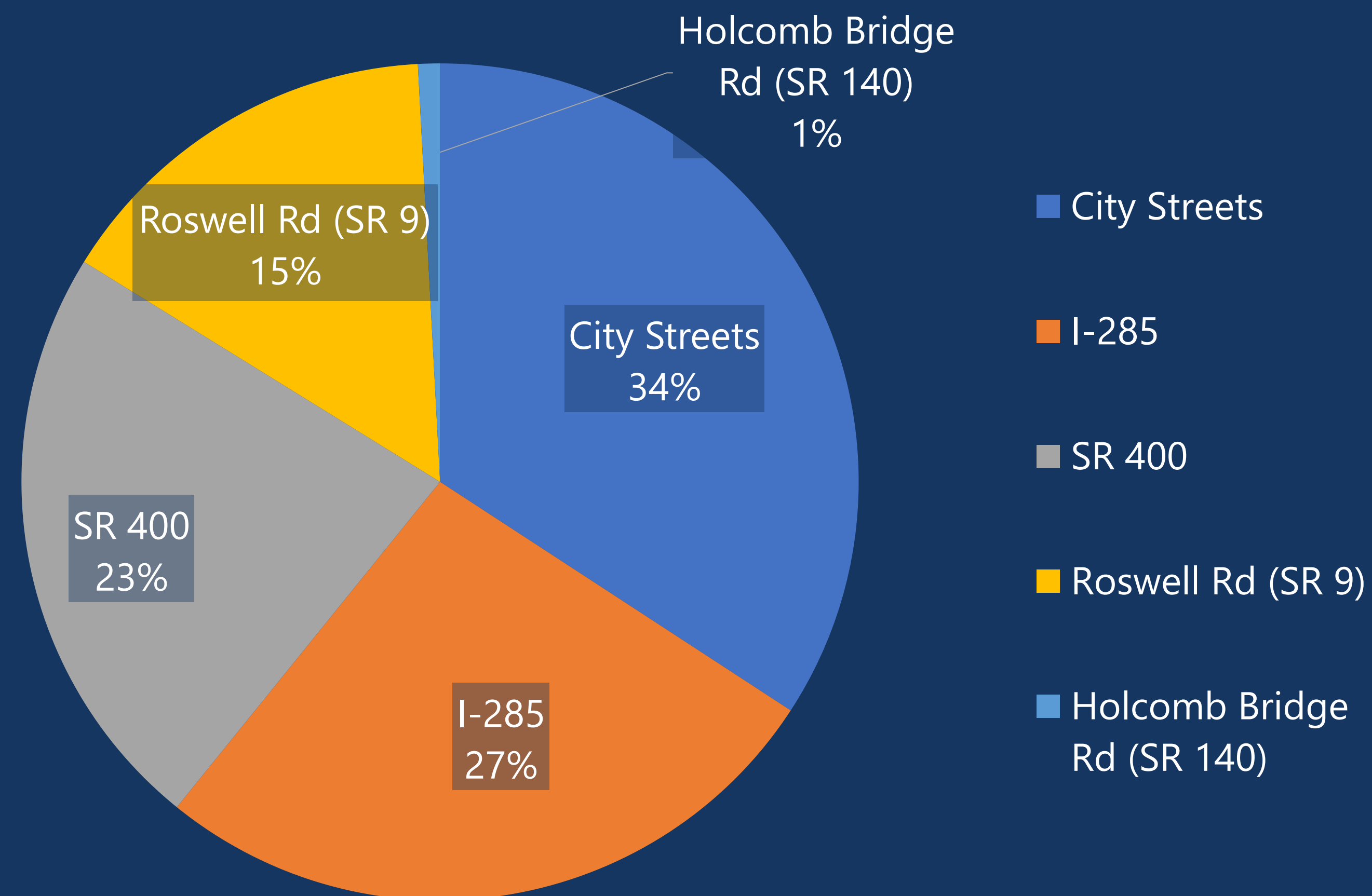
Legend

Overall Crash Density
(2018-2022)

Lower
Higher



All 2018-2022 Crashes (27,502)



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

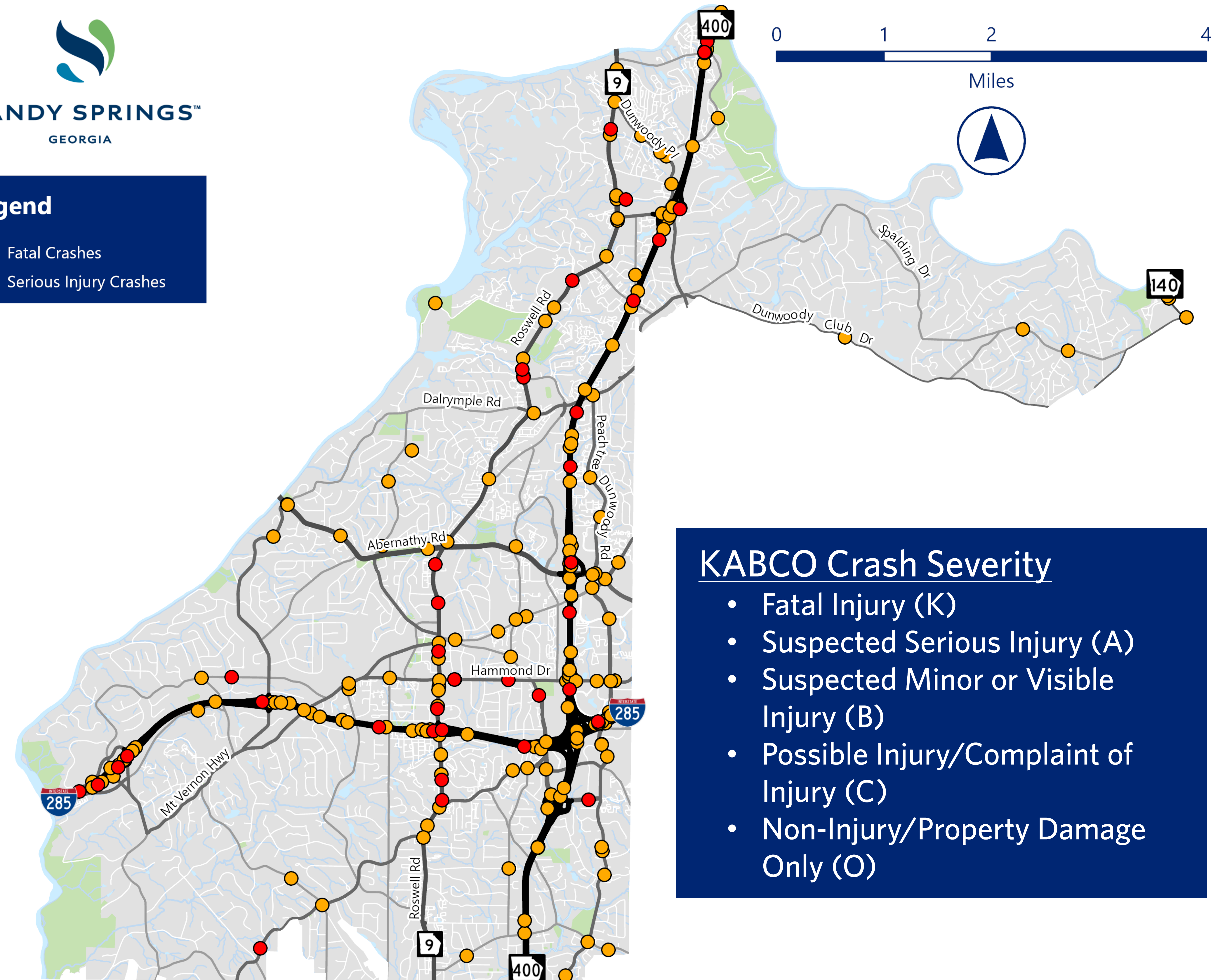
Fatal & Serious Injury (KA) Crashes

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

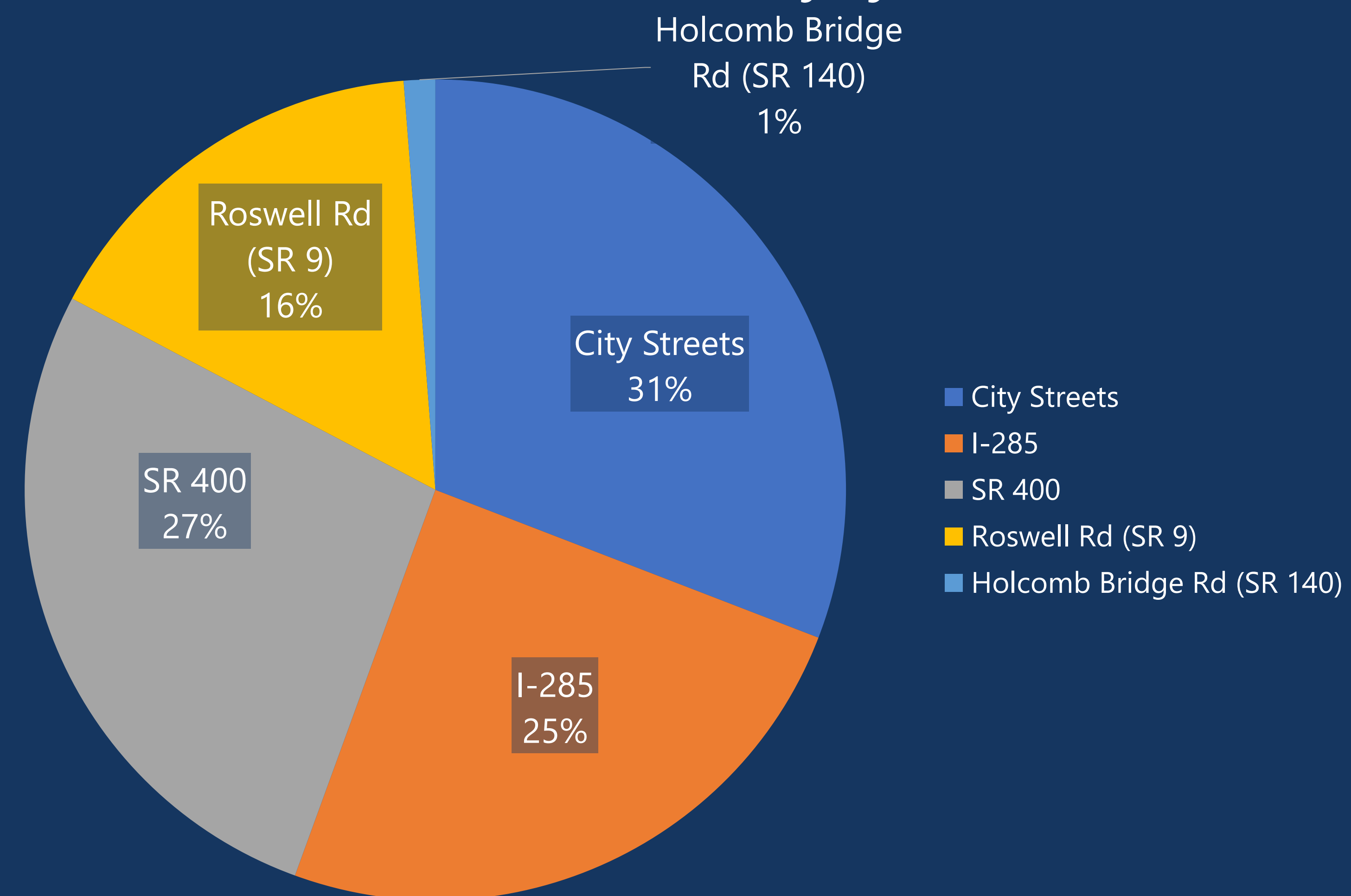


Legend

- Fatal Crashes
- Serious Injury Crashes



All 2018-2022 Fatal & Serious Injury Crashes (243)



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)

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)

Sandy Springs' Roadway Safety Initiatives

Police

Traffic Enforcement

- Seatbelt violations, speeding, distracted driving, impaired driving, etc.

Motor Vehicle Accident Investigations

- Complete investigations and reconstructions of all crashes with serious injuries and fatalities.

Parent-Teen Driving Class

- Free to the public
- Covers topics such as crash dynamics, distracted driving, and impaired driving



Police

Citizens Police Academy (CPA)

- Nine-week, 30-hour program - held in Spring and Fall each year
- Over 1,000 participants to date

Citizens on Patrol (COP) Program

- 12-week program where volunteers learn skills such as traffic control, radio and computer skills, defensive driving, and first aid
- COP units assist officers on minor calls where a certified police officer is not needed (events, handicap parking enforcement, stranded motorists, etc.)
- Over 14 COP academies to date with over 100 COP members

Fire

Emergency Vehicle Pre-Emption

- Give emergency vehicles a green light when they approach an intersection, making it safer and faster for first responders to reach emergencies
- Currently on ten fire department vehicles (engines, ladder trucks, etc.)

Child Car Seat Safety Inspections

- Held every Wed (9 am-noon) at Fire Station 52
- Over 160 seats inspected to date since 2022



Public Works

Safety Studies

- North End Roadway Safety Analysis
- Medical District Safety Study
- Roswell Road Access Management Plan

Safety Projects

- Transit Access Project
- Mt. Vernon Highway Corridor Improvements
- Mid-block crossing with pedestrian hybrid beacon at N. Fulton Government Center



Community Development

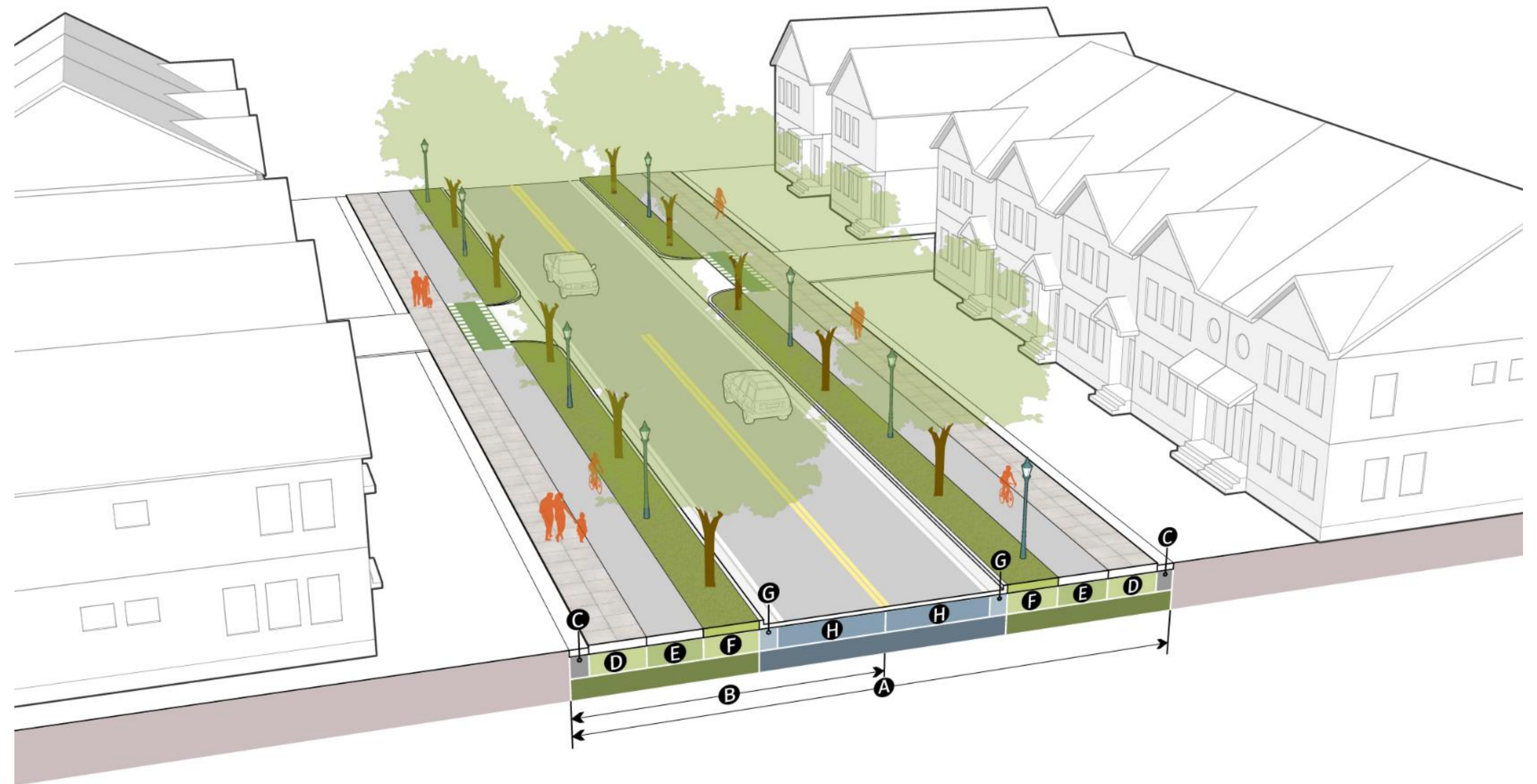
Guiding Principles

- Provide safe and effective access points from private property to public roadways.
- Reduce traffic conflicts associated with private development.
- Assist Public Works during the design of transportation improvements.

Community Development

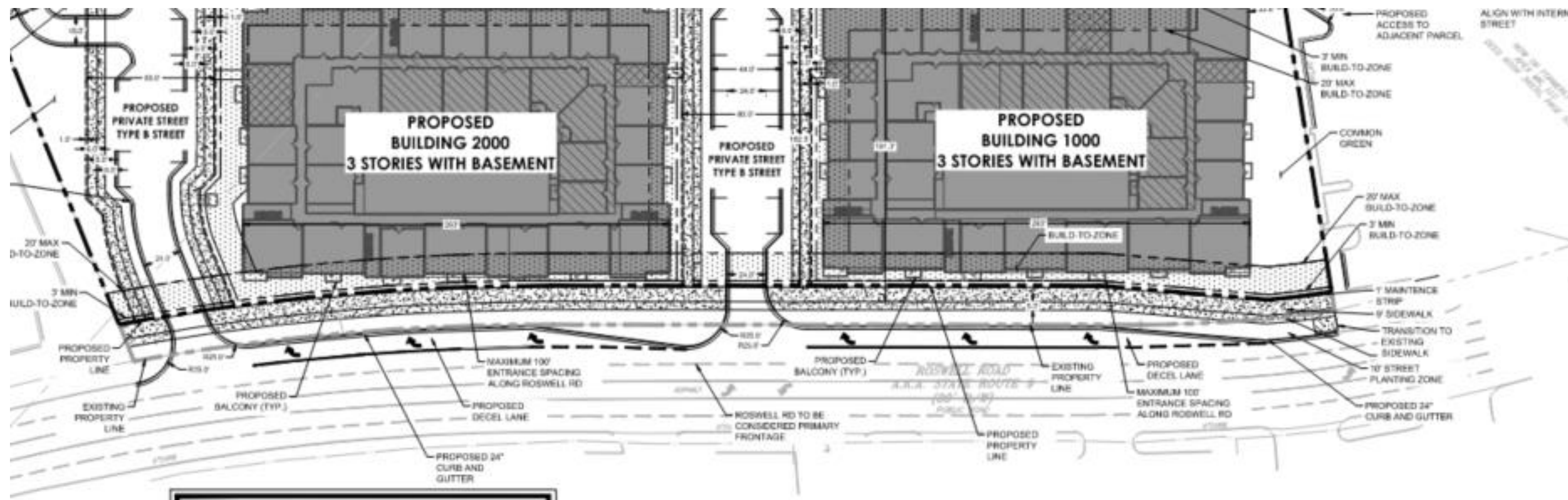
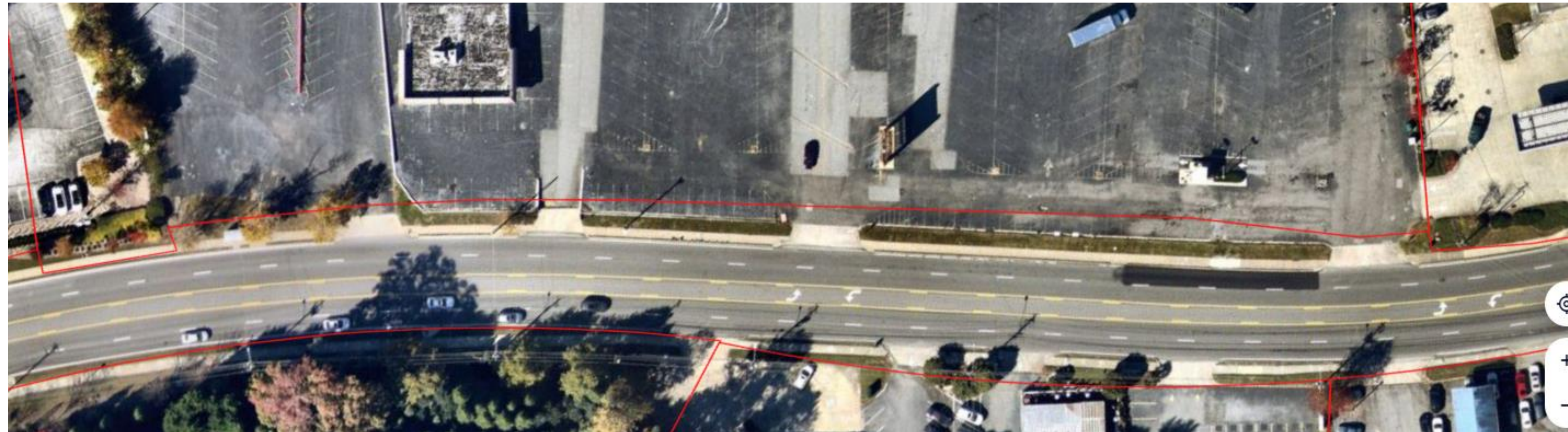
Complete Streets Design

- Wider pedestrian paths and sidewalks
- Wider landscaped areas between automobiles and cyclists/pedestrians
- Separation, where possible, of cyclists and pedestrians



Community Development

Reducing Number of Access Points to Roadways



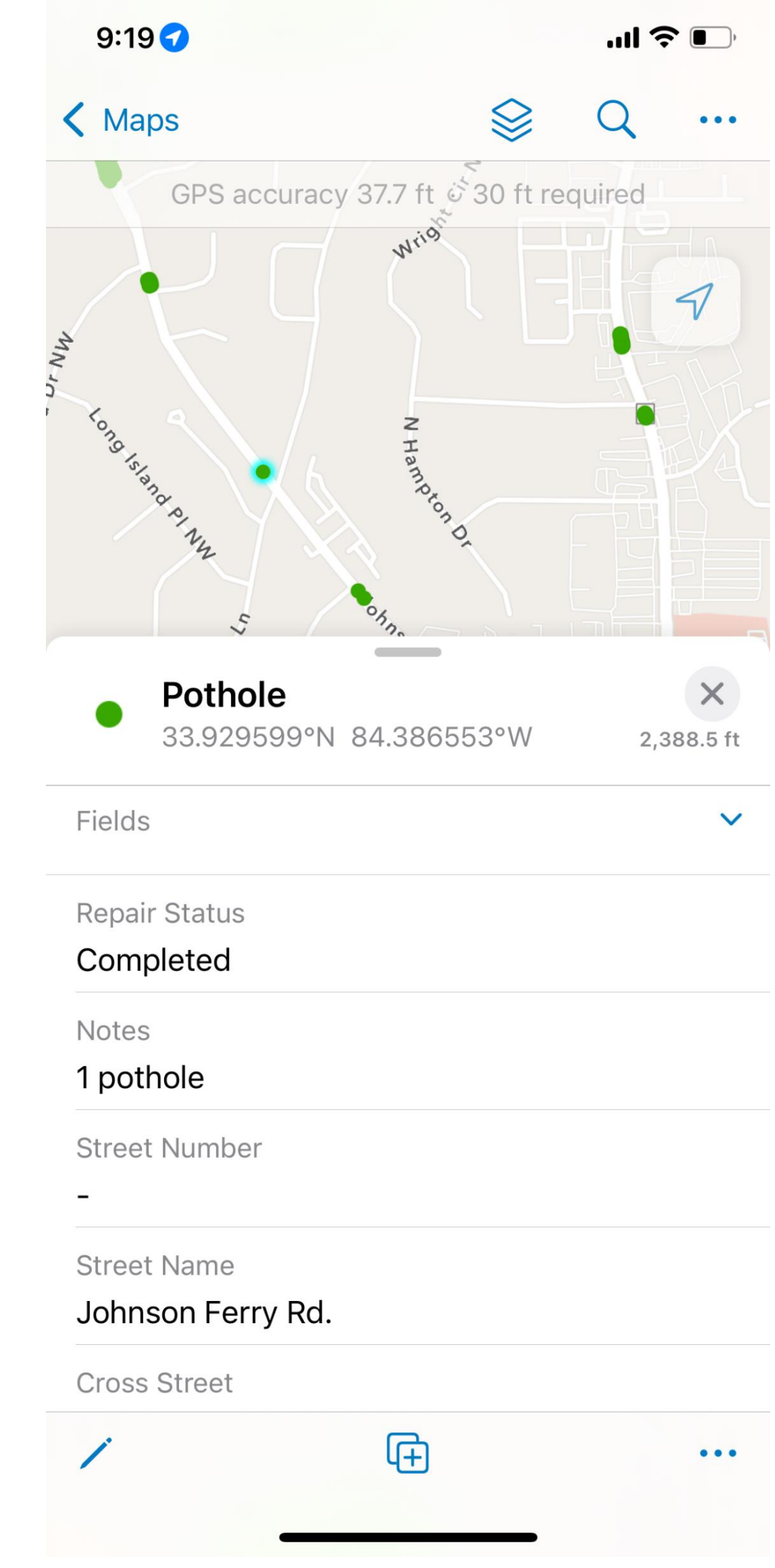
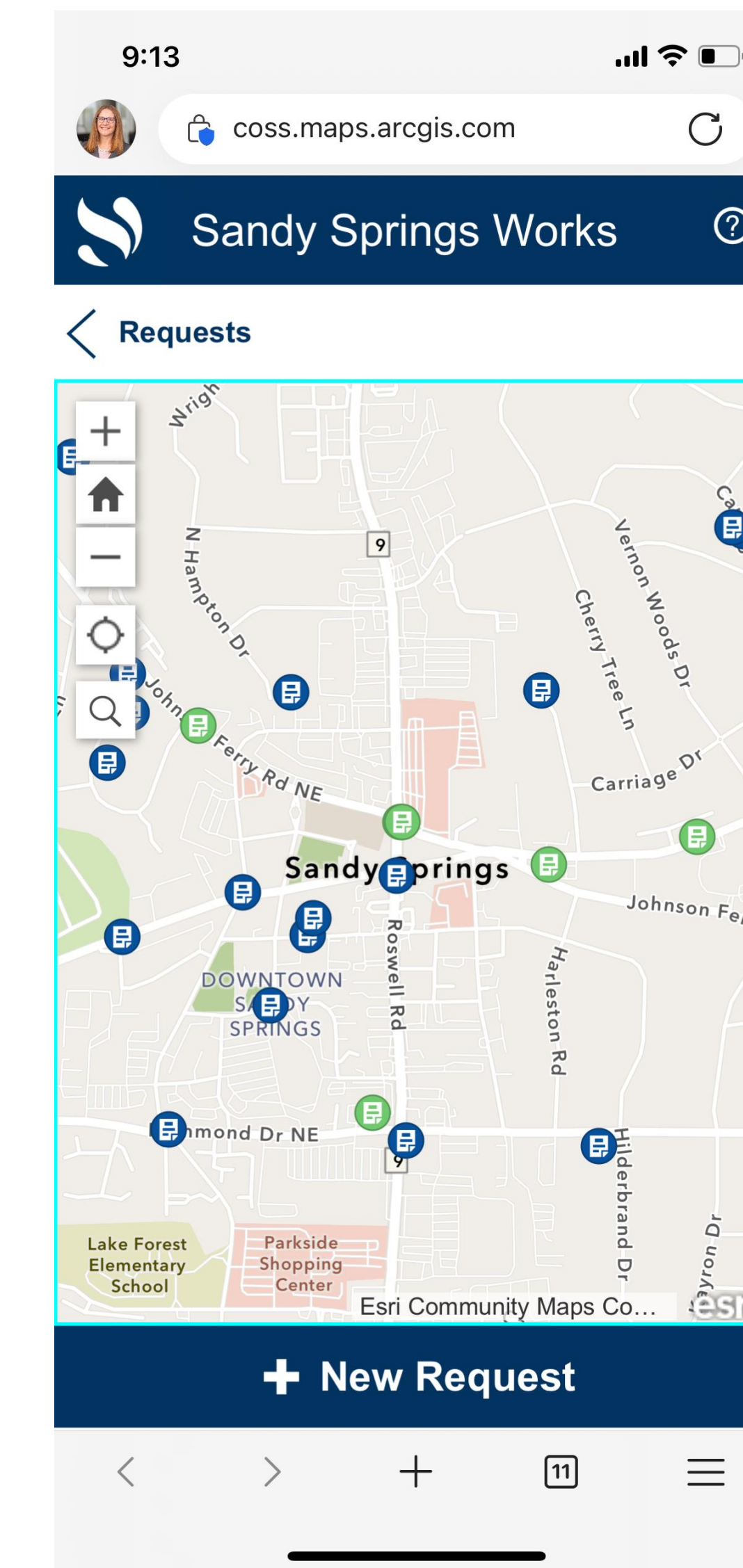
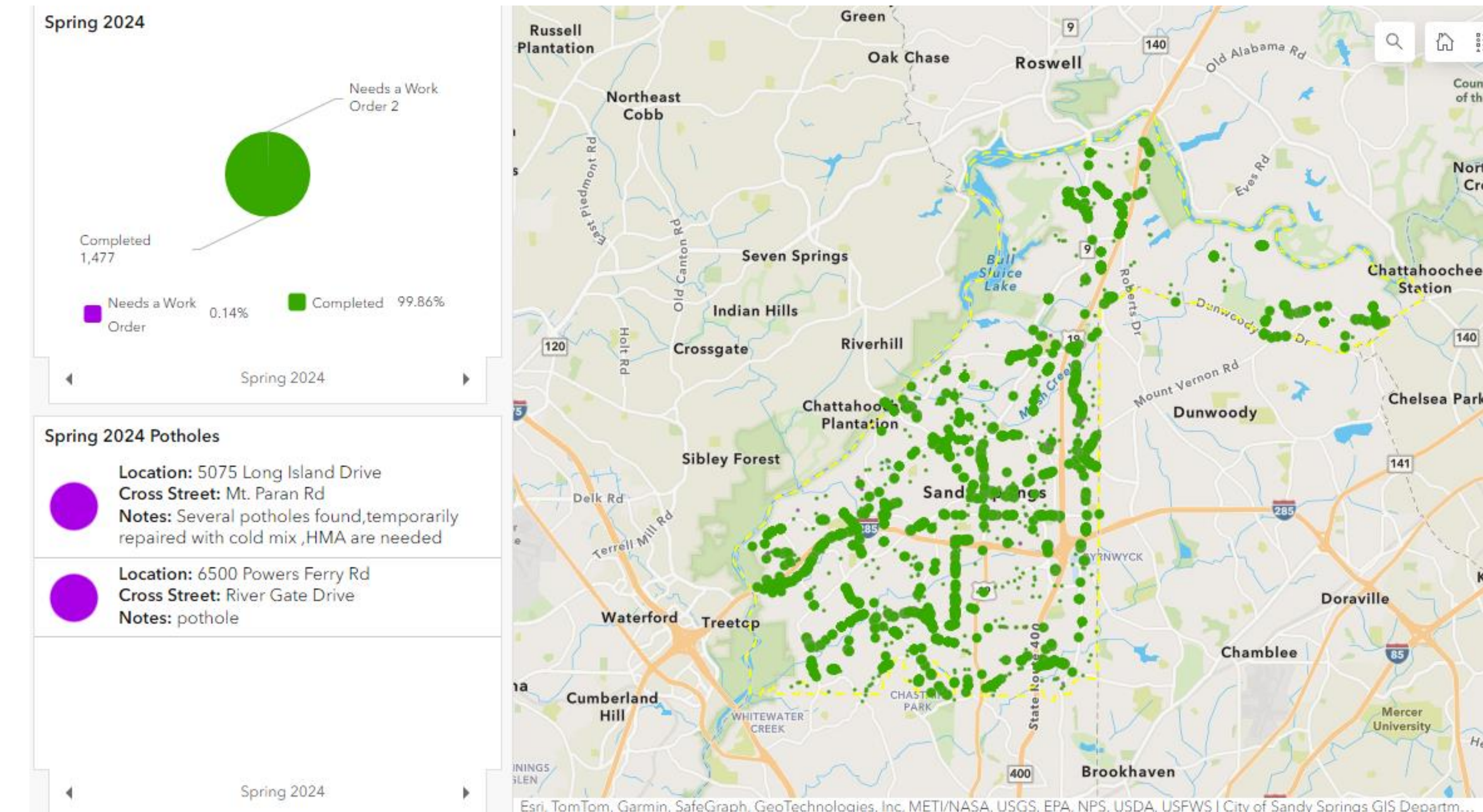
Community Development

**Coordination with Public Works, Facilities, and Parks Departments
on Pedestrian-Friendly Facilities**



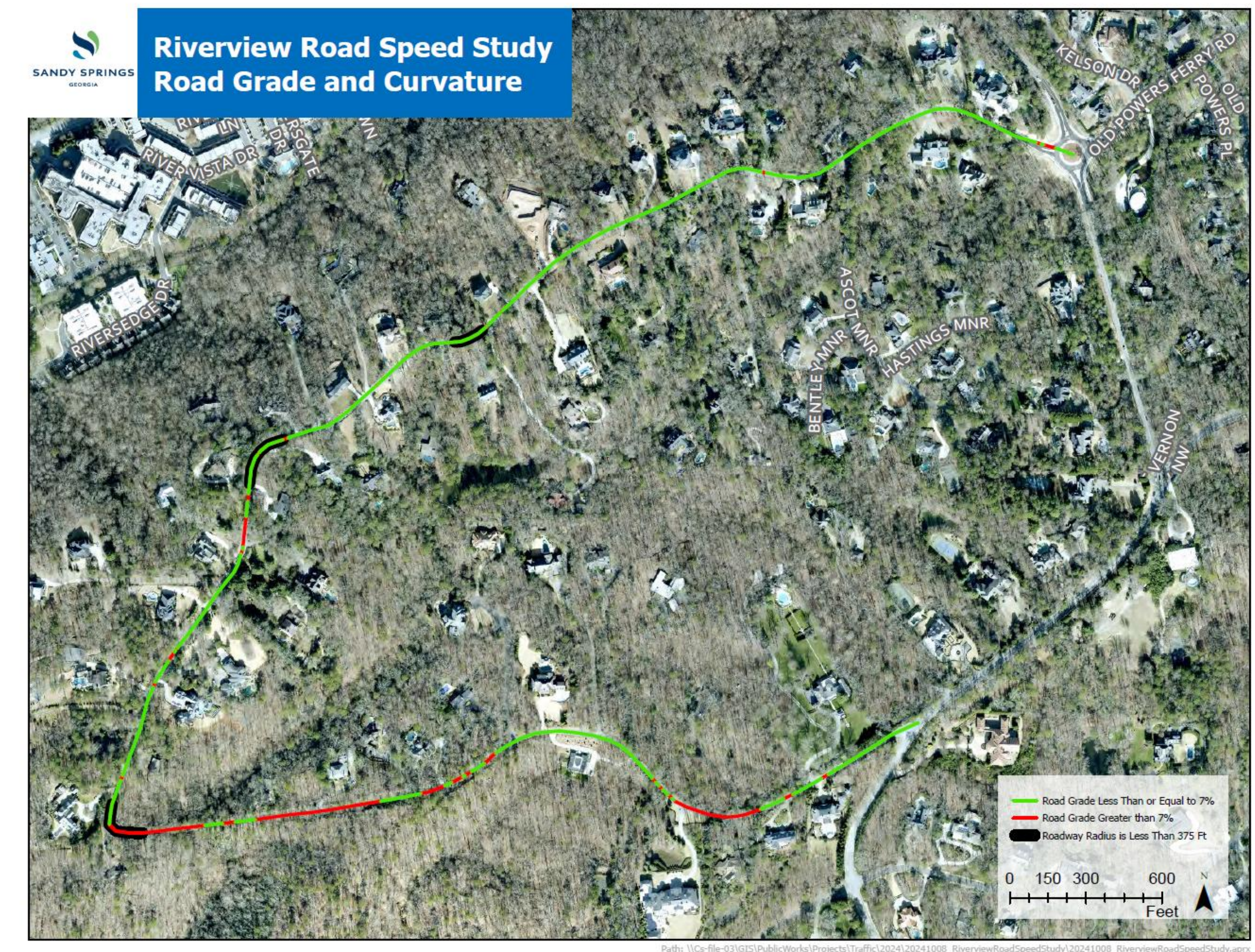
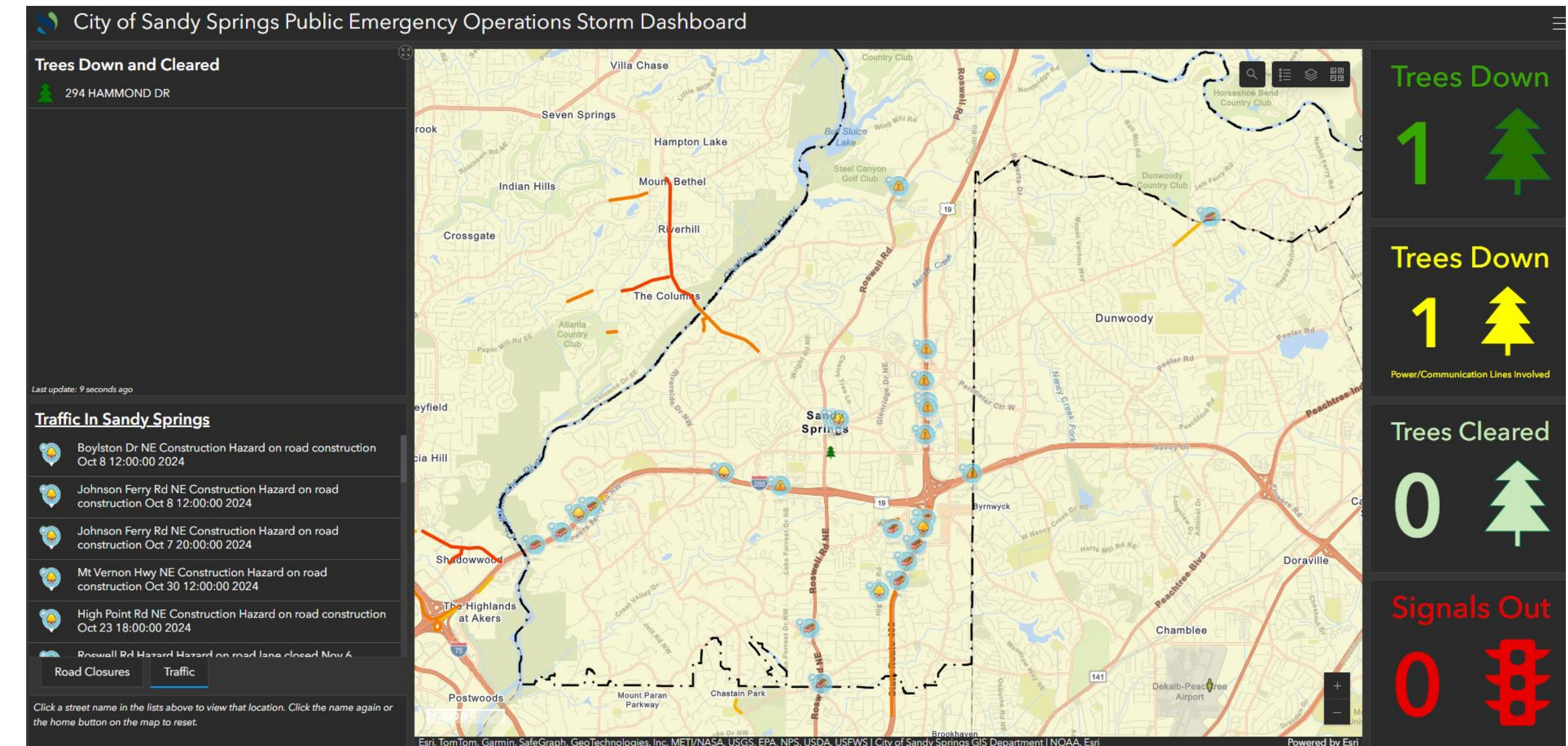
GIS/Information Technology

- Sandy Springs Works - app for the public to enter non-emergency work requests (including downed signs, potholes, items in the road)
- Built an app for staff to track reported potholes and repaired potholes



GIS/Information Technology

- App for field personnel to report a fallen tree during weather events and update the status, including if the road is closed. These are displayed on public dashboards.
- Calculate the road grades and centerline radius for Public Works to identify locations for traffic calming infrastructure.
- Coordination with Waze on real-time travel information



Implementation Plan

6 E's Framework



Education – Educating the community about safe and courteous driving, including media campaigns, brochures, billboards, and poster distributions



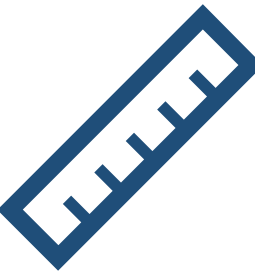


Enforcement - Strategies that monitor and penalize dangerous behaviors such as speeding, double parking, and disobeying traffic signals



Encouragement - Strategies that encourage safe and defensive driving, and greater awareness of pedestrians, cyclists, and transit users

6 E's Framework

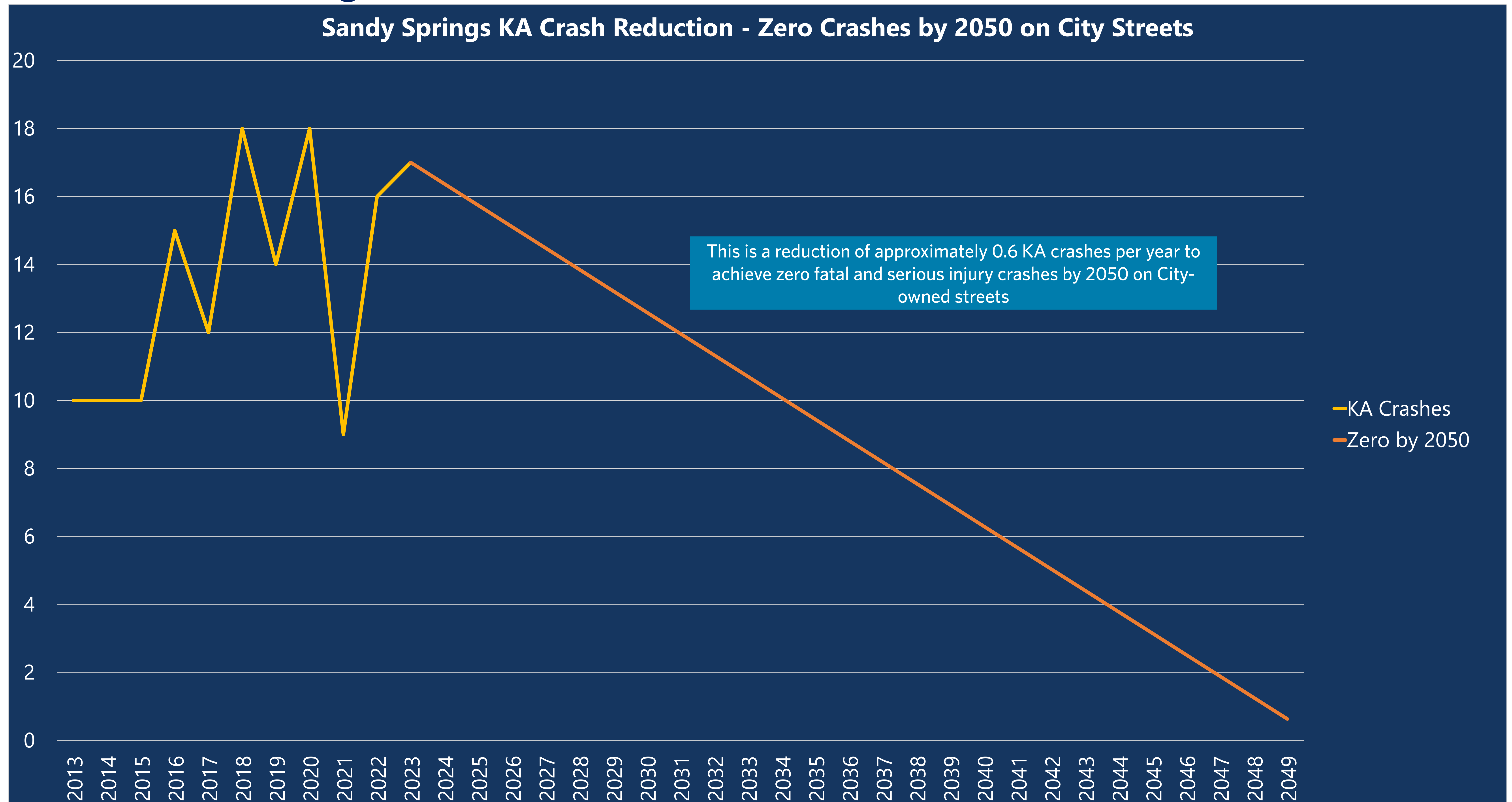
-  **Evaluation** - As strategies are implemented, evaluate how well they are working and if any changes are needed
-  **Emergency Response** - Coordination of emergency services to enhance quick response
-  **Engineering** – Infrastructure projects that improve safety, such as pavement striping, raised pavement markers, delineators, rumble strips, and signage.

Goal Setting

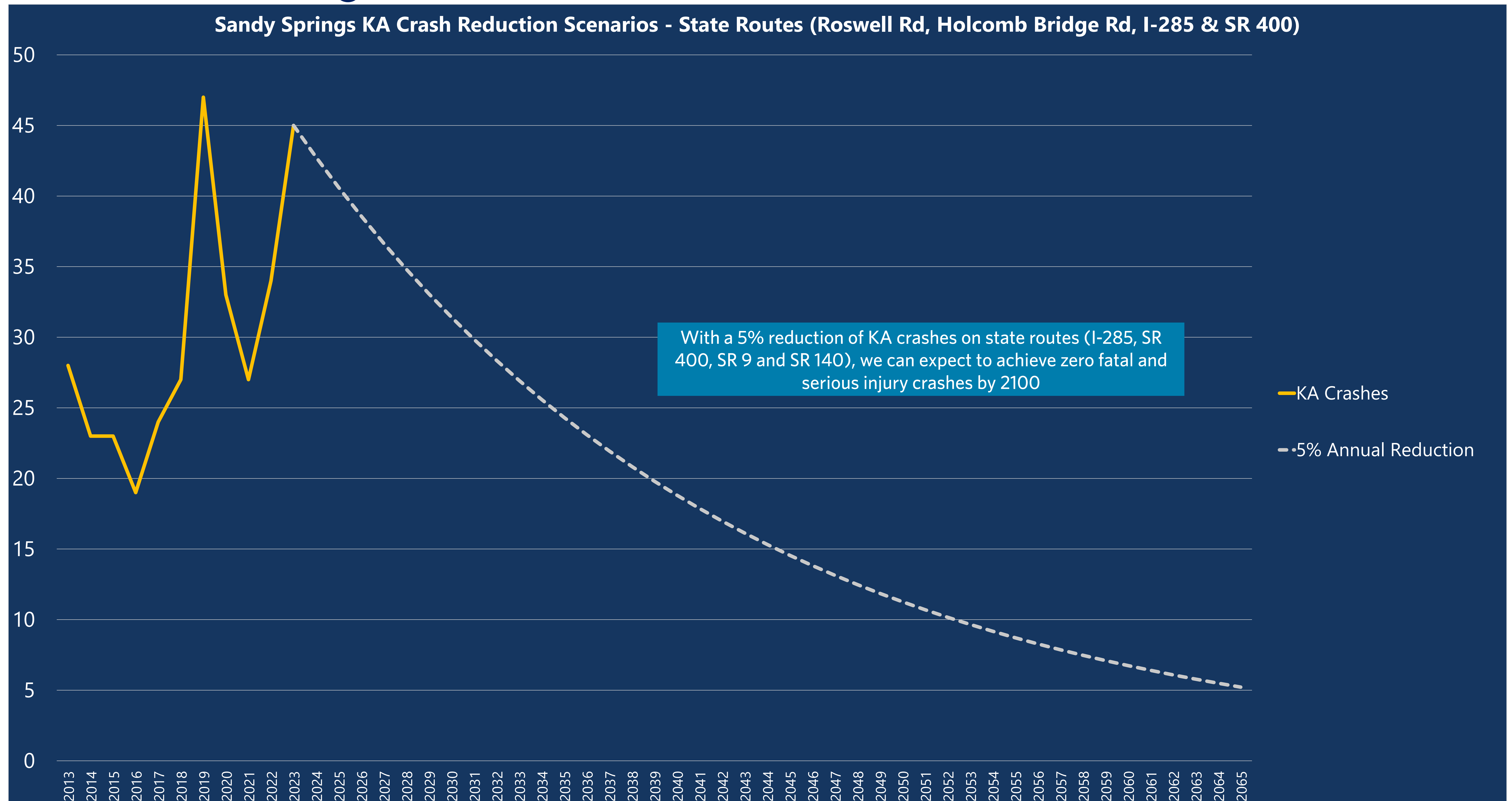
Goal Setting

- Adopt a City Safety Program goal to **achieve zero fatalities and serious injuries by 2050**, on city-owned streets
- Work with GDOT to establish safety goals for state routes and limited-access facilities within the City, for an **annual 5 percent reduction** in fatalities and serious injuries
- Establish goals related to funds allocation for safety improvements, 50% of projects that include FHWA proven safety countermeasures, 30% of safety projects in underserved communities, etc.
- Identify timeline for implementation of access management improvements along Roswell Road (installation of median, widening of sidewalks, relocation of curb cuts, etc.)

Goal Setting- KA Crash Reduction on City Streets

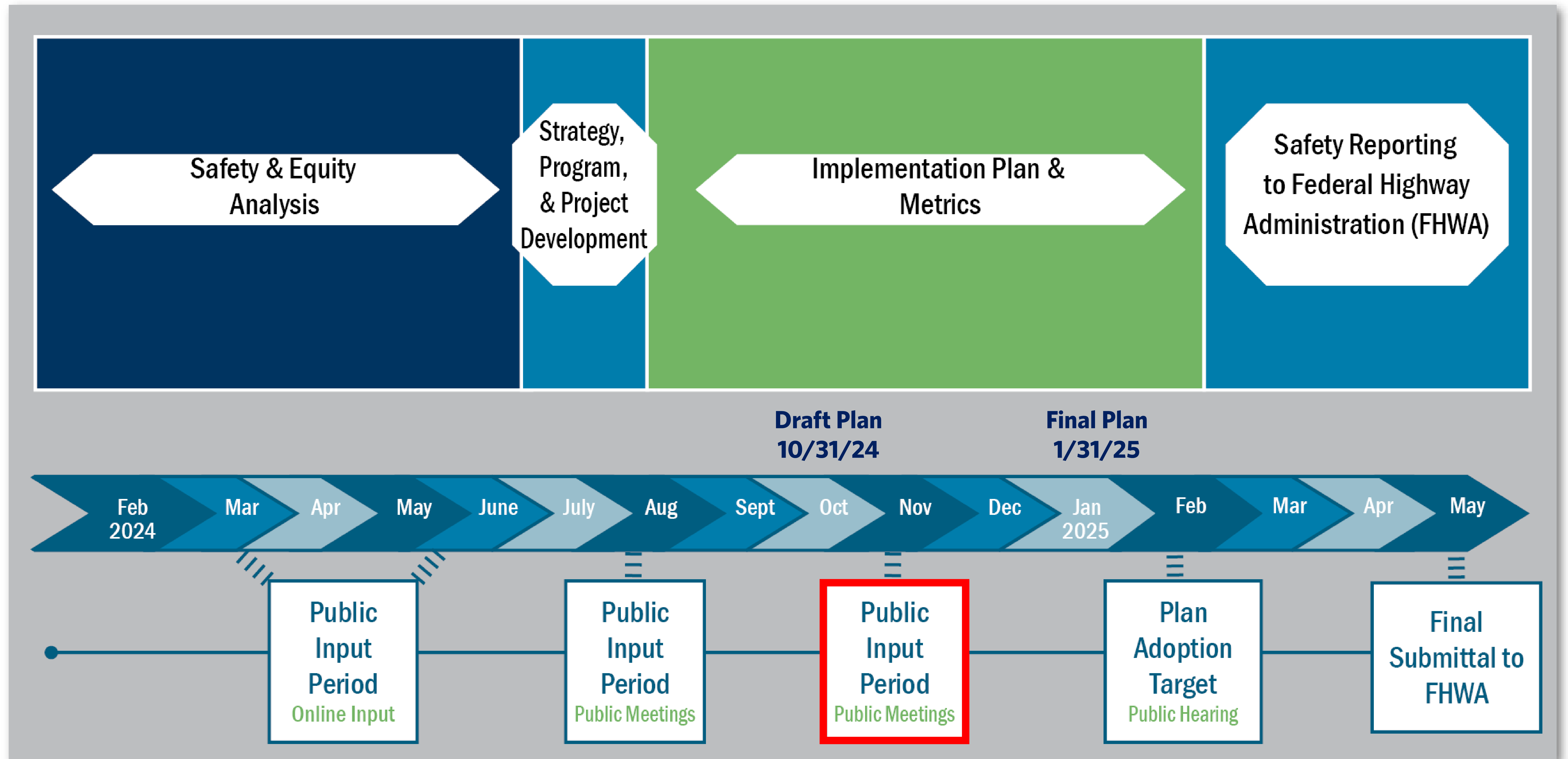


Goal Setting- 5% Annual Reduction on State Routes



Next Steps

Safety Action Plan Schedule





Next Steps

- Incorporate community feedback
- Share draft plan document with the public in December/January
- Plan adoption in March 2025

Contact Information

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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.

Visit the Boards and Leave Your Feedback!

The boards around the room have information about potential strategies and projects to help improve roadway safety. Please review the information and provide your feedback. Project team members are on hand to answer your questions.