

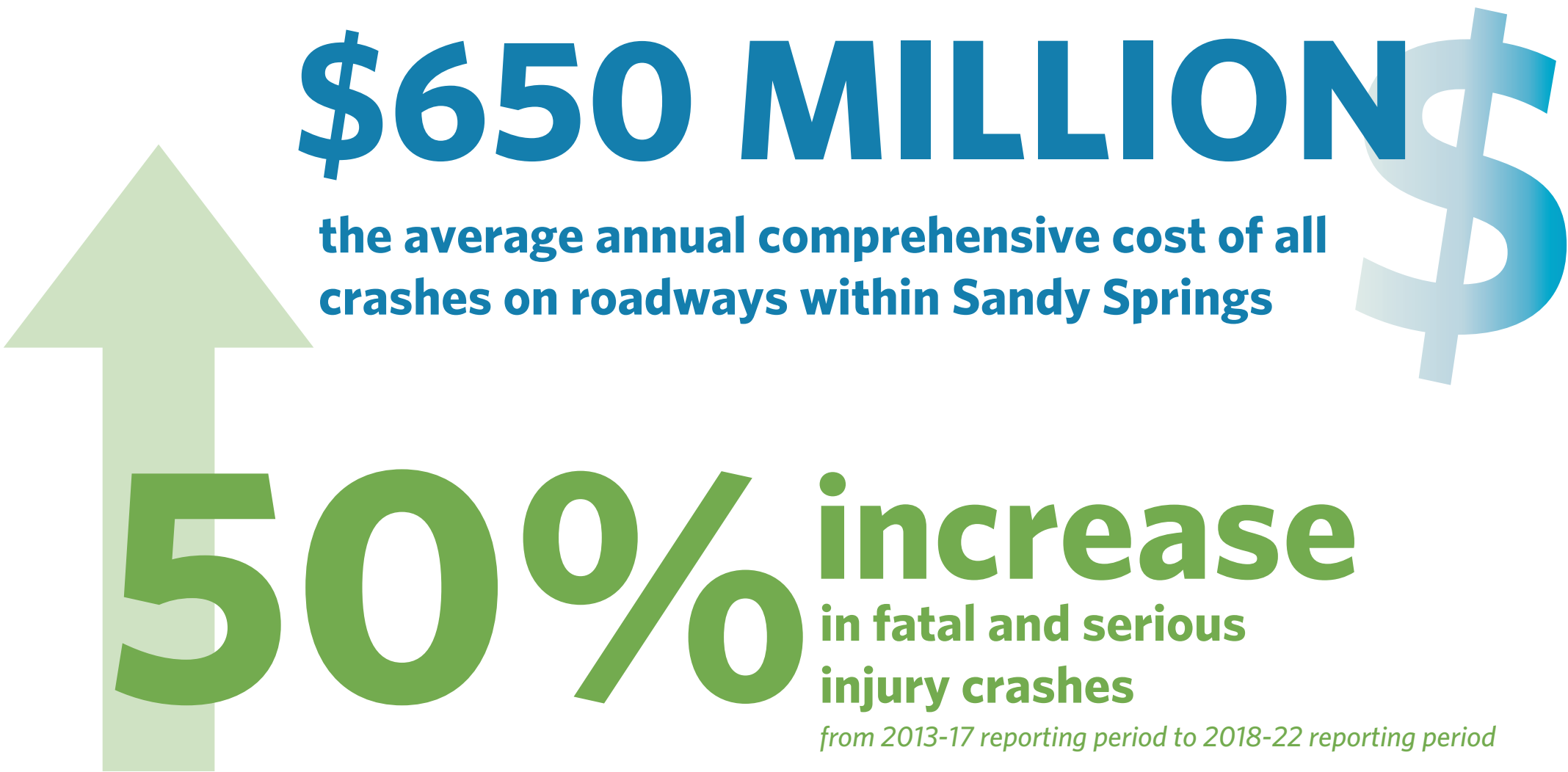
Sandy Springs Safety Action Plan

Project Overview



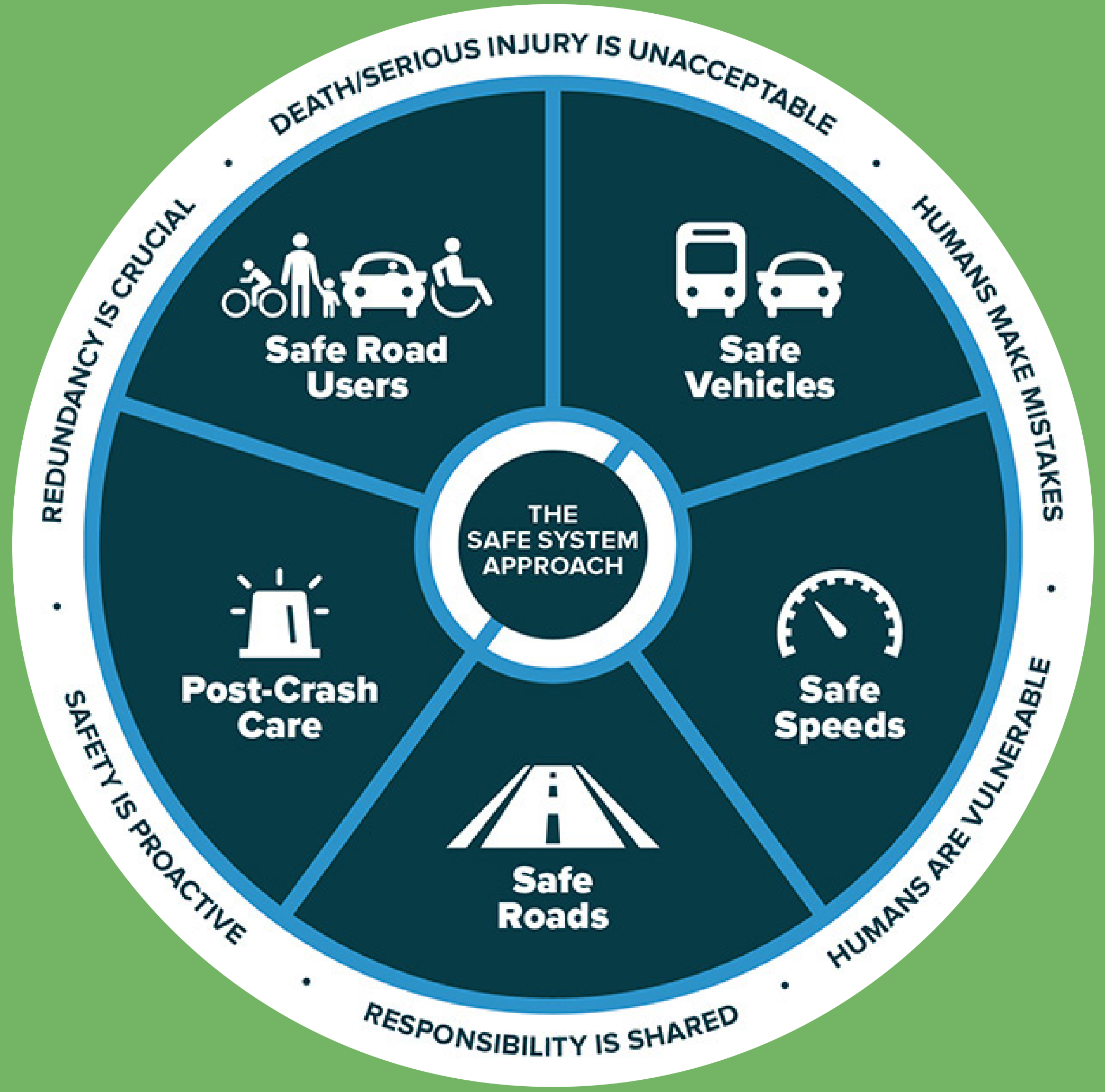
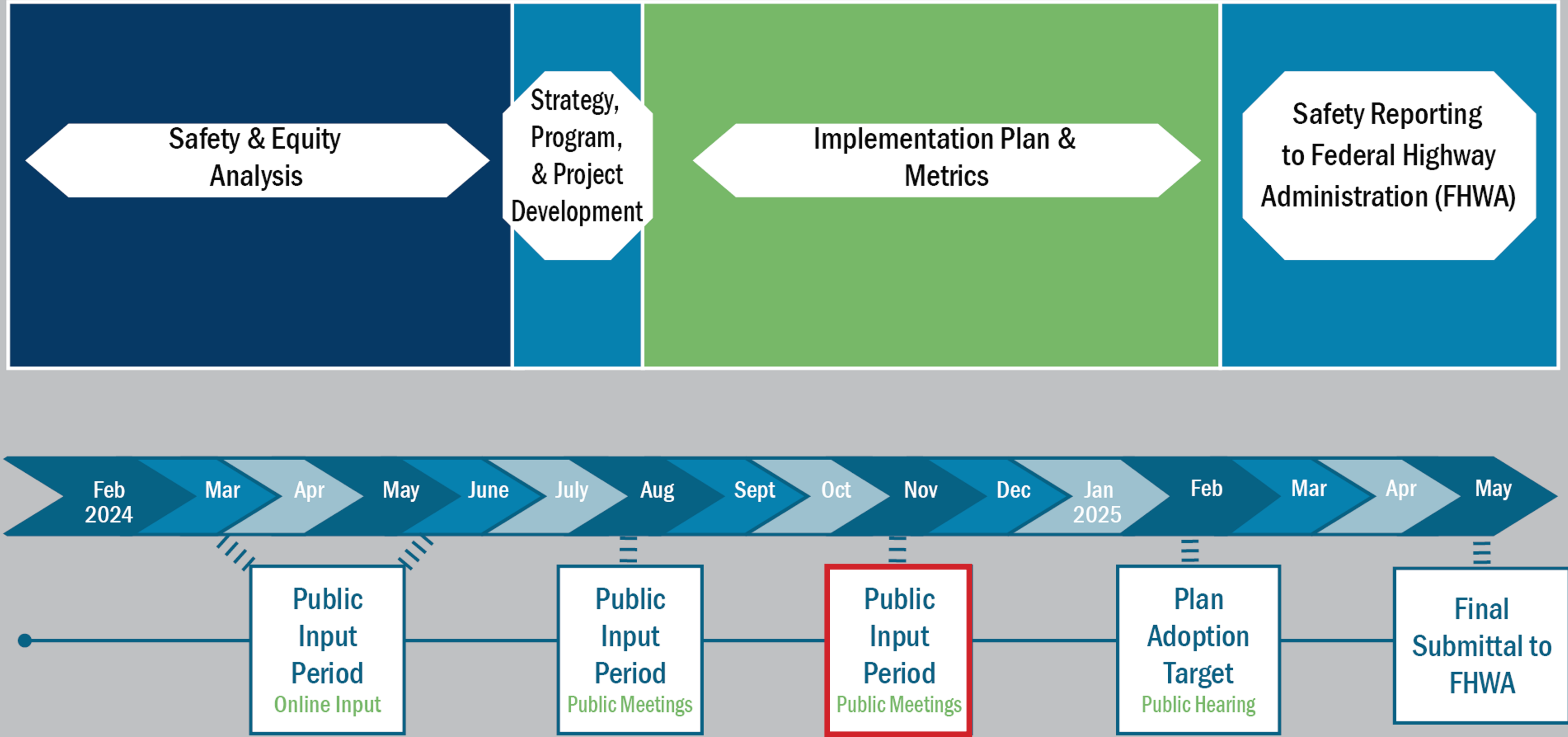
About the Plan and Progress Update

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. Following completion of this public meeting cycle (the second of two in this process), the project team will incorporate feedback received and proceed with developing the Safety Action Plan Final Report. After completion of the final version of the Safety Action Plan, City Council will consider the plan for adoption, which will likely occur in March 2025.



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)

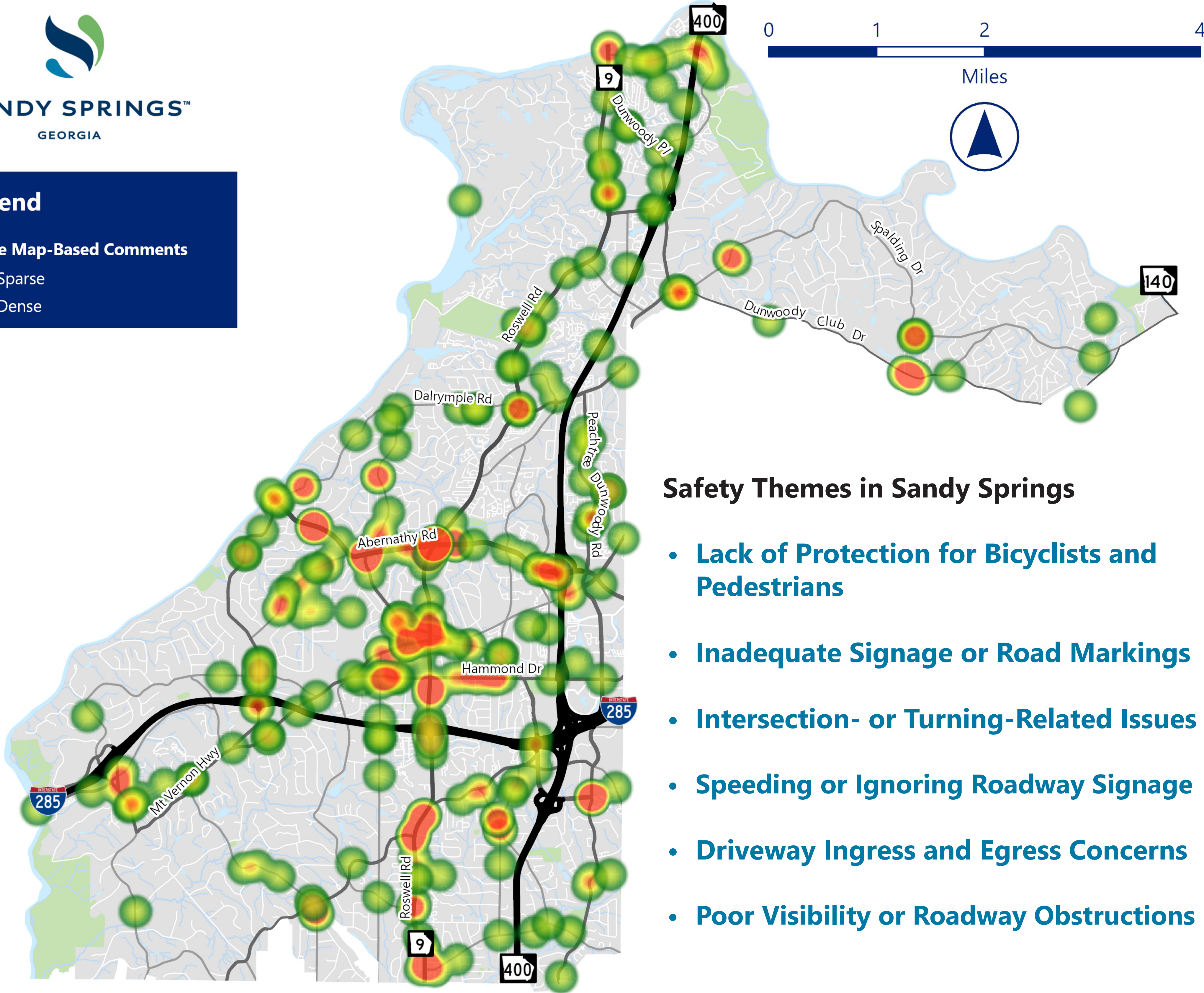
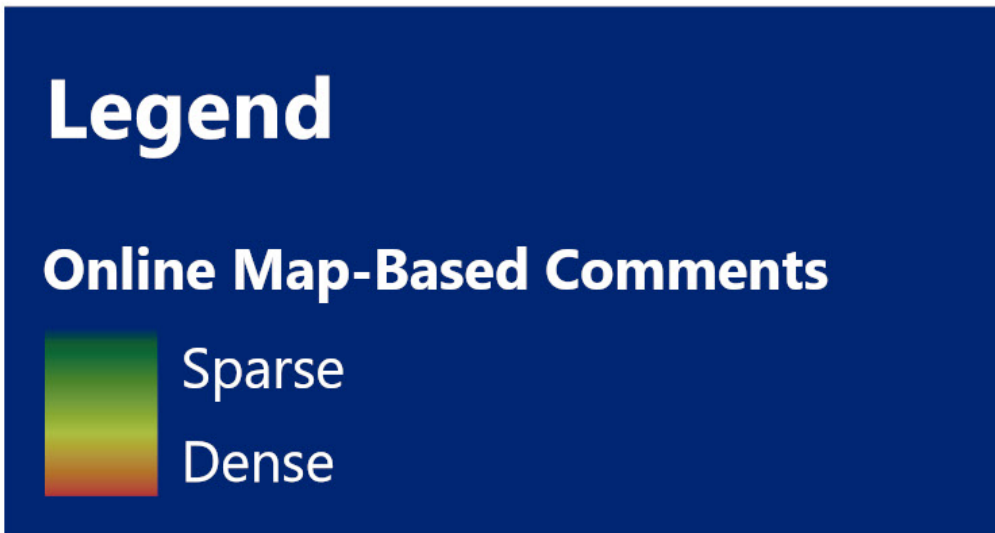
Sandy Springs Safety Action Plan

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



Safety Themes in Sandy Springs

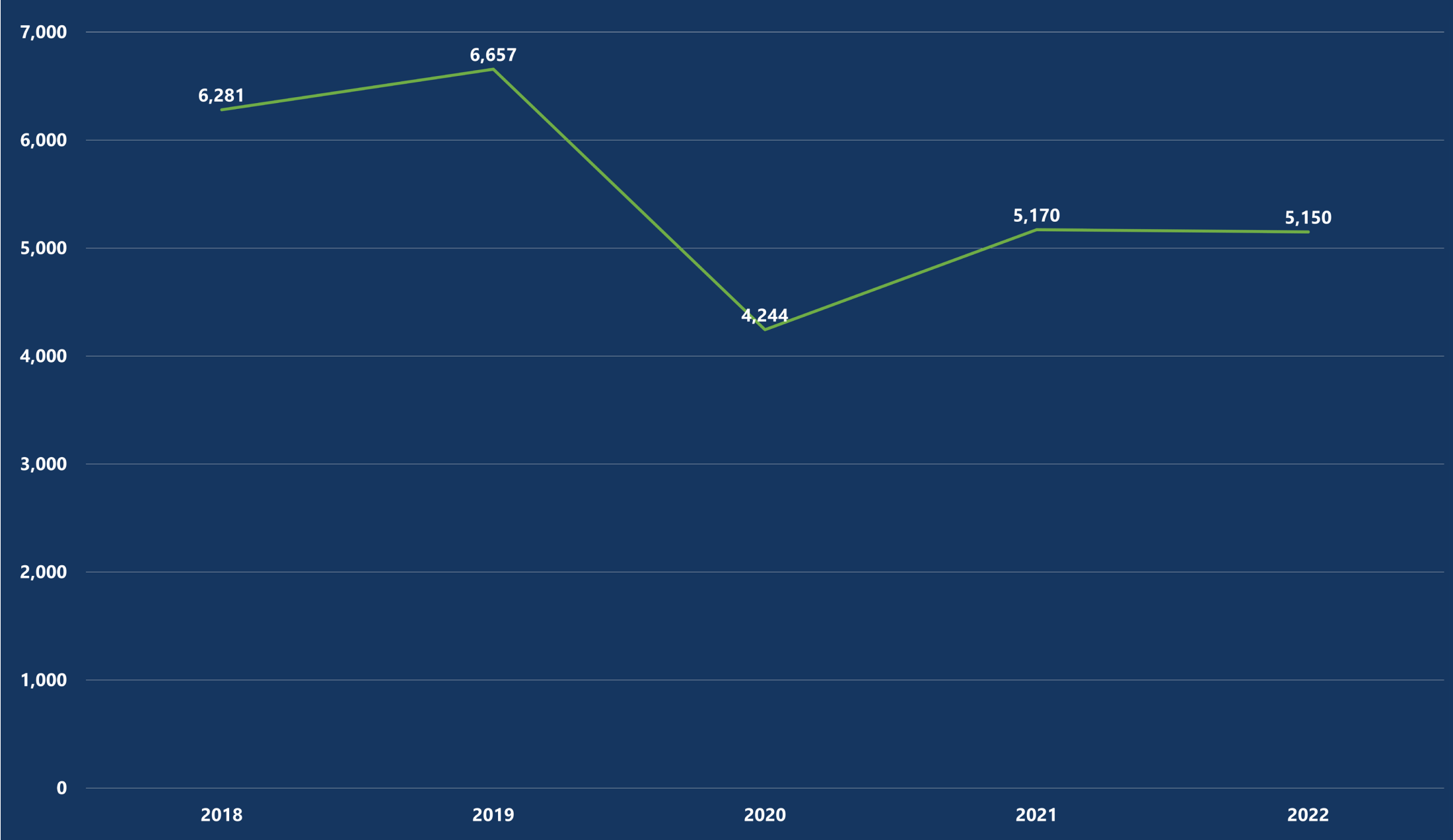
- Lack of Protection for Bicyclists and Pedestrians
- Inadequate Signage or Road Markings
- Intersection- or Turning-Related Issues
- Speeding or Ignoring Roadway Signage
- Driveway Ingress and Egress Concerns
- Poor Visibility or Roadway Obstructions

Sandy Springs Safety Action Plan

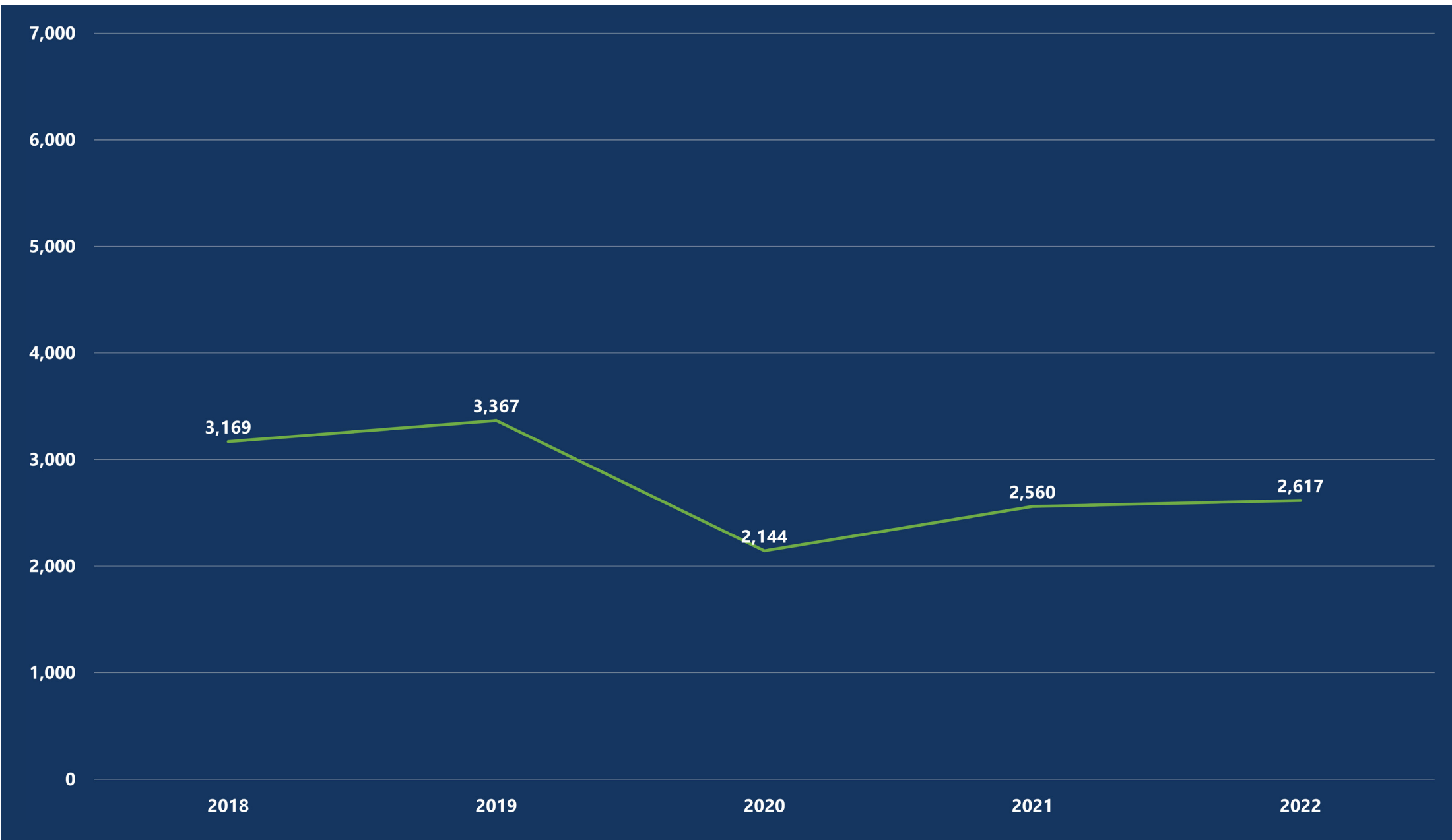
Overall Crash Trends



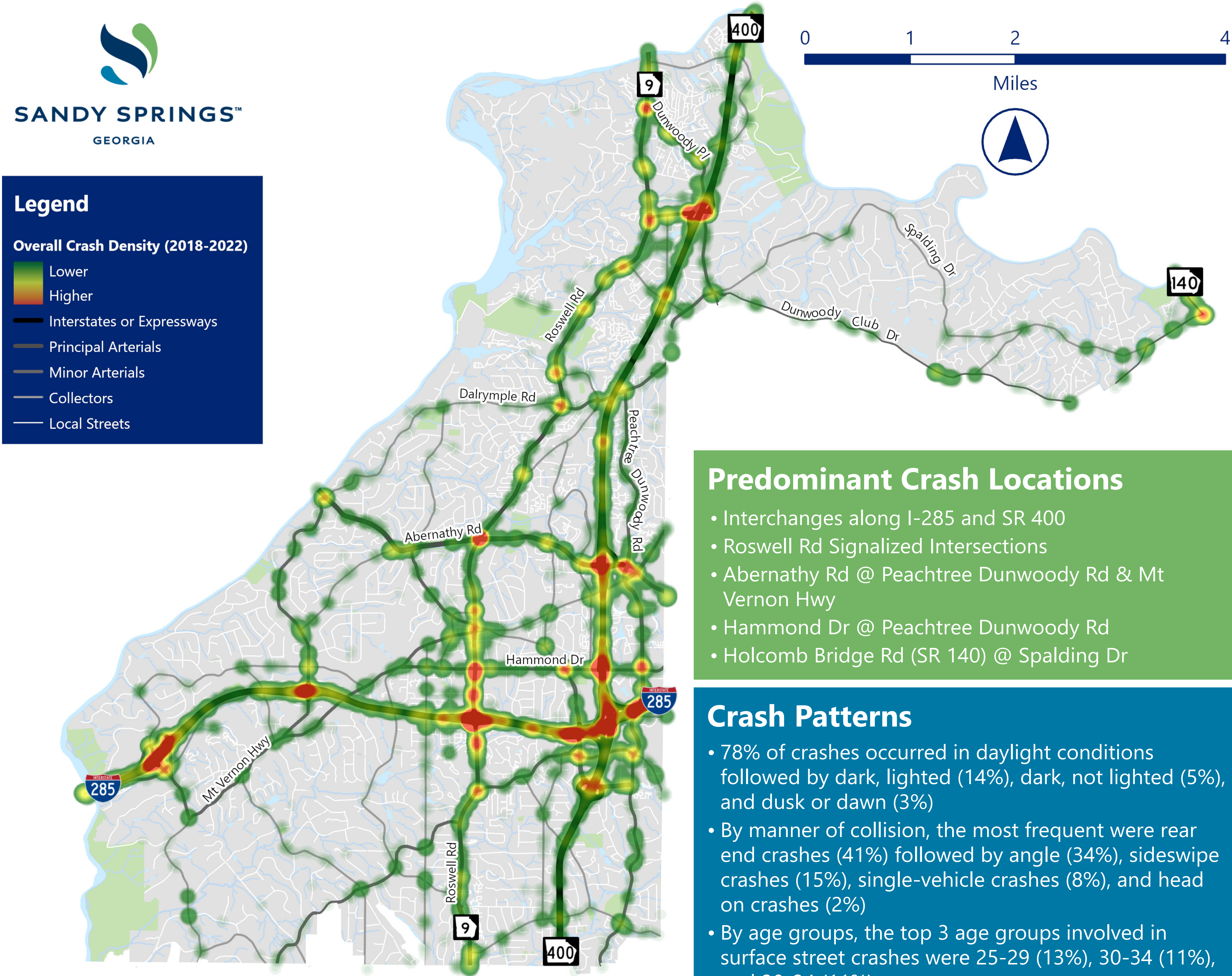
Total Crashes by Year



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%). Collectively, 66% of crashes occurred on state routes.



Sandy Springs Safety Action Plan

Fatal and Serious Injury (KA) Crashes

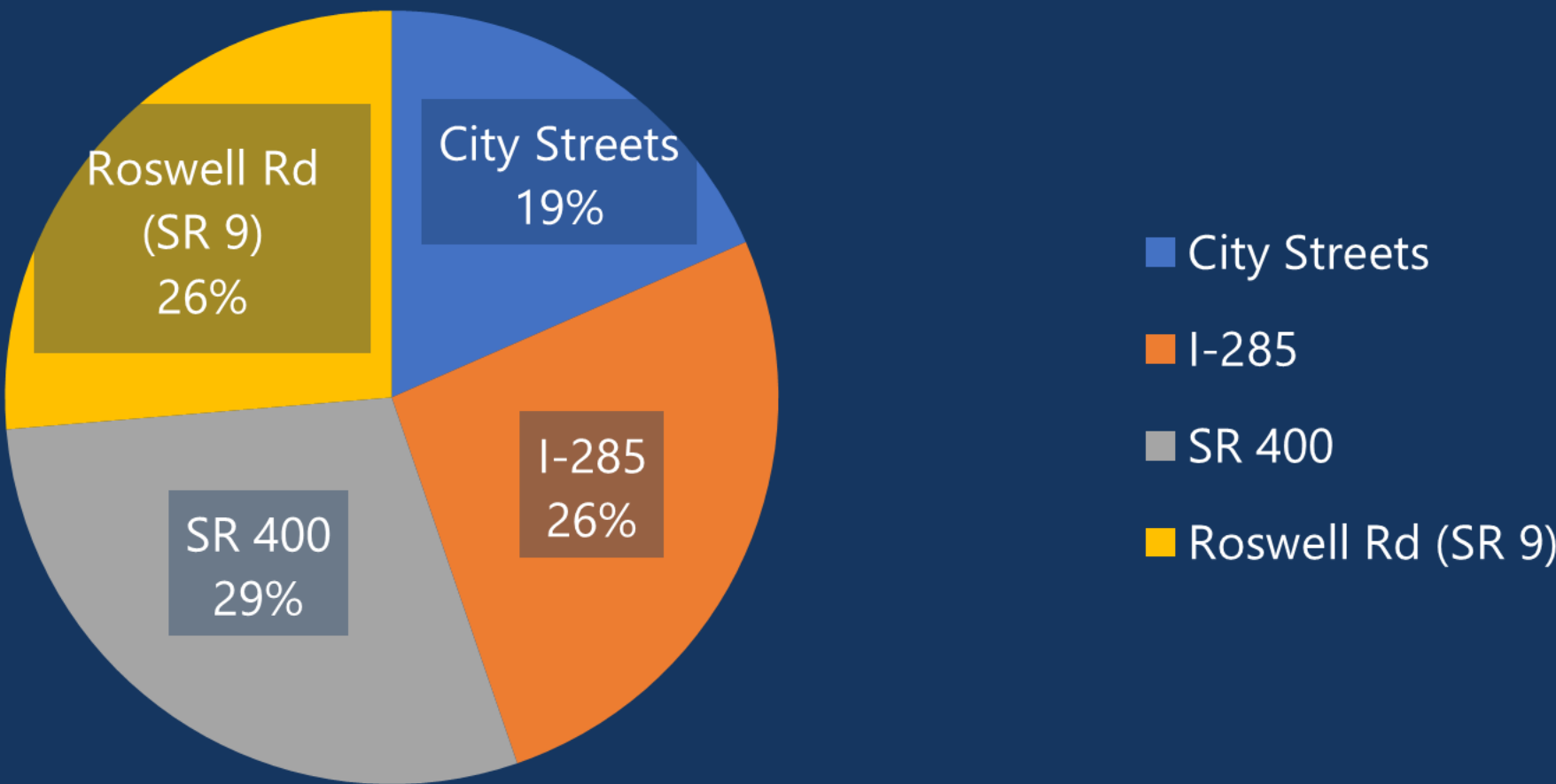


About Crash Severity

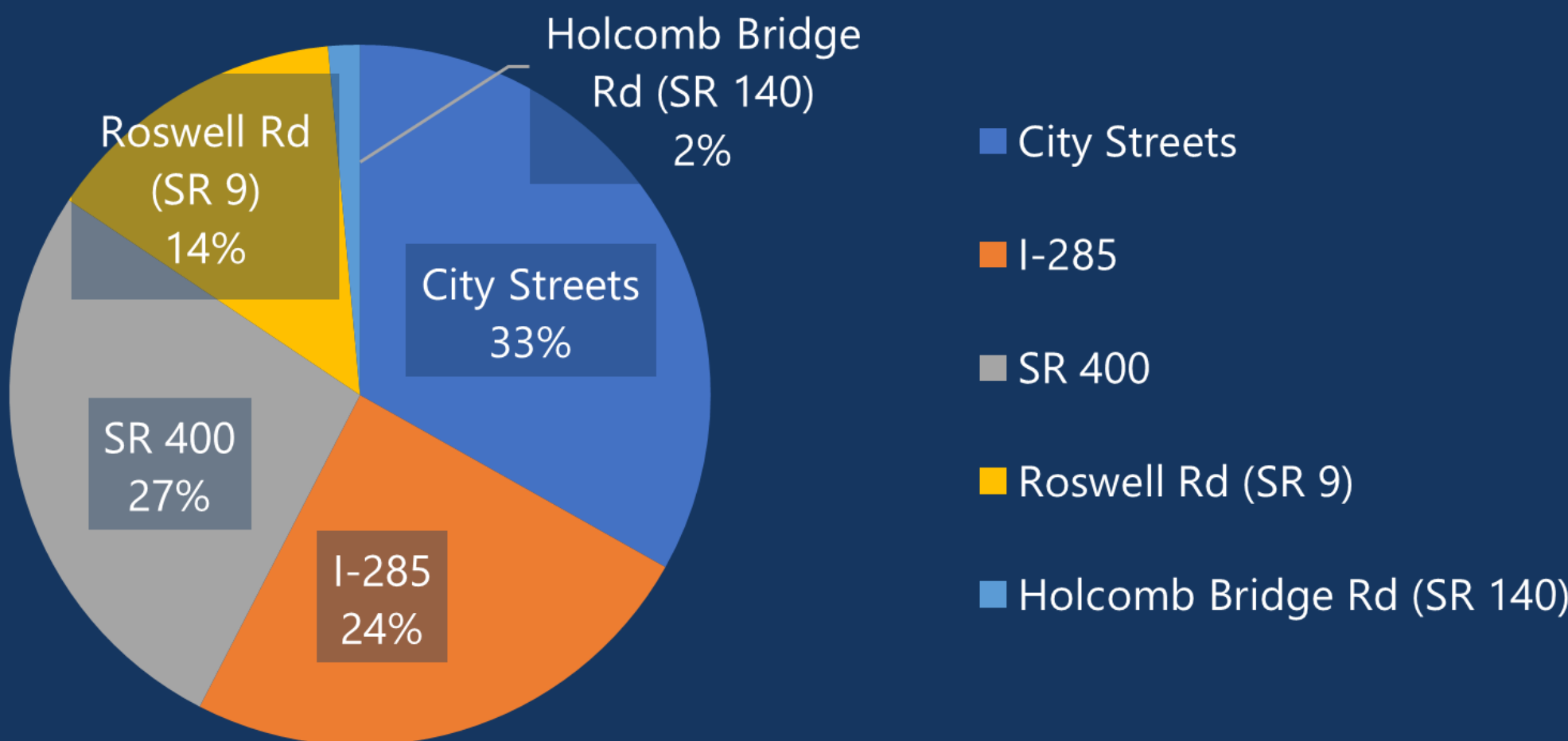
Crashes are categorized into five severity categories:

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

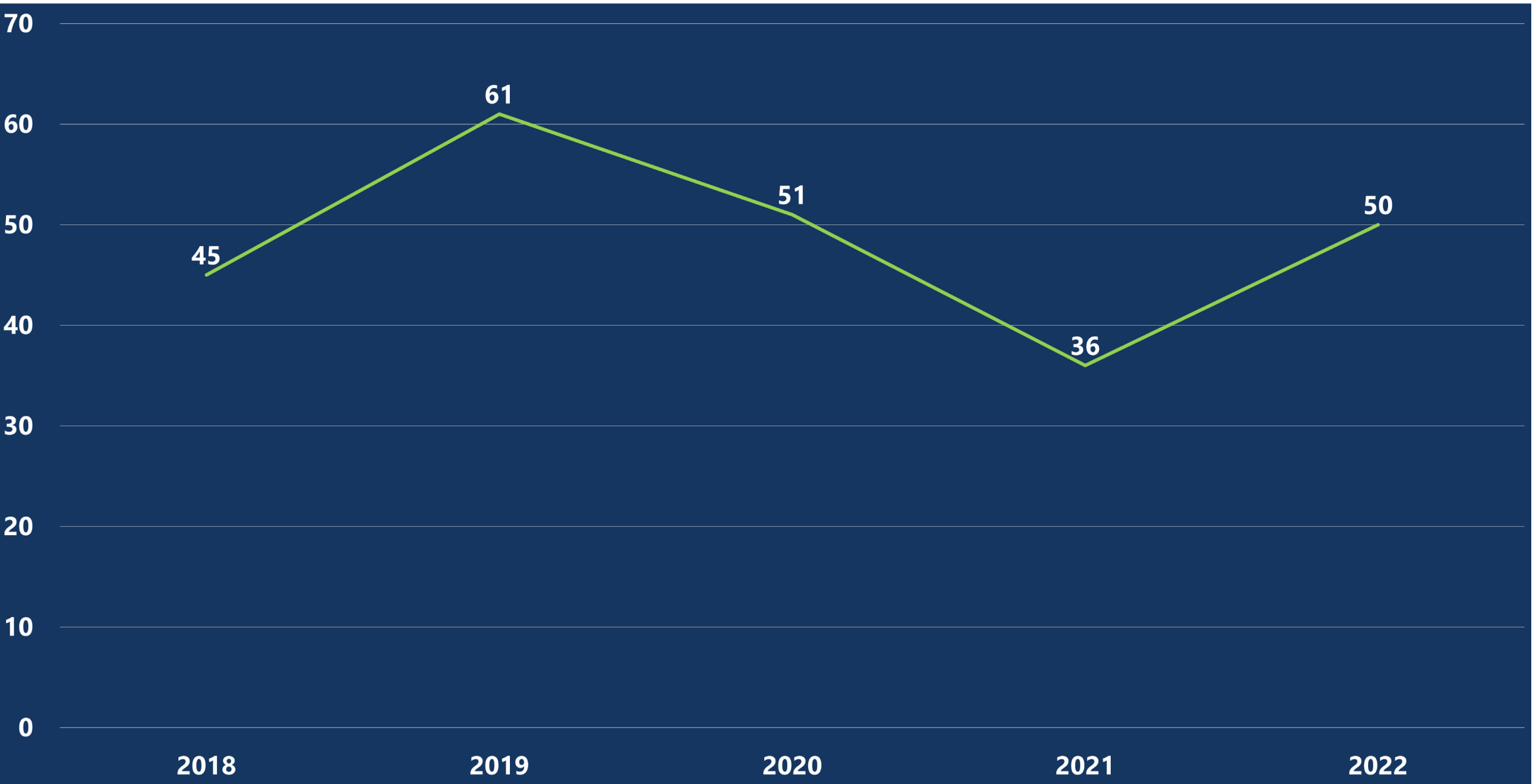
2018-2022 Fatal Crashes (38)



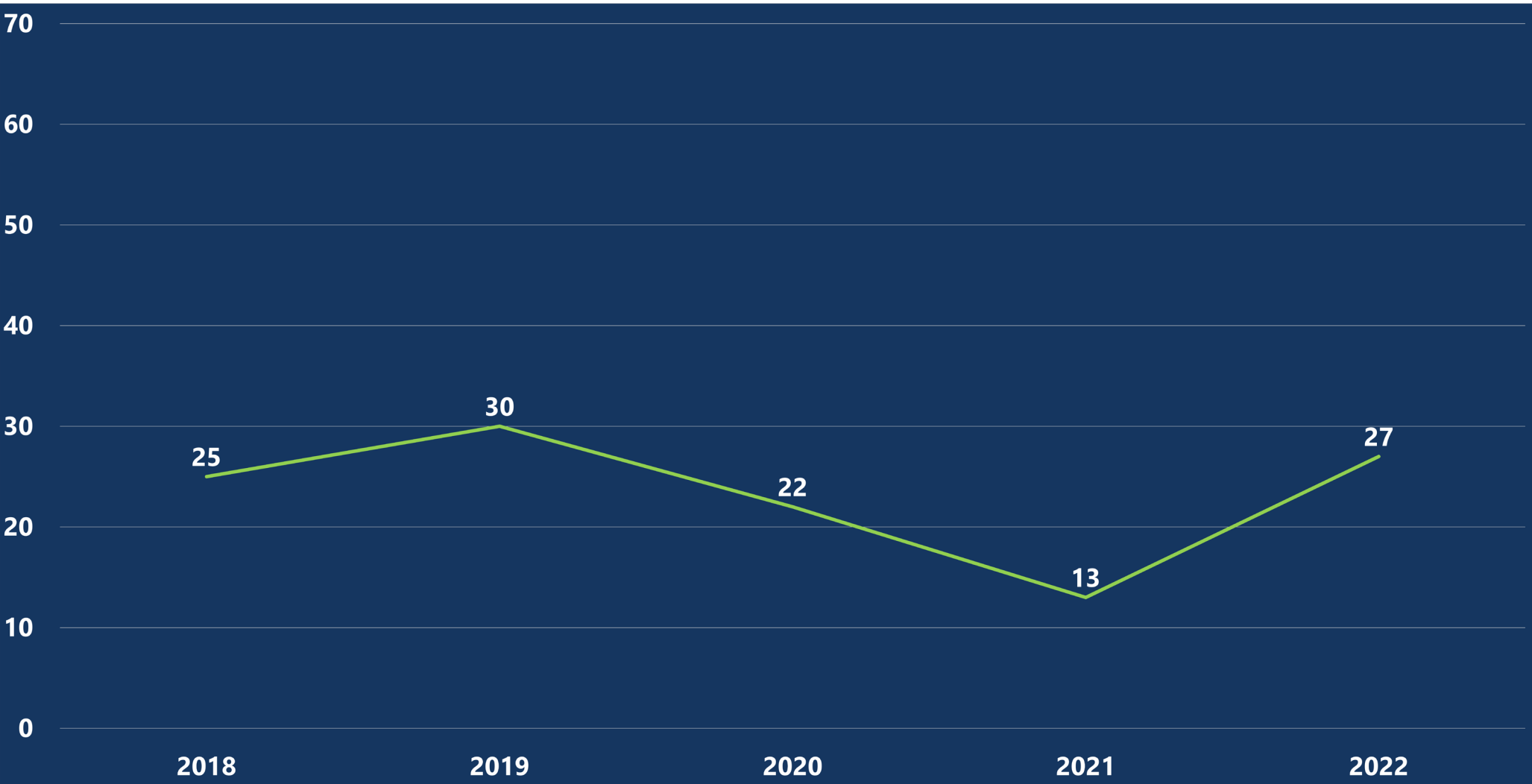
2018 - 2022 Serious Injury Crashes (205)



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

Sandy Springs Safety Action Plan

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

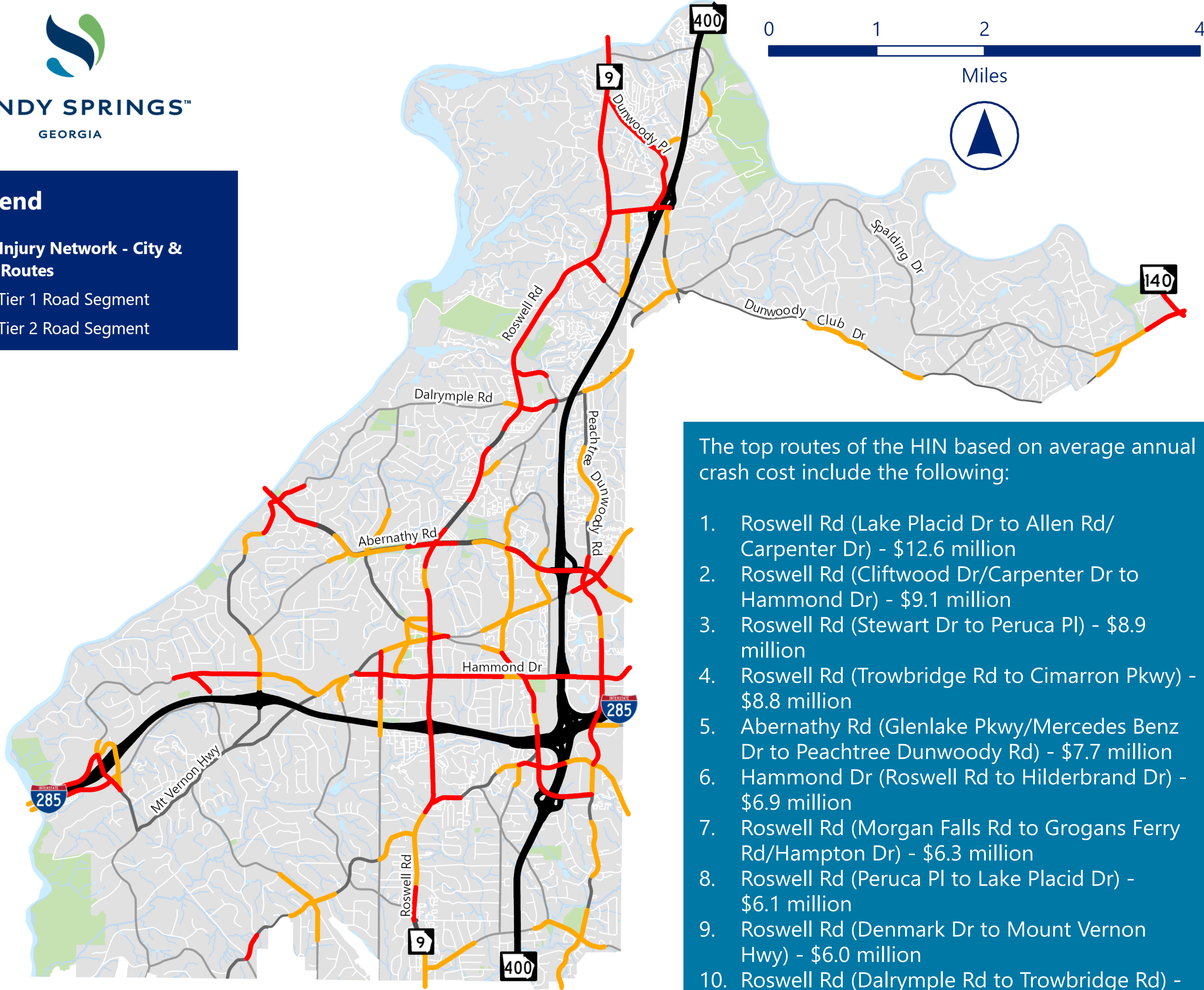


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GEORGIA

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

Sandy Springs Safety Action Plan

High Injury Network (HIN)

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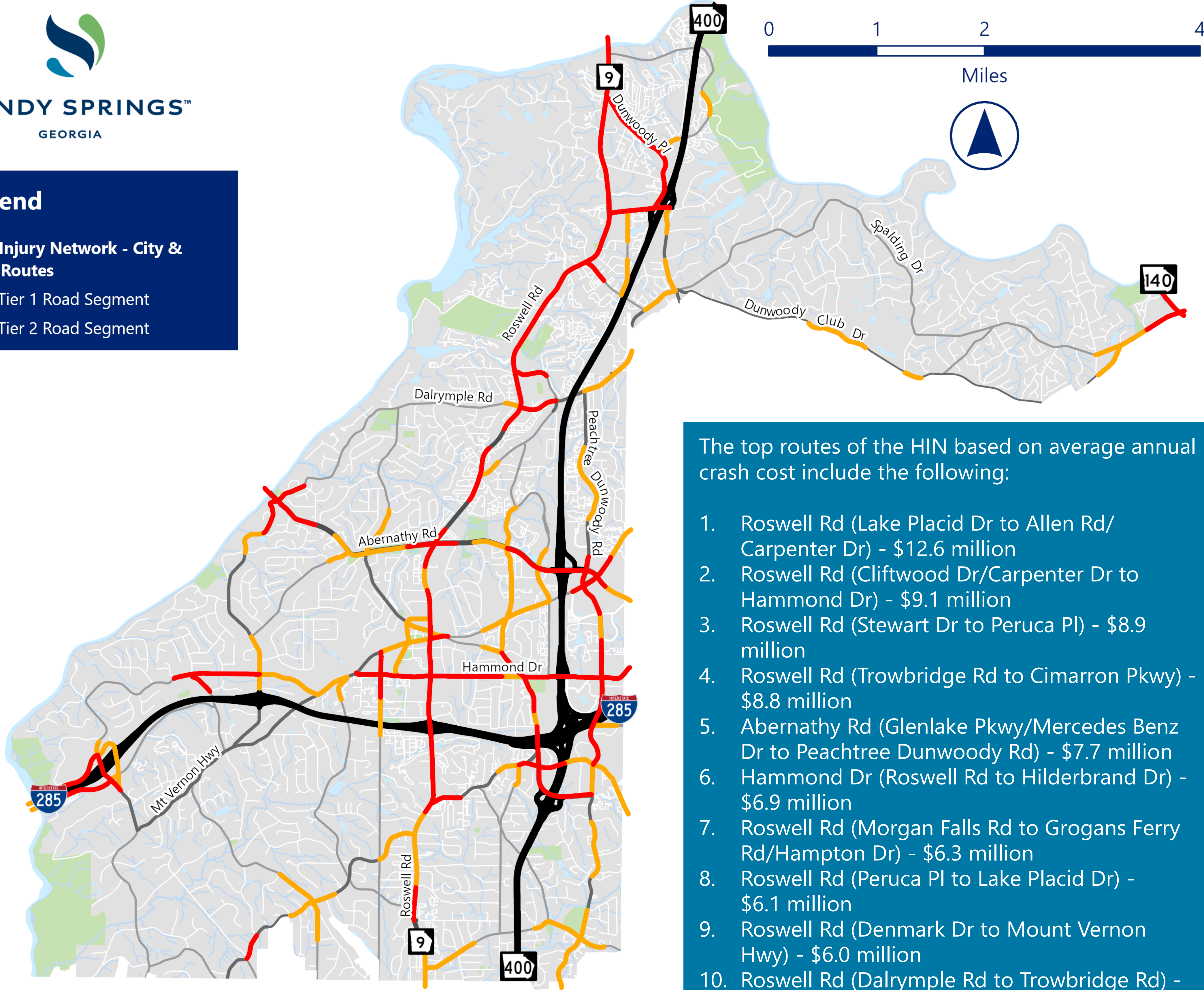
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Sandy Springs Safety Action Plan

Normalized Crash Rates

Excluding Crashes along I-285 & SR 400



About EPDO Crash Rates

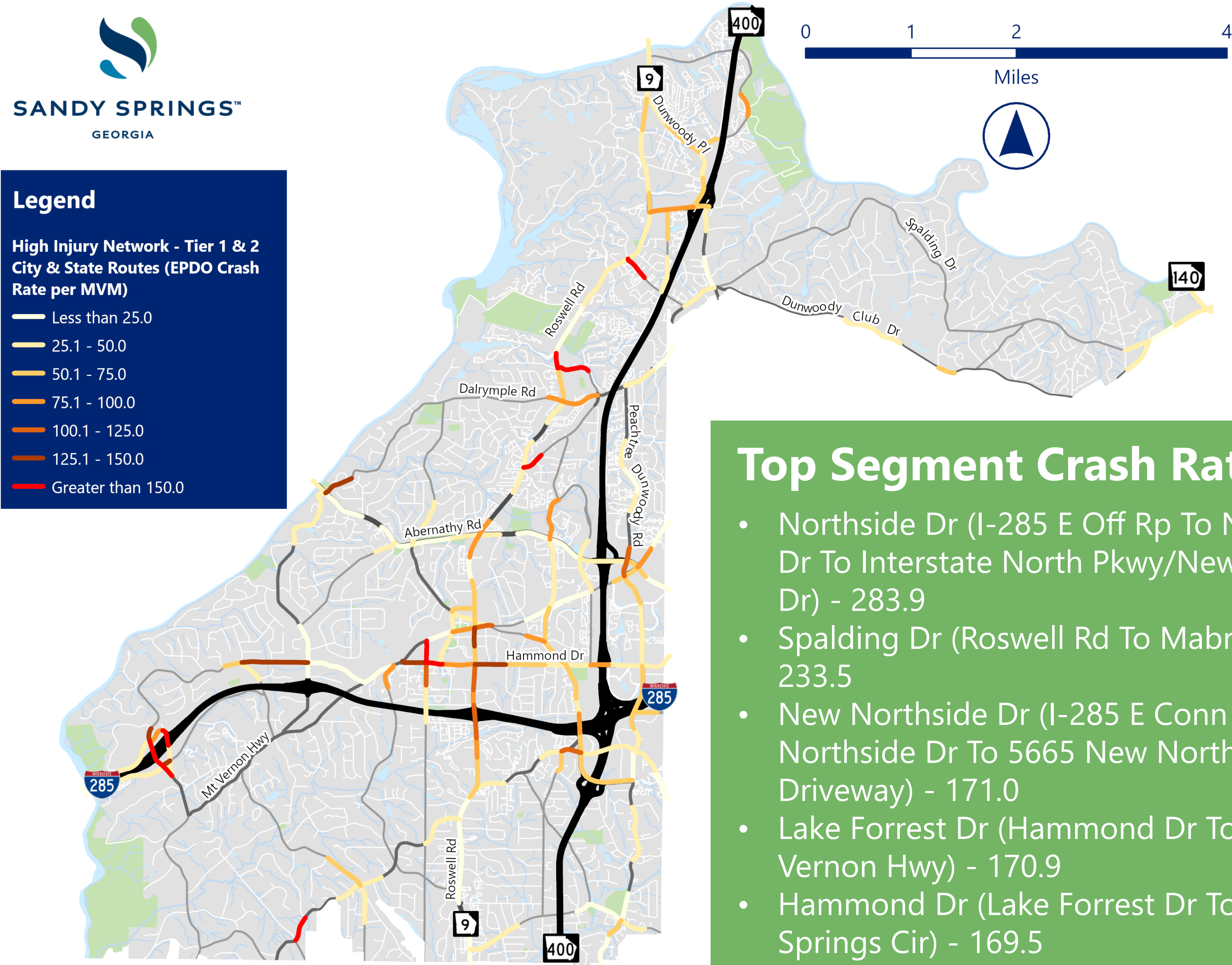
The high injury network (HIN) and high injury intersection (HII) from the two previous boards were normalized based on traffic volumes and the conversion of injury crashes to equivalent property damage only (EPDO) crashes based on crash cost by severity.

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.

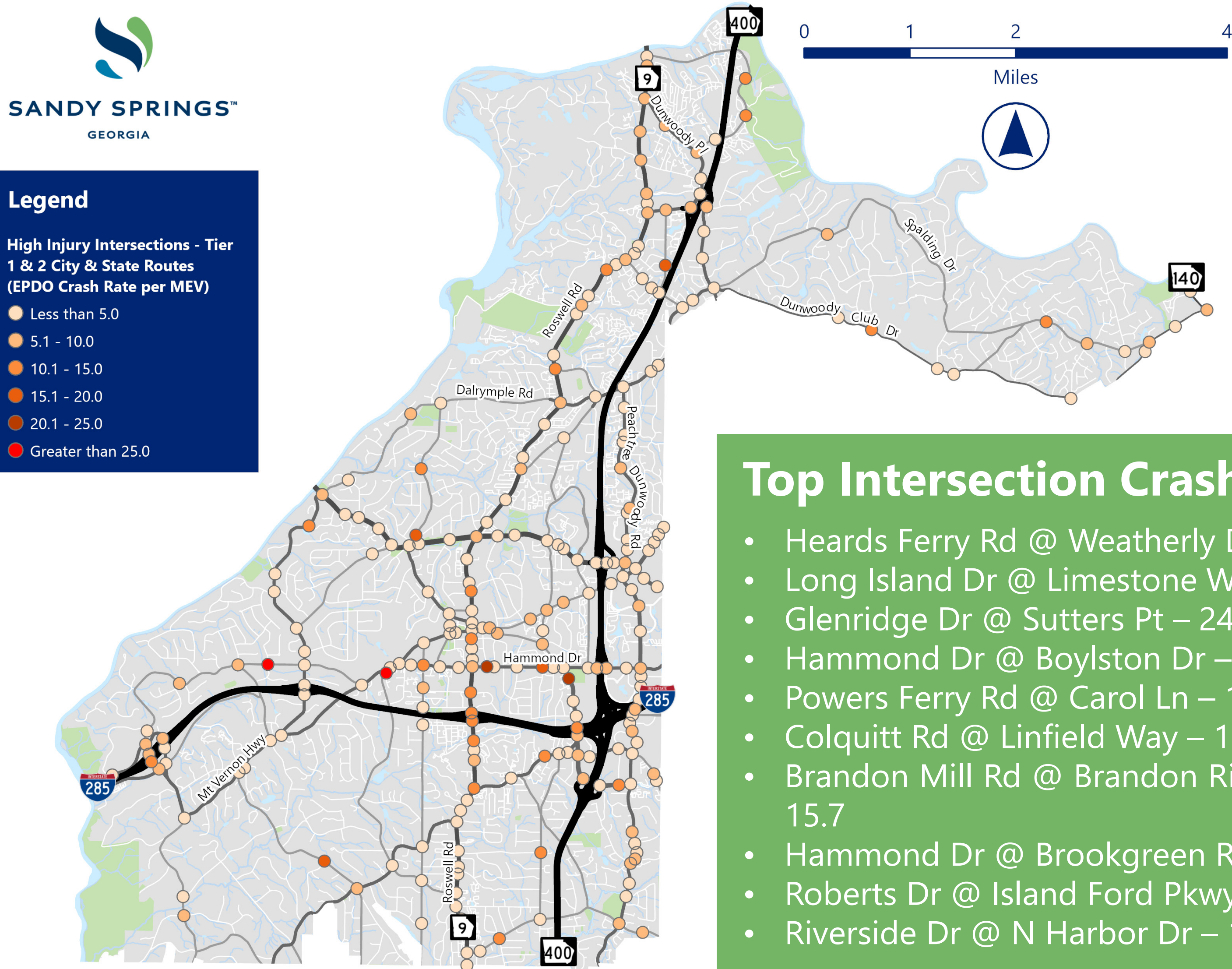
Intersection Crash Rates

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

- Hears 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

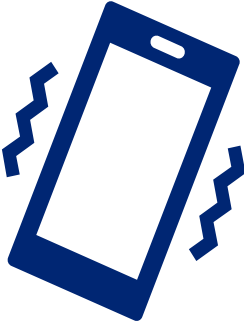


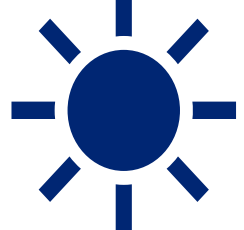


Overrepresented Crash Types

Excluding Crashes along I-285 & SR 400



What kinds of crashes happen more often in Sandy Springs compared to the region and the state?

The most overrepresented (●) crashes in Sandy Springs compared to counties within the Atlanta Regional Commission (ARC) and the state of Georgia are shown on this chart:

		Atlanta Region		Statewide	
		All	KA	All	KA
	Distracted Driving	●	●	●	●
	Impaired Driving	●	●	○	●
	Pedestrian	○	●	○	●
	AM Peak	●	●	●	●
	PM Peak	●	○	●	○
	Older Driver Related	●	●	●	●

When crashes occur in Sandy Springs, they are more likely to result in a serious or fatal injury if they involve any of the following:

- 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 fatal and serous injury 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

Implementation Plan Framework

The implementation plan for the Sandy Springs Safety Action Plan aligns with the "4 E's" of roadway safety advanced by FHWA and the state of Georgia's Strategic Highway Safety Plan (SHSP) and which consist of engineering, education, emergency response, and enforcement. Two additional E's were added to this implementation to account for the diverse array of projects, policies, and strategies, and these are evaluation and encouragement. A description of each of the six E's follows.

Education

Safe and courteous driving awareness efforts, including media and educational events, brochures, billboards, and poster distributions

Emergency Response

Coordination of emergency services to enhance quick response

Encouragement

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

Enforcement

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

Evaluation

As strategies are implemented, evaluate how well they are working and if any changes are needed

Engineering

Infrastructure projects that improve safety, such as pavement striping, raised pavement markers, delineators, rumble strips, signage, and other proven safety countermeasures. This bucket includes infrastructure projects recommended in the near-term (1 to 5 years), short-term (6 to 10 years), mid-term (11-20 years), and long-term (20+ years).



Strategies, Goals & Projects

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



Sandy Springs Safety Action Plan

Strategies - Education

Safe and courteous driving awareness efforts, including media and educational events, brochures, billboards, and poster distributions

Safe Routes to School

- Work with Fulton County Schools to encourage participation in the Safe Routes to School (SRTS) Partner Program.
- Through SRTS, member schools establish specific goals, and the SRTS coordinator helps to identify specific activities and programming to encourage walking and biking. This may include participating in a state- or national-level Walk to School Day, distributing safe walking/biking information to parents, or performing a road safety audit.
- Ensure crossing guards are available at all major intersections near schools during peak hours. Equip crossing guards with reflective clothing and hand-held signs.
- Prioritize consistent funding and staffing to cover areas around schools, particularly in disadvantaged communities where there is higher pedestrian risk.

State and National Safety Campaigns

- Identify safety campaigns that best align with over-represented crash types (single-vehicle, pedestrian, speeding and aggressive driving, motorcycles) as well as vulnerable roadway users.
- Schedule outreach activities to align with these campaigns or at other strategic times (e.g., during a holiday weekend).
- Work with local partners such as Leadership Perimeter and Fulton County Schools to distribute safety information among their networks and audiences.
- Coordinate with Sandy Springs Solidarity and liaisons within the Hispanic community to provide and distribute translated materials to limited-English proficiency communities.

Active Engagement with Local Communities

- Engage residents directly in the safety planning process. This can include holding community workshops, conducting door-to-door surveys, and partnering with local organizations to gather input on safety concerns. Listening to residents will help ensure that interventions reflect their lived experiences and priorities.
- Organize Neighborhood Mobility Justice Tours where City officials, transportation planners, and police officers walk, bike, or take public transit with local residents through areas of persistent poverty (APPs) and historically disadvantaged communities (HDCs). These tours will provide City representatives with firsthand experience of the mobility challenges faced by these communities.
- Work closely with community organizations, schools, and neighborhood associations to co-create safety initiatives. These groups can provide invaluable insights into the specific needs of their neighborhoods, help build trust in government efforts, and ensure that the solutions are both culturally relevant and practical.
- Partner with local businesses to promote traffic safety initiatives in commercial areas. This could include distributing safety materials to customers, hosting safety events, or sponsoring pedestrian and cyclist safety workshops.
- Encourage local businesses to take part in placemaking efforts by contributing to streetscape improvements, such as sponsoring benches, lighting, or bike racks.
- Businesses that invest in making the area more pedestrian-friendly will benefit from increased foot traffic while supporting the City's safety goals.

Name	Primary City Departments	Partners	Timeframe
State and National Safety Campaigns	Communications	Public Works	Near-Term
Safe Routes to Schools Partnerships	Public Works	GDOT, Fulton County Schools, CHOA	Short-Term
Active Engagement with Local Communities	Communications	Public Works	Short-Term



Which of these ideas do you think would be most helpful?

Sandy Springs Safety Action Plan

Strategies - Enforcement

Strategies aimed to reduce negative behaviors such as speeding, double parking, or disobeying traffic signals by working with local law enforcement



Enforcement Areas

- Review high-crash locations, particularly those directly related to motorists’ behavior (speeding and aggressive driving, distracted driving, etc.) to identify locations and times of day to target for enforcement.
- Ensure that traffic enforcement is conducted equitably, without disproportionately targeting disadvantaged communities.

Crash Reports

- Restructure crash reports to focus on drug and alcohol impairment, distracted driving, and other unsafe travel behaviors.

School Zone Enforcement

- Consult with Fulton County Schools and administration from private schools to identify specific enforcement needs at local schools in Sandy Springs.
- Station officers at specific locations to enforce speeding or illegal maneuvers, or have officers monitor school bus pick up and drop off locations.

Automated Speed Cameras

- Georgia law permits the use of automated speed cameras in school zones, and two school zones in Sandy Springs will soon be equipped with these cameras with potentially more in the future. The City should consider hiring and training additional officers or other personnel.
- Work with State legislators to lobby for a bill that would expand the use of automated speed cameras in work zones.

Enforcement Campaigns

- Conduct enforcement activities associated with the hands-free law, speeding, driving under the influence, and similar initiatives.

Expansion of Sandy Springs Police Department

- Allocate funds to hire additional police officers in order to expand enforcement activities.

Name	Primary City Departments	Partners	Timeframe
Enforcement Areas	Police	Public Works	Short-Term
Crash Reports	Police	Public Works	Short-Term
School Zone Enforcement	Police	Fulton County Schools, private schools	Short-Term
Automated Speed Cameras - New Installations	Public Works	Fulton County Schools	Short-Term
Enforcement Campaigns	Communications	Public Works	Short-Term
Automated Speed Cameras - Additional Staff	Police		Mid-Term
Automated Speed Cameras in Work Zones	City Council	State Legislators	Mid-Term
Expansion of Police Department	Police		Mid-Term

Which of these ideas do you think would be most helpful?

Sandy Springs Safety Action Plan

Strategies - Emergency Response

Coordination of emergency services in the corridor to enhance quick response

TIME Task Force

- The TIME Task Force is comprised of first responders from transportation departments, fire and police departments, emergency medical personnel, towing companies, and similar organizations across metro Atlanta which convene to provide training and best practices for incident management and emergency response.
- Allocate funds to ensure that Police and Fire staff can attend and participate to ensure that they stay up to date on best practices.

Emergency Vehicle Pre-Emption

- Emergency vehicle pre-emption systems allow ambulances and police and fire vehicles to quickly get a green light at signalized intersections.

Name	Primary City Departments	Partners	Timeframe
TIME Task Force	Police, Fire		Near-Term
Emergency Vehicle Pre-Emption	Police, Fire	N/A	Short-Term

Strategies - Encouragement

Strategies aimed to encourage proactive and defensive driving as well as improving visibility and awareness of different roadway users

Message Boards

- Use digital message boards to develop short messages or safety campaigns that encourage roadway safety (e.g., “Buckle Up”, “Slow Down in Work Zones,” “Look Up, Phone Down,” etc.

Child Safety Seat Inspections

- Continue to provide funding for the Fire Department to conduct free child seat inspections for residents each week.

Context-Specific Design

- Context-specific design is a collaborative, interdisciplinary approach that encourages stakeholders to be more involved in the design of transportation facilities
- Consider reducing speed limits in residential neighborhoods where crashes are frequent, particularly in areas with high pedestrian or cyclist activity.
- Install digital speed feedback signs that notify drivers of their speed in real-time, encouraging safer driving behavior, especially near schools or parks.

Active Transportation for Commuters

- Work with Perimeter Community Improvement Districts’ (PCIDs) Perimeter Connects program to encourage alternative commute methods.
- Distribute free reflectors and lights for pedestrians and cyclists.

Name	Primary City Departments	Partners	Timeframe
Message Boards	Public Works	Communications	Near-Term
Child Safety Seat Inspections	Fire Department	Communications	Near-Term
Context-Specific Design	Public Works	Police, Fire, Community Development	Short-Term
Active Transportation for Commuters	PCIDs	Public Works, Communications	Short-Term

November 21, 2024 Public Meeting



Which of these ideas do you think would be most helpful?

Sandy Springs Safety Action Plan

Strategies - Evaluation

Understanding the impacts, both positive and negative, of proposed and implemented safety measures in a given setting

Safety Task Force and Expansion

- Continue the Safety Task Force and expand it to include Leadership Perimeter, GDOT, Safe Kids Georgia, and other organizations with a safety focus.
- Track progress towards the Vision Zero goal and evaluate projects and strategies as they are implemented.

Equitable Investment in Traffic Safety

- Prioritize funding for areas of the City designated as areas of persistent poverty (APP) or historically disadvantaged communities (HDCs).
- Provide application assistance and design support for traffic calming projects. Evaluate the long-term impact of temporary, community-led projects.

Road Safety and Walkability Audits

- Conduct roadway safety audits to pinpoint specific safety projects along high-crash corridors, such as the City's high injury network (HIN). Identify specific corridors for walkability audits, such as those with high pedestrian crash rates and/or high volumes of pedestrian activity.

Pedestrian and Bicycle Counts

- Conduct periodic pedestrian and bicycle counts in areas with known activity or next to pedestrian-generating land uses.

Before and After Safety Studies

- Conduct before and after studies in conjunction with the implementation of projects to help the City to understand and quantify the effectiveness of safety improvements and how to modify future similar improvements as needed

Artificial Intelligence for Near Miss Crashes

- Evaluate different types of advanced camera detection systems available and select a sample of a corridor or a few intersections as a pilot project to inform safety improvements before crashes occur.

Community-Led Traffic Calming Initiatives

- Create a grant program that allows neighborhood groups to apply for funding to implement temporary traffic calming projects, such as speed bumps, curb bump-outs, and mini roundabouts to give residents a sense of ownership in making their neighborhoods safer.

Name	Primary City Departments	Partners	Timeframe
Safety Task Force and Expansion	Public Works		Near-Term
Equitable Investment in Traffic Safety	Public Works	Community Development, GDOT	Short-Term
Road Safety and Walkability Audits	Public Works		Short-Term
Pedestrian and Bicycle Counts	Public Works		Short-Term
Before and After Safety Studies	Public Works		Mid-Term
Artificial Intelligence for Near-Miss Crashes	Public Works		Mid-Term
Community-Led Traffic Calming and Placemaking Initiatives	Public Works	Community Development	Mid-Term



Which of these ideas do you think would be most helpful?

Sandy Springs Safety Action Plan

Strategies - Engineering

Design and infrastructure strategies improvements, such as pavement striping, raised pavement markers, delineators, rumble strips, signage, and other proven safety countermeasures. This bucket includes infrastructure projects recommended in the near-term (1 to 5 years), short-term (6 to 10 years), mid-term (11-20 years), and long-term (20+ years).

Evaluate Right-Turns on Red

- In areas with high pedestrian activity, the City should evaluate intersections with high volumes of vehicles turning right on red to weigh their impact on pedestrians.

Leading Pedestrian Interval Pilot

- Consider adding leading pedestrian intervals (LPIs) at signalized intersections to give crossing pedestrians a three to seven second head start.
- Also consider using an Exclusive Pedestrian Interval, or a pedestrian scramble, in areas where there have been several vehicle pedestrian crashes.

Pedestrian-Friendly Design

- Improve crosswalk visibility and functionality in commercial zones by using raised crosswalks, signalized crossings, and pedestrian refuge islands.
- Consider adding mid-block crossings in busy retail and mixed-use areas to prevent unsafe crossing behaviors.
- In certain high-pedestrian areas, consider implementing pedestrian-only streets or restricted vehicle access zones during peak hours.
- Organize temporary “pop-up” projects during busy hours or weekends such as expanded sidewalk space, outdoor dining, and events.

Incorporate Transit Access Into Design

- Enhance pedestrian access and connectivity to transit stations through well-marked crosswalks, curb extensions, and signage guiding pedestrians
- Upgrade bus stop infrastructure in commercial areas to include better lighting, seating, and shelter.

Retroreflective Infrastructure

- Implement reflective paint on crosswalks, bike lanes, and roadway markings to improve visibility during low-light conditions.
- Consider adding LED-enhanced stop signs or solar-powered, illuminated signage at high-risk intersections.

Safe Corridor Initiatives

- Designate certain high-speed corridors as “Safe Corridors” with enhanced enforcement, stricter penalties for traffic violations, and focused safety improvements.

Transit Signal Priority Along MARTA Routes

- Continue to explore the implementation of transit signal priority technology in the City, particularly along MARTA Bus Route 5.

Name	Primary City Departments	Partners	Timeframe
Evaluate Right-Turns on Red	Public Works	GDOT	Short-Term
Leading Pedestrian Interval Pilot	Public Works	GDOT	Short-Term
Placemaking and Pedestrian-Friendly Design	Public Works	Community Development, GDOT, MARTA	Mid-Term
Incorporate Transit Access Into Design	Public Works	Community Development, GDOT, MARTA	Mid-Term
Retroreflective Infrastructure	Public Works	GDOT	Mid-Term
Safe Corridor Initiatives	Public Works	Communications, Community Development, GDOT	Long-Term
Transit Signal Priority Along MARTA Routes	Public Works	MARTA	Long-Term

November 21, 2024 Public Meeting



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Sandy Springs Safety Action Plan

Safety Infrastructure Project Overview

The draft list of recommended projects includes 153 projects across 13 categories which are recommended in the near-term (1 to 5 years), short-term (6 to 10 years), mid-term (11-20 years), or long-term (20+ years). This board presents an overview of the project types included in the draft recommendation list.

Bike Lane - Restripe and install on-street bicycle lanes

Bridge Widening - Widen the bridge on Northridge Road over SR 400 with pedestrian level lighting on the south side of the bridge.

Corridor Access Management - Stemming from the Roswell Road Access Management Plan, the entire 9-mile Roswell Road corridor is envisioned as a “boulevard” with safer access for motorists, pedestrians, and cyclists. Examples of access management treatments along Roswell Road include a raised, landscaped median, curb and gutter, driveway consolidation, interparcel connectivity, continuous sidewalks and buffer, and U-turn eyebrows.

Corridor Improvements - Corridor improvements intend to address different crash types, particularly those which have a higher risk of resulting in a fatality or serious injury such as angle, head-on, and single-vehicle roadway departure crashes. This category includes streetscape improvements, adding midblock pedestrian crossings where they are warranted, adding dedicated turn lanes, implementing signal phasing modifications, and installing raised medians and restricted crossing U-turn intersections. Also included in this category are proven safety countermeasures designed to address roadway departure crashes such as wider edge lines, enhanced delineation on horizontal curves, and increasing clear zones.

Intersection Improvements - Consist of a range of improvements from simple solutions to complex investments. Projects include implementing all-way stops, roundabouts, signaling intersections, adding and/or enhancing pedestrian accommodations and crossings, turn lane modifications, placemaking, improving sight distance, and modifying signal timing.

Lighting Improvements - Additional lighting to improve vehicular, pedestrian, and bicycle safety along corridors with a history of crashes in dark conditions.



On-Street Bicycle Lane



Intersection Crosswalk



Transit Bus Stop



Pedestrian-Scale Lighting



No Turn on Red Turn Restriction Signage



Midblock Pedestrian Crossing

Pedestrian Crossings - Pedestrian crossings consist of either rectangular rapid-flashing beacons (RRFBs) or pedestrian hybrid beacons (PHBs) - the type of crossing depends on the context of the roadway, such as traffic or laneage, and pedestrian volumes. Each crossing will need to be further evaluated by the City and in consultation with local and regional partners to determine if proper warrants are met for a RRFB or PHB.

Road Diets and Lane Reallocations - Lane reductions, or road diets, are effective solutions for reducing vehicular speeds and enhancing safety for all users of a roadway. They can be implemented on wide roadways, such as undivided streets with two lanes in each direction, during road resurfacing projects and are a proven safety countermeasure to reduce crashes.

Roadway Safety Analysis - Additional study to identify longer-term improvements at specific intersections or corridors.

Road Safety Audit - Road safety audits (RSAs) are a proven countermeasure in which a multidisciplinary team reviews roadway characteristics and behaviors across different modes to understand potential improvements and enhancements along a given corridor. The RSA results in a report and typically requires a formal response by the agency which maintains the roadway.

Sidepaths - Sidepaths, also called shared-use paths or multi-use paths, are parallel to streets and are designed for both walking and bicycling. They are used for both recreation and utilitarian purposes and offer a more comfortable experience, especially on roadways with higher speed limits or number of lanes.

Sidewalks - Sidewalk or walkways are those portions of streets or roadway rights-of-way that provide space for people to walk, run, skate, or use a wheelchair.

Signage Improvements - Provide advance warnings of existing intersections as well as schools and public safety complexes, such as fire stations.



Leading Pedestrian Interval (LPI)



Retroreflective Edge Lines

Sandy Springs Safety Action Plan

Near-Term Safety Improvements (1-5 Years) DRAFT



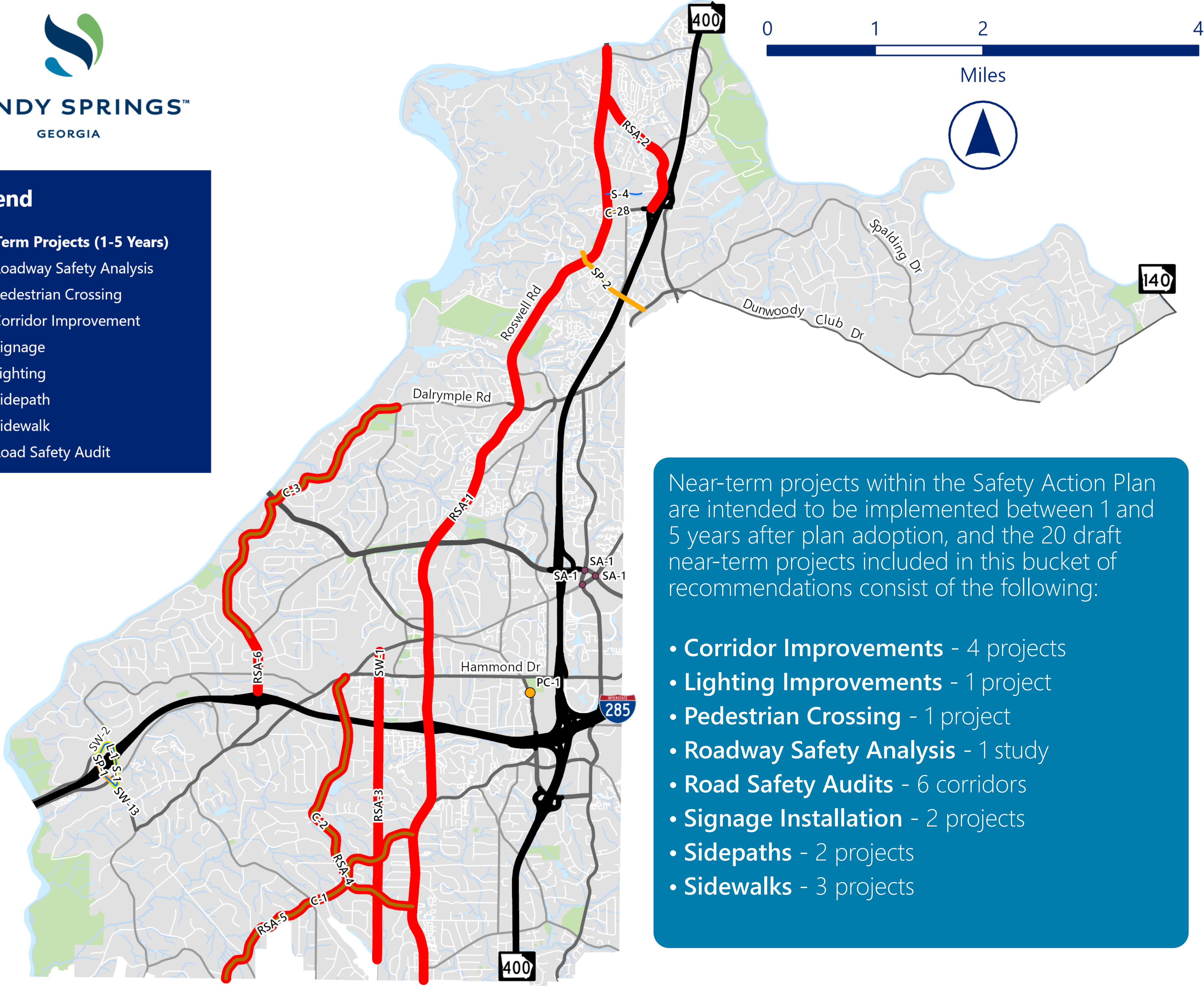
Project ID	Project Name
Roadway Safety Analysis	
SA-1	Abernathy/Mount Vernon Highway/Peachtree Dunwoody Road Intersections Study
Corridor Improvements	
C-1	Mount Paran Road - Roadway Departure Countermeasures
C-2	Long Island Drive - Roadway Departure Countermeasures
C-3	Riverside Drive - Roadway Departure Countermeasures
C-28	Northridge Road Pavement Markings
Lighting	
L-1	Northside Drive & New Northside Drive Roadway Lighting
Pedestrian Crossing	
PC-1	Glenridge Drive Pedestrian Crossing Treatment at Hammond Park
Road Safety Audit	
RSA-1	Roswell Road Road Safety Audit
RSA-2	Dunwoody Place Road Safety Audit
RSA-3	Lake Forrest Drive Road Safety Audit
RSA-4	Long Island Drive Road Safety Audit
RSA-5	Mount Paran Road Road Safety Audit
RSA-6	Riverside Drive Road Safety Audit
Signage	
S-1	Northside Drive and New Northside Drive Wrong-Way Signage
S-4	Northridge Parkway Wayfinding to Roswell Road
Sidepath	
SP-1	Northside Drive Sidewalk/Sidepath
SP-2	Ison Road/Pitts Road Sidepath
Sidewalk	
SW-1	Lake Forrest Drive Sidewalks - Segment 1
SW-2	Northside Drive Sidewalk - Segment 1
SW-13	Northside Drive Sidewalk - Segment 2



Legend

Near-Term Projects (1-5 Years)

- Roadway Safety Analysis
- Pedestrian Crossing
- Corridor Improvement
- Signage
- Lighting
- Sidepath
- Sidewalk
- Road Safety Audit



Near-term projects within the Safety Action Plan are intended to be implemented between 1 and 5 years after plan adoption, and the 20 draft near-term projects included in this bucket of recommendations consist of the following:

- **Corridor Improvements** - 4 projects
- **Lighting Improvements** - 1 project
- **Pedestrian Crossing** - 1 project
- **Roadway Safety Analysis** - 1 study
- **Road Safety Audits** - 6 corridors
- **Signage Installation** - 2 projects
- **Sidepaths** - 2 projects
- **Sidewalks** - 3 projects

Sandy Springs Safety Action Plan

Short-Term Safety Improvements (6-10 Years) DRAFT



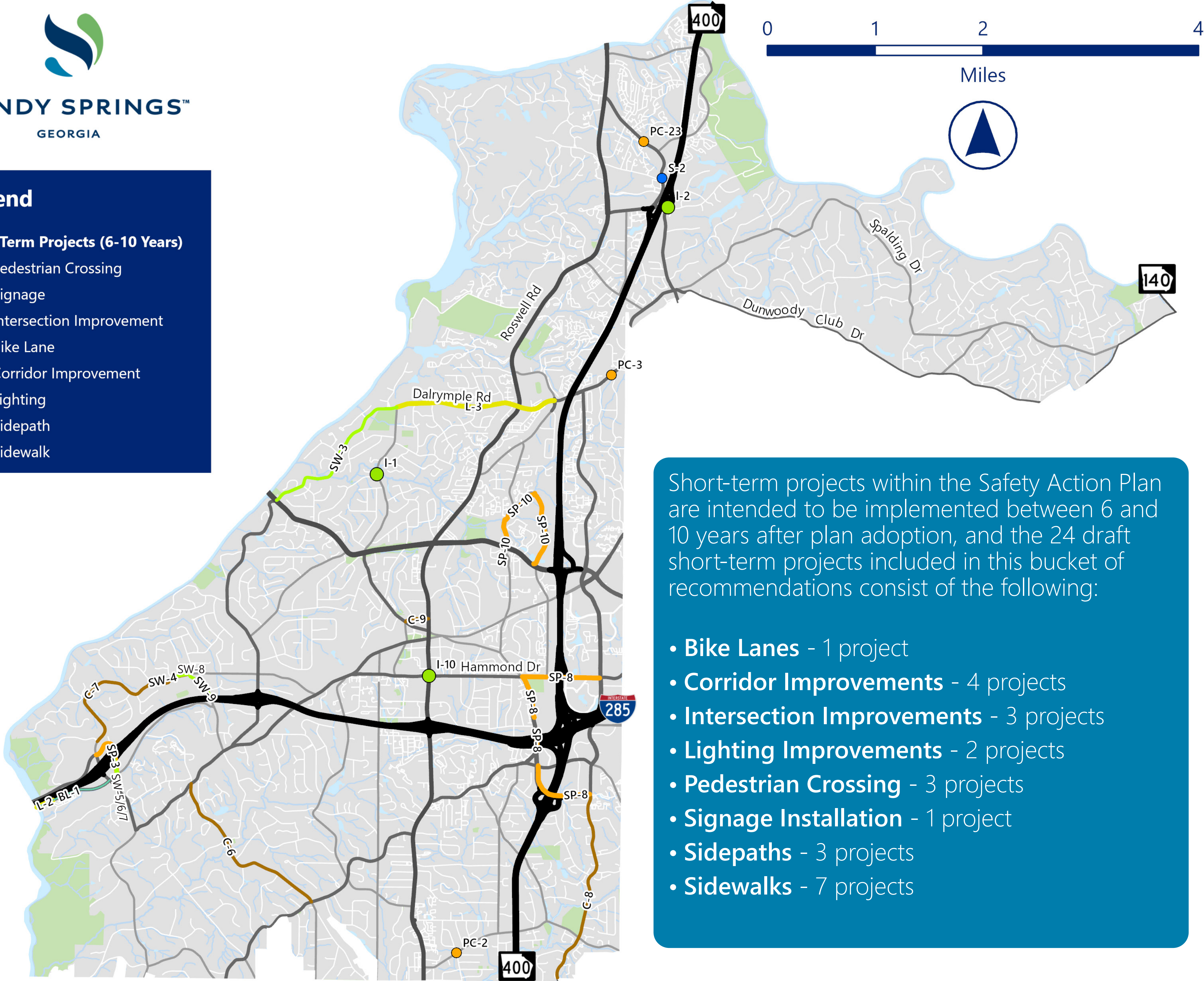
Project ID	Project Name
Bike Lane	
BL-1	Powers Ferry Road Restriping and Bike Lanes
Corridor Improvements	
C-6	Powers Ferry Road - Roadway Departure Countermeasures
C-7	Heards Ferry Road - Roadway Departure Countermeasures
C-8	Peachtree Dunwoody Road - Roadway Departure Countermeasures
C-9	Sandy Springs Circle Streetscape Improvements - Segment 1
Intersection Improvements	
I-1	Brandon Mill Road at North Mill Road Intersection Improvements
I-2	Northridge Road at Roberts Drive/SR 400 N Off Ramp to Northridge Road Intersection Improvements
I-10	Roswell Road at Hammond Drive Intersection Improvements
Lighting	
L-2	Powers Ferry Road Pedestrian Lighting
L-3	Dalrymple Road Pedestrian Lighting
Pedestrian Crossing	
PC-2	Windsor Parkway Pedestrian Crossing Treatment at Windsor Meadows Park
PC-3	Spalding Drive Pedestrian Crossing Treatment at Woodland Elementary School
PC-23	Dunwoody Place Pedestrian Crossing Treatment Between Roberts Drive and Hope Road/North River Drive
Signage	
S-2	Dunwoody Place at Hightower Trail
Sidepath	
SP-3	New Northside Drive Sidewalk/Sidepath
SP-8	City Springs/Perimeter Center Connectors Trail - Segment 1
SP-10	Glenridge Drive/Glenlake Parkway Sidepath
Sidewalk	
SW-3	Riverside Drive Sidewalk - Segment 3
SW-4	Heards Ferry Road Sidewalk
SW-5	New Northside Drive Sidewalk - Segment 1
SW-6	New Northside Drive Sidewalk - Segment 2
SW-7	New Northside Drive Sidewalk - Segment 3
SW-8	Raider Drive Sidewalk (East Side) - Segment 1
SW-9	Raider Drive Sidewalk/Fire Station and School Detectable Warning - Segment 3



Legend

Short-Term Projects (6-10 Years)

- Pedestrian Crossing
- Signage
- Intersection Improvement
- Bike Lane
- Corridor Improvement
- Lighting
- Sidepath
- Sidewalk



Short-term projects within the Safety Action Plan are intended to be implemented between 6 and 10 years after plan adoption, and the 24 draft short-term projects included in this bucket of recommendations consist of the following:

- **Bike Lanes** - 1 project
- **Corridor Improvements** - 4 projects
- **Intersection Improvements** - 3 projects
- **Lighting Improvements** - 2 projects
- **Pedestrian Crossing** - 3 projects
- **Signage Installation** - 1 project
- **Sidepaths** - 3 projects
- **Sidewalks** - 7 projects

Sandy Springs Safety Action Plan

Mid-Term Safety Improvements (11-20 Years) DRAFT



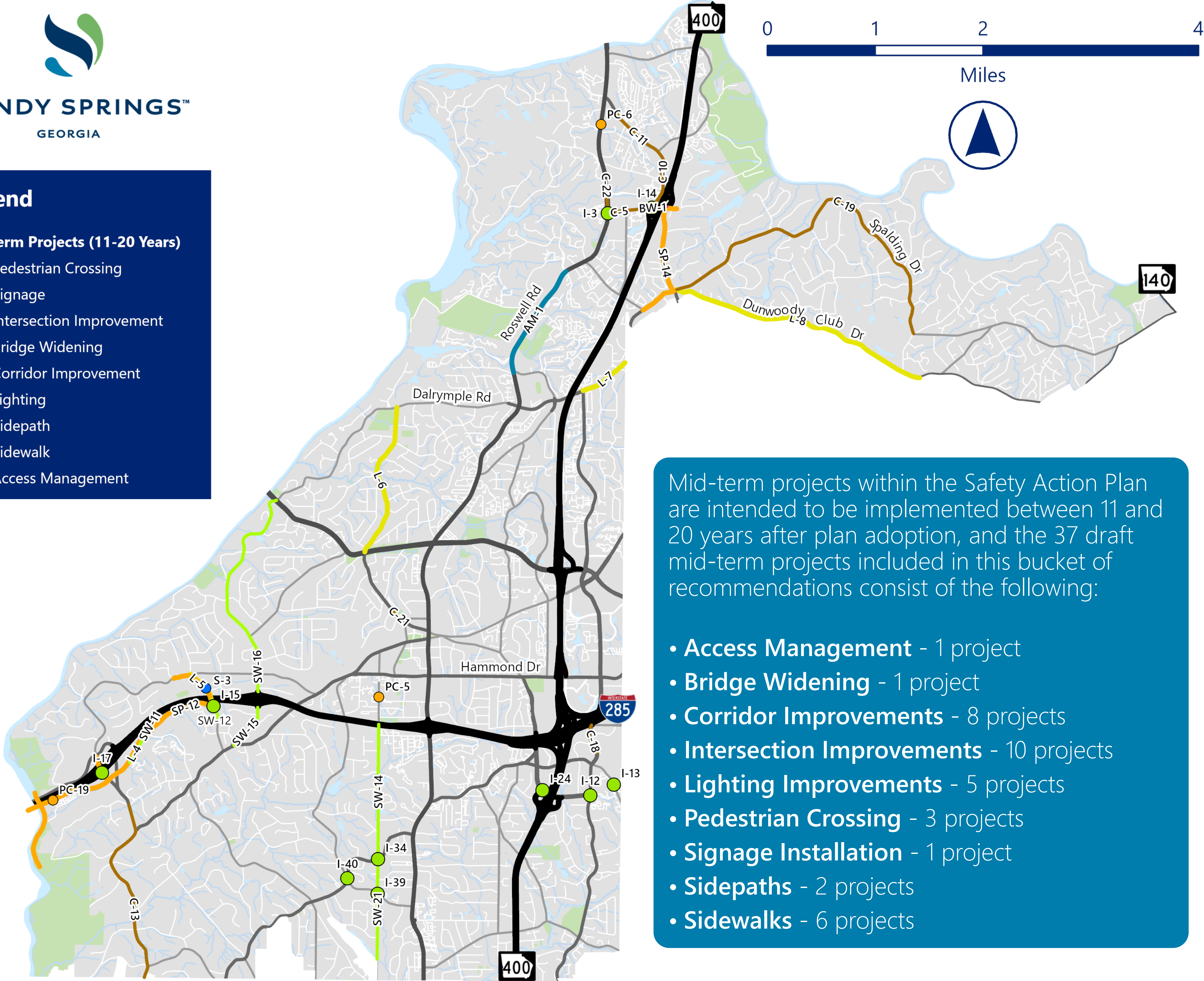
Project ID	Project Name
Access Management	
AM-1	Roswell Road Access Management - Trowbridge Road to Grogans Ferry Road
Bridge Widening	
BW-1	Northridge Road Bridge over SR 400
Corridor Improvements	
C-5	Northridge Road Corridor Improvements
C-10	Dunwoody Place Corridor Improvements - Segment 1
C-11	Dunwoody Place Corridor Improvements - Segment 2
C-13	Northside Drive - Roadway Departure Countermeasures
C-18	Peachtree Dunwoody Road Complete Street
C-19	Spalding Drive - Roadway Departure Countermeasures Segment 1
C-21	Johnson Ferry Road Streetscape Improvements
C-22	Roswell Road Corridor Improvements Between Northridge Road and Northridge Parkway
Intersection Improvements	
I-3	Northridge Road at Roswell Road Intersection Improvements
I-12	Peachtree Dunwoody Road at Glenridge Connector Intersection Improvements
I-13	Johnson Ferry Road at Old Johnson Ferry Road Intersection Improvements
I-14	Northridge Road at Dunwoody Place/SR 400 S Off Ramp to Northridge Road Intersection Improvements
I-15	Raider Drive at Powers Ferry Road Intersection Lighting
I-17	Northside Drive at I-285 E Off Ramp to Northside Drive Intersection Improvements
I-24	Glenridge Connector at SR 400 S Off Ramp to Glenridge Connector Intersection Improvements
I-34	Mount Paran Road at Lake Forrest Drive Intersection Improvements
I-39	Lake Forrest Drive at Long Island Drive Intersection Improvements
I-40	Mount Paran Road at Long Island Drive Intersection Improvements
Lighting	
L-4	Powers Ferry Road Pedestrian Lighting near Heards Ferry Elementary School
L-5	Raider Drive Pedestrian Lighting near Riverwood International Charter School
L-6	Brandon Mill Road Pedestrian Lighting
L-7	Spalding Drive Pedestrian Lighting
L-8	Dunwoody Club Drive Pedestrian Lighting
Pedestrian Crossing	
PC-5	Lake Forrest Drive Pedestrian Crossing Treatment at Lake Forrest Elementary School
PC-6	Roswell Road Pedestrian Crossing Treatment Between Huntcliff and Dunwoody Place
PC-19	Roswell Road Pedestrian Crossing Treatment Between Northridge Parkway and Hellenic Tower
Signage	
S-3	Raider Drive Sidewalk/Fire Station and School Detectable Warning
Sidepath	
SP-12	Southwest Connector
SP-14	North End Connector Segment 3
Sidewalk	
SW-11	Powers Ferry Road Sidewalk - Segment 1
SW-12	Raider Drive Sidewalk - Segment 2
SW-14	Lake Forrest Drive Sidewalks - Segment 2
SW-15	Riverside Drive Sidewalk - Segment 1
SW-16	Riverside Drive Sidewalk - Segment 2
SW-21	Lake Forrest Drive Sidewalks - Segment 3



Legend

Mid-Term Projects (11-20 Years)

- Pedestrian Crossing
- Signage
- Intersection Improvement
- Bridge Widening
- Corridor Improvement
- Lighting
- Sidepath
- Sidewalk
- Access Management



Mid-term projects within the Safety Action Plan are intended to be implemented between 11 and 20 years after plan adoption, and the 37 draft mid-term projects included in this bucket of recommendations consist of the following:

- Access Management - 1 project
- Bridge Widening - 1 project
- Corridor Improvements - 8 projects
- Intersection Improvements - 10 projects
- Lighting Improvements - 5 projects
- Pedestrian Crossing - 3 projects
- Signage Installation - 1 project
- Sidepaths - 2 projects
- Sidewalks - 6 projects

Sandy Springs Safety Action Plan

Long-Term Safety Improvements (20+ Years)



Project ID	Project Name
Access Management	
AM-2	Roswell Road Access Management - I-285 W Off-Ramp to Roswell Road to Hammond Drive
AM-3	Roswell Road Access Management - Hammond Drive to Johnson Ferry Road
AM-4	Roswell Road Access Management - Northridge Road to Hightower Trail
AM-5	Roswell Road Access Management - Hightower Trail to Dunwoody Place
AM-6	Roswell Road Access Management - Johnson Ferry Road to Chaseland Road
AM-7	Roswell Road Access Management - Chaseland Road to Abernathy Road
AM-8	Roswell Road Access Management - Abernathy Road to Spalding Drive
AM-9	Roswell Road Access Management - Spalding Drive to Dalrymple Road
AM-10	Roswell Road Access Management - Dalrymple Road to Trowbridge Road
AM-11	Roswell Road Access Management - Grogans Ferry Road to Northridge Crossing Drive
AM-12	Roswell Road Access Management - Northridge Crossing Drive to Northridge Road
Intersection Improvements	
I-16	Northside Drive at Interstate North Parkway Intersection Improvements
I-18	Abernathy Road at Mount Vernon Highway Intersection Improvements
I-19	Abernathy Road at Peachtree Dunwoody Road Intersection Improvements
I-20	Mount Vernon Highway at Peachtree Dunwoody Road Intersection Improvements
I-21	Spalding Drive at Dunwoody Road Intersection Improvements
I-23	Glenridge Connector at SR 400 N Off Ramp to Glenridge Connector Intersection Improvements
I-26	New Northside Drive at I-285 E Connector Ramp to New Northside Drive Intersection Improvements
I-27	New Northside Drive at I-285 W Off Ramp to New Northside Drive Intersection Improvements
I-28	Northside Drive at I-285 W Connector Ramp to Northside Drive Intersection Improvements
I-29	Peachtree Dunwoody Road at Johnson Ferry Road Intersection Improvements
I-31	Roswell Road at Abernathy Road Displaced Left-Turn Intersection
I-32	Roswell Road at Hightower Trail/Hope Road Intersection Improvements
I-33	Windsor Parkway at Northland Drive Intersection Improvements
I-35	Spalding Drive at Jett Ferry Road Intersection Improvements
I-36	Spalding Drive at Nesbit Ferry Road Intersection Improvements
I-37	Riverside Drive at River Valley Road Intersection Improvements
I-38	Glenridge Drive at Johnson Ferry Road/Glenair Drive Intersection Improvements
I-41	Mount Vernon Highway at Powers Ferry Road/Dupree Drive Intersection Improvements
I-42	Mount Vernon Highway at Riverside Drive Intersection Improvements
I-43	Roberts Drive at Spalding Drive/Dunwoody Club Drive Intersection Improvements
I-44	Glenridge Drive at Northland Drive Intersection Improvements
I-45	Heards Ferry Road at Riverside Drive Intersection Improvements
I-46	High Point Road at Northland Drive Intersection Improvements
I-47	Northside Drive at Mount Vernon Highway Intersection Improvements
Lighting	
L-9	River Valley Road Pedestrian Lighting
Road Diet & Lane Reallocation	
RD-1	Sandy Springs Circle Road Diet/Lane Reallocation
RD-2	Cliftwood Drive Road Diet/Lane Reallocation

Project ID	Project Name
Corridor Improvements	
C-14	Allen Road Streetscape Improvements
C-15	Cliftwood Drive Streetscape Improvements
C-16	Carpenter Drive Streetscape Improvements
C-20	Sandy Springs Circle Streetscape Improvements - Segment 2
C-23	Roswell Road Corridor Improvements Between Northridge Parkway and 8550 Roswell Road
C-24	Spalding Drive - Roadway Departure Countermeasures Segment 2
C-26	Sandy Springs Place Streetscape Improvements - Segment 3
C-27	Mountain Creek Road Streetscape Improvements
Pedestrian Crossing	
PC-4	Dunwoody Place Pedestrian Crossing Treatment Between Hope Road and Roswell Road
PC-7	Roswell Road Pedestrian Crossing Treatment Between Northridge Parkway and Hellenic Tower
PC-8	Roswell Road Pedestrian Crossing Treatment Near Mystic Place
PC-10	Cliftwood Drive Pedestrian Crossing Treatment at Lake Forest Elementary School
PC-11	Dalrymple Road Pedestrian Crossing Treatment at North Springs High School
PC-12	Glenlake Parkway Pedestrian Crossing Treatment Near Marsh Creek
PC-13	Glenridge Drive Pedestrian Crossing Treatment Near Marsh Creek
PC-15	Meridian Mark Road Pedestrian Crossing Treatment Between Glenridge Connector and Johnson Ferry Road
PC-16	Peachtree Dunwoody Road Pedestrian Crossing Treatment Between Glenridge Connector and Johnson Ferry Road
PC-17	Peachtree Dunwoody Road Pedestrian Crossing Treatment Between Hammond Drive and Central Parkway
PC-18	Peachtree Dunwoody Road Pedestrian Crossing Treatment Near North Springs MARTA Station
PC-20	Roswell Road Pedestrian Crossing Treatment Between Trowbridge Road and Cimarron Parkway
PC-21	Roswell Road Pedestrian Crossing Treatment Near Huntcliff
PC-22	Windsor Parkway Pedestrian Crossing Treatment at Dalmer Road/Brinkley Lane
Sidepath	
SP-5	Abernathy Road Sidepath
SP-6	Roberts Drive Sidepath
SP-7	Johnson Ferry Road Sidepath
SP-9	North End Connector Segment 4
SP-11	City Springs/Perimeter Center Connectors Trail - Segment 2
SP-13	City Springs/Perimeter Center Connectors Trail - Segment 3
SP-15	Glenridge Drive to Johnson Ferry Road Trail - Segment 2
SP-16	Colquitt Road to Glenridge Drive Trail - Segment 3
Sidewalk	
SW-17	Powers Ferry Road Sidewalk - Segment 2
SW-18	Riveredge Parkway Sidewalk
SW-19	New Northside Drive/Northside Drive Sidewalk
SW-20	Dupree Road Sidewalk

Sandy Springs Safety Action Plan

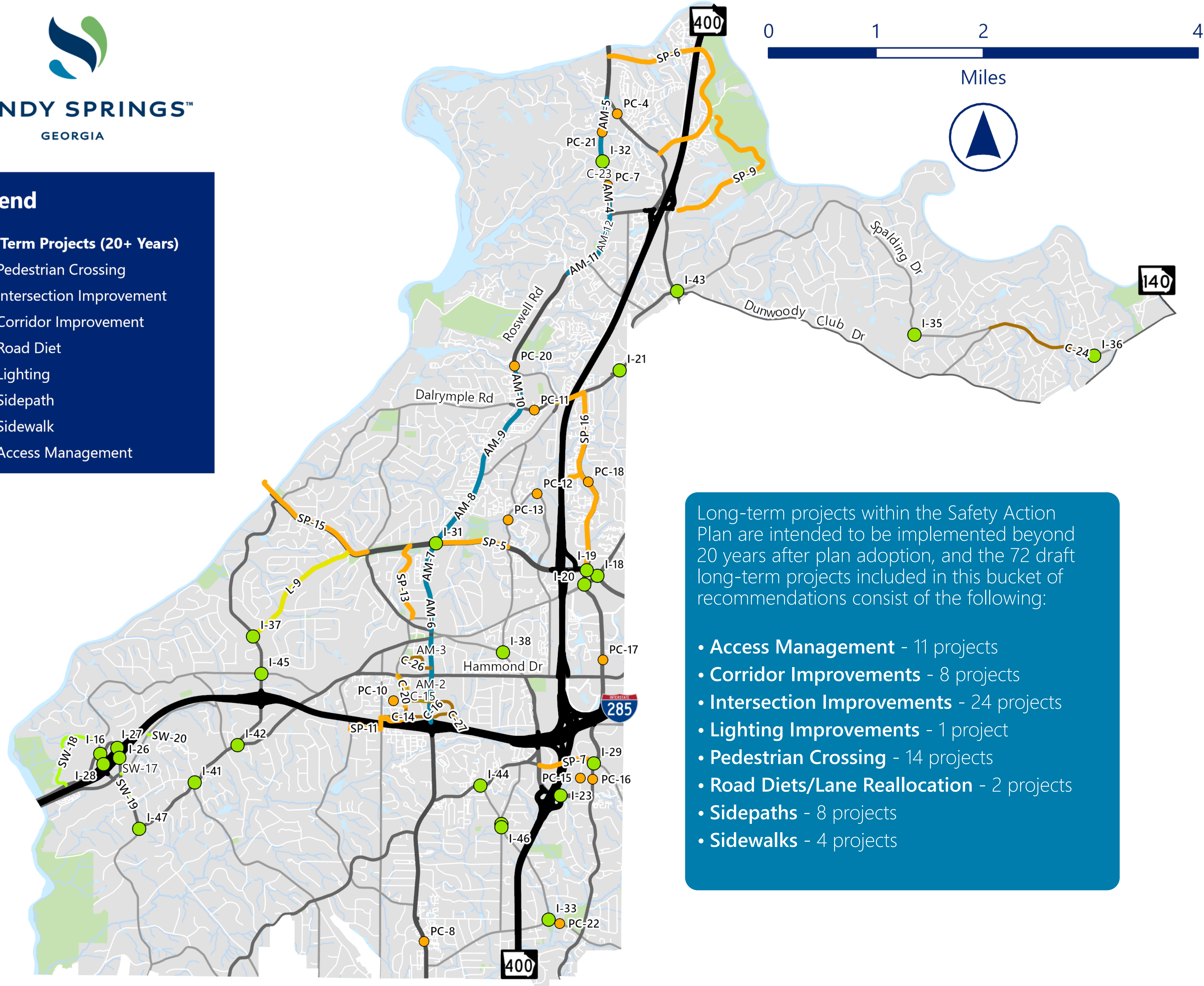
Long-Term Safety Improvements (20+ Years)



Legend

Long-Term Projects (20+ Years)

- Pedestrian Crossing
- Intersection Improvement
- Corridor Improvement
- Road Diet
- Lighting
- Sidepath
- Sidewalk
- Access Management



Long-term projects within the Safety Action Plan are intended to be implemented beyond 20 years after plan adoption, and the 72 draft long-term projects included in this bucket of recommendations consist of the following:

- **Access Management** - 11 projects
- **Corridor Improvements** - 8 projects
- **Intersection Improvements** - 24 projects
- **Lighting Improvements** - 1 project
- **Pedestrian Crossing** - 14 projects
- **Road Diets/Lane Reallocation** - 2 projects
- **Sidepaths** - 8 projects
- **Sidewalks** - 4 projects

Sandy Springs Safety Action Plan

What Other Ideas Do you Have to Help Improve Road Safety?

Write your ideas on a sticky note about what the City of Sandy Springs staff and leadership can do which will help improve roadway safety in the City.



Sandy Springs Safety Action Plan

Goals for Reducing Fatal & Serious Injury Crashes



This board presents safety goals with targets to help reduce the frequency of fatalities and serious injuries on roadways in Sandy Springs. The first goal is eliminating fatalities and serious injuries on City streets by 2050, which, based on ten year crash trends, requires reducing the annual number by 0.6 KA crashes. Next, the City should work with GDOT to establish a goal of five percent reduction of KA crashes annually on state routes. This five percent reduction is in line with the Atlanta Regional Commission's (ARC) safety goal in the Regional Safety Strategy.

Safety Goals in Nearby Jurisdictions

"As a moderate, achievable goal, ARC will adopt a 5% reduction target each year for all safety performance measures."

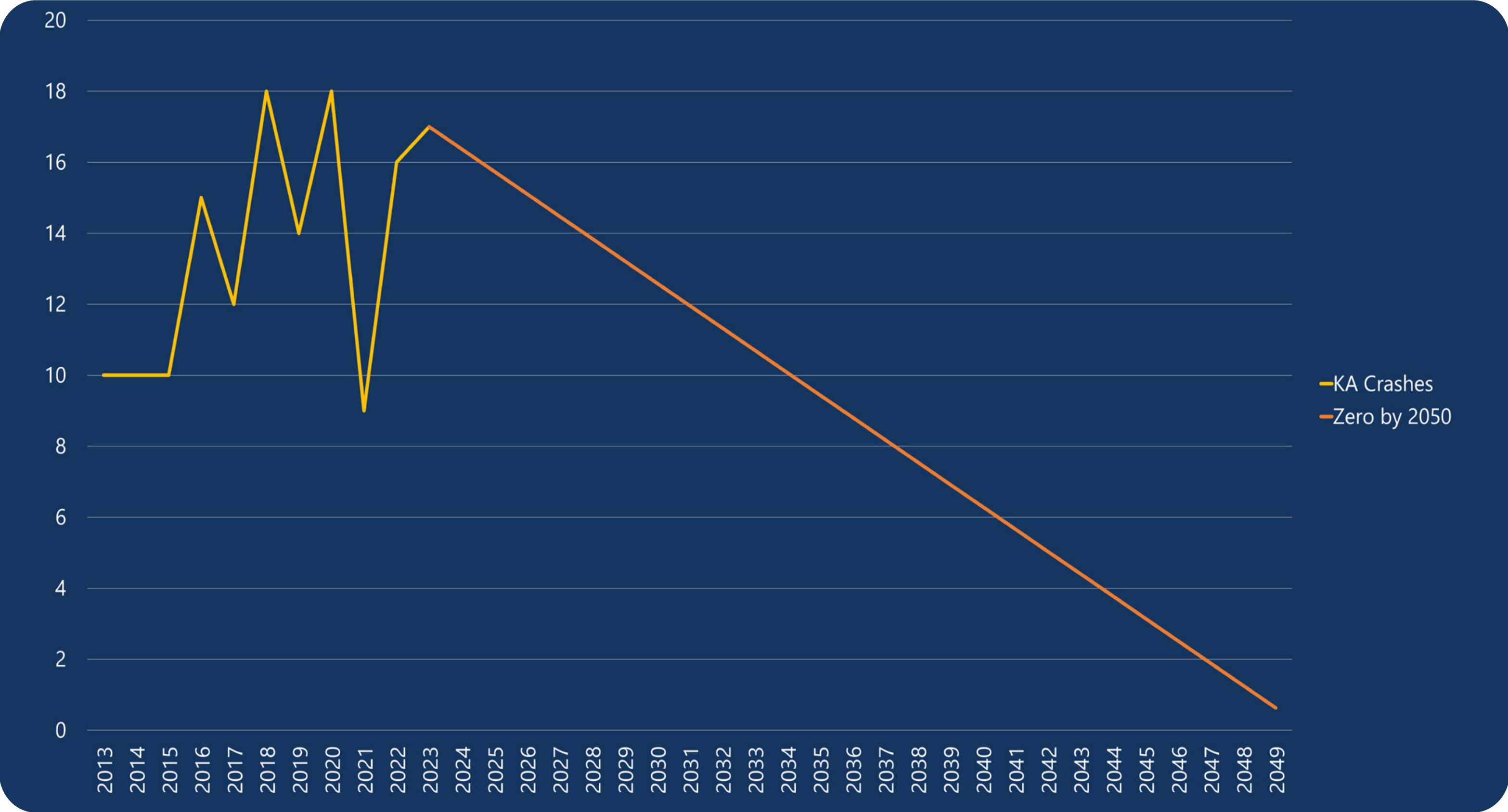
- ARC Regional Safety Strategy

"The overall goal for Cobb County is ZERO deaths and serious injuries on public roads within the County."

- Cobb County Safety Action Plan

"The City of Atlanta's goal is zero fatal or serious crashes on our city streets... The Vision Zero Action Plan guides us toward achieving that goal by 2040."

- City of Atlanta Vision Zero Action Plan



KA Crash Reduction - Zero Crashes by 2050 on City Streets

Goals for Reducing Fatal & Serious Injury Crashes in Sandy Springs

City-Owned Streets

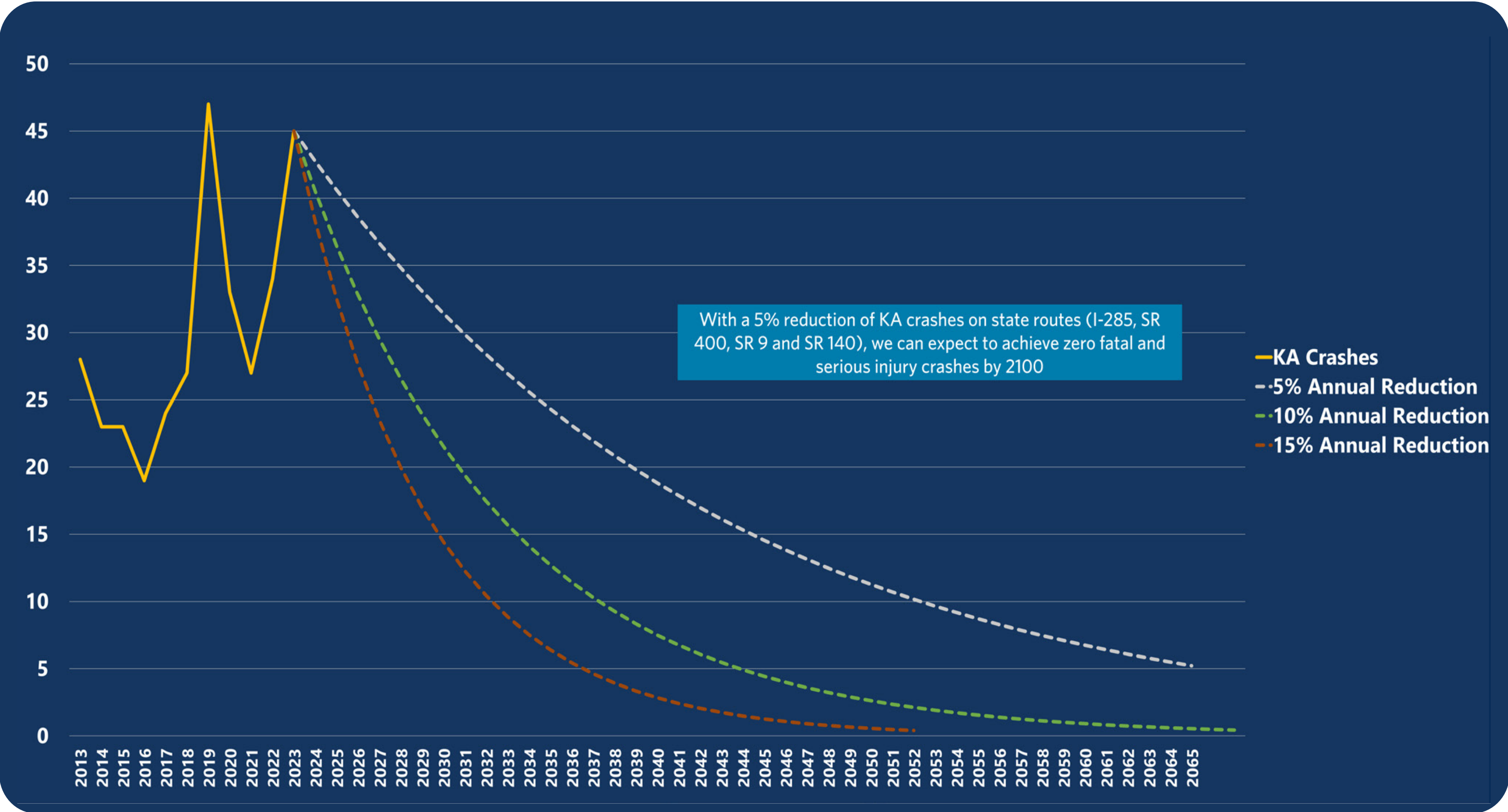
- Adopt a City Safety Program goal to achieve zero fatalities and serious injuries by 2050, on city-owned streets

State Routes

- Work with GDOT to establish safety goals for state routes and limited-access facilities within the City, for an annual 5% reduction in fatalities and serious injuries

Overall Goals

- Allocate 50% of transportation funds to projects that include at least one FHWA proven safety countermeasure
- Allocate 30% of all safety project funding to improvements in underserved communities
- Identify timeline for implementation of access management improvements along Roswell Road (installation of median, widening of sidewalks, relocation of curb cuts, etc.)



KA Crash Reduction Scenarios Along State Routes (Roswell Road, Holcomb Bridge Road, I-285 & SR 400)