SANDY SPRINGS™
GEORGIA

CITY OF SANDY SPRINGS

SAFETY ACTION PLAN

FINAL REPORT

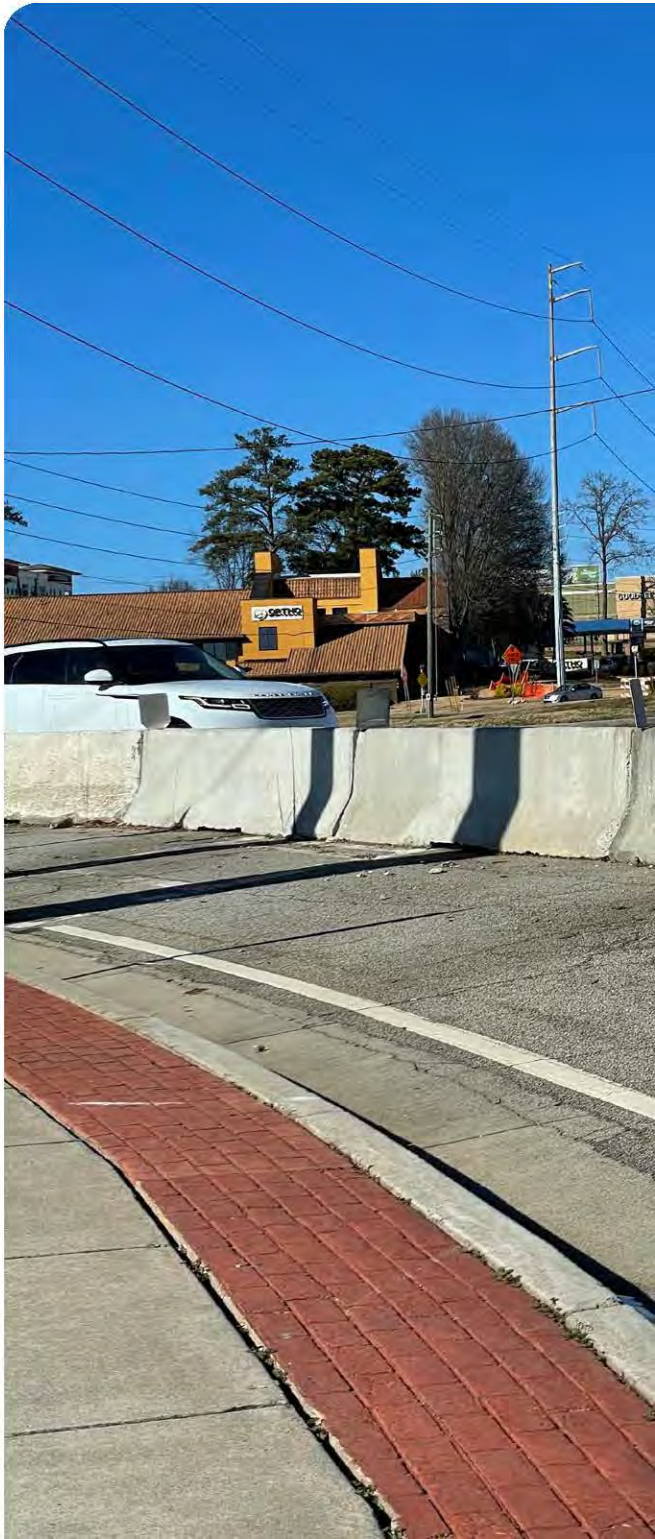
March 2025

DRAFT

Prepared by

Gresham Smith

Placeholder for Vision Zero Resolution



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Roswell Road Looking North Towards Hammond Drive

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Chapter 1: Plan Overview

Planning Process

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 City has developed a Safety Action Plan to 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. As a major commercial center which is home to the intersection of two major metro Atlanta freeways in State Route (SR) 400 and Interstate 285, understanding roadway safety and context, especially those involving fatalities and serious injuries, will help inform safety infrastructure investments within Sandy Springs.

Development for the Sandy Springs Safety Action Plan began in February 2024 and concluded in Spring 2025. The project team began this effort with development of a comprehensive crash database covering all reported roadway crashes in public right-of-way in the City of Sandy Springs from January 1, 2018 through December 31, 2022. This crash database was utilized to conduct a series of safety and equity analyses including developing a high injury network, identifying risk factors on City streets and state routes, and evaluating prevalent crash patterns and trends in the City. The planning process was informed by continuous public and stakeholder engagement and guided by a safety task force comprised of City staff with a vested interest in enhancing roadway safety. This plan highlights recommended projects, policies, and strategies which the City can implement in an effort to achieve safety goals and targets for reducing and ultimately eliminating fatal and serious injury crashes within the City.

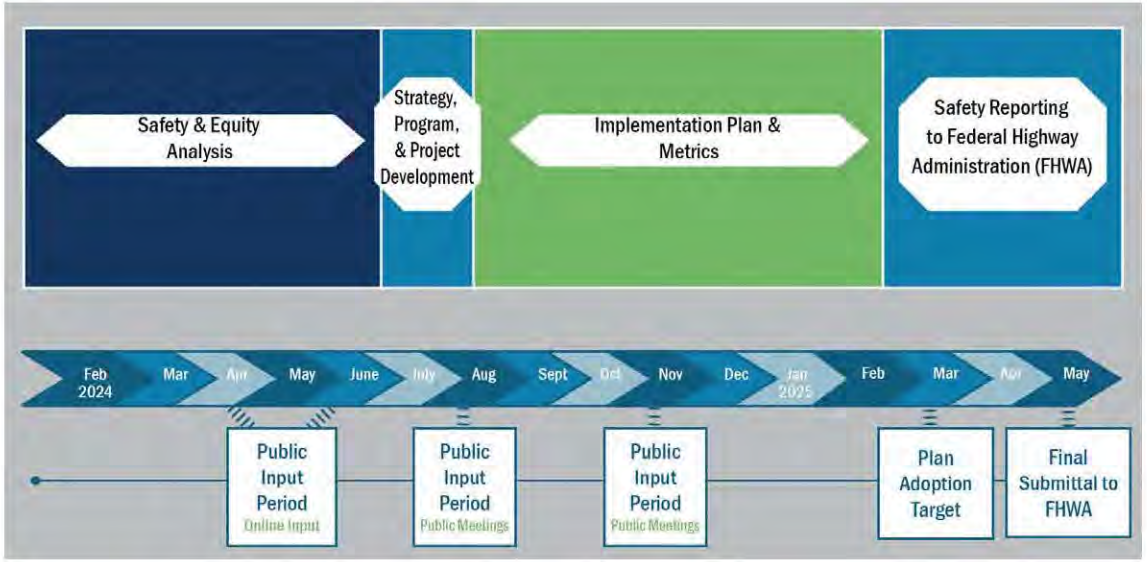


Figure 1. Sandy Springs Safety Action Plan Timeline

Safety Action Plan Objectives

- Develop a comprehensive crash database and evaluation to identify high-crash locations and systemic needs for future safety projects
- Identify high-injury network of fatal and serious injury crashes
- Establish a safety framework and goals to achieve a reduction in fatal and serious injury crashes across all populations
- Identify underserved communities that are disproportionately affected by fatal and serious injury crashes
- Identify and enact strategies and projects to achieve safety targets
- Develop a Safety Action Plan to include an implementation program and metrics to report safety progress

Why a Safety Action Plan?

$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

Over the past ten years (2013 to 2023), roadway crashes have decreased within Sandy Springs (see **Figure 2**); however, the number of crashes resulting in a fatality or serious injury has increased, especially since the onset of the COVID-19 pandemic in 2020 (**Figure 3**). The Safety Action Plan focuses on crash trends between 2018 and 2022, and during this time period, the average annual comprehensive cost of all crashes on roadways in Sandy Springs totaled $650 million. The number of fatal and serious injury crashes between 2018 and 2022 increased 50 percent over the number reported from 2013 to 2017. There are also many locations in the City where crashes are especially frequent compared to other corridors and intersections in the Atlanta region (see **Figure 4**). These trends underscore the need to understand the underlying patterns of roadway crashes in Sandy Springs, especially those involving serious injuries or fatalities.

This Safety Action Plan represents the first step in a holistic approach to addressing transportation safety, and ultimately, working toward an eventual goal of zero deaths and serious injuries on Sandy Springs roadways. While this a daunting goal, focusing on the most pressing safety issues and taking a proactive approach to address known risk factors serves as an opportunity to incrementally reduce serious injuries and fatalities. This requires evaluating:

- The types of crashes that disproportionately result in serious injuries and fatalities
- Where severe crashes are most prevalent
- What characteristics and factors are likely to increase the risk of severe crashes

The remainder of this introduction chapter provides an overview of foundational documents and approaches that have guided the development of the Sandy Springs Safety Action Plan.

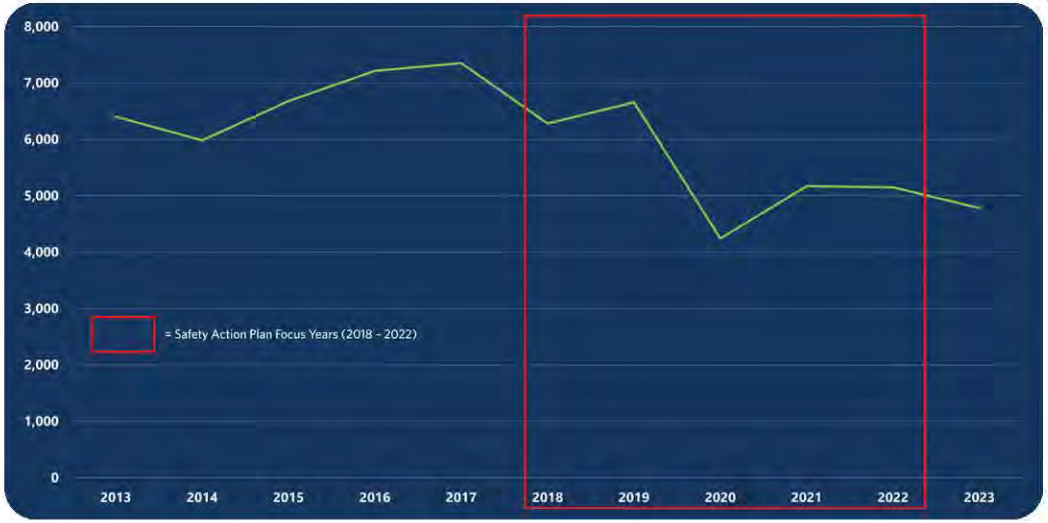


Figure 2. Reported Crash Trends in Sandy Springs from 2013 to 2023

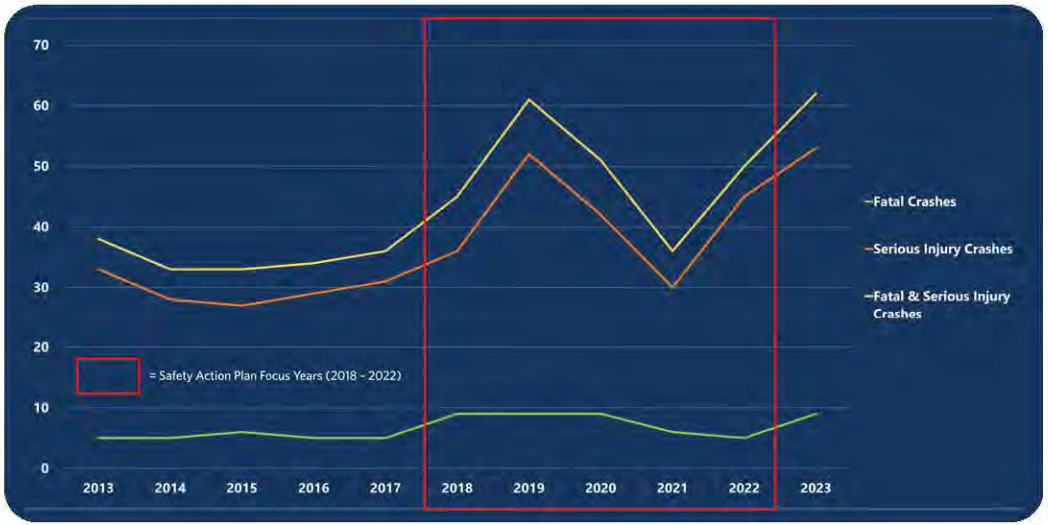


Figure 3. Reported Fatal & Serious Injury Crash Trends in Sandy Springs from 2013 to 2023

While the overall number of crashes in Sandy Springs have decreased, crashes involving fatalities and serious injuries have increased over the past decade.

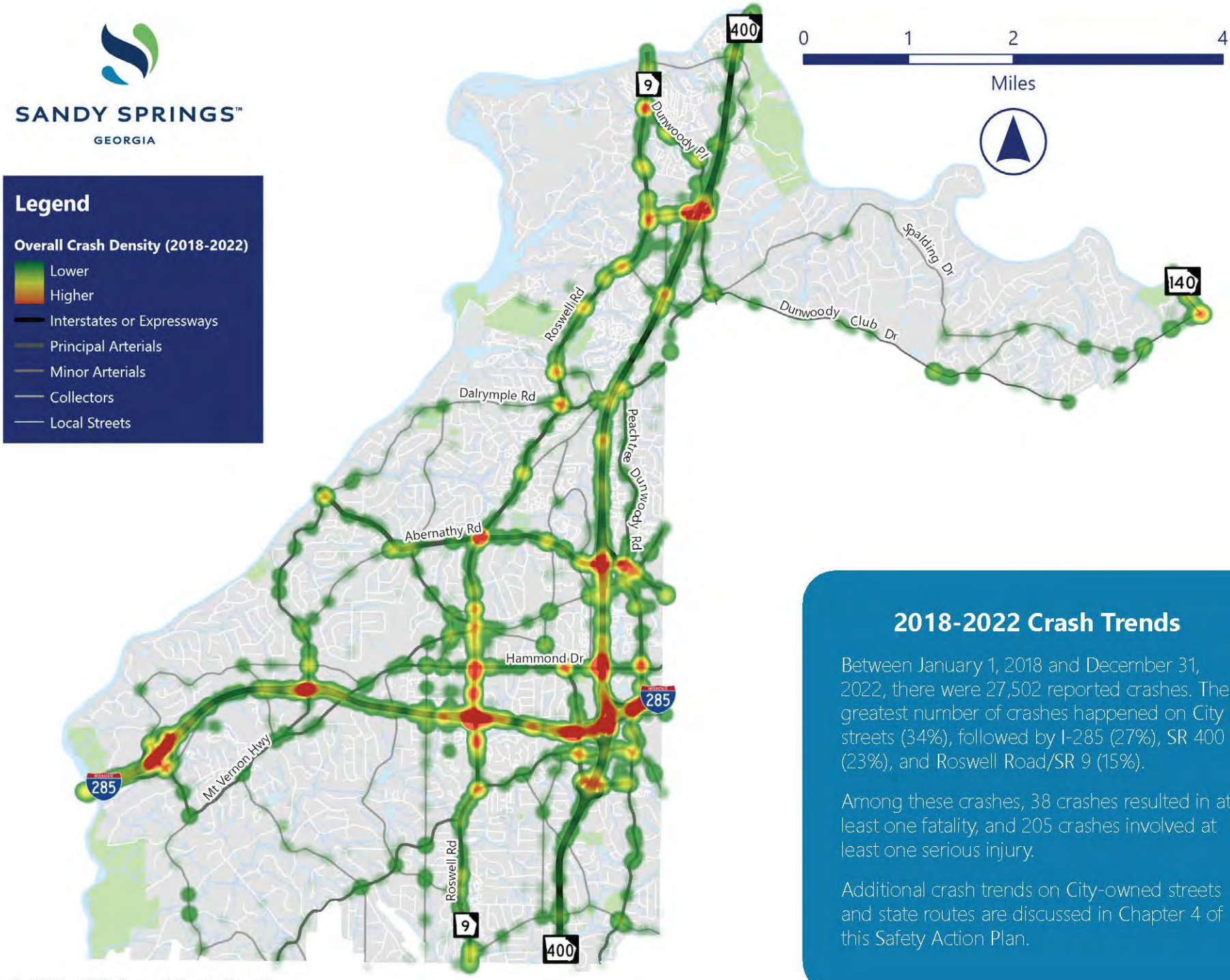


Figure 4. 2018-2022 Overall Crash Density

2018-2022 Crash Trends

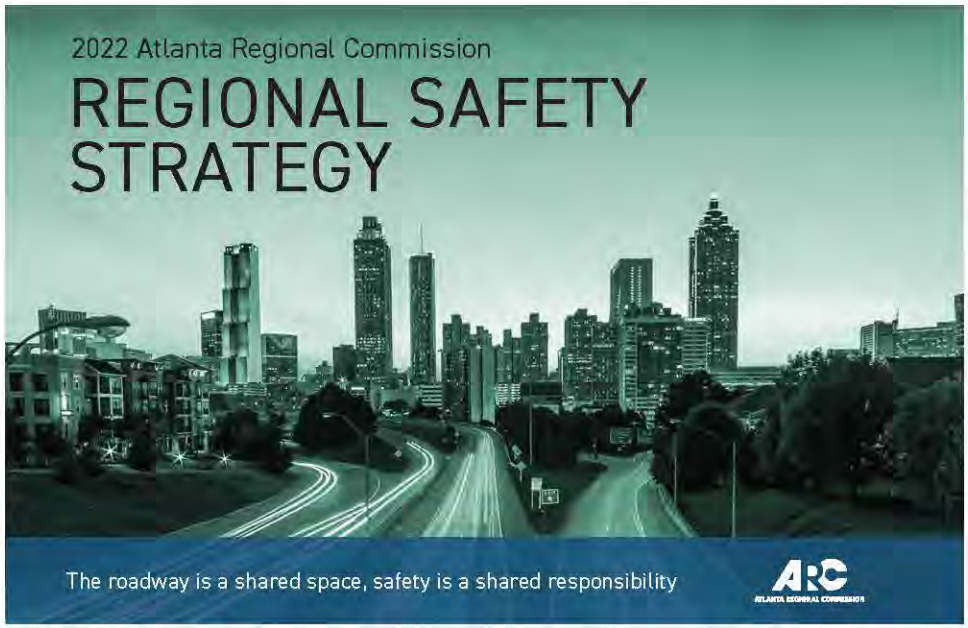
Between January 1, 2018 and December 31, 2022, there were 27,502 reported crashes. The greatest number of crashes happened on City streets (34%), followed by I-285 (27%), SR 400 (23%), and Roswell Road/SR 9 (15%).

Among these crashes, 38 crashes resulted in at least one fatality, and 205 crashes involved at least one serious injury.

Additional crash trends on City-owned streets and state routes are discussed in Chapter 4 of this Safety Action Plan.

Alignment with the Regional Safety Strategy

The Sandy Springs Safety Action Plan was developed in alignment with the Atlanta Regional Commission's (ARC) Regional Safety Strategy (RSS) adopted in January 2023. The RSS is a regional safety action plan to help ARC and its partners, including the City of Sandy Springs, proactively achieve safety goals and build a safe transportation system for all users in the Atlanta region. ARC is committed to **eliminating deaths and serious injuries in the Atlanta region** through a regional safety approach that is proactive, data-informed, and community-based. The RSS consists of both regional and local strategies to address roadway safety.



Objectives of the ARC Regional Safety Strategy

The Regional Safety Strategy (RSS) is a regional safety action plan to help the Atlanta Regional Commission (ARC) and its partners proactively achieve safety goals and build a safe transportation system for all users in the Atlanta region to:

- Shift to a more proactive approach to safety
- Develop regional goals and plans
- Establish and monitor federal safety performance targets
- Evaluate and prioritize projects
- Allocate funds to local governments

The local framework component of the RSS serves as non-regulatory guidance for local agencies, including the City of Sandy Springs. It provides resources, guidance, and strategies to help local governments:

- Improve safety in their own communities
- Integrate safety in project planning and development
- Identify safety issues and project locations using a proactive, risk-based approach
- Target risk factors with proven safety countermeasures
- Prioritize projects and strategies for funding and implementation

To inform these functions, the RSS conducted a data-driven analysis of crashes across the Atlanta region to identify specific safety issues and actions for member local governments. The RSS considers both motorized and active modes of transportation in tailoring strategies to comprehensively address roadway safety challenges. It addresses federal and state regulations, including safety performance management goals, measures, and targets and provides a regional and local framework to encourage all agencies to work cohesively toward common safety goals and equitable outcomes. The Sandy Springs Safety Action Plan approach for evaluating crash patterns and identifying risk factors to establish safety targets and identify projects aligns with the RSS.

Implementing the RSS, in part through local mechanisms such as the Sandy Springs Safety Action Plan, will help achieve the Atlanta region's vision of safe, accessible, and convenient travel for all road users, especially the most vulnerable road users. Taking proactive approaches to safety will better enable planners, designers, and policymakers to develop tangible actionable strategies and resources, improve project development, implement incremental projects, and measure progress towards meeting regional safety targets – all of which promote a culture of safety across the Atlanta region.

Safe Systems Approach

Figure 5. FHWA Safe Systems Approach

The Sandy Springs Safety Action Plan is grounded in the Safe System Approach promoted by the Federal Highway Administration (FHWA) and shown in **Figure 5**. The Safe System approach is rooted in a mindset that it is unacceptable to allow deaths and serious injuries to occur on streets and roadways. It also acknowledges that road users are human beings and that humans will inevitably make mistakes, which sometimes lead to crashes; however, steps can be taken to reduce the likelihood of crashes and the severity of those that do occur.

The Safe System Approach views transportation safety as a system of elements that all work together to promote safety and reduce risks. Comprising this holistic strategy are safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. These interconnected elements are supported by six principles that reinforce the approach's intention for change and recognize that for change to happen, responsibility must be shared across all users of the system, we must be proactive to ensure safety, and all elements of the system must be strengthened to mitigate risk when one element fails. This forms the root difference between traditional approaches to safety that are more reactive and focus on engineering solutions to address crash history (see **Table 1**).

Table 1. Differences Between Traditional and Safe System Approaches to Roadway Safety

Traditional	Safe System
Prevent crashes	Prevents deaths and serious injuries
Improve human behavior	Design for human mistakes & limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify & address risks

Source: Federal Highway Administration (FHWA)

Five Safe System Elements

Safe Road Users – The Safe System approach addresses the safety of those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles – Vehicles are designed and regulated to minimize the occurrence and severity of crashes using safety measures incorporating the latest technology.

Safe Speeds – Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances by reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads – Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and others.

Post-Crash Care – When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Six Safe System Principles

Deaths and Serious Injuries are Unacceptable - While no crashes are desirable, crashes that result in death and serious injuries are prioritized since no one should experience either when using the transportation system.

Humans Make Mistakes - People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable - People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a human-centric transportation system which accommodates human vulnerabilities.

Responsibility is Shared - All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure crashes do not lead to fatal or serious injuries.

Safety is Proactive - Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes and reacting to them

Redundancy is Crucial - Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

Safe Streets and Roads for All (SS4A)

The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Joe Biden in November 2021. Within the IIJA, there are several new authorized grant programs, including the Safe Streets and Roads For All (SS4A) discretionary grant program. SS4A was authorized with $5 billion in appropriated funds over the next five years (through fiscal year 2026) to fund various initiatives to prevent roadway deaths and serious injuries.

Through the SS4A program, there are two types of grants which are available: Planning and Demonstration Grants and Implementation Grants. **Planning and Demonstration Grants** can be used to develop or update a comprehensive safety action plan as well as to conduct planning, design, and development activities in support of a safety action plan. **Implementation Grants** require completion of a safety action plan by a local jurisdiction in order to be eligible for funds. Implementation funds can be used to carry out projects, recommendations, and strategies such as infrastructure, behavioral, and operational safety improvements.

The Sandy Springs Safety Action Plan was funded by a SS4A planning and demonstration grant and thus, developed to be compliant with the SS4A program. In order to apply for future Implementation Grants through the SS4A program, the City will need to certify that it is guided, per the current Notice of Funding Opportunities (NOFO) released by FHWA to the public on March 31, 2023, by "an existing plan which is substantially similar to an Action Plan."

Plan Organization

The Sandy Springs Safety Action Plan begins with a plan and policy review in Chapter 2 to guide plan development and understand how City design and traffic policies address safety on roadways and for different modes of transportation. Chapter 3 summarizes feedback from members of the public and stakeholders through various in-person and digital mechanisms to reach a broad spectrum of residents across the City. An initial review of all crashes from January 1, 2018 to December 31, 2022 across Sandy Springs summarizes overall trends and patterns in Chapter 4. The Safety Action Plan focuses on the most severe crashes, including those that resulted in fatalities and serious injuries to identify risk factors, site-specific, and systemic safety needs. Chapter 5 discusses the City's high-injury network and high-injury intersections.

In an effort to understand which communities and populations are most affected by historic severe crashes, Chapter 6 includes an overlay analysis of serious injury and fatal crashes with Census tracts that are designated as historically disadvantaged communities (HDCs), areas of persistent poverty (APP), or in which residents face high barriers to travel, based on data from the U.S. Department of Transportation's Justice40 Initiative. Chapter 7 summarizes overrepresented crash patterns and risk factors associated with fatal and serious injury crashes.

Chapter 8 discusses safety goals for Sandy Springs to reach zero fatalities and serious injuries along with potential approaches, resources, and funding mechanisms for achieving this ambitious goal. Chapter 9 provides an overview of infrastructure projects and the work program development process used to separate these into short-, mid-, and long-term project lists. Chapter 10 presents strategies for implementation of a range of projects, including application of countermeasures to fatal and serious injury crash risk factors and overrepresented crash types as well as intersection safety improvements and recommendations for policies and strategies.

Roswell Road Looking South at Mount Paran Road

Chapter 2: Plan & Policy Review

Introduction

In order to develop the Sandy Springs Safety Action Plan, it is essential to understand the City's existing plans, policies, and programmed projects. The project team conducted a comprehensive review of plans and policies from Sandy Springs to gain a holistic understanding of roadway safety initiatives within the City. This review is a synthesis of past and current planning documents at the City, regional, and state levels to identify key areas for safety enhancements across the city, emphasizing a proactive approach towards road safety. Many safety recommendations not yet implemented by the City have been included in the Safety Action Plan list of project recommendations, which is discussed in Chapter 9.

Previous Plans & Studies

Citywide Plans & Studies

NEXT Ten Comprehensive Plan (2017 & 2022)

The NEXT Ten Comprehensive Plan was adopted by City Council in February 2017 and serves as a ten-year policy and planning document guiding land use and redevelopment across Sandy Springs. The comprehensive plan consists of a series of Small Area Plans for Roswell Road, Perimeter Center, Powers Ferry, and MARTA Station areas. It also includes a transportation element which provides an overview of conditions and outlines goals and recommendations through 2027. Key transportation issues identified include:

- Uneven access to transit
- Lack of last-mile connectivity
- Dangerous conditions for pedestrians on Roswell Road
- Insufficient bicycle and pedestrian facilities
- Limited East-West connections

Opportunities and strengths highlighted include:

- Jurisdiction over most streets except Roswell Rd, I-285, and SR 400
- Good infrastructure condition
- Dense mixed-use areas suited to non-vehicular access

City of Sandy Springs Plans & Studies

- NEXT TEN Comprehensive Plan (2017 & 2022)
- Transportation Master Plan (2021)
- Trails Master Plan (2019)
- Roswell Road at Abernathy Road Safety Study (2021)
- Medical District Roadway Safety Analysis (2021)
- North End Roadway Safety Analysis (2022)
- Roswell Road Access Management Plan (2023)
- Powers Ferry Transportation Study (2024)
- North End Boulevard Scoping Study (2023)
- Roberts Drive Sidepath Scoping Study (2024)
- City Springs LCI (2022)
- Sidewalk Master Plan (2024)

Regional & Statewide Plans

- ARC Regional Safety Strategy (2023) - *see Chapter 1*
- North Fulton Comprehensive Transportation Plan (2018)
- Georgia Strategic Highway Safety Plan (2022)

Technical Manuals

- Sandy Springs Development Code & Technical Manual
- Sandy Springs Sidewalk Improvement Policy
- Sandy Springs Right-of-Way Policy
- Sandy Springs Street Light Policy
- Sandy Springs Neighborhood Traffic Calming Manual
- GDOT Design Policy Manual
- GDOT Driveway & Encroachment Manual

Pedestrian Hybrid Beacon (PHB) on Roswell Road Near Long Island Drive

Recommendations for transportation and safety improvements include:

- Encouraging alternative modes of transportation
- Expanding mobility options
- Improving connections across SR 400
- Integrating street enhancements into land development

The City completed a minor update to the Comprehensive Plan in 2022 which includes several more references specific to traveling safely throughout the City. These include:

Roswell Road Design Framework - Increase safety and comfort by implementing generous sidewalks, buffered from traffic through landscaping or on-street parking. This approach consists of providing bicycle accommodations, quality bus stops, adequate lighting, and shading to create a comfortable and secure environment for pedestrians.

Complete Streets Policy - Plan, design, and implement key corridors as efficient and Complete Streets with enhanced capacity for non-vehicular users. This policy ensures a critical framework and streets which provide safe access and circulation for all modes of travel while establishing a quality public realm and sense of place.

Peachtree Dunwoody Road Improvements - Enhance the quality of Peachtree Dunwoody Road as a pedestrian, transit, and bicycle spine. Implementing street improvements along this corridor will provide a high degree of accommodation in enhanced facilities for all modes, encouraging street activity, and achieving the vision for an urban greenway and boulevard.

Access Management Policy - Develop and adopt an access management policy for key corridors, particularly Roswell Road, for reductions in curb cuts and access points, promoting shared access points on major arterial corridors, and replacing two-way left-turn lanes with medians to improve safety and corridor operations.

Protected Crossings - Establish an 800-foot spacing for protected crossings on major thoroughfares in redevelopment nodes. This policy aims to provide reasonable pedestrian accommodation and convenient networks for pedestrians between destinations within a node.

Traffic Calming and Street Management - Identify traffic calming projects for the Capital Improvements Program. Focus on Protected Local Link and Low-Stress Residential streets for traffic calming installations, prioritizing local streets adjacent to or within a quarter-mile of key intersections.

East-West Mobility Enhancements - Enhance connections over and across SR 400 to allow greater non-motorized travel as well as examining opportunities for additional non-motorized crossings and managing adaptive signal systems on key corridors to improve traffic flow and safety.

Transit-Oriented Development (TOD) - Promote TOD around MARTA stations to reduce reliance on automobiles and enhance safety: Establishing MARTA station areas as focal points for higher-density, mixed-use districts with improved pedestrian and bicycle facilities, trails, and transit services

Progress since 2017 includes the adoption of the Complete Streets Policy, new designs for Roswell Road, and the development of the 2021 Transportation Master Plan and the 2024 Sidewalk Master Plan.

Transportation Master Plan (2021)

The Sandy Springs Transportation Master Plan (TMP) establishes a comprehensive vision for the city's transportation future over the next 20 years, aiming to create a livable and vibrant community. The TMP integrates transportation and land use to address the needs of all travel modes, including driving, biking, walking, transit, and freight transportation, while considering newer mobility options like bikeshare and micromobility. Through a rigorous process that involved extensive technical analysis and robust public engagement, the TMP outlines strategic recommendations, policies, and initiatives to guide the City in addressing current transportation issues and anticipating future challenges.

The plan includes a Citywide safety evaluation which identified high-crash corridors and comparing Citywide crash trends with those in Fulton County and the Georgia Department of Transportation (GDOT) District 7, which consists of six Metro Atlanta counties - Clayton, Cobb, DeKalb, Douglas, Fulton, and Rockdale.

The TMP identifies four high-priority corridors across Sandy Springs including Roswell Road, Northridge Road, Dunwoody Place, and Hammond Drive as well as five high-crash intersections - four of which were along Roswell Road. The TMP includes specific safety improvement recommendations such as signal upgrades, timing modifications, signage improvements, and maintenance. Additional TMP safety projects consisted of midblock crossings strategically placed along Roswell Road, better lighting at key intersections, and wider crosswalks. From a policy standpoint, the TMP outlines several policies for improving safety including targeting zero deaths, implementing a Safe System approach to crash reduction and safety target setting, context-sensitive design, and a Complete Streets Policy.

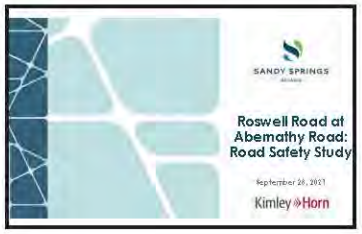
Transportation Master Plan Goals

- **Safety** - Promote a safe and connected transportation system for users of all modes
- **Economic Vitality** - Promote economic development through targeted transportation investments
- **Mobility and Accessibility** - Promote an interconnected, equitable, and efficient transportation network
- **Maintain and Optimize System** - Reinforce, maintain, and strengthen the existing transportation
- **Well-Being and Environment** - Support and sustain healthy living through quality connections to the built and natural environments

Trails Master Plan (2019)

The City of Sandy Springs completed a Trails Master Plan in October 2019. The Trails Master Plan proposes a 31.4-mile trail system to connect local destinations across Sandy Springs such as City parks, schools, and government facilities, as well as regional destinations such as the PATH 400 trail, Chattahoochee River National Recreation Area units, and the City of Roswell's Riverwalk. The Trails Master Plan outlines a comprehensive vision for developing and enhancing the trail network throughout Sandy Springs. It prioritizes projects to improve accessibility and safety for all users.

City-Sponsored Safety Studies

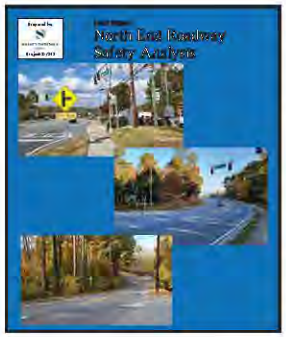


Roswell Road at Abernathy Road Safety Study (2021)

In 2021, the City conducted a safety study for Roswell Road at Abernathy Road, which is one of the City's busiest intersections. In addition to improvements at the intersection, the study examined potential improvements for Roswell Road at Sunny Brook Lane, Abernathy Road at Alderwood Place/Cherry Tree Lane, and Roswell Road from the southern Abernathy Square/Publix (6595-6681 Roswell Road) driveway to Marsh Creek north of Abernathy Road. Common crash patterns include rear-end crashes at the Abernathy Road intersection, angle crashes at the Abernathy Square/Publix driveway, and several crashes involving bicyclists and pedestrians. The study proposes multiple short-term improvements, many of which have been implemented, as well as a displaced left-turn intersection in the long-term.

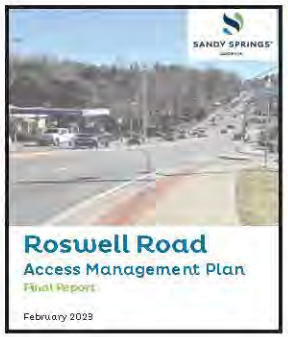
Medical District Roadway Safety Analysis (2021)

The Medical District Roadway Safety Analysis, completed in 2021, is a comprehensive evaluation of transportation safety in the Medical District area of Sandy Springs located near the I-285 and SR 400 interchange. The area is anchored by Northside Hospital, Children's Healthcare of Atlanta Scottish Rite, and Emory St. Joseph's Hospital as well as the Medical Center MARTA Rail Station. Corridors evaluated include Johnson Ferry Road, Peachtree Dunwoody Road, Glenridge Connector, and Meridian Mark Road. The study resulted in 12 recommendations over three tiers (Tier 1 with five short-term projects, Tier 2 with three mid-term projects, and Tier 3 with four long-range projects). Projects consist of intersection improvements, traffic signal upgrades, driver wayfinding signage, Complete Street improvements, midblock pedestrian crossings, and design standards for pedestrians and bicyclists within the Medical District.



North End Roadway Safety Analysis (2022)

The North End Roadway Safety Analysis, completed in 2022, is a comprehensive evaluation of the North End area across four key roadway corridors with a history of higher-than-average vehicular crashes, including Roswell Road, Northridge Road, Dunwoody Place, and Roberts Drive. By analyzing crash data, assessing existing conditions, and engaging with community stakeholders, the study aims to develop and recommend cost-effective safety improvements that enhance mobility and connectivity for all users. Safety projects were categorized into three tiers based on cost and feasibility, ranging from low-cost pavement marking projects to major roadway reconstruction projects. Specific improvements consist of raised medians along certain segments or Roswell Road and Dunwoody Place, signal modifications, pedestrian mid-block crossings, multi-use paths, and implementation of restricted crossing U-Turn (R-CUT) intersections. Safety projects included a Benefit/Cost ratio analysis to prioritize interventions that provide the highest return on investment in terms of safety improvements.



Roswell Road Access Management Plan (2023)

The Roswell Road Access Management Plan was completed in 2023 and examines crash and safety trends along the Roswell Road corridor between 2015 and 2019. Left-turn and driveway crashes were the most severe and concentrated types of crashes throughout the corridor. Approximately 33 percent of the reported fatal crashes involved movements into and out of numerous driveways on the corridor, making access management critical. The plan explores crash risk factors along Roswell Road such as two-way center left-turn lanes increasing the risk of head-on crashes, inadequate driveway spacing, sidewalk gaps, long distances between pedestrian crossing opportunities, and narrow buffers between vehicular travel lanes and sidewalks. The Plan includes a phased list of projects, costs, and other implementation guidance for helping the City of Sandy Springs achieve its ultimate vision for the Roswell Road corridor. Plan recommendations include priority projects, implementation guidance, and Development Code modifications.

Powers Ferry Transportation Study (2024)

The Powers Ferry Transportation Study was completed in 2024 and examines transportation safety in the Powers Ferry area which serves as the western gateway to Sandy Springs and is served by I-285, Northside Drive, New Northside Drive, Powers Ferry Road, and Interstate North Parkway. The study focuses on identifying transportation improvements for all modes and developing an implementation plan to advance projects and strategies to promote safety around Powers Ferry. Recommended improvements consist of pedestrian infrastructure improvements such as sidewalks, sidepaths, accessibility improvements, lighting improvements, intersection crosswalks, and midblock crossings. Other improvements include coordination with Cobb County and GDOT for bridge improvements, coordination with MARTA for transit service and amenity improvements, and coordinating with employers to evaluate travel demand management (TDM) options.

City-Sponsored Scoping Studies

North End Boulevard Scoping Study (2023)

Completed in 2023, the North End Boulevard Scoping Study evaluates typical section alternatives for adding sidepaths along Roswell Road and realigning the Roberts Drive and North River Parkway intersections with Roswell Road to improve multimodal safety. The preferred alternative consists of adding a landscaped median to Roswell Road between Dunwoody Place and the Chattahoochee River, adding 10 to 12-foot sidepath on both sides of Roswell Road, intersection improvements at Dunwoody Place/Hanover Park Road, installing a R-CUT at the North River Village Shopping Center entrance, realigning Roberts Drive to tie into North River Parkway, and installing a new traffic signal at Roswell Road and North River Parkway. This project is currently in design with a earmarked TSPLOST budget of $9.68 million in the City's TSPLOST II list approved by voters in November 2021.

Roberts Drive Sidepath Scoping Study (2024)

This scoping study, completed earlier in 2024, evaluates possible methods for designing and constructing a 2.2-mile, 12-foot sidepath along Roberts Drive to improve safety and comfort for people walking and bicycling. The project is planned across two different phases in coordination with the GDOT SR 400 Express Lanes Project. Phase I will extend from Dunwoody Place to a new midblock crossing at the River Vista Apartments (9200 Roberts Drive) while Phase 2 will consist of the rest of the corridor to Roswell Road. This project is part of the City's TSPLOST II list with an earmarked budget of $10.95 million.

City-Sponsored Master Plans

City Springs Master Plan Update (2022)

Previously completed in 2012 and updated in 2022, the City Springs Master Plan establishes a 10-year vision for the City Springs district. The master plan identifies projects and strategies to address land use and development patterns, transportation and safety improvements, parking management, economic development, and placemaking opportunities.

Sidewalk Master Plan (2024)

Adopted in January 2024, the Sidewalk Master Plan provides a full inventory of existing sidewalks and a policy network for future development. The City develops a scored list of sidewalk improvements within the Sidewalk Master Plan. This version focuses on the west side of Lake Forrest Drive and the northeast corner of the City. The plan identifies a need for sidewalks on both sides of Roswell Road. The Sidewalk Master Plan is a policy document that directs which streets in the City are suitable for sidewalk facilities.

Sandy Springs' Commitment to Safety

"Safety – Promote a safe and connected transportation system for users of all modes."

- Goal from Transportation Master Plan, April 2021

"City Council hereby adopts the following priorities... Enhance multimodal transportation accessibility..."

- City Council Resolution to Adopt City Priorities, 2/13/24

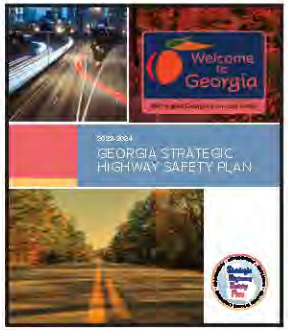
"...it is a goal of the City of Sandy Springs to reduce the rate of fatal and injury crashes in the City..."

- City Council Resolution for development of Safety Action Plan, 1/1/24

Regional & Statewide Plans & Studies

North Fulton Comprehensive Transportation Plan (2018)

The North Fulton Comprehensive Transportation Plan (NFCTP) identifies transportation-related needs and investments for all cities in north Fulton County, including Sandy Springs, Roswell, Alpharetta, Milton, and Johns Creek. The guiding principles for the NFCTP include multimodal options, safety, mobility, quality of life, economic vitality, land use/transportation, environment, system preservation, and safety. Within Sandy Springs, the NFCTP identifies a range of roadway, operational, and bicycle and pedestrian projects along and adjacent to Roswell Road. These have been designated as Level 1, Level 2, and Level 3, with Level 1 representing the highest priorities. The Sandy Springs Transportation Master Plan, completed in 2021, has incorporated many of these projects into the City's transportation work program.



Georgia Strategic Highway Safety Plan (2022)

Prepared by the Georgia Governor's Office of Highway Safety (GOHS), the Georgia Strategic Highway Safety Plan (SHSP) serves as Georgia's programmatic guide for the implementation of highway safety initiatives. Most recently completed in 2022, the findings of the plan can be utilized for federal grant applications from the National Highway Traffic Safety Administration (NHTSA). With this plan, the GOHS has goals to reduce the number of crashes, injuries, and fatalities on Georgia's roads and provide highway safety data to assist communities in implementing effective programs. The SHSP presents a number of strategies and campaigns which focus on changing system user behavior, ranging from cell phone usage to speeding. Additionally, it identifies safety emphasis areas, including pedestrian safety, motorcycle safety, older drivers, impaired driving, occupant protection, distracted driving, young adult drivers, bicycle safety, intersection safety, and roadway departure. Additional information related to the SHSP is included in Chapter 7.

Technical Manuals & Policies

Sandy Springs Development Code

The City of Sandy Springs Development Code governs land uses, zoning, overlays, and site development within the City. The Development Code supports safe circulation of road users with provisions such as inclusion of a Complete Streets Policy and cross-access easements between parcels to reduce on-street turns. The Complete Streets Policy serves as the basis for street design standards within the City and must be applied through capital project improvements, routine maintenance, and private development. Cross-Access Easements are required between parcels to reduce on-street turns in Residential Multi-Use, Residential Mixed-Use, Corridors & Nodes, and Perimeter Center districts.

Sandy Springs Technical Manual

The City of Sandy Springs Department of Community Development maintains a Technical Manual which contains 15 sections which establish standards for mobility and access, several of which will have bearing on the implementation of the Safety Action Plan. The Technical Manual includes mobility maps detailing roadway characteristics such as right-of-way, lane width, sidewalks, trails, bicycle facilities, and pedestrian lighting. Different standards apply to various city areas, such as the City Center network and Perimeter Center Improvement Districts (PCIDS) network.

Sandy Springs Sidewalk Improvement Policy

The City of Sandy Springs has a Sidewalk Improvement Policy, which was created to provide a consistent method to prioritize sidewalk projects on local streets. This policy includes sidewalks which are constructed as part of the City's Capital Improvement Program (CIP) and which follow the Sidewalk Master Plan. The policy also allows residents to donate right-of-way for proposed sidewalk projects.

Sandy Springs Right-of-Way Policy

The City of Sandy Springs Mayor and City Council adopted its current Right-of-Way Policy in August 2006. The policy discusses local road closures and privatization and describes them as having the potential to cause problems related to interconnectivity. The City's Public Works Director will only consider permanent local street closure in the event that the neighborhood containing the permanent local street has connections to three different collector streets. Since Roswell Road (SR 9) and Holcomb Bridge Road (SR 140) are the two designated state routes in Sandy Springs, right-of-way procedures for projects along the corridor require GDOT review and approval.

Sandy Springs Street Light Policy

The City of Sandy Springs Mayor and City Council adopted its current Street Light Policy in November 2021. This policy consists of street lighting standards, spacing and illumination, and lighting standards for new construction and development, signalized intersections, and bus stops. In general, spacing between light fixtures follows Georgia Power standards, which is between 200 and 250 feet for typical fixtures; however, property lines and existing pole placement may not always allow for this.

The process for requesting new street lights differs depending on whether a request is for public streets, private streets, overlay districts, or signalized intersections and must be made in writing to the City Public Works Director. Lighting on private streets must be installed and maintained at the property owners' expense. At signalized intersections, luminaires may be installed on opposite corners of a signalized intersection. Provisions are provided for larger intersections to have luminaires installed on all four corners.

Sandy Springs Neighborhood Traffic Calming Manual

The Sandy Springs Neighborhood Traffic Calming Manual was first adopted by City Council in October 2008 and most recently updated in October 2020. The manual supports the livability and vitality off residential areas and outlines applicable physical traffic calming measures and procedures for requesting them. Individuals, neighborhood groups, or homeowners' associations may submit a request to the City to evaluate speeding, cut-through traffic, and other safety problems in a given neighborhood. Following completion of an initial meeting, the City Public Works Department will conduct a traffic study to ensure minimum safety standards and warrants are met before proposing solutions. Solutions cannot be installed or removed without 75 percent support from homeowners in the impacted area. The cost will be split evenly between the City and the neighborhood.

GDOT Design Policy Manual

The GDOT Design Policy Manual provides guidelines for the design of state routes, ensuring consistency in roadway design and safety features across Georgia. Within Sandy Springs, the Design Policy Manual is applicable to Roswell Road and Holcomb Bridge Road as well as I-285 and SR 400.

GDOT Driveway & Encroachment Manual

This manual outlines the requirements for driveway design and placement, as well as policies for managing encroachments on state routes, helping to minimize conflicts and improve safety for all road users. For any development that abuts a state route or GDOT right-of-way, roadway and location improvements must comply with the GDOT Driveway Encroachment Manual. An approved permit for proposed access or improvements is required and must be incorporated into the construction drawings for the project prior to the issuance of a Land Disturbance Permit by the City of Sandy Springs.

Programmed Projects

Understanding where safety improvements are currently programmed will inform where additional safety improvements and recommendations are needed through this Safety Action Plan. The project team considered projects included in the City's TSPLOST list, capital improvement projects, and ARC's Transportation Improvement Program (TIP). Relevant programmed multimodal safety projects are listed in **Table 2** to the right.

TSPLOST I & TSPLOST 2021 Projects

The TSPLOST (Transportation Special Purpose Local Option Sales Tax) projects in Sandy Springs include significant roadway and infrastructure improvements funded by local sales tax revenue. These projects aim to enhance traffic flow, reduce congestion, and improve safety for all road users. TSPLOST was first approved by voters in November 2016 and renewed in November 2021 and permits the collection of a 0.75 percent sales tax to fund transportation projects.

Capital Improvement Projects

Capital Improvement Projects (CIPs) are critical to the ongoing maintenance and enhancement of Sandy Springs' infrastructure. These projects include roadway resurfacing, intersection upgrades, and sidewalk expansions, all contributing to improved safety and mobility.

Transportation Improvement Program (TIP)

The TIP outlines federally funded transportation projects within the Atlanta metropolitan area, including those in Sandy Springs. The TIP is administered by ARC, which serves as the federally designated metropolitan planning organization (MPO) for the Atlanta region. TIP projects within the City of Sandy Springs include projects aimed at improving roadway safety, enhancing public transit, and expanding pedestrian and bicycle infrastructure.

Table 2. Ongoing Programmed Safety Improvements in Sandy Springs

Project ID	Project Name
T0035	Roswell Rd Pedestrian Bridge Over Chattahoochee
S2105	Roswell Rd North End Boulevard
T2205-01	Roswell Rd @ North Fulton Government Service Center Midblock Crossing
T0066*	Holcomb Bridge Rd @ Spalding Dr Intersection Improvements
S2188	River Exchange Dr Sidepath
S2177	Powers Ferry Rd Sidewalk (New Northside Dr to 6201 Powers Ferry Rd)
T2404	Morgan Falls Rd Pedestrian Lighting
TS111	Pitts Rd @ Spalding Dr Intersection Improvements
T2208	Peachtree Dunwoody Rd @ Lake Hearn Dr Improvements
TS131	Peachtree Dunwoody Rd Bike and Pedestrian Trail Improvements
T0060/S2121	PATH 400 Extension
TS192	Mt Vernon Hwy Corridor Improvements
S2185	Lake Forrest Dr Sidewalk - City Limit to Mt. Paran Rd (West Side)
TS191	Johnson Ferry Rd @ Mt Vernon Hwy Intersection Improvements
TS193/S2193	Hammond Dr Improvements
TS172	Brandon Mill Rd Sidewalk (Lost Forest Drive to Brandon Ridge Drive)
T0019	Roswell Rd Transit Access Project
GW-441**	Crooked Creek Trail - North Section
S2122	Glenridge Dr Sidepath - Hammond Dr to south of Wellington Tr
S2321	Powers Ferry Rd Sidepath - City Limits to Dupree Dr
S2221	Roberts Dr Sidepath
S2103	Johnson Ferry Rd @ Peachtree Dunwoody Rd Improvements
T0058-1	Boylston Dr Sidepath/Realignment
S2222	Johnson Ferry Rd Sidepath - Glenridge Dr to Peachtree Dunwoody Rd

** Co-sponsored by Gwinnett County and Georgia Department of Transportation*
*** Sponsored by Gwinnett County*

Chapter 3: Community Feedback

Overview and Outreach Mechanisms

Community engagement was an integral part of the Safety Action Plan process. The engagement included robust involvement of the City's leadership and staff, stakeholder organizations working in and near Sandy Springs, and community members who live, work, and visit Sandy Springs. The Safety Action Plan team strived to make participation accessible and comfortable for all to get involved and become engaged with the process.

The project website and existing City communications channels, such as social media and the email newsletter, were key avenues for raising awareness of participation opportunities. In addition, physical handouts were distributed at in-person events, with the information provided in both English and Spanish. The project team made additional efforts to hear from Spanish-speaking populations by conducting outreach activities at two events with high attendance by Spanish-speaking communities, including a pop-up booth at High Point Elementary School's fall festival.

The graphic to the right summarizes the community engagement activities that informed the planning process. A summary of each engagement activity follows. Additional documentation of engagement activities is available in Appendix K of the Safety Action Plan.

Safety Task Force

The Safety Task Force was comprised of members representing various City departments, including Police, Fire, Public Works, Community Development, Information Technology (GIS), and Communications. The Task Force served as an advisory board to guide the plan's development. This multidisciplinary group provided key insights to the data, policies in place, and projects underway or planned and convened during key phases of the plan development, as shown in **Table 3** on the next page.

Meeting 1

In early April 2024, the Safety Task Force convened for its first meeting during the Safety Action Plan process. The project team shared preliminary analysis of the crash statistics in Sandy Springs and asked the group for their observations.

- Multiple Task Force members commented about the significant percentage of crashes involving pedestrians. Many of these crashes occur in locations with apartments and other uses within walking distance. Drivers running red lights and not observing neighborhood speed limits are considered key contributors to unsafe conditions.
- The Sandy Springs Police Department noted that people tend to avoid risky behaviors when a parked police vehicle is visible, but enforcement on two-lane roads is a challenge due to many of these corridors being in residential areas

Table 3. Safety Task Force Meetings & Objectives

April 5, 2024	Plan overview, preliminary crash analysis findings, review of policies and plans, discussion on needs and priorities
May 23, 2024	Crash trends, high injury network and equity analysis
August 15, 2024	Systemic risk analysis, preliminary ideas, and discussion on implementation strategies
October 7, 2024	Draft implementation plan and metrics

Meeting 2

This meeting was the project team's first unveiling of the draft High Injury Network locations.

- Additional stakeholders from Children's Healthcare of Atlanta joined this Safety Task Force meeting to share information about Children's Healthcare of Atlanta (CHOA) injury and illness prevention efforts. The group had productive conversations about how the City and CHOA can partner on educational efforts, such as teen driving initiatives and infant car safety best practices.
- The Task Force shared their observations about why certain roadways are hotspots for crashes such as Hammond Drive and Trowbridge Road

Meeting 3

This meeting focused on several key topics, including additional data analysis of the high injury network and intersections, a systemic risk analysis, potential safety strategies, and preliminary suggestions for the Citywide crash reduction goal.

- The Task Force provided important notes about the goal being both aspirational as well as implementable. Task Force members emphasized the importance of using benchmarking with similar-sized cities to establish a feasible goal.
- The Task Force agreed that the identification of safety concerns through this process will help the City with future project justifications

Meeting 4

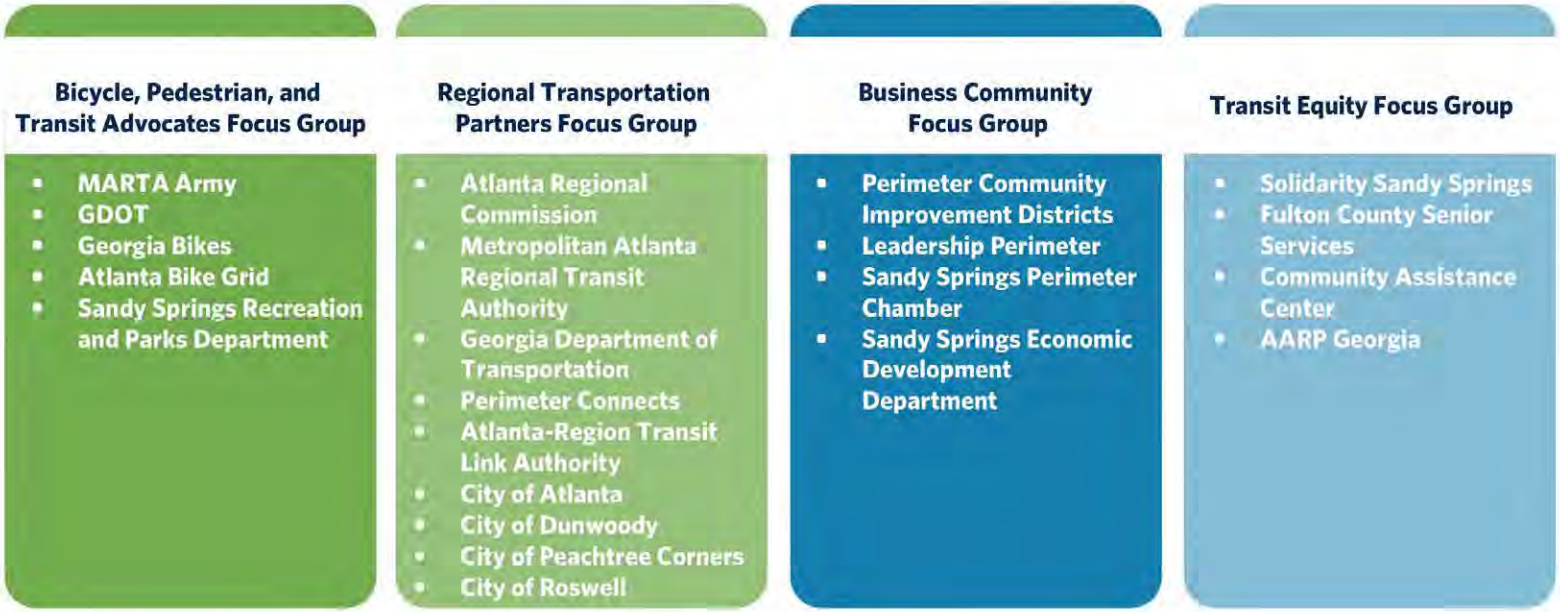
The final Safety Task Force meeting focused on the Safety Action Plan draft recommendations, particularly infrastructure projects. The project team also highlighted the revised version of the Citywide safety and crash reduction goals. Lastly, the team discussed the draft project prioritization framework.

- Task Force members provided input and feedback into infrastructure recommendations consisting of intersection improvements, projects targeted towards enhancing vulnerable roadway user safety, and other proven safety countermeasures
- Through interactive polling, the Task Force identified which project prioritization criteria are most important to them and generated weights which were applied to the prioritization project by the project team to inform the Implementation Plan

Focus Groups

Each focus group consisted of a small group of stakeholders with similar roles or responsibilities in relation to roadway safety. By including a variety of stakeholders in the focus group, the project team captured a variety of perspectives on safety issues, potential solutions, and ongoing safety initiatives. The valuable discussions that took place among focus group members helped to lay the groundwork for continued partnerships with the City to advance better roadway safety. Seven focus group meetings were conducted with participants from a variety of sectors:

- The **bicycle, pedestrian, and transit advocates focus group** offered ideas for educational programming and policies that could improve walking and cycling conditions in Sandy Springs. Georgia Bikes identified several of its existing educational offerings as potential safety resources for different travel modes.
- The **regional transportation partners focus group** involved staff from neighboring jurisdictions, Perimeter Connects, the Atlanta Regional Commission (ARC), Atlanta-region Transit Link Authority (ATL), Metropolitan Atlanta Regional Transit Authority (MARTA), and Georgia Department of Transportation (GDOT). These transportation practitioners shared best practices learned from their ongoing efforts as well as potential opportunities for Sandy Springs to partner with other cities on cross-jurisdictional projects.
- The **business community focus group** provided many ideas for improvements that would impact economic development, such as better pedestrian infrastructure, roundabouts, and diagonal crosswalks. The group noted that the importance of considering the economic impact for businesses. Typically, safety improvements that increase foot traffic are good for business. Leadership Perimeter offered to participate in educational programming.
- The **transit equity focus group** shared key insights about the challenges that transit users in Sandy Springs face, such as a lack of crosswalks on Roswell Road and wide streets with longer crosswalks along transit routes. The American Association of Retired Persons shared specific challenges related to the senior population and noted that they offer driver safety education.



- The **schools and neighborhoods focus group** discussed various outreach and educational strategies for promoting safety. Teen drivers, walking to school, and neighborhood traffic calming were key topics.
- The **health and healthcare organizations focus group** provided an important perspective on the causes of severe and fatal crashes. Alcohol-related crashes and education were heavily discussed. The high incidence of crashes near construction sites was also a major part of the discussion.
- The **High Point Civic Association focus group** shared perspectives from residents of several neighborhoods in the High Point area, which contains some Census tracts identified as disadvantaged through the Safety Action Plan's equity analysis. This group provided many location-specific examples of dangerous conditions that have resulted in crashes or near-misses.

Online Map-Based Survey

An online, map-based survey promoted public participation at multiple points in the process. The map was available throughout Summer 2024 to gather comments on locations with safety concerns as well as during the first round of public meetings in August 2024, including two weeks after this series of public meetings. The survey consisted of an interactive map of the City, where participants could mark locations responding to "Where have you observed safety issues on roadways in Sandy Springs?" This activity helped the Safety Action Plan team to gather location-specific data all over the City. The map collected a total of 369 comments from the public. As shown in **Figure 6**, major roadways received a concentration of comments. These locations coincide with roadways which experienced the most injuries and fatalities that are discussed in further detail in Chapters 4 and 5. The most common topics addressed in the comments included inadequate protections for bicyclists and pedestrians, speeding, intersection and turning-related issues, and drivers ignoring roadway signage.

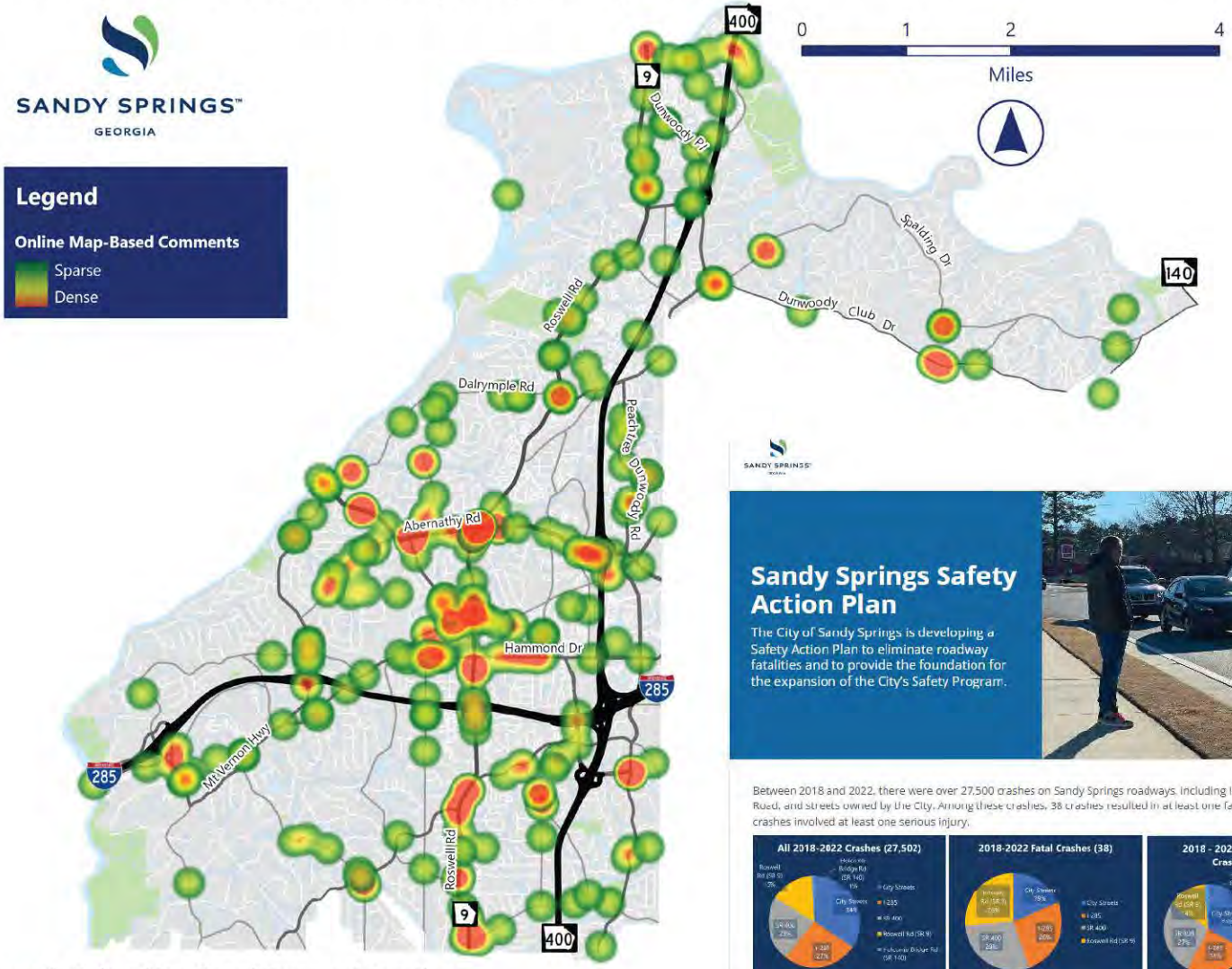


Figure 6. Online Map-Based Comment Locations

Project Social Pinpoint Page

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Pop-Up Event Booths and Interactions

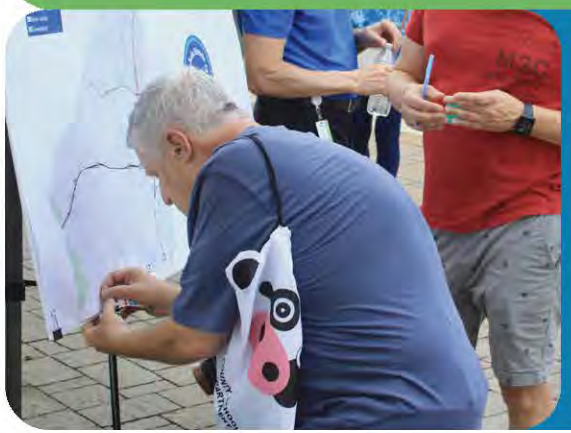
Four event booths promoted awareness of the Safety Action Plan and gathered input from community members in informal settings. These interactions helped bring more voices into the planning process who may not have been likely to engage otherwise.

Farmers Market

The Saturday morning Farmers Market on May 18, 2024, was a well-attended community event. The project team engaged with about 150 community members, with several interactive input exercises and a giveaway wheel at the pop-up booth. Families with kids were particularly excited about the safety-themed giveaways, which included bike lights, clip-on lights for pedestrians, reflective arm bands, and stickers of the Safe Streets 4 Sandy Springs logo.

High Point Elementary School Fall Festival

The Safety Action Plan team hosted a booth at the High Point Elementary School annual fall festival in late September. The fall festival drew families from the area, so the Safety Action Plan booth included input activities geared to different age groups. All project materials were translated into Spanish due to High Point Elementary School's high Hispanic population. The input collected at this pop-up helped to shed light on different types of safety issues, such as locations where people would like to walk or bike more but do not feel safe doing so as well as places where turning out of neighborhoods causes concern. The team interacted with approximately 75 people at this event.



Back to School Bash

Every summer at the start of the 2024-2025 school year, the City of Sandy Springs hosts their Back-to-School Bash in conjunction with a campaign called "National Night Out," which gives community members a chance to learn about the work of City departments and the services they provide. The Safety Action Plan team hosted a booth at this event in early August. The project team promoted the first round of public meetings that would occur later in the month and collected input and provided safety-themed giveaways.

Public Meetings

Round 1 Public Meetings (August 29, 2024)

The Round 1 Public Meetings offered multiple meeting times to maximize participation opportunities.

- The daytime meeting was held at the North Fulton Government Services Center on August 29 from 11 AM to 1 PM
- The evening meeting was held at the City Springs Studio Theatre on August 29 from 6 PM to 8 PM.

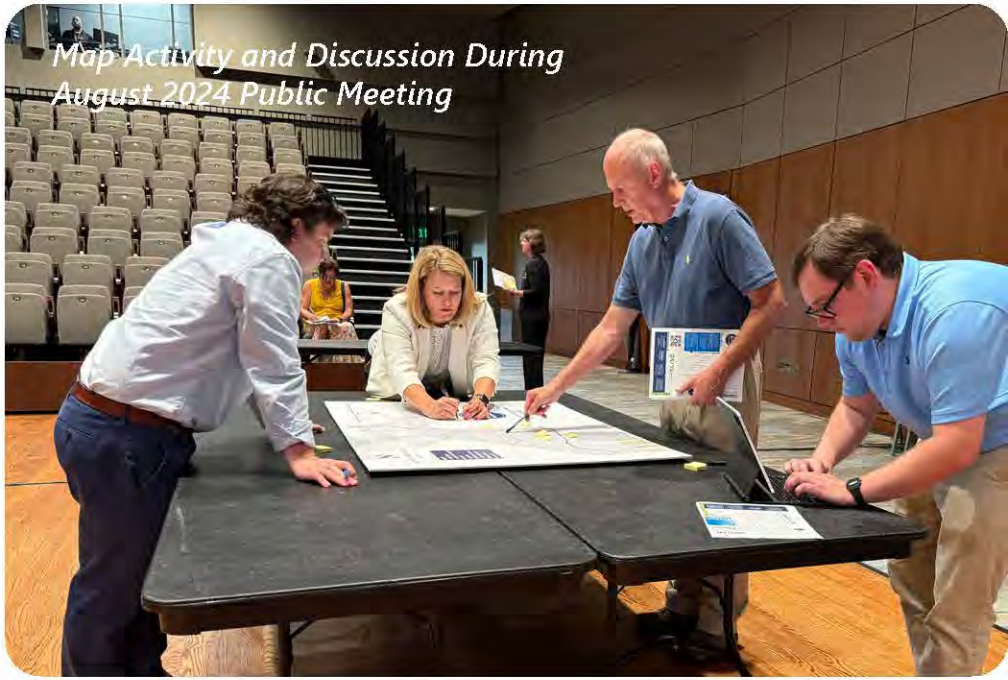
These meetings provided information about the Safety Action Plan and the crash data, and participants were able to provide input through smartphone app-based polls and board activities.

Following the in-person meetings, an online input period was promoted to give additional community members the chance to review the meeting materials on the website and share comments either via an online comment form or by mailing a comment card to the City.

The input collected during the Round 1 meetings and comment period had several common themes, including:

- Speeding is problematic throughout the City, but especially on neighborhood through streets
- Many intersections on major roadways are confusing and are frequent locations of near-misses or crashes
- Pedestrian and bicyclist protections are inadequate in much of the City. Several community members expressed support for a "no right-turn on red" policy, especially in school zones.

Presentation During August 2024 Public Meeting



Map Activity and Discussion During August 2024 Public Meeting

Project Team Members Answer Questions During November 2024 Public Meeting

Interactive Exercise During November 2024 Public Meeting

Round 2 Public Meetings (November 21, 2024)

The Round 2 Public Meetings offered multiple meeting times to maximize participation opportunities.

- The daytime meeting was held virtually on November 21 from 12 PM to 1 PM and included multiple polling questions through Mentimeter
- The evening meeting was held at the City Springs Studio Theatre on November 21 from 6 PM to 8 PM.

These meetings provided information about the Safety Action Plan draft recommendations alongside a recap of crash data findings and other existing conditions which informed draft projects and strategies. There were also a series of interactive boards and activities for attendees to provide their input about how City staff should prioritize investments in roadway and multimodal safety. The input collected during the Round 2 meetings and comment period had several common themes, including:

- Engineering and enforcement were considered the most important "E's" among the six "E" categories. "Leading and exclusive pedestrian intervals" was voted as the top engineering solution.
- Speed reduction is critical and can be achieved either by policy changes or design strategies that result in lower speeds. "School zone enforcement" and "automated speed cameras" were the most popular among the proposed Enforcement strategies.
- There is a desire for more community involvement in planning and implementation projects. There was substantial support for Safe Routes to School programming and active engagement with local communities. Participants did not feel that state and national safety campaigns would be helpful.
- From an emergency response standpoint, emergency vehicle preemption was a top priority, and the TIME Task Force did not receive substantial support
- Among the evaluation strategies, those strategies with the highest support were "roadway safety and walkability audits" and "equitable investment in traffic safety"
- Make sure existing sidewalks are well-maintained. Residents have raised concerns about conditions in high pedestrian areas, especially for those with mobility concerns.

City Council Presentations

Leadership engagement is an important part of the Safety Action Plan process. The federal Safe Streets and Roads for All (SS4A) program requires that grant recipients make a formal resolution to commit to achieving a crash reduction goal in a certain timeframe. As such, the Safety Action Plan process included four touchpoints with the Mayor and City Council to keep them informed and have them actively participate in the goal-setting for the crash reduction timeline.

June 18, 2024 Council Meeting

The consultant team project manager provided a ten-minute overview presentation to brief the Mayor & City Council on the analysis to date and the goals of the Safety Action Plan process. The consultant team shared several crash statistics and comparisons between Sandy Springs, Dunwoody, and Roswell. The Mayor and Council asked several questions to understand the process outcomes, such as the crash database, community engagement, and recommendations for policies, projects, and programs.

October 1, 2024 Council Meeting

On October 1, 2024, the consultant team project manager presented an update on the progress of the Safety Action Plan to the Mayor & City Council. The team shared refined crash statistics and presented the draft safety targets for City-owned streets. In addition, the team introduced several potential strategies that were being considered which would help reduce serious injuries and fatalities on roadways.

March 18, 2025 Council Work Session

On March 18, 2025, the consultant team project manager presented a completed draft of the Safety Action Plan final report and the work program to the Mayor & City Council. The team provided a refresher on the planning process, discussed the City's safety goals and targets, and shared the approach to come up with a refined work program of 21 projects across the City.

April 15, 2025 Council Meeting

On April 15, 2025, the consultant team project manager presented the final Safety Action Plan report and executive summary to Mayor & City Council for adoption.

City Council Work Session Presentation in June 2024

Key Takeaways

Through the various methods of community engagement over the course of the Safety Action Plan process, community members played a key role in informing the Safety Action Plan's recommendations. Major themes from community input include the following:

Safety Issues

- Community members are concerned about deficient sidewalks and poor walking conditions in several different parts of the city, particularly around construction areas and schools
- Speeding is a major concern, especially on through routes like River Valley Road
- Windsor Parkway and Roberts Drive have consistently been referenced as locations with dangerous traffic conditions
- Left-turning lanes and visibility issues at intersections often cause confusion and lead to near-misses or collisions
- Drivers often ignore signage such as speed limits, stop signs, and no-turn signs. It is particularly concerning when distracted drivers make turns when pedestrians are in the crosswalk.
- Several residents of apartment/townhome communities are concerned about their safety when exiting onto major roads due to obstructions and/or the road elevation resulting in poor visibility
- Community members have shared unsafe experiences with accessing or exiting from commercial shopping areas due to obstructions and/or the road elevation resulting in poor visibility

Safety Solutions

- Community members want to see more sidewalks and crossing opportunities, particularly mid-block crossings on Roswell Road. In addition, existing sidewalks could be improved with the addition of street trees to make walking during the summer months more comfortable.
- Reflective paint for roadway markings, particularly on roadways where lanes merge, would be extremely helpful
- Clearer signage is needed at locations where lanes merge and at interstate entrances

Pedestrian Attempting to Cross Roswell Road Near Trowbridge Crossing Shopping Center (Publix)

Chapter 4: Crash Trends

Chapter Overview

The Sandy Springs Safety Action Plan follows a data-driven process that is rooted in the Safe System Approach. Understanding the specific circumstances of crashes, such as where, when, why, how, and the type of crash is the first step in assessing roadway safety for all users and developing safety countermeasures, actions, and strategies to reduce fatalities and serious injuries in Sandy Springs. This chapter provides an overview of crash trends in Sandy Springs, with particular emphasis on surface street crash trends (outside of I-285 and SR 400), fatal and serious injury crashes, and crashes involving vulnerable roadway users (VRUs).

KABCO Crash Severity Scale

The KABCO vehicle accident reporting classification system is used across the nation, including within the state of Georgia and the City of Sandy Springs, to categorize injury or health impacts that result from roadway crashes. Within Georgia, crashes are categorized into five severity categories:

- **Fatal Injury (K)** - A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash, the injury classification should be changed from the attribute previously assigned to the attribute "Fatal Injury." **NOTE:** The fatality must result from injuries sustained in a crash. Deaths resulting from heart attacks, self-harm, strokes, etc. while operating a motor vehicle that crashes are **not** motor vehicle fatalities.
- **Suspected Serious Injury (A)** - A suspected serious injury is any injury other than fatal which results in one or more of the following: severe laceration; broken or distorted extremity (i.e. arm or leg); crush injuries; skull, chest, or abdominal injury; significant burns; unconsciousness; or paralysis.
- **Suspected Minor or Visible Injury (B)** - A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include a lump on the head, abrasions, bruises, or minor lacerations.
- **Possible Injury/Complaint of Injury (C)** - A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury.
- **Non-Injury/Property Damage Only (O)** - A crash which does not result in an apparent injury and only results in vehicular and/or real property damage.

Source: Georgia Department of Transportation

2018-2022 Crash Database

For all analyses conducted for the Sandy Springs Safety Action Plan, the project team developed a methodology for compiling a thorough and comprehensive crash database for all reported crashes in Sandy Springs between January 1, 2018 and December 31, 2022. Crashes discussed in this report are from both the Georgia Electronic Accident Reporting System (GEARS) and Numetric/AASHTOWare data platforms maintained by GDOT and include all crashes within the City of Sandy Springs and its immediate surroundings.

The entire methodology is included in Appendix A and covers steps such as data collection, attributes to include, quality analysis and quality control/ quality assurance (QA/QC), consistent road naming, location and temporal checks, and reviews of interchange crashes along I-285 and SR 400, fatal and serious injury crashes, and vulnerable roadway user (VRU) crashes.

Crash information for fatal and serious injury crashes is included in Appendix B, and crash information for vulnerable roadway user crashes is included in Appendix C.

Overall Crash Trends

Between January 1, 2018 and December 31, 2022, there were 27,502 reported crashes. While 66 percent of the crashes in the City occurred on state routes, the greatest number of crashes happened on City streets (9,405, or 34 percent). Among state routes, crashes were prevalent along I-285 (7,323, or 27 percent), SR 400 (6,322, or 23 percent), and Roswell Road (SR 9) (4,219, or 15 percent), as shown in the left-hand chart within **Figure 7**. A crash density map of all crashes in Sandy Springs is shown in **Figure 4** on page 4.

Fatal and serious injury crashes have different proportions occurring on surface streets, state routes, and expressways. Among the 38 reported fatal crashes, ten (26 percent) occurred each along Roswell Road (SR 9) and I-285. Eleven fatal crashes (29 percent) occurred on SR 400 while seven (19 percent) occurred on City-owned streets.

Among 205 reported serious injury crashes, 68 (33 percent) occurred on City-owned streets while 50 (24 percent) occurred on I-285 and 55 (27 percent) occurred on SR 400. On surface streets which are designated state routes, there were 29 (14 percent) along Roswell Road (SR 9) and three (two percent) on Holcomb Bridge Road (SR 140).

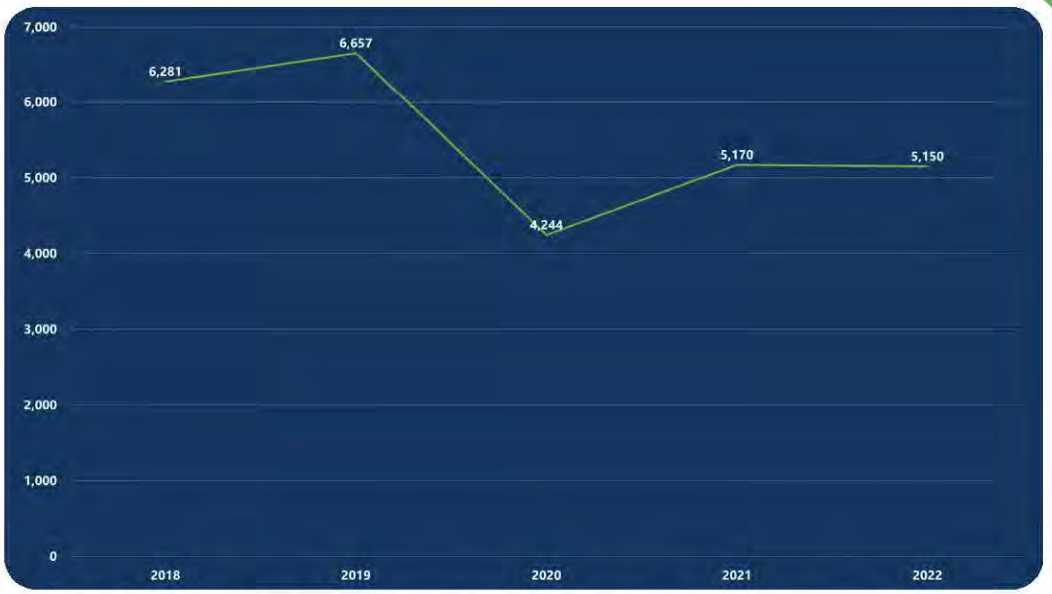


Figure 8. Crash Trends in Sandy Springs from 2018 to 2022

Figure 7. 2018-2022 Overall Reported Crash Trends in Sandy Springs

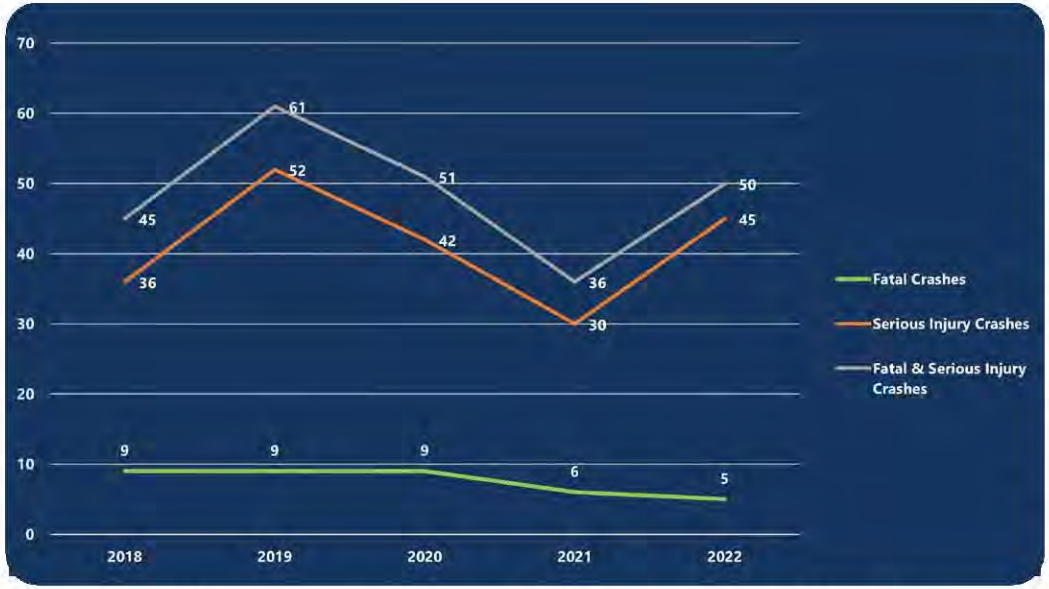


Figure 9. Fatal & Serious Injury Crash Trends in Sandy Springs from 2018 to 2022

With respect to overall crash trends shown in **Figure 8**, reported crashes in Sandy Springs slightly increased between 2018 and 2019 before decreasing in 2020 during the onset of the COVID-19 pandemic. Since 2020, crashes have increased, but they are not at the same level as they were prior to the pandemic. While there was a decrease in total crashes, fatal and serious injury crashes are on an upward trend, which is shown in **Figure 9**. This chart shows three lines: fatal crashes, serious injury crashes, and combined. While fatal crashes have slightly decreased between 2018 and 2022, serious injury crashes have increased from 36 in 2018 to 45 in 2022, contributing to an overall increase of fatal and serious injury crashes when considered together.

Figure 10 shows crashes which occurred on I-285 and SR 400 and **Figure 11** shows crashes which occurred on all City-owned streets as well as Roswell Road and Holcomb Bridge Road. Nearly half of all crashes in a given year in Sandy Springs occurred on either I-285 or SR 400. Additional analysis of surface street crash trends is included later in this chapter while I-285 and SR 400 crash trends are included in Appendix E.

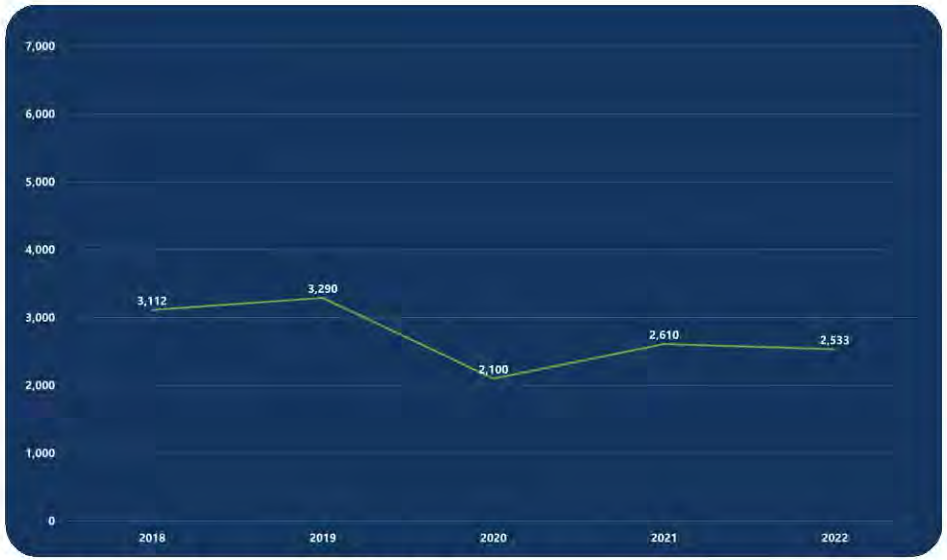


Figure 10. Total Crashes on I-285 or SR 400 from 2018 to 2022

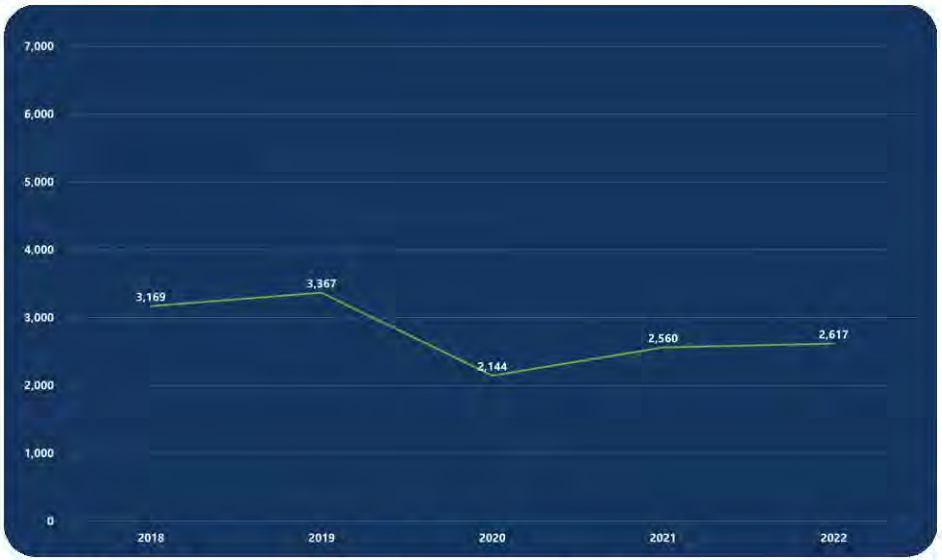


Figure 11. Total Crashes on Surface Streets from 2018 to 2022

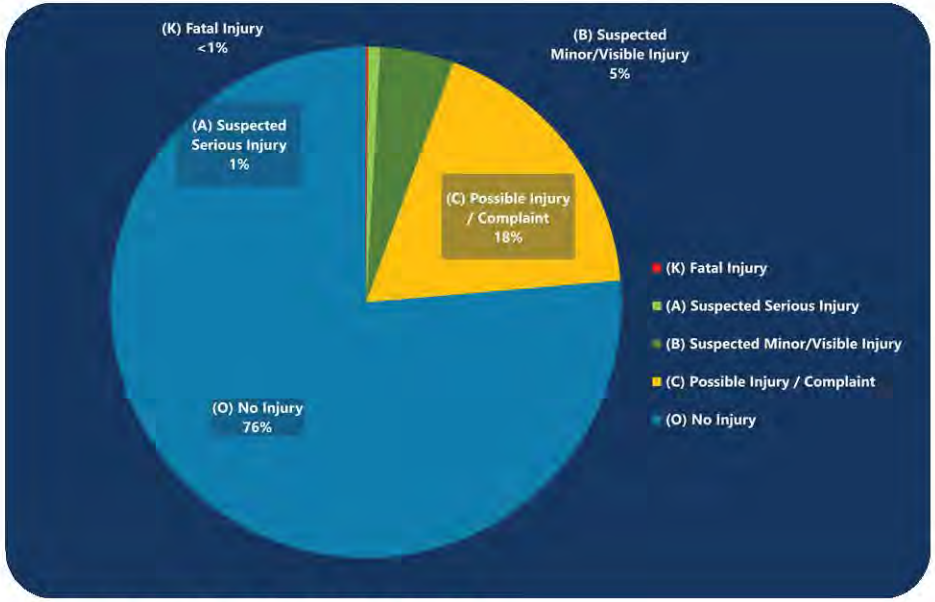


Figure 12. Overall Crashes - Crash Severity

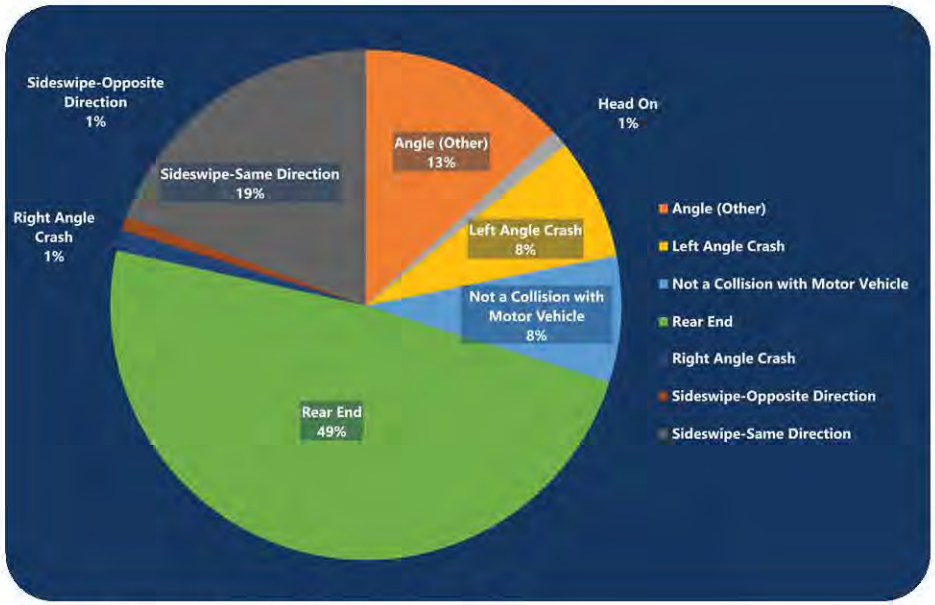


Figure 13. Overall Crashes - Manner of Collision

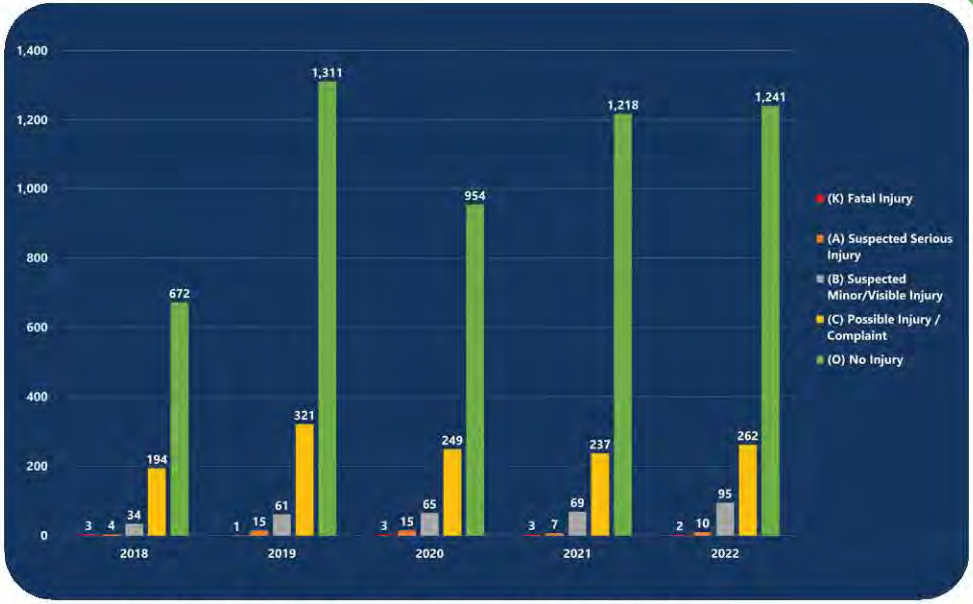


Figure 14. Overall Crashes - Crash Severity within Work Zones

Figure 12 shows crashes by severity, **Figure 13** shows crashes by manner of collision, and **Figure 14** shows crashes in work zones by severity. Approximately 21,000 crashes (76 percent) did not result in an injury; however, there were nearly 5,000 complaint of injury crashes (18 percent), 1,300 minor injury crashes (five percent), and 243 crashes that resulted in a fatality or a serious injury. Fatal and serious injury crashes comprise less than one percent of all crashes in Sandy Springs from 2018 to 2022.

Nearly half of all crashes were rear end crashes (over 13,300 crashes, or 49 percent). This is followed by same direction sideswipes with over 5,300 crashes (19 percent), other angle crashes (3,600 crashes or 13 percent), and left-angle crashes (these are crashes involving a left-turn with an opposing through moving vehicle) and crashes not involving a collision with another motor vehicle (2,100 and 2,200 crashes, respectively, or eight percent each).

During this time period, Sandy Springs had several active work zones with the most prevalent being the interchange reconstruction at I-285 and SR 400. As such, the project team wanted to understand crash and safety trends within established work zones to help the City coordinate with partners such as GDOT to enhance safety during road construction projects. As shown above, while 26 percent of all reported crashes were in a work zone, they seldom resulted in a serious injury or a fatality.

Crash Trends on Surface Streets

The focus of this Safety Action Plan is understanding crash trends along surface streets owned by the City as well as Roswell Road (SR 9) and Holcomb Bridge Road (SR 140). A crash density map showing the location of surface street crashes between January 1, 2018 and December 31, 2022 is shown in **Figure 15**. Compared to 27,502 overall crashes, 13,857 crashes occurred on a City-owned street, Roswell Road (SR 9), or Holcomb Bridge Road (SR 140).

Table 4 shows surface street crashes by the route on which they occurred. Nearly one-third of all surface street crashes occurred on Roswell Road. Other corridors with large numbers of crashes include Peachtree Dunwoody Road, Abernathy Road, Hammond Drive, and Johnson Ferry Road. Many of these corridors are included in the City's high injury network (HIN) and are normalized based on traffic counts to understand crash rates. Additional corridor analysis is included in Chapter 5.

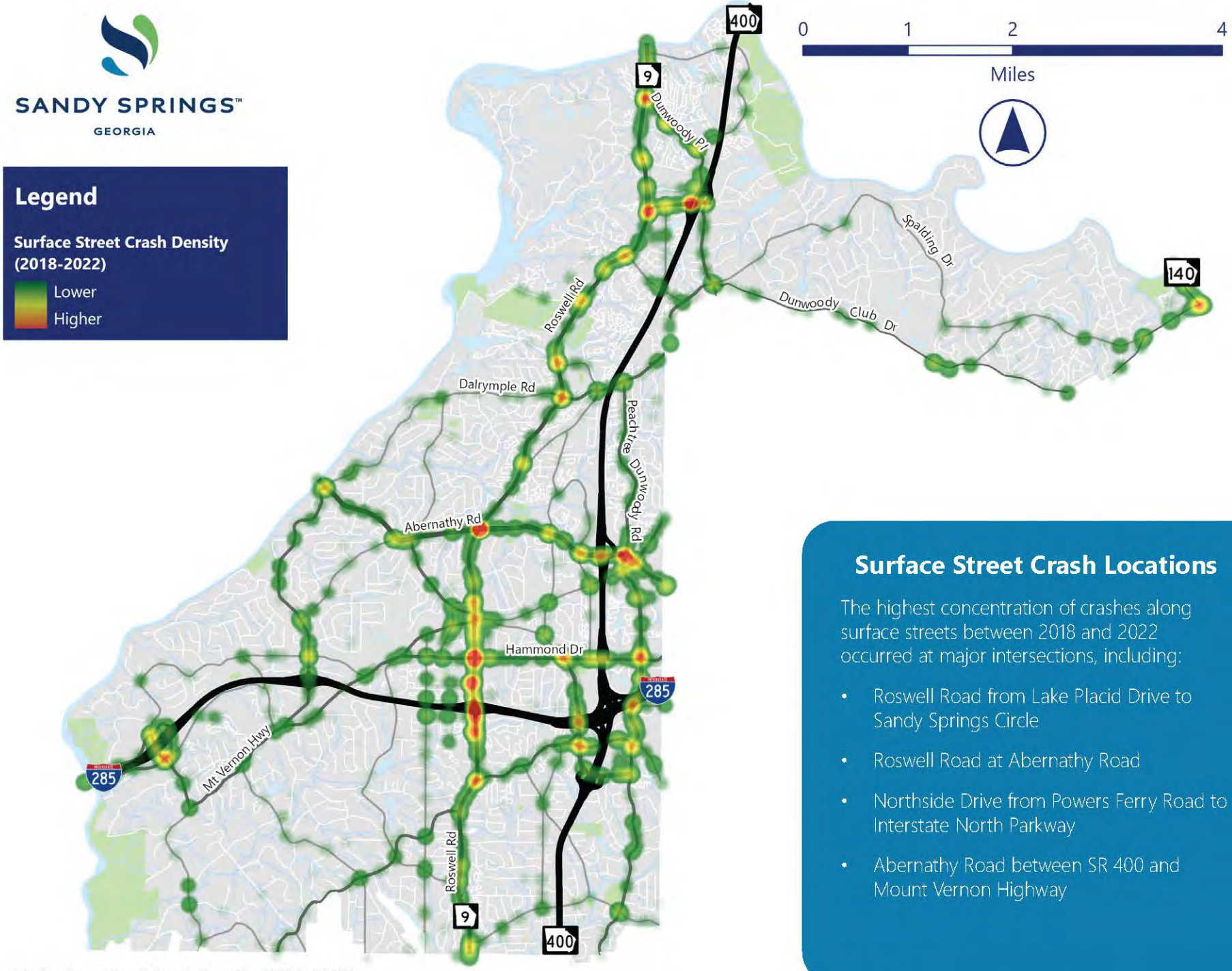
For surface street crashes, **Figure 16** shows crashes by severity, **Figure 17** shows crashes by manner of collision, **Figure 18** shows crashes by lighting condition, and **Figure 19** shows crashes by surface condition. Severity patterns are similar to overall crashes with fatal and serious injury crashes collectively comprising less than one percent of all surface street crashes in Sandy Springs. By manner of collision, rear end crashes were the most common crash type on surface streets with nearly 5,700 crashes (41 percent). Most surface street crashes occurred in daylight (over 10,800 crashes or 78 percent) as well as in dry conditions (over 11,500 crashes or 83 percent).

Table 4. Surface Street Crashes by Total Crashes

Corridor	Reported Crashes (2018-2022)	% Overall Total Crashes	% Total Surface Street Crashes
Roswell Rd (SR 9)	4,219	15.3%	30.4%
Peachtree Dunwoody Rd	1,003	3.6%	7.2%
Abernathy Rd	949	3.5%	6.8%
Hammond Dr	742	2.7%	5.4%
Johnson Ferry Rd	633	2.3%	4.6%
Glenridge Dr	495	1.8%	3.6%
Dunwoody Pl	485	1.8%	3.5%
Northridge Rd	450	1.6%	3.2%
Mount Vernon Hwy	440	1.6%	3.2%
Spalding Dr	366	1.3%	2.6%
Riverside Dr	342	1.2%	2.5%
Northside Dr	273	1.0%	2.0%
Glenridge Conn	243	0.9%	1.8%
Holcomb Bridge Rd (SR 140)	233	0.8%	1.7%
Powers Ferry Rd	199	0.7%	1.4%
Roberts Dr	163	0.6%	1.2%
New Northside Dr	133	0.5%	1.0%
Lake Forrest Dr	128	0.5%	0.9%
Dunwoody Club Dr	127	0.5%	0.9%
Perimeter Center W	124	0.5%	0.9%

Additional Crash Trends on State Routes

The Sandy Springs Safety Action Plan focuses on surface street crash trends to identify recommended projects which the City can sponsor; however, given the City's transportation network includes four state routes, the project team developed crash profiles for each state route, including Roswell Road (SR 9), Holcomb Bridge Road (SR 140), I-285, and SR 400 to enhance coordination with GDOT District 7. These state route crash profiles are included in Appendix E.



Surface Street Crash Locations

The highest concentration of crashes along surface streets between 2018 and 2022 occurred at major intersections, including:

- Roswell Road from Lake Placid Drive to Sandy Springs Circle
- Roswell Road at Abernathy Road
- Northside Drive from Powers Ferry Road to Interstate North Parkway
- Abernathy Road between SR 400 and Mount Vernon Highway

Figure 15. Surface Street Crash Density (2018-2022)

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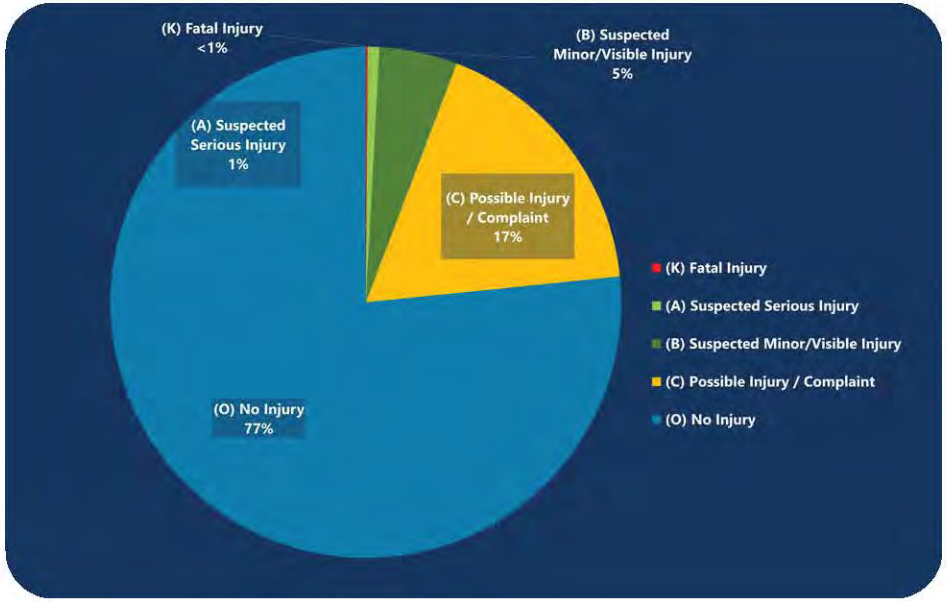


Figure 16. Surface Street Crashes - Crash Severity

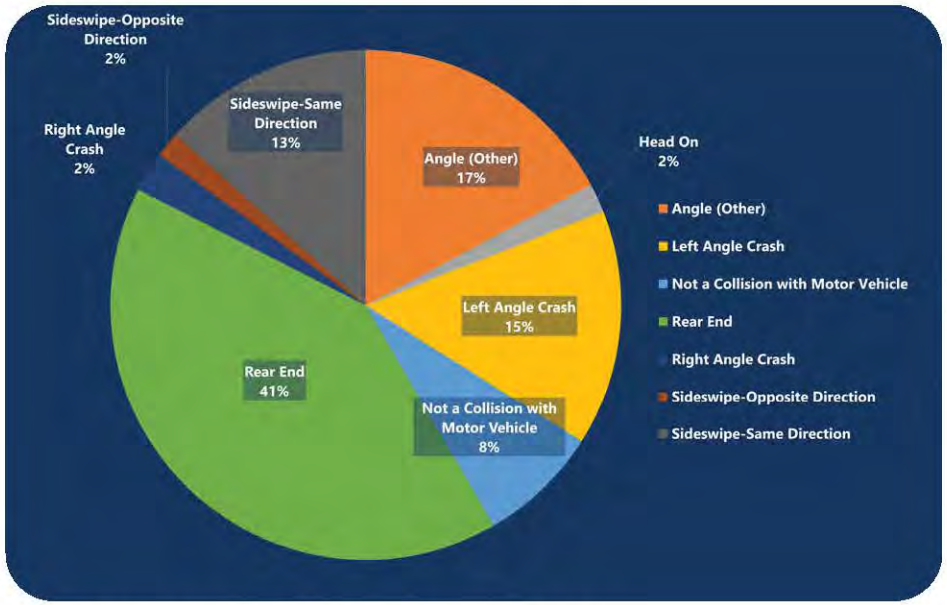


Figure 17. Surface Street Crashes - Manner of Collision

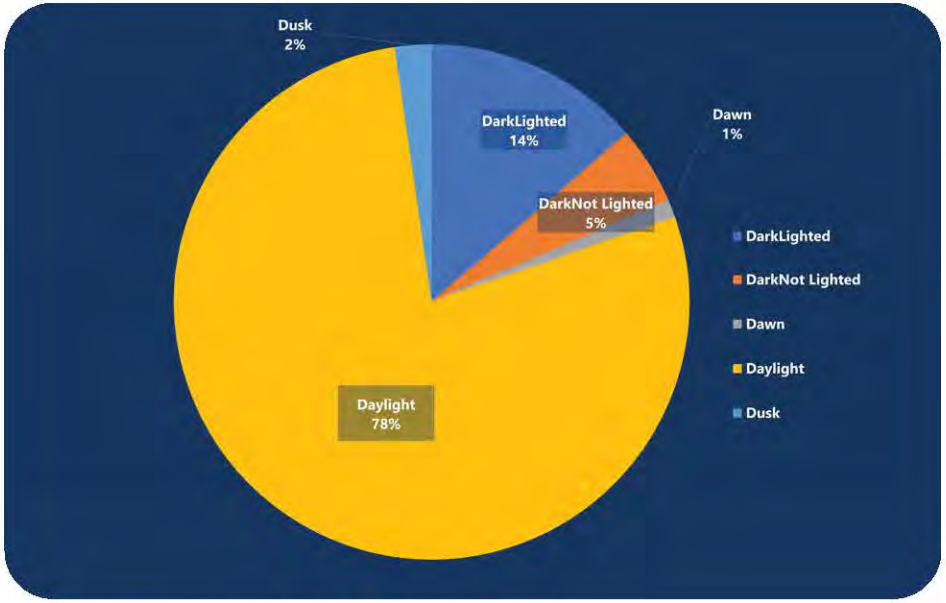


Figure 18. Surface Street Crashes - Lighting Condition

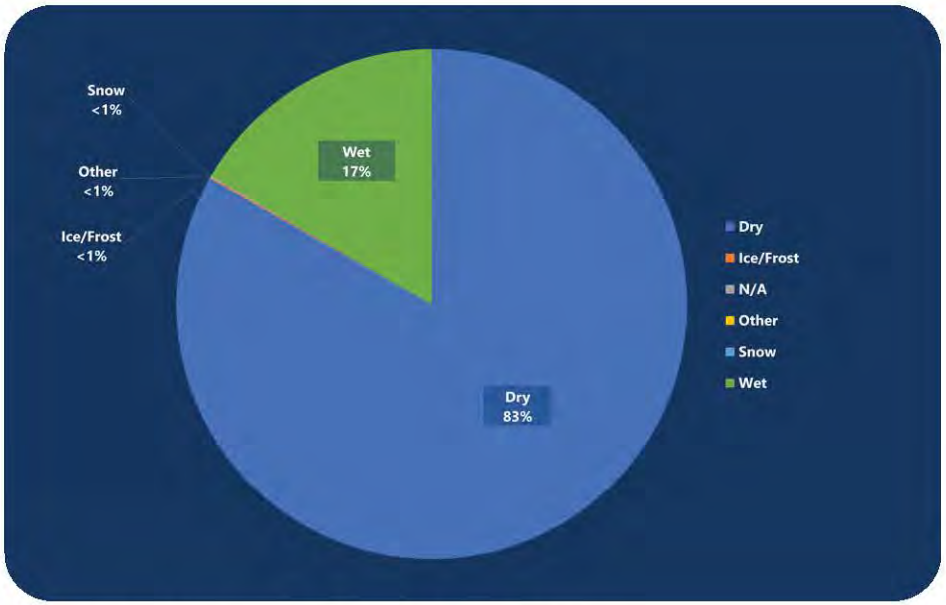


Figure 19. Surface Street Crashes - Surface Condition

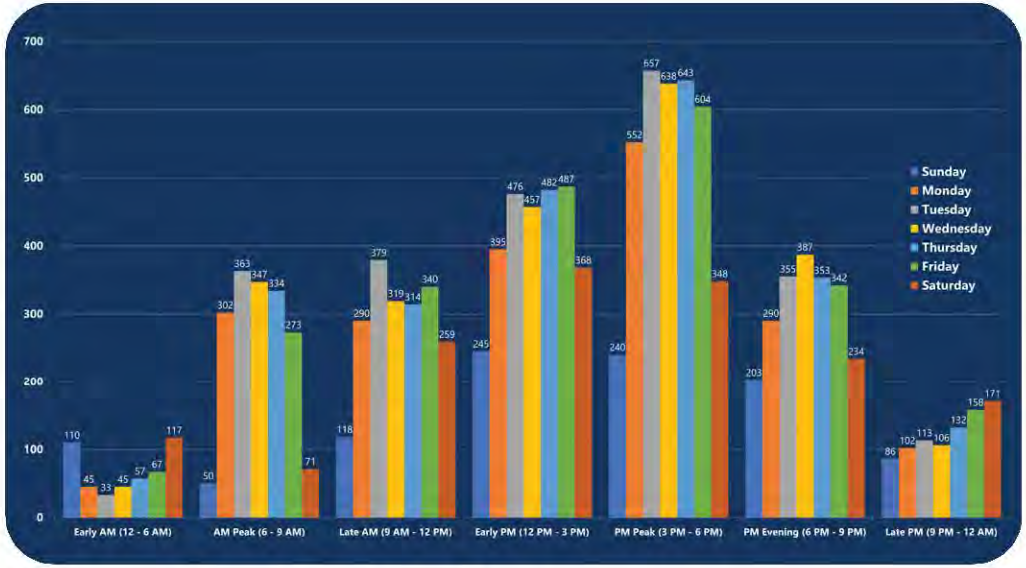


Figure 20. Surface Street Crashes - Time of Day and Day of Week

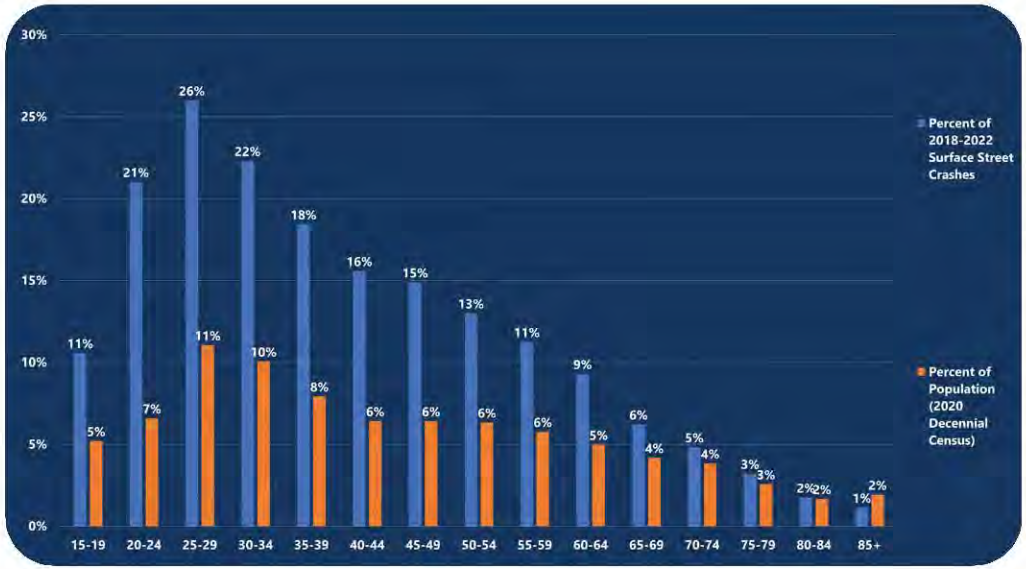


Figure 21. Surface Street Crashes - Age Group

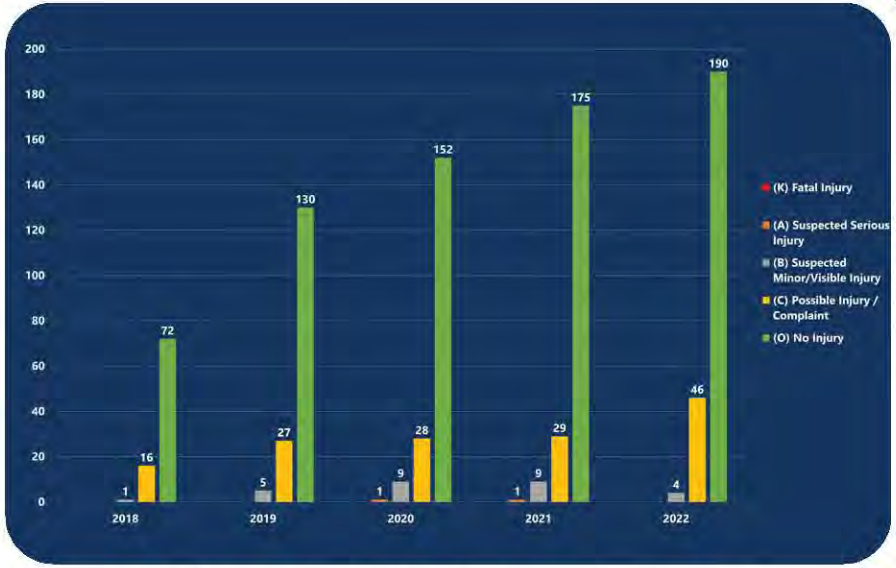


Figure 22. Surface Street Crashes - Crash Severity within Work Zones

Figure 20 depicts crashes by time of day and the day of the week. The project team examined crashes during seven different periods of the day to understand temporal patterns for crashes. The PM peak period between 3 PM and 6 PM was the highest period of crashes during weekdays; however, the number of crashes during late PM hours (between 9 PM and 12 AM) was highest on Fridays and Saturdays. Early AM crashes between 12 AM and 6 AM were highest on both Saturdays and Sundays.

As shown to the left in **Figure 21**, the most prevalent driver age groups in crashes along City streets, Roswell Road, and Holcomb Bridge Road include drivers aged between 20 and 24, 25 and 29, and 30 to 34. The percentages of surface street crashes is higher than the percent of the Sandy Springs population in each of these age groups.

During this time period, there were several work zones along surface streets related to the construction of transportation projects. **Figure 22** examines crash and safety trends within established work zones. There were 895 crashes in work zones on surface streets (compared to 7,045 crashes overall). Crash severity in work zones increased during 2020 and 2021; however, no crashes resulted in a fatality and two crashes resulted in serious injury.

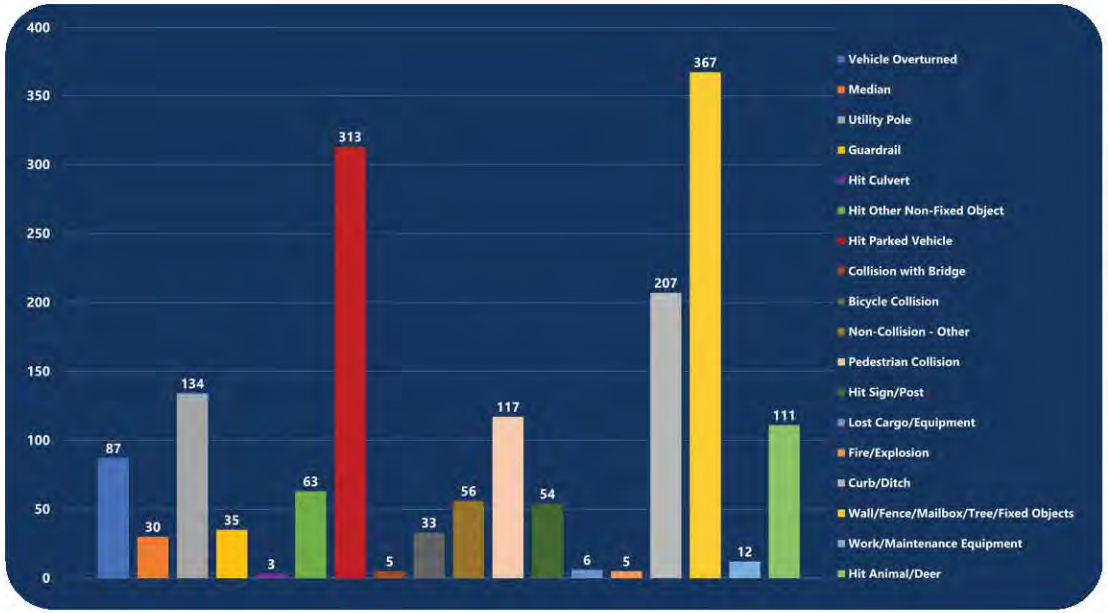


Figure 23. Surface Street Crashes - First & Most Harmful Event

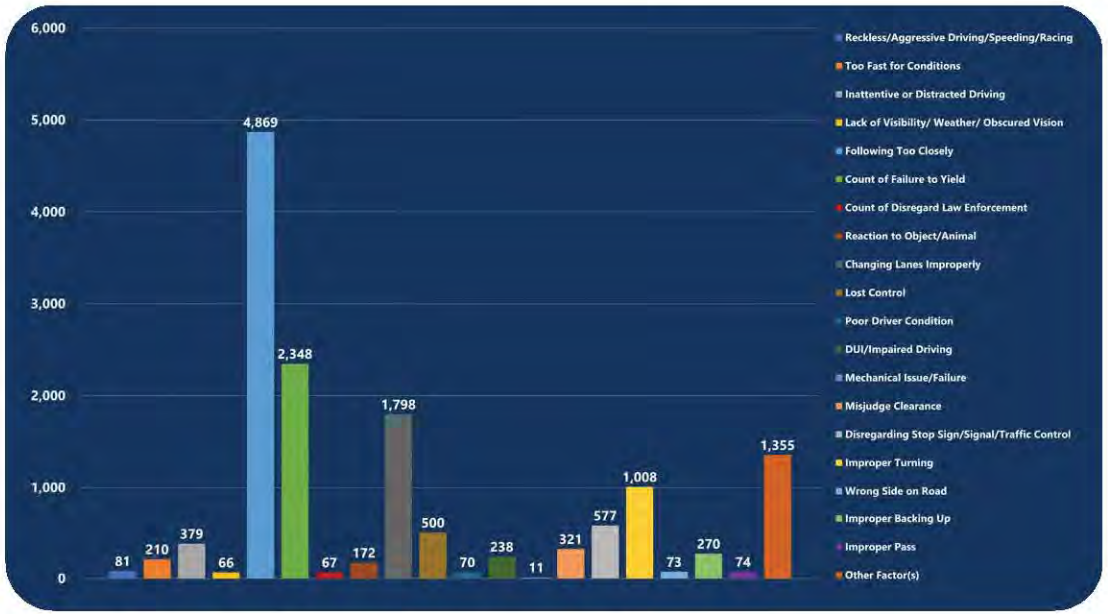


Figure 24. Surface Street Crashes - Cited Contributing Factors

NOTE: This graph excludes crashes with a cited contributing factor of "Motor Vehicle in Motion."

Figure 23 shows all surface street crashes by the "first and most harmful event," or the primary cause of the crash. Outside of "Motor Vehicle in Motion" (which is not shown in this graph), the most cited harmful events include hitting fixed objects such as walls, fences, mailboxes, or trees (367 crashes), hitting a parked vehicle (313 crashes), hitting a curb or ditch (207 crashes), and hitting a utility pole (134 crashes).

Figure 24 shows surface street crashes by the contributing factors, or the behaviors/actions of the motorist that most likely led to the crash. Among cited contributing factors, the most frequent was following too closely (4,869 crashes) as well as failure to yield (2,348 crashes), changing lanes improperly (1,798 crashes), and improper turning (1,008 crashes). It should be noted that figures are based on the data recorded by law enforcement in the crash reports and may not be consistent across officers and agencies.

Roswell Road at Cimarron Parkway

Table 5. Surface Street KA Crashes by Total Crashes

Corridor	Reported KA Crashes (2018-2022)	% Overall Total KA Crashes	% Total Surface Street KA Crashes
Roswell Rd (SR 9)	39	16.0%	33.3%
Peachtree Dunwoody Rd	12	4.9%	10.3%
Hammond Dr	8	3.3%	6.8%
Glenridge Dr	6	2.5%	5.1%
Mount Vernon Hwy	6	2.5%	5.1%
Abernathy Rd	4	1.6%	3.4%
Dunwoody Pl	4	1.6%	3.4%
Johnson Ferry Rd	4	1.6%	3.4%
Powers Ferry Rd	3	1.2%	2.6%
Spalding Dr	3	1.2%	2.6%
Holcomb Bridge Rd (SR 140)	3	1.2%	2.6%

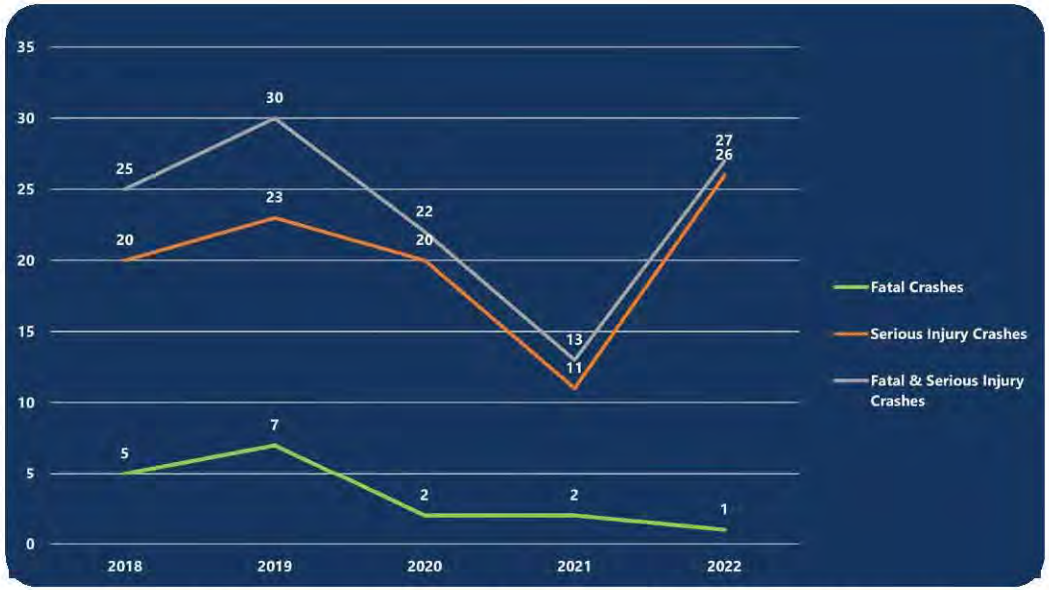


Figure 25. Fatal & Serious Injury Crash Trends on Surface Streets from 2018 to 2022

Surface Street Fatal & Serious Injury Crash Trends

The core foundation of the Sandy Springs Safety Action Plan is rooted in reducing fatal and serious injury crashes ("KA crashes"). As previously noted, there were a total of 243 KA crashes in Sandy Springs between 2018 and 2022. About half of these, or 117 KA crashes, occurred on surface streets. The remaining 126 crashes occurred on I-285 and SR 400. KA crash trends on I-285 and SR 400 are examined further in the state route crash profiles included in Appendix E.

Prior to 2020, KA crashes were increasing on an annual basis. Due to the impacts of the COVID-19 pandemic, traffic volumes and crash frequencies decreased. Between 2021 and 2022, however, there was a sharp rise in KA crashes, indicating a continuation of the upward trend. This is shown in **Figure 25**. A crash density map showing the location of surface street KA crashes between January 1, 2018 and December 31, 2022 is included in **Figure 26**.

Based on the roadway location of KA crashes shown in **Table 5**, approximately one-third of all surface street KA crashes occurred on Roswell Road. Peachtree Dunwoody Road and Hammond Drive also saw a significant number of KA crashes.

KA vs BCO Crashes

The Sandy Springs Safety Action Plan focuses on and is informed by fatal and serious injury crash trends. To convey these findings, this report uses two crash severity groups based on the KABCO scale outlined earlier in Chapter 4:

- **KA Crashes** - Consist of both fatal (K) and serious injury crashes (A)
- **BCO Crashes** - Consist of suspected minor or visible injury crashes (B), possible injury/complaint of injury crashes (C), and non-injury/property damage only crashes (O)

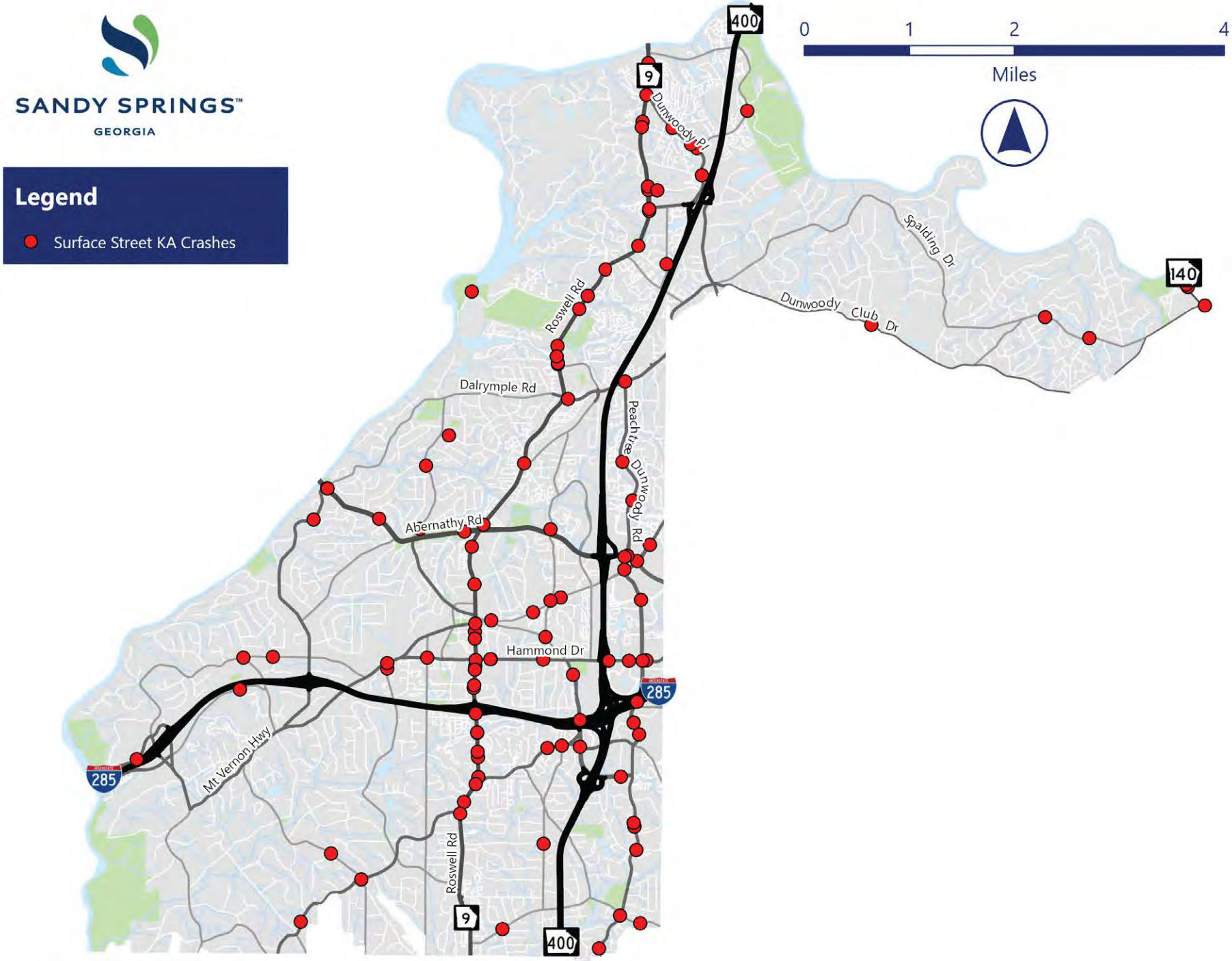


Figure 26. Surface Street Fatal & Serious Injury (KA) Crashes (2018-2022)

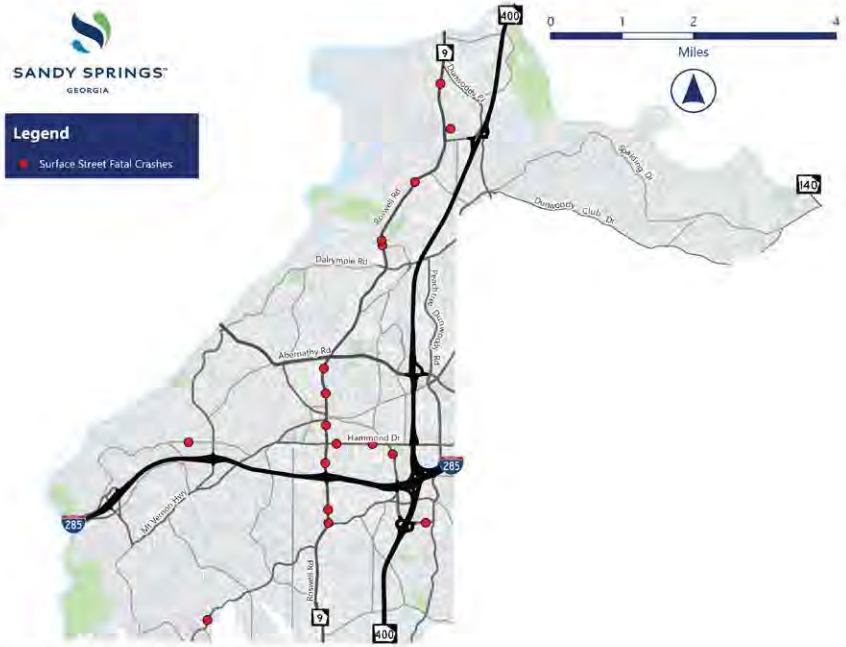


Figure 27. Fatal Crashes (2018-2022)

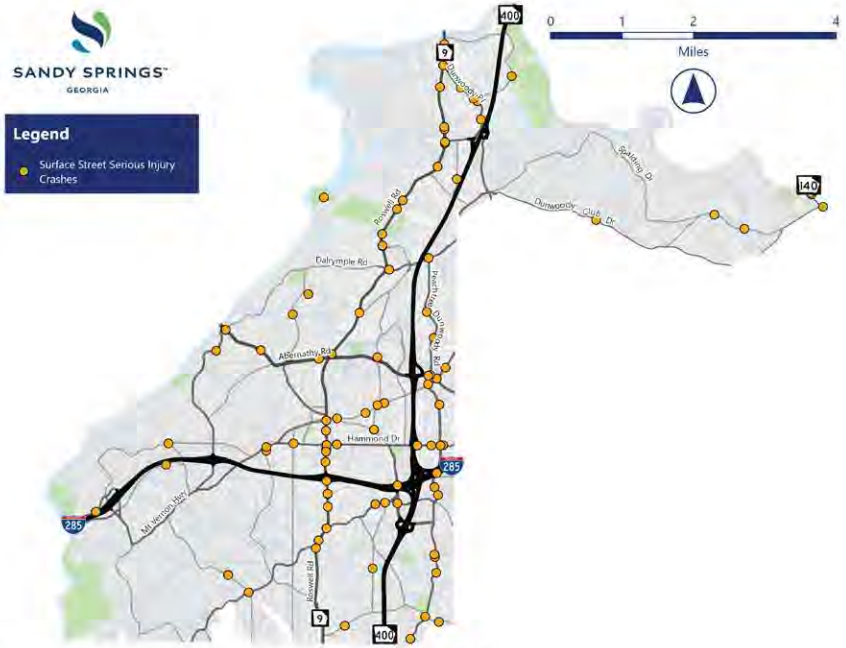


Figure 28. Serious Injury Crashes (2018-2022)

Fatal Crashes

The project team conducted a detailed review of fatal crashes in conjunction with City Staff as well as the Sandy Springs Police Department. There were a total of 17 fatal crashes on surface streets, as shown in **Figure 27**.

Ten of the 17 surface street fatal crashes occurred along Roswell Road. Among the other surface street fatal crashes, two occurred along Hammond Drive, and one each on Glenridge Connector, Glenridge Drive, Heards Ferry Road, Mount Paran Road, and Northridge Parkway. Over half of the fatal crashes involved a vulnerable user: four with a pedestrian, two with bicyclists, and three with motorcyclists. Seven of the fatal crashes involved just one vehicle. In eight of the crashes, the drivers were aged 55 or older. Drivers were impaired or under the influence of drugs or alcohol in five of the crashes. Drivers were found to be speeding in three crashes and driving aggressively in four of the crashes. Ten of the crashes occurred during the weekend (Friday to Sunday). Twelve occurred within 300 feet of an intersection while four were in midblock locations along collectors or arterials, of which three were along Roswell Road.

A summary of reported fatal crashes in Sandy Springs, including the accident identifier, day of week, date and time, route, intersecting route, harmful event, crash type, vulnerable roadway user(s) involved, and a brief narrative of each fatal crash is included in Appendix B.

Serious Injury Crashes

A total of 100 crashes on surface streets resulted in at least one serious injury. The location of each of the serious injury crashes on surface streets is shown in **Figure 28**.

Roswell Road saw the greatest number of serious injury crashes (29). Twelve serious injury crashes occurred along Peachtree Dunwoody Road, and there were six along Hammond Drive. Nearly one-fifth impacted a vulnerable user: seventeen involved a pedestrian, ten involved a motorcycle, and two involved a scooter rider. Thirty-six were single-vehicle crashes, and 37 involved drivers aged 55 or older. In nearly half of all serious injury crashes (47), the driver was distracted. In twenty-four crashes, the driver left the roadway. The driver was impaired in eight crashes and driving aggressively in nine of the crashes. Thirty-five surface street serious injury crashes occurred from Friday to Sunday. Eighty-eight occurred within 300 feet of an intersection while ten were in midblock locations. A summary of reported serious injury crashes in Sandy Springs is included in Appendix B.

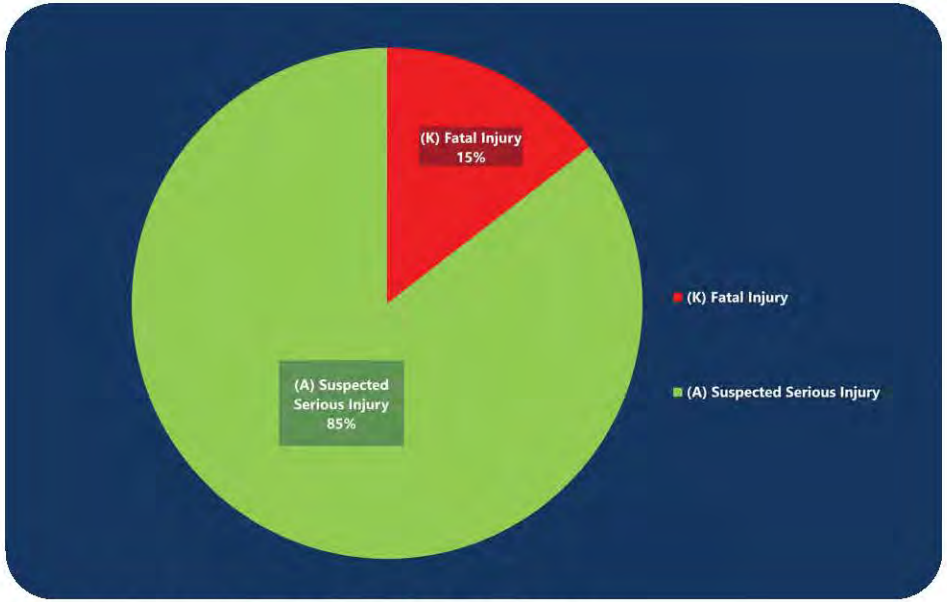


Figure 29. Surface Street KA Crashes - Crash Severity

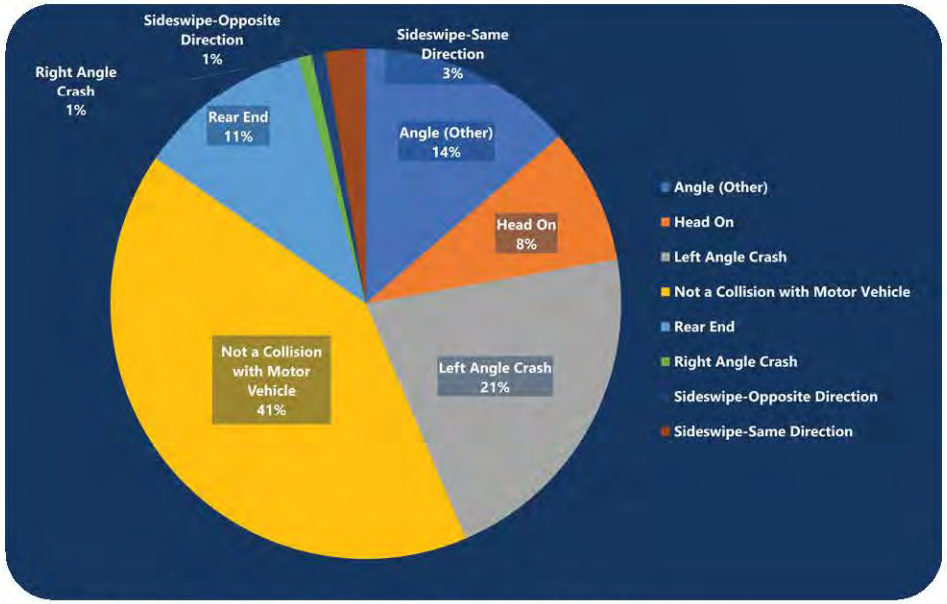


Figure 30. Surface Street KA Crashes - Manner of Collision

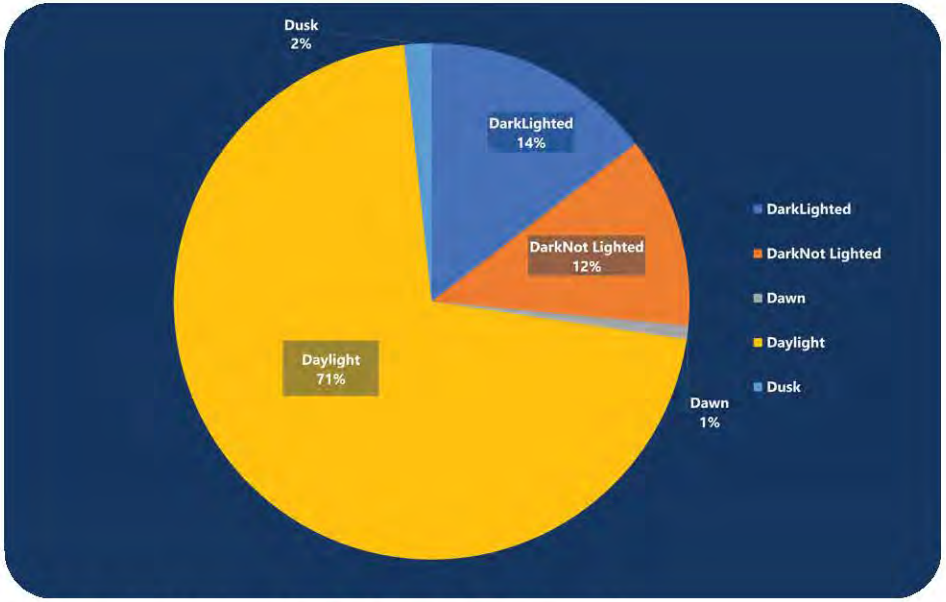


Figure 31. Surface Street KA Crashes - Lighting Condition

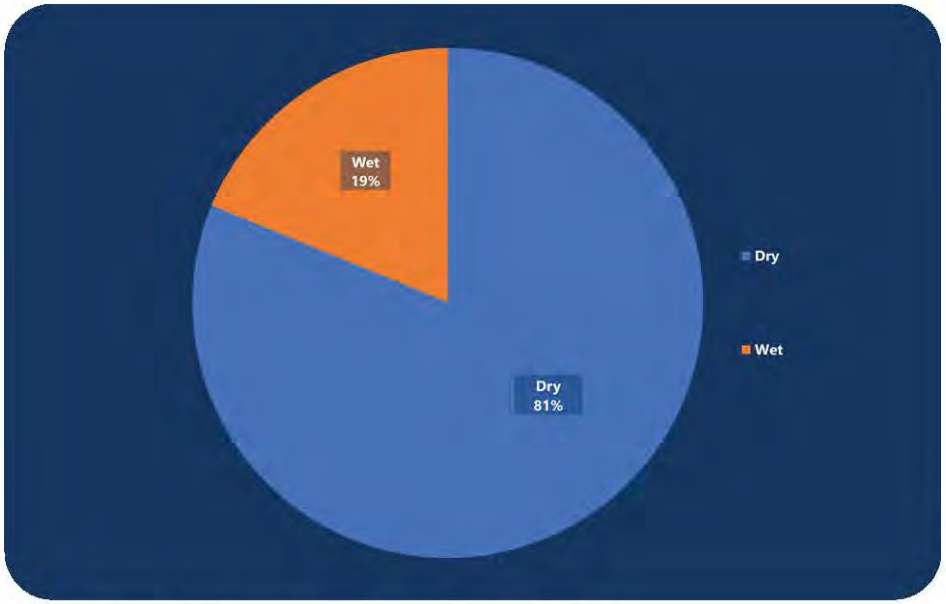


Figure 32. Surface Street KA Crashes - Surface Condition

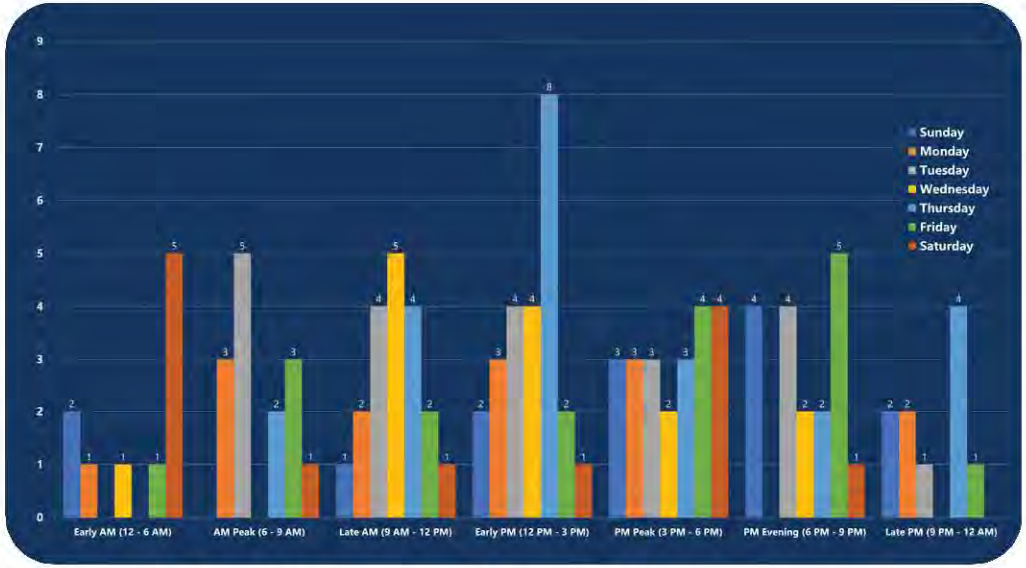


Figure 33. Surface Street KA Crashes - Time of Day and Day of Week

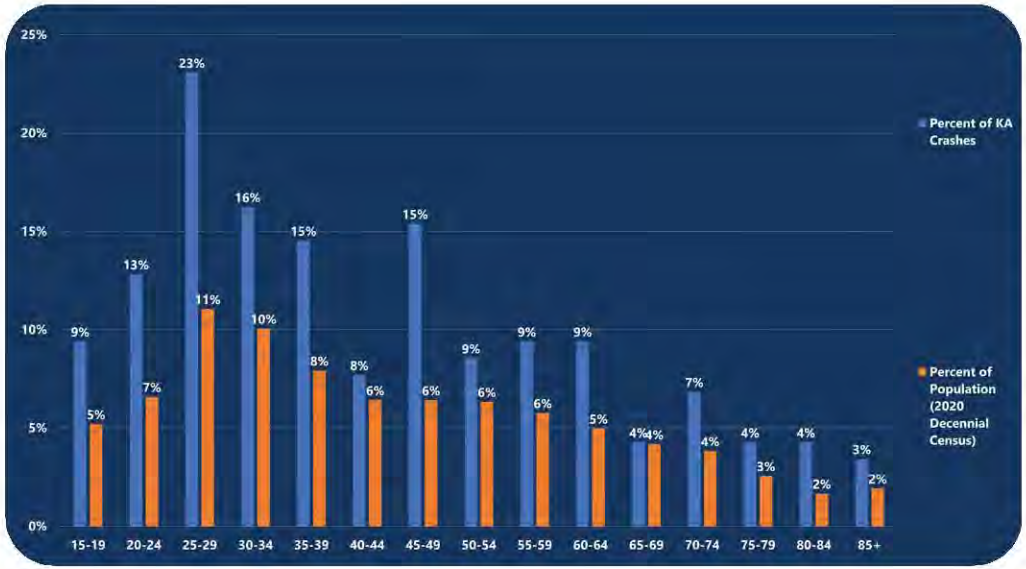


Figure 34. Surface Street KA Crashes - Age Group

Notable KA Crash Patterns

For surface street KA crashes, **Figure 29** shows crashes by severity, **Figure 30** shows crashes by manner of collision, **Figure 31** shows crashes by lighting condition, and **Figure 32** shows crashes by surface condition. There were 100 serious injury crashes and 17 fatal crashes on surface streets, which equates to 85 percent and 15 percent of all KA crashes, respectively.

By manner of collision, collisions that did not involve another motor vehicle, or that struck other objects, were the most common KA crash type in Sandy Springs with 48 crashes (41 percent). Other maneuvers involved were left-angle crashes (25 crashes or 21 percent), other angle crashes (16 crashes or 14 percent), and rear end crashes (13 crashes or 11 percent).

A majority of surface street KA crashes occurred in daylight conditions (83 crashes or 71 percent) as well as in dry conditions (95 crashes or 81 percent).

Figure 33 depicts surface street KA crashes by time of day and the day of the week. The greatest number of KA crashes occurred between noon and 3 PM. Thursday was the most common day for crashes. Evening (6 PM to 9 PM) KA crashes were highest on Fridays while late PM (9 PM to 12 AM) KA crashes were highest on Thursdays. Early AM (12 AM to 6 AM) crashes were highest on Saturdays.

As shown to the left in **Figure 34**, the highest driver age groups involved in KA crashes on surface streets include younger drivers aged between 25 and 29 followed by drivers aged 30 to 34, 45 to 49, and 20 to 24. The percentages of surface street KA crashes is higher than the percent of the Sandy Springs population in each of these age groups.

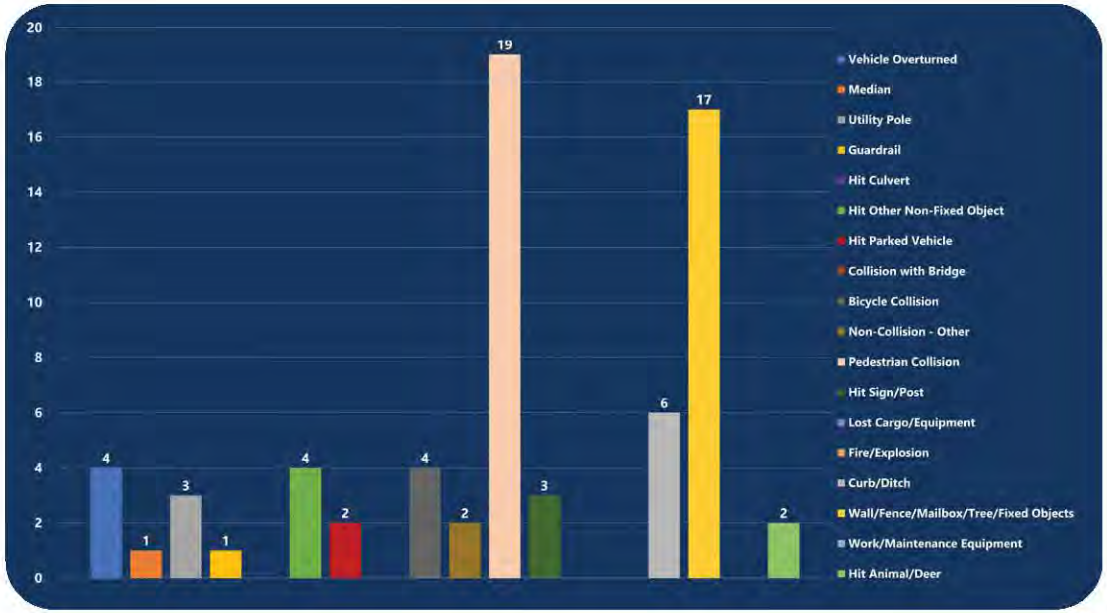


Figure 35. Surface Street KA Crashes - First & Most Harmful Event

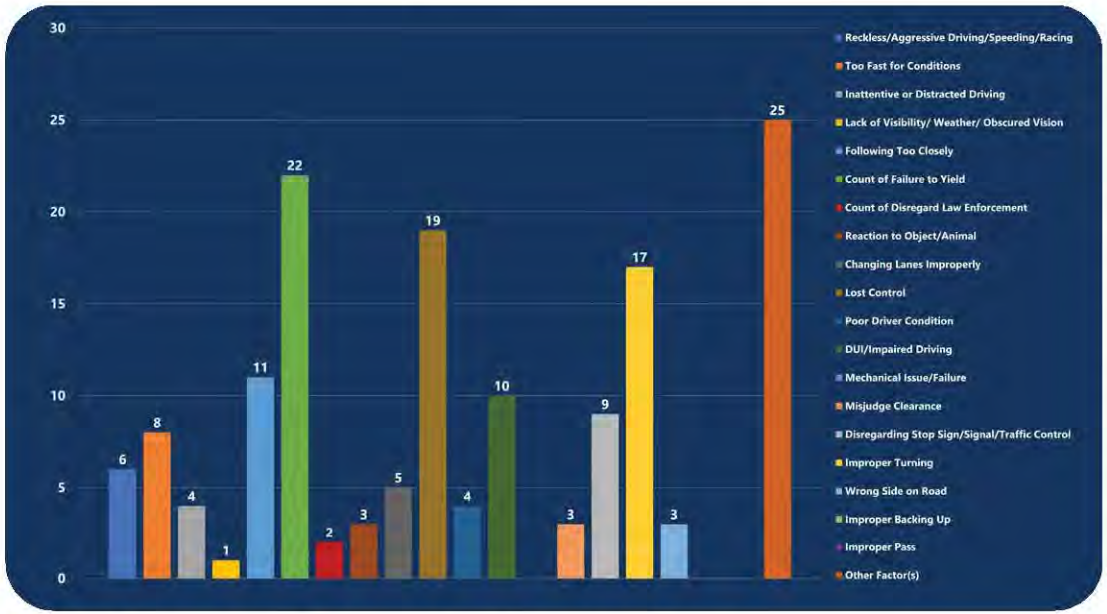


Figure 36. Surface Street KA Crashes - Cited Contributing Factors

NOTE: This graph excludes crashes with a cited contributing factor of "Motor Vehicle in Motion."

Figure 35 shows surface street KA crashes by first and most harmful event (excluding "Motor Vehicle in Motion"), and **Figure 36** shows surface street KA crashes by cited contributing factors. The most frequent harmful events included collisions with pedestrians (19 crashes) and hitting fixed objects (17 crashes). The most common contributing factors were failure to yield (22 crashes), the driving losing control (19 crashes), and improper turning (17 crashes).

What Are Vulnerable Roadway Users?

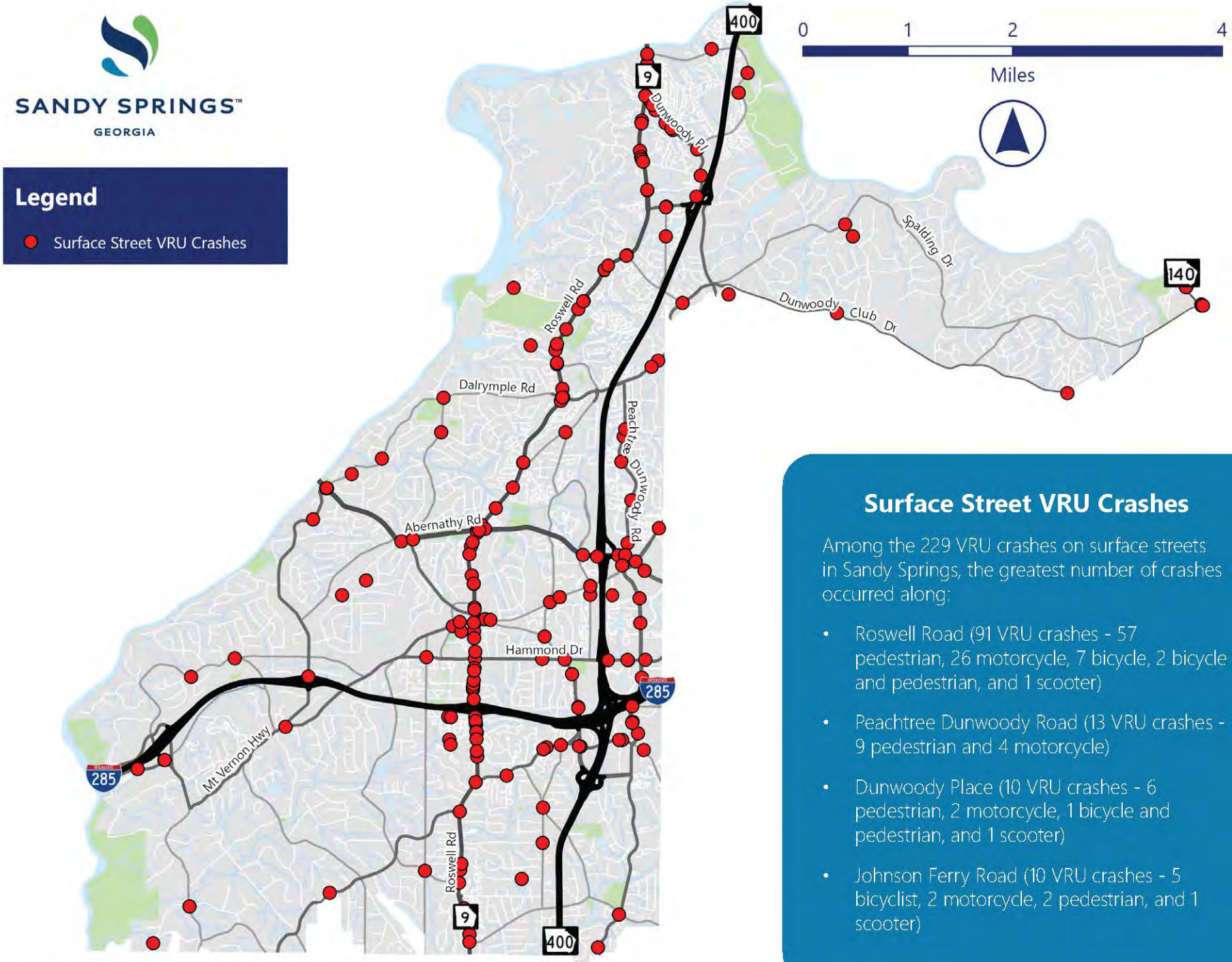
Vulnerable road users (VRUs) are people who are more susceptible to impact forces of a traffic crash because they lack the protection of a vehicle that surrounds them with metal - including pedestrians, bicyclists; motorcyclists, and persons using a personal conveyance or mobility device (scooter, skateboard,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

Vulnerable Roadway User Crashes

Between 2018 and 2022, there were a total of 299 crashes involving a vulnerable roadway user (VRU). Among these crashes, there were 146 pedestrian crashes, 39 bicycle crashes, 109 motorcycle crashes, and ten scooter crashes.

On surface streets, there were 229 VRU crashes with 129 involving a pedestrian, 58 involving a motorcyclist, 37 involving a bicyclist, and nine involving a scooter. Forty-one crashes involving VRU resulted in at least one serious injury: 21 of these crashes involved a pedestrian, 13 involved a motorcyclist, five involved cyclists, and two involved scooter riders.

It should be noted that some VRU crashes may involve more than one VRU. For instance, a pedestrian crash could also involve a motorcyclist. The location of VRU crashes along surface streets across Sandy Springs is shown in **Figure 37**. The following pages detail trends associated with each VRU type. A summary of reported VRU crashes in Sandy Springs is included in Appendix C.



Surface Street VRU Crashes

Among the 229 VRU crashes on surface streets in Sandy Springs, the greatest number of crashes occurred along:

- Roswell Road (91 VRU crashes - 57 pedestrian, 26 motorcycle, 7 bicycle, 2 bicycle and pedestrian, and 1 scooter)
- Peachtree Dunwoody Road (13 VRU crashes - 9 pedestrian and 4 motorcycle)
- Dunwoody Place (10 VRU crashes - 6 pedestrian, 2 motorcycle, 1 bicycle and pedestrian, and 1 scooter)
- Johnson Ferry Road (10 VRU crashes - 5 bicyclist, 2 motorcycle, 2 pedestrian, and 1 scooter)

Figure 37. Surface Street Crashes Involving Vulnerable Roadway Users (VRUs)

Bicycle Crash Trends

Between 2018 and 2022, there were a total of 39 crashes involving a bicyclist. Most of these (37 crashes) occurred on a surface street. The location of each bicycle crash on surface streets by severity is shown in **Figure 38**.

There were two fatal bicycle crashes: one on Roswell Road at Trowbridge Road and one on Glenridge Drive south of Hammond Drive. There were three bicycle crashes that resulted in a serious injury. These crashes occurred on Mount Vernon Highway at Johnson Ferry Road, Roswell Road at Lake Placid Drive, and Glenridge Drive west of High Point Road. Among the 37 bicycle crashes, the most frequent routes were Roswell Road (nine crashes), Mount Vernon Highway (five crashes), and Johnson Ferry Road (five crashes). Four of the bicycle crashes also involved a pedestrian. Fourteen bicycle crashes involved a driver aged 55 or older. Six crashes involved a vehicle leaving the roadway, and in over half of the bicycle crashes (20 crashes), the driver was distracted. All but four bicycle crashes were within 300 feet of an intersection along an arterial or a collector street.

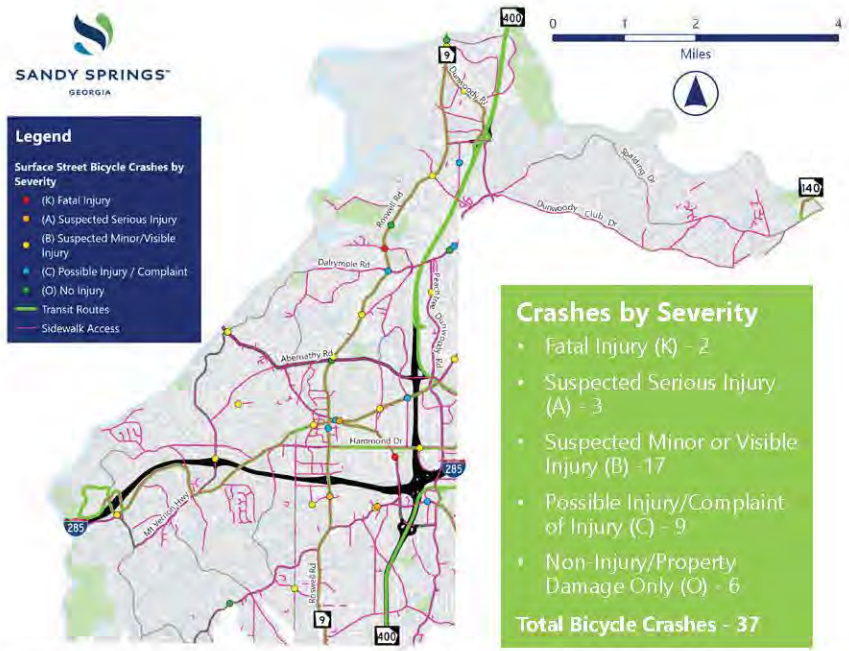


Figure 38. Surface Street Bicycle Crashes by Severity (2018-2022)

Pedestrian Crash Trends

Between 2018 and 2022, there were a total of 146 crashes involving a pedestrian, and 129 of these occurred on surface streets. The location of each pedestrian crash on surface streets by severity is shown in **Figure 39**.

There were three fatal pedestrian crashes on Roswell Road and one on Hammond Drive. Seventeen pedestrian crashes resulted in at least one serious injury: most of these occurred on Roswell Road and Peachtree Dunwoody Road. Among the 129 pedestrian crashes, almost half (57 crashes) occurred along Roswell Road. There were nine pedestrian crashes on Peachtree Dunwoody Road and seven pedestrian crashes on Dunwoody Place. Four pedestrian crashes also involved a bicyclist. Twenty-seven pedestrian crashes involved a driver aged 55 or older. In almost half of all crashes (63 crashes), the driver was distracted. In eight pedestrian crashes, the driver was impaired. Among these crashes, 104 crashes occurred within 300 feet of an intersection along an arterial or a collector while 16 occurred in midblock locations along an arterial or a collector street.

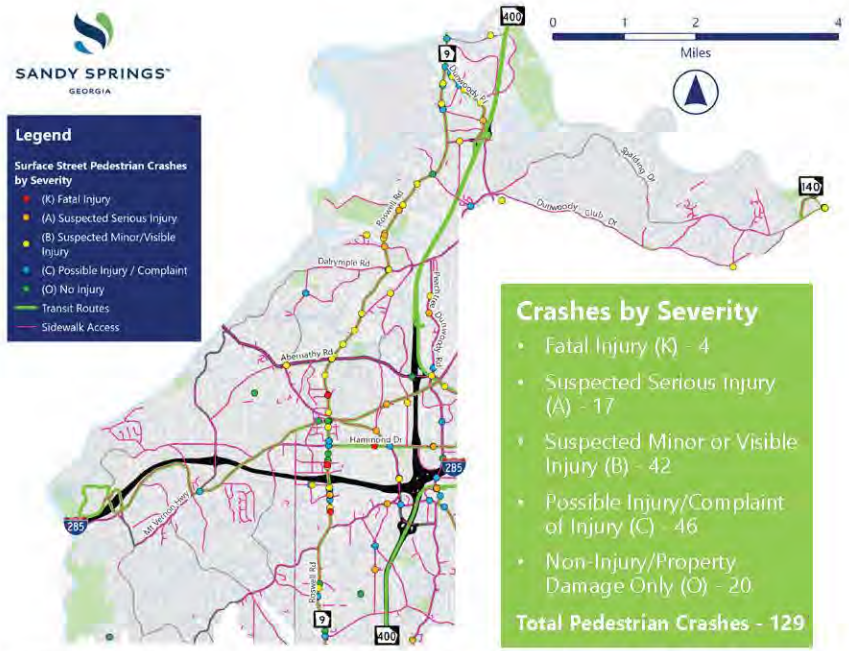


Figure 39. Surface Street Pedestrian Crashes by Severity (2018-2022)

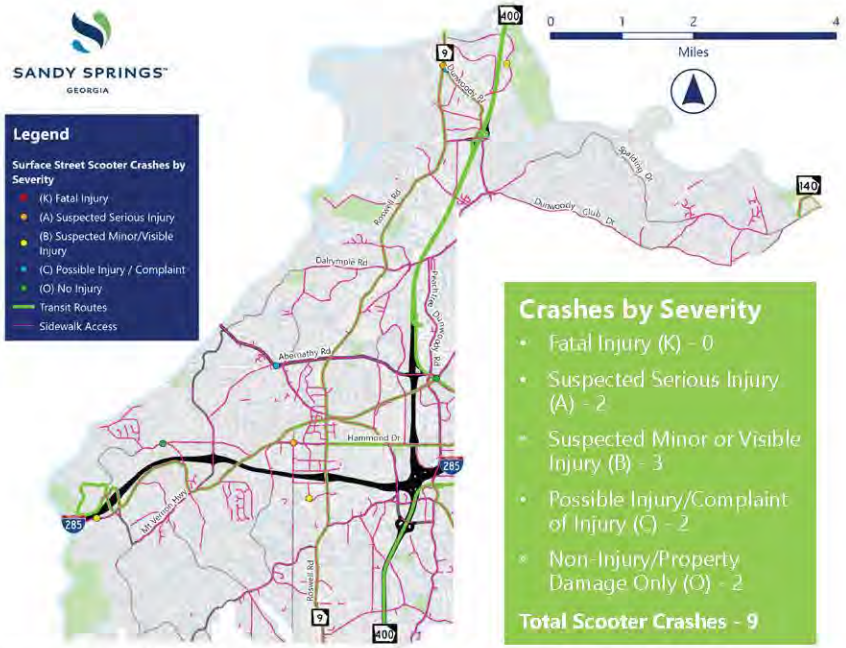


Figure 40. Surface Street Scooter Crashes by Severity (2018-2022)

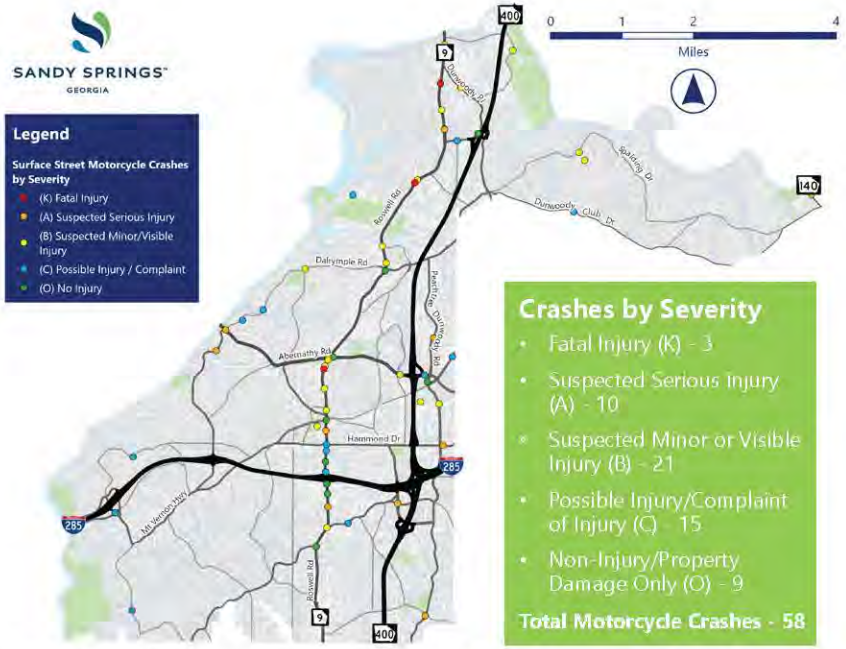


Figure 41. Surface Street Motorcycle Crashes by Severity (2018-2022)

Scooter Crash Trends

Between 2018 and 2022, there were a total of ten scooter crashes, and nine of these occurred on surface streets. The location of each scooter crash on surface streets are shown in **Figure 40**.

These crashes were spread throughout the City and isolated from one another. They mostly occurred in residential areas of the City, and all but one occurred on an arterial or collector route. Seven crashes involved a distracted driver, and two involved a vehicle leaving the roadway. Five of the scooter crashes occurred within 300 feet of an intersection while three others were in midblock locations.

Motorcycle Crash Trends

Between 2018 and 2022, there were a total of 109 crashes involving a motorcyclist, and 58 of these occurred on surface streets. The location of each motorcycle crash on surface streets by severity is shown in **Figure 41**.

There were three fatal motorcycle crashes. They each occurred on Roswell Road, located south of Dunwoody Place, at Grogans Ferry Road, and just south of Abernathy Road. There were ten serious injury motorcycle crashes. Three occurred on Roswell Road, two each on Peachtree Dunwoody Road and Johnson Ferry Road, and one each on Hammond Drive, Holcomb Bridge Road (SR 140), and Riverside Drive. Among the 58 motorcycle crashes, almost half (44 crashes) occurred on Roswell Road. There were four on Peachtree Dunwoody Road and three each on Abernathy Road and Riverside Drive. Fifteen motorcycle crashes were single-vehicle crashes. Seventeen motorcycle crashes involved a driver aged 55 or older. Over one-third of the crashes (21 crashes) involved a distracted driver. In ten crashes, a vehicle left the roadway, and four crashes involved aggressive driving or speeding. Among these crashes, 45 occurred within 300 feet of an intersection along an arterial or a collector while nine occurred in midblock locations along an arterial or a collector street.

Other Observations

The content in this chapter show how crash trends among overall crashes, surface street crashes, KA crashes, and VRU crashes relate to each other in terms of lighting and surface condition, first harmful event, and contributing factors. Overrepresentation of these factors, as well as other emphasis areas among these different groups of crashes, is explored further in Chapter 7 as well as in Appendix F.

Chapter 5: High Injury Network

Chapter Overview & Methodology

The crash database was used to develop a high injury network (HIN) and high injury intersections (HII) that represent the locations with the highest frequency of crashes based on cumulative crash costs. The HIN and HII include surface city and state routes with a functional classification of minor collectors or above, and intersections considered included those with at least one intersection leg classified as a minor collector or higher. Local roads and intersections with frequent crashes were included on a case-by-case basis. The HIN does not include any roadway segments corresponding to ramps, expressways, or merge and diverge points along expressways; however, the HII includes crashes on ramps within 300 feet of an intersection (i.e., I-285 westbound off-ramp to Roswell Road).

A detailed methodology for development of the HIN and HII network is included in Appendix D.

High Injury Network

For the HIN, the roadways were divided into segments that are approximately 1,000 feet in length and divided based on logical start and end points, resulting in 419 unique segments across the City. Three-hundred forty-four of these segments are along surface streets (which exclude I-285 and SR 400). Through a series of geospatial analyses, the project team assigned crashes by severity as well as fatalities and injuries to each individual street segment. Next, the number of crashes were used to calculate the cumulative crash cost for each segment between 2018 and 2022. The cumulative crash cost for all road segments was divided into quartiles to determine the HIN tiers across the City: Tier 1 comprises the highest crash cost segments of road across Sandy Springs while Tier 4 comprises the lowest crash cost segments of road across Sandy Springs. Across 94.3 miles of city and state routes which comprise the HIN, approximately 24 miles are in each tier. The Safety Action Plan focuses on Tiers 1 and 2 of the HIN, which are shown in **Figure 42**.

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.

About Crash Cost

In addition to impacting lives, crashes have both tangible (i.e. medical bills or property damage) and intangible consequences (i.e. pain and suffering) which can be monetized and expressed in terms of crash cost. These costs depend on crash severity and vary by state and local jurisdiction. Comprehensive crash costs are used to evaluate the roadway network for safety improvements and to understand if potential improvements are economically justifiable. GDOT developed crash costs for safety evaluations in Georgia and 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

Source: Georgia Department of Transportation

About EPDO Crash Rates

The high injury network (HIN) and high injury intersection (HII) 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.

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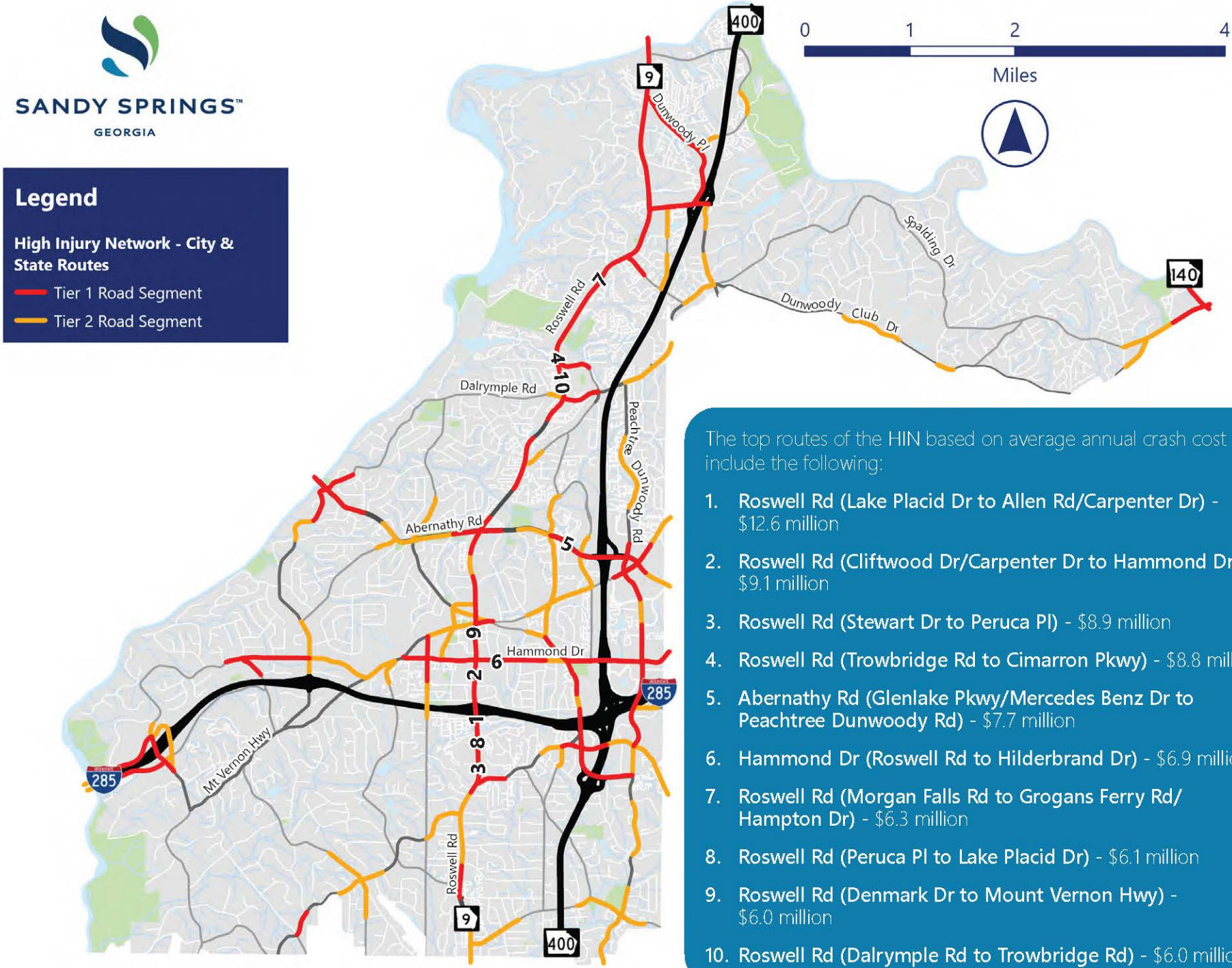

The top routes of the HIN based on average annual crash cost include the following:

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

Figure 42. Sandy Springs Tier 1 & Tier 2 High Injury Network (HIN)

Non-Normalized Segment Rankings

When reviewing solely on the number of crashes, road segments within the HIN show both where the most crashes with injury occurred and their crash cost. The previous page includes a top ten ranking of road segments by crash cost within the HIN. Most of these segments are located along Roswell Road with the exception of one segment each on Abernathy Road and Hammond Drive.

As shown in **Table 6**, the ranking of road segments slightly differs when only accounting for the highest number of KA crashes rather than all injury levels. Likewise, in **Table 7,** examining the HIN by only the total number of crashes may show the highest frequency of crashes, but not necessarily the most injury prone segments of streets. Roswell Road between Lake Placid Drive and Allen Road/Carpenter Drive is the highest ranked road segment in each of these rankings, but other street segments have different rankings based on crash cost, number of KA crashes, and number of total crashes. Another street segment which appears across each of the three rankings is Roswell Road from Cliftwood/Carpenter Drive to Hammond Drive (2nd in crash cost; 4th in KA crashes; and 2nd in total crashes). All HIN segments specified in each table are part of the Tier 1 HIN within Sandy Springs.

Pedestrians Walking South Along Roswell Road In Front of Gateway Shopping Center

Table 6. HIN Segments with 3 or More KA Crashes

HIN Segment	KA Crashes	BCO Crashes	Total Crashes
Roswell Rd (Lake Placid Dr To Allen Rd/Carpenter Dr)	5	682	687
Roswell Rd (Peruca Pl To Lake Placid Dr)	5	207	212
Roswell Rd (Stewart Dr To Peruca Pl)	4	196	200
Roswell Rd (Cliftwood Dr/Carpenter Dr To Hammond Dr)	4	561	565
Roswell Rd (Trowbridge Rd To Cimarron Pkwy)	4	142	146
Hammond Dr (SR 400 N On Rp From Hammond Dr To Peachtree Dunwoody Rd)	3	182	185
Hammond Dr (Barfield Rd To SR 400 N On Rp From Hammond Dr)	3	174	177
Roswell Rd (Denmark Dr To Mount Vernon Hwy)	3	191	194
Peachtree Dunwoody Rd (Mount Vernon Hwy To Northpark Pl)	3	289	292
Dunwoody Pl (Roberts Dr To Hope Rd/N River Dr)	3	173	176
Roswell Rd (Huntcliff To Dunwoody Pl/Hannover Park Rd)	3	89	92
Roswell Rd (Dunwoody Pl/Hannover Park Rd To N River Pkwy)	3	196	199

Table 7. Top 10 HIN Segments by Total Number of Crashes

HIN Segment	KA Crashes	BCO Crashes	Total Crashes
Roswell Rd (Lake Placid Dr To Allen Rd/Carpenter Dr)	5	682	687
Roswell Rd (Cliftwood Dr/Carpenter Dr To Hammond Dr)	4	561	565
Abernathy Rd (Glenlake Pkwy/Mercedes Benz Dr To Peachtree Dunwoody Rd)	1	518	519
Roswell Rd (Hammond Dr To Denmark Dr)	0	317	317
Northridge Rd (Colquitt Rd To Dunwoody Pl/SR 400 S Off Rp To Northridge Rd)	1	305	306
Abernathy Rd/Perimeter Center W (Peachtree Dunwoody Rd To Sandy Springs Marta Station)	2	301	303
Hammond Dr (Roswell Rd To Hilderbrand Dr)	2	300	302
Peachtree Dunwoody Rd (Mount Vernon Hwy To Northpark Pl)	3	289	292
Hammond Dr (Sandy Springs Cir To Roswell Rd)	0	245	245
Dunwoody Pl (Northridge Rd To Hightower Trl)	2	243	245

HIN Normalization

Traffic count data was used to normalize the HIN for all Tier 1 and Tier 2 segments across the City. Average annual daily traffic (AADT) counts for each segment were averaged and then used to calculate crash rates on a road segment expressed as equivalent property damage only (EPDO) crashes per million vehicle miles (MVM). Fatal and injury crashes were converted to EPDO crashes based on the cumulative crash cost figures by severity listed at the beginning of this chapter. **Figure 43** includes all Tier 1 and 2 HIN segments based on their EPDO crash rate. This figure ranks street segments by their EPDO crash rate. Compared to the preceding three rankings by crash cost, KA crashes, and total crashes, the list of HIN segments by EPDO crash rate is different. Unlike the three preceding tables, only one Roswell Road segment appears among the top ten segments by EPDO crash rate (from Trowbridge Road to Cimarron Parkway). Other corridors with less crashes but more severe crashes include portions of Northside Drive, New Northside Drive, Spalding Drive, Hammond Drive, Trowbridge Road, Mount Paran Road, and Pitts Road. For instance, while Northside Drive between I-285 and Interstate North Parkway does not have a high number of overall or KA crashes, it did experience eight minor injury crashes and 27 complaint of injury crashes contributing to a higher EPDO crash rate for this street segment.

A full list of Tier 1 and Tier 2 HIN segments by crash cost and EPDO crash rate as well as crashes by severity corresponding to each segment is included in Appendix D.

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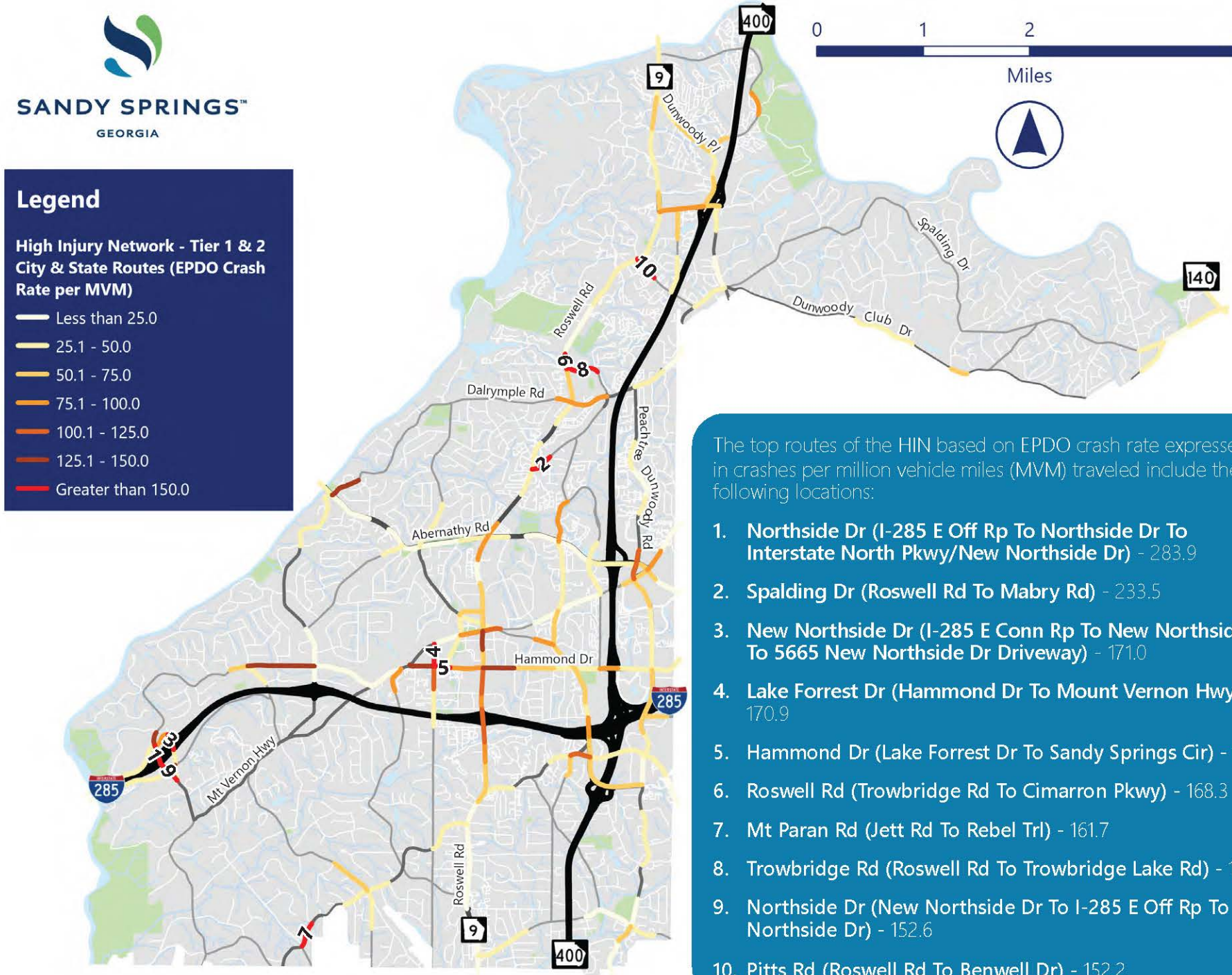

The top routes of the HIN based on EPDO crash rate expressed in crashes per million vehicle miles (MVM) traveled include the following locations:

1. **Northside Dr (I-285 E Off Rp To Northside Dr To Interstate North Pkwy/New Northside Dr)** - 283.9
2. **Spalding Dr (Roswell Rd To Mabry Rd)** - 233.5
3. **New Northside Dr (I-285 E Conn Rp To New Northside Dr To 5665 New Northside Dr Driveway)** - 171.0
4. **Lake Forrest Dr (Hammond Dr To Mount Vernon Hwy)** - 170.9
5. Hammond Dr (Lake Forrest Dr To Sandy Springs Cir) - 169.5
6. Roswell Rd (Trowbridge Rd To Cimarron Pkwy) - 168.3
7. Mt Paran Rd (Jett Rd To Rebel Trl) - 161.7
8. Trowbridge Rd (Roswell Rd To Trowbridge Lake Rd) - 156.8
9. Northside Dr (New Northside Dr To I-285 E Off Rp To Northside Dr) - 152.6
10. Pitts Rd (Roswell Rd To Benwell Dr) - 152.2

Figure 43. Sandy Springs Tier 1 & Tier 2 High Injury Network (HIN) - By EPDO Crash Rate

High Injury Intersections

For the HII, intersections along collectors and above were evaluated to determine the severity of each intersection location. This process considered 300-foot buffers around approximately 500 intersections across the City. Similar to the HIN, the project team performed a series of geospatial analyses to assign number of crashes, fatalities, and injuries by type to each intersection. Next, the number of crashes were used to calculate the cumulative crash cost for each intersection between 2018 and 2022. The cumulative crash cost was used to divide all intersections into quartiles to determine the HII tiers across the City: Tier 1 comprises the highest crash cost (or highest injury-prone) intersections across Sandy Springs while Tier 4 comprises the lowest crash cost (or least injury-prone) intersections across Sandy Springs. There are 124 intersections in each tier of the HII network. The Sandy Springs Safety Action Plan focuses on Tiers 1 and 2 of the HII to highlight intersections with high injury and crash cost, and the HII is shown in **Figure 44** on the next page.

What are High Injury Intersections?

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

Cars Attempting to Turn at Fountain Oaks Shopping Center Near Roswell Road at Belle Isle Road

Table 8. Intersections with 2 or More KA Crashes

Intersection	KA Crashes	BCO Crashes	Total Crashes
Roswell Rd @ Lake Placid Dr	4	192	196
Roswell Rd @ Trowbridge Rd	3	140	143
Hammond Dr @ Boylston Dr	2	52	54
Peachtree Dunwoody Rd @ Telford Pl	2	17	19
Hammond Dr @ SR 400 S Off Rp To Hammond Dr	2	90	92
Peachtree Dunwoody Rd @ Hollis Cobb Cir/Medical Center Marta Station	2	58	60
Hammond Dr @ Lake Forrest Dr	2	38	40
Hammond Dr @ Peachtree Dunwoody Rd	2	201	203
Abernathy Rd @ Peachtree Dunwoody Rd	2	229	231
Northridge Rd @ Roberts Dr/SR 400 N Off Rp To Northridge Rd	2	157	159
Johnson Ferry Rd @ Riverside Dr	2	114	116
Roswell Rd @ Peruca Pl	2	30	32
Holcomb Bridge Rd @ River Exchange Dr	2	65	67
Roswell Rd @ Huntcliff	2	17	19
Roswell Rd @ Glenridge Dr	2	153	155
Roswell Rd @ Cliftwood Dr/Carpenter Dr	2	215	217
Roswell Rd @ Northridge Rd	2	212	214
Roswell Rd @ Northridge Pkwy	2	69	71

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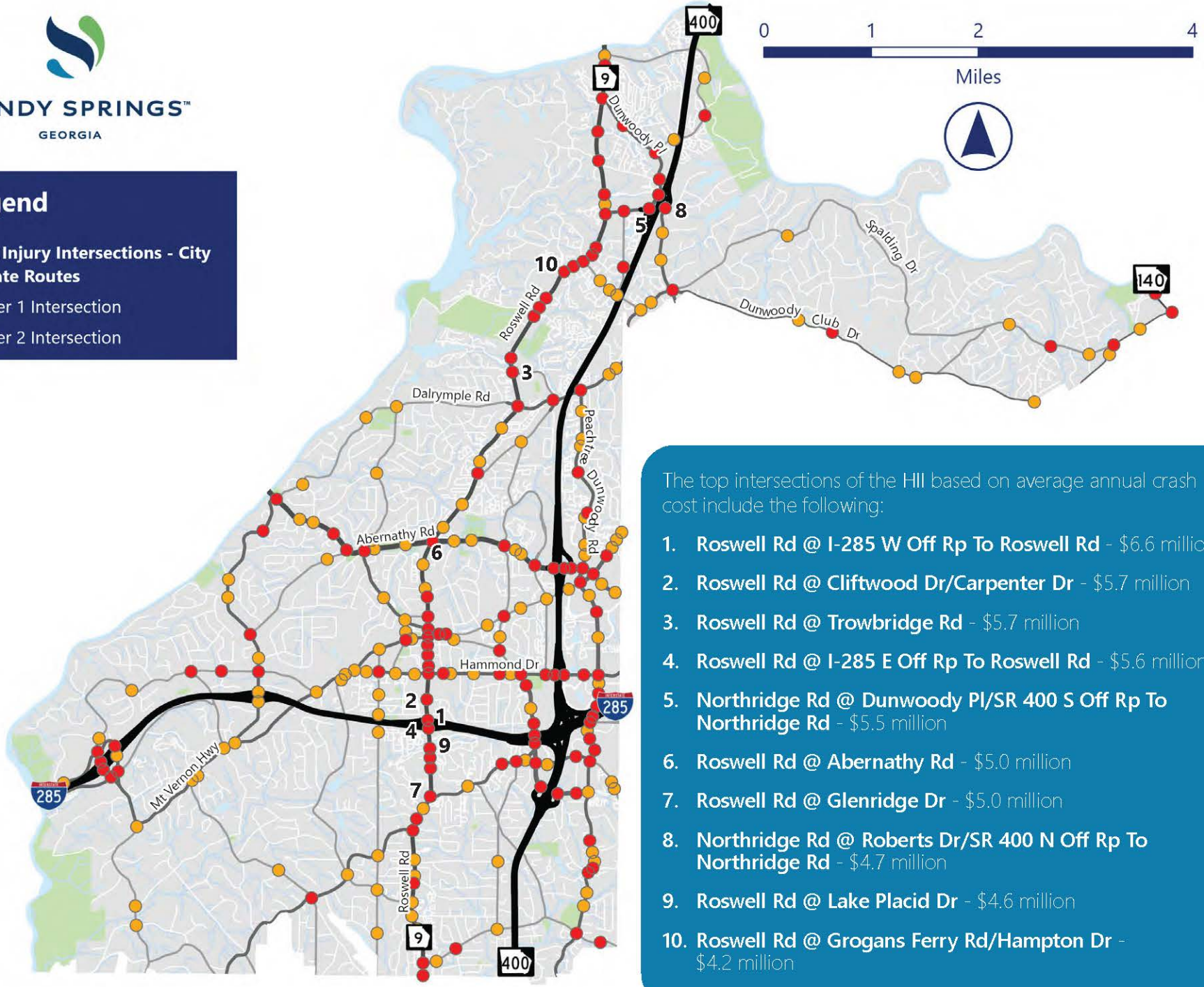
Legend

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

Figure 44. Sandy Springs Tier 1 & Tier 2 High Injury Intersections (HII)

Non-Normalized Segment Rankings

When reviewing solely on the number of crashes, the 248 intersections within the HII show both where the most crashes with injury occurred and their crash cost. The ranking on the next page includes a top ten ranking of intersections by crash cost within the HII. Many of these intersections are located along Roswell Road with the exception of two intersections on Northridge Road, both of which are at the SR 400 interchange.

As shown in **Table 8** and mapped in **Figure 45**, the ranking of road segments slightly differs when only accounting for the highest number of KA crashes rather than all injury levels. For instance, Roswell Road at Lake Placid Drive ranks ninth by crash cost but 2nd in terms of KA crashes. Locations with a smaller number of crashes but with a large percentage of KA crashes include locations such as Roswell Road at Huntcliff, Hammond Drive at Boylston Drive, and Peachtree Dunwoody Road at Hollis Cobb Circle/Medical Center MARTA Station, among others.

Likewise, in **Table 9** and **Figure 46,** examining the HII by only the total number of crashes may show the highest frequency of crashes, but not necessarily the most injury prone intersections. While Roswell Road at I-285 westbound has the most injuries, no reported KA crash occurred within 300 feet of this intersection between 2018 and 2022. Many of the top 20 intersections with the most number of crashes may not have had any KA crashes or have a lower cumulative crash cost compared to other intersections.

Ranking by EPDO Crash Rate

Traffic count data was used to normalize the HII for all Tier 1 and Tier 2 intersections across the City. AADT counts for each intersection leg were used to calculate crash rates on a road segment expressed as EPDO crashes per million entering vehicles (MEV). Fatal and injury crashes were converted to EPDO crashes based on the GDOT crash cost figures listed on page 44. EPDO crash rates for Tier 1 and Tier 2 HII locations are shown in **Figure 47**.

Intersections with lower volume streets have higher EPDO crash rates due to fatal or injury crashes occurring within or near the intersection. This includes locations such as Long Island Drive at Limestone Way where there was a single serious injury crash which contributed to a higher rate. A full list of Tier 1 and Tier 2 HII locations by crash cost and EPDO crash rate as well as crashes by severity corresponding to each intersection is included in Appendix D.

Figure 45. Intersections with 2 or More KA Crashes

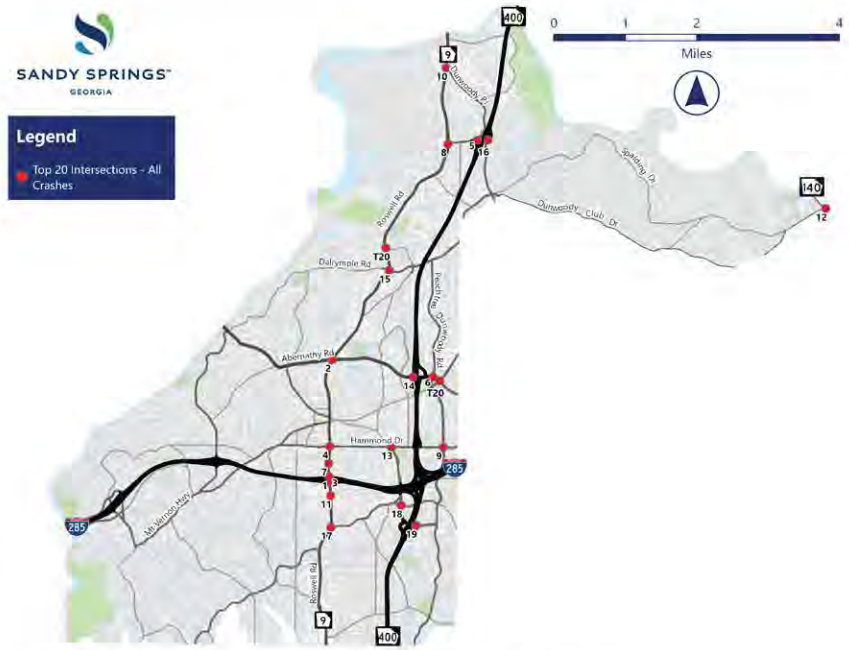
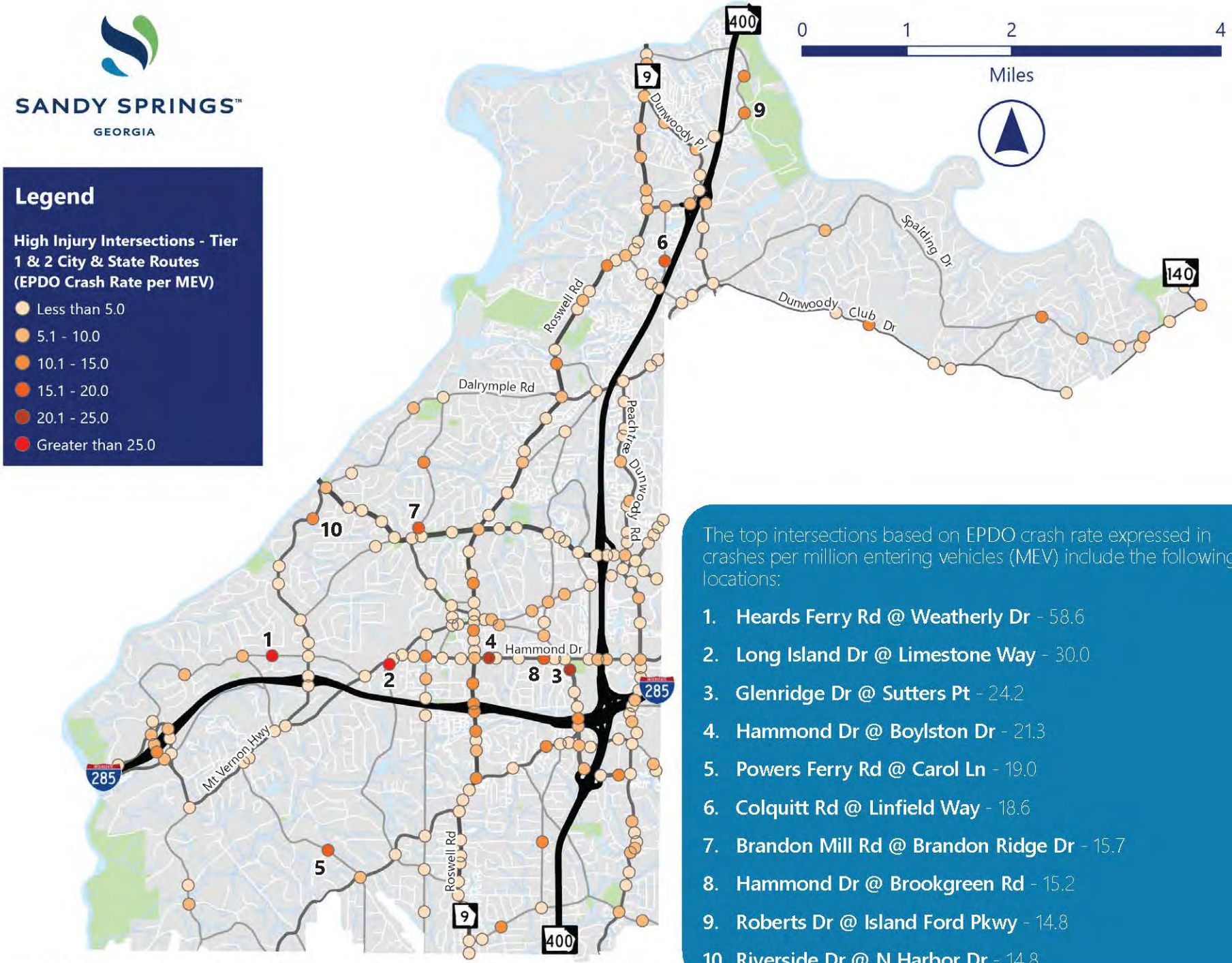


Figure 46. Top 20 Intersections for Reported Crashes

Table 9. Top 20 Intersections by Total Crashes

Rank	Intersection	KA Crashes	BCO Crashes	Total Crashes
1	Roswell Rd @ I-285 W Off Rp To Roswell Rd	0	463	463
2	Roswell Rd @ Abernathy Rd	0	377	377
3	Roswell Rd @ I-285 E Off Rp To Roswell Rd	0	368	369
4	Roswell Rd @ Hammond Dr	0	358	359
5	Northridge Rd @ Dunwoody Pl/SR 400 S Off Rp To Northridge Rd	0	345	346
6	Abernathy Rd @ Peachtree Dunwoody Rd	0	229	231
7	Roswell Rd @ Cliftwood Dr/Carpenter Dr	1	215	217
8	Roswell Rd @ Northridge Rd	0	212	214
9	Hammond Dr @ Peachtree Dunwoody Rd	0	201	203
10	Roswell Rd @ Dunwoody Pl/Hannover Park Rd	0	196	197
11	Roswell Rd @ Lake Placid Dr	0	192	196
12	Holcomb Bridge Rd @ Spalding Dr	0	176	177
13	Hammond Dr @ Glenridge Dr	0	172	172
14	Abernathy Rd @ SR 400 S Off Rp To Abernathy Rd	0	164	164
15	Roswell Rd @ Dalrymple Rd	0	160	161
16	Northridge Rd @ Roberts Dr/SR 400 N Off Rp To Northridge Rd	1	157	159
17	Roswell Rd @ Glenridge Dr	1	153	155
18	Glenridge Conn @ Johnson Ferry Rd	0	149	150
19	Glenridge Conn @ SR 400 N Off Rp To Glenridge Conn	0	145	145
T20	Abernathy Rd/Perimeter Center W @ Mount Vernon Hwy	0	142	143
T20	Roswell Rd @ Trowbridge Rd	1	140	143

MARTA Bus Stop on Roswell Road Near Trowbridge Crossing Shopping Center



The top intersections based on EPDO crash rate expressed in crashes per million entering vehicles (MEV) include the following locations:

1. **Heards Ferry Rd @ Weatherly Dr** - 58.6
2. **Long Island Dr @ Limestone Way** - 30.0
3. **Glenridge Dr @ Sutters Pt** - 24.2
4. **Hammond Dr @ Boylston Dr** - 21.3
5. **Powers Ferry Rd @ Carol Ln** - 19.0
6. **Colquitt Rd @ Linfield Way** - 18.6
7. **Brandon Mill Rd @ Brandon Ridge Dr** - 15.7
8. **Hammond Dr @ Brookgreen Rd** - 15.2
9. **Roberts Dr @ Island Ford Pkwy** - 14.8
10. **Riverside Dr @ N Harbor Dr** - 14.8

Figure 47. Sandy Springs Tier 1 & Tier 2 High Injury Intersections (HII) - By EPDO Crash Rate

DRAFT

Chapter 6: Equity Considerations

Chapter Overview

Transportation is an integral component of most people's daily lives. As such, most people know someone who lost their life or whose life has been significantly affected because of a motor vehicle crash. Some community members, including low-income individuals, people with disabilities, minorities, older adults, and younger children, are more vulnerable to outcomes of death and serious injury in severe crashes. This may be a result of a historical lack of investment in certain communities and a greater reliance on walking, biking, and public transportation for moving around. Pedestrians, bicyclists, and motorcyclists experience greater rates of death and serious injury in crashes compared to individuals in other types of vehicles or forms of transportation.

When developing strategies to make transportation safer for the most vulnerable, a key step is analyzing crash patterns and trends in historically disadvantaged and underserved communities that are disproportionately negatively affected. The United States federal government prioritizes equity and inclusion in transportation planning, as is evident through its policies and funding for programs such as Safe Streets and Roads For All (SS4A).

Equity Areas

This equity analysis utilizes data from the United States Department of Transportation's (U.S. DOT) Justice40 Initiative, specifically, data that identifies historically disadvantaged communities (HDCs) and areas with persistent poverty (APPs). Sandy Springs has two Census tracts which are designated as a HDC (Tracts 101.13 and 101.18), two which are designated as a APP (Tracts 101.24 and 101.25), and one that is both (Tract 102.12). These Census tracts are shown in **Figure 48**.

The project team also examined Census block groups with a large percentage of households without vehicle access. Lower vehicle access is generally along the Roswell Road corridor, particularly near the intersections with Hammond Drive and Northridge Road. These Census block groups by percent of households without vehicle access are shown in **Figure 49**.

About 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.

Historically Disadvantaged Communities (HDC)
Census tracts that contain concentrations of poverty, high segregation, and low to moderate access to opportunity. This consists of any Census tract that experiences at least one burden threshold including climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Areas of Persistent Poverty (APP)
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

Households Without Vehicle Access
Census block groups where there is a large percentage of residents who do not have access to at least one vehicle in their household.

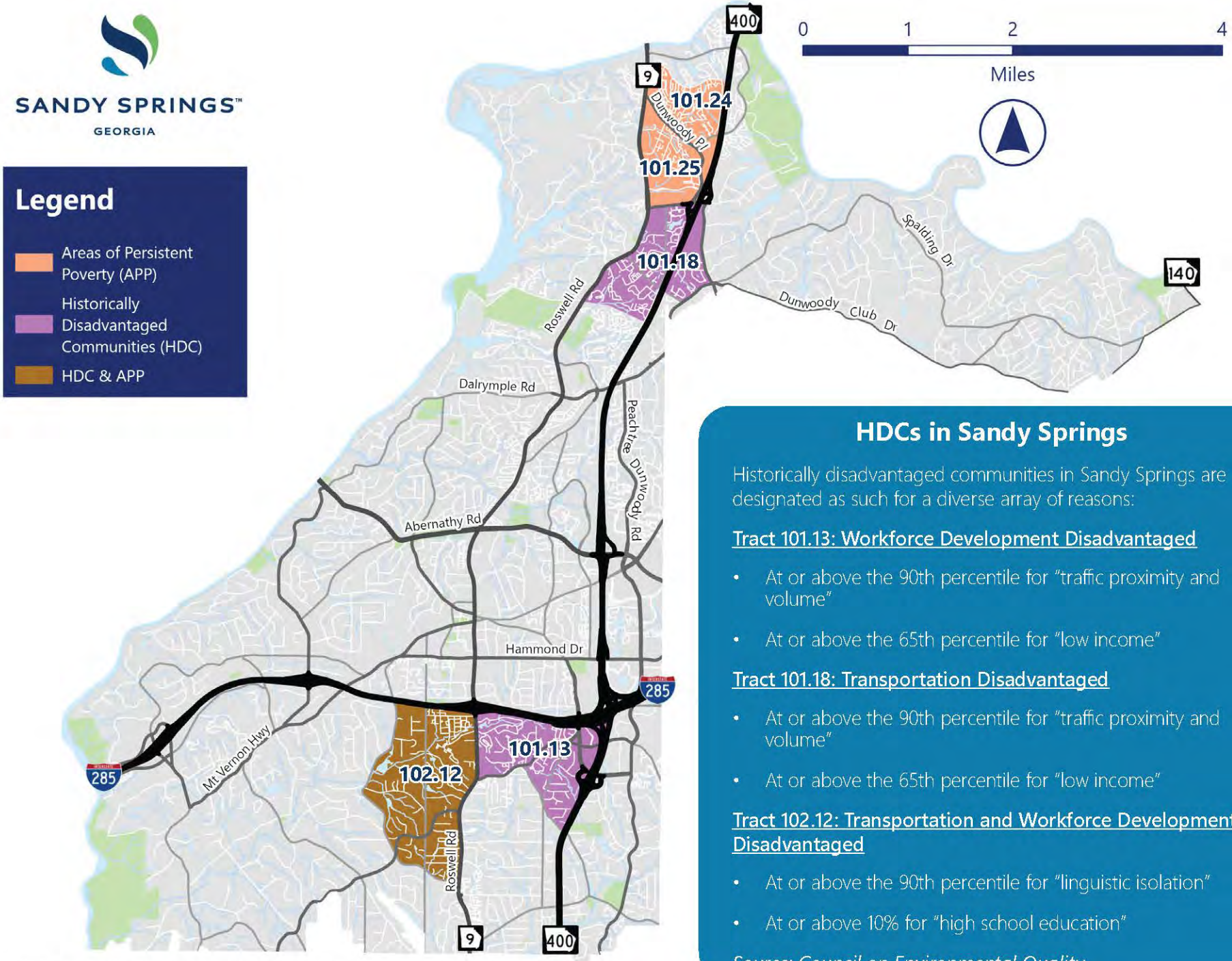


Figure 48. Historically Disadvantaged Communities & Areas of Persistent Poverty

HDCs in Sandy Springs

Historically disadvantaged communities in Sandy Springs are designated as such for a diverse array of reasons:

Tract 101.13: Workforce Development Disadvantaged

- At or above the 90th percentile for "traffic proximity and volume"
- At or above the 65th percentile for "low income"

Tract 101.18: Transportation Disadvantaged

- At or above the 90th percentile for "traffic proximity and volume"
- At or above the 65th percentile for "low income"

Tract 102.12: Transportation and Workforce Development Disadvantaged

- At or above the 90th percentile for "linguistic isolation"
- At or above 10% for "high school education"

Source: Council on Environmental Quality

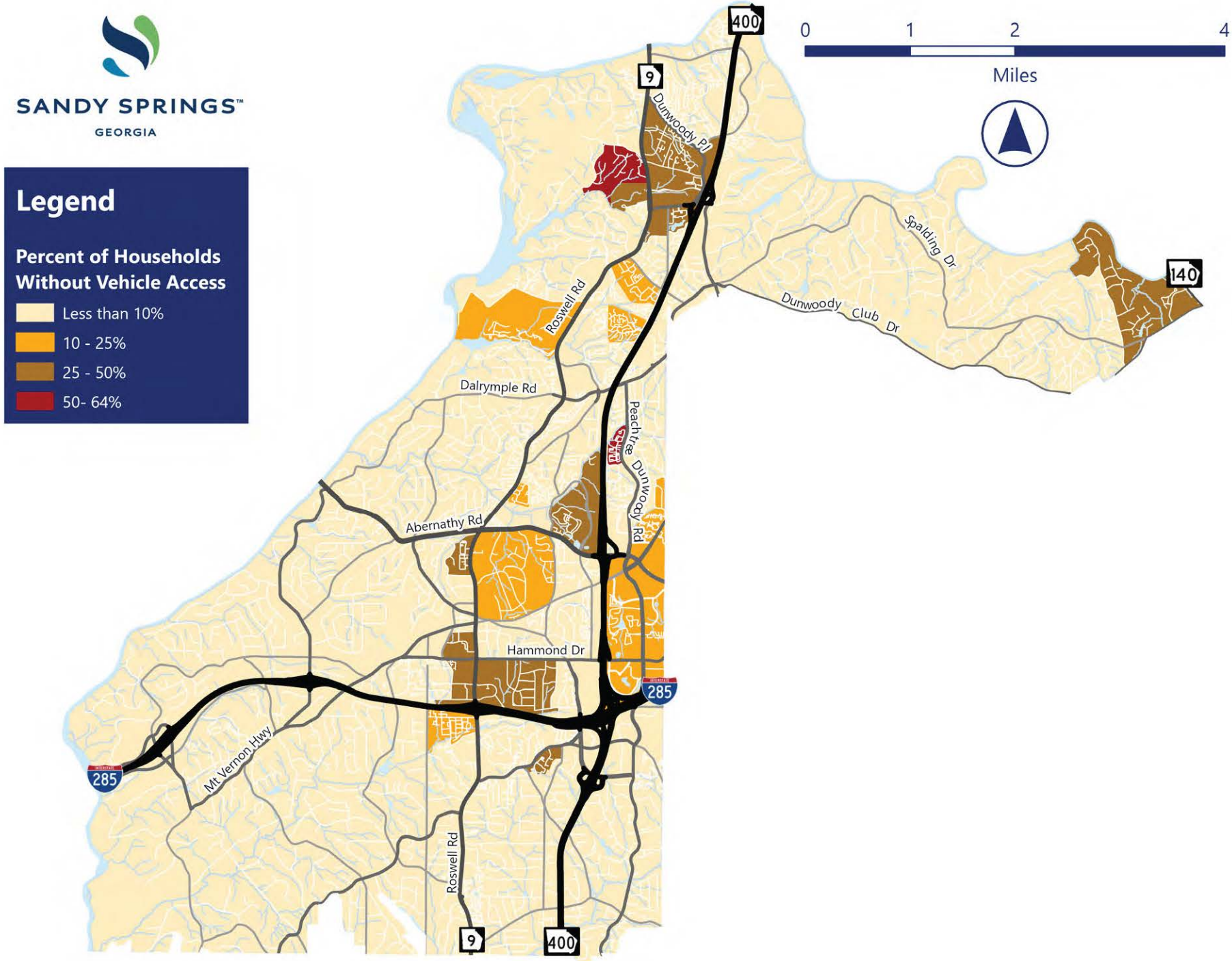


Figure 49. Percent of Households Without Vehicle Access

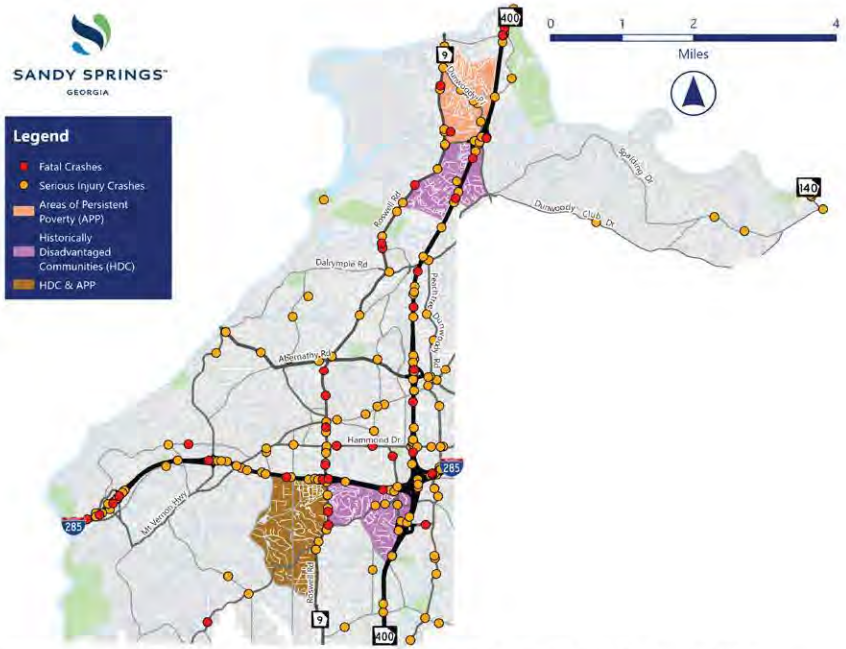


Figure 50. Fatal & Serious Injury Crashes in Relation to HDCs & APPs

HDC & APP Overlay Analysis

The project team overlaid KA crashes and VRU crashes with HDCs and APPs to understand trends related to equity (see **Figure 50** and **Figure 51**, respectively). Crashes in APPs or HDCs account for nearly 28 percent of all Citywide crashes, despite these areas being home to less than 20 percent of the population. Crashes involving VRUs occur at a higher rate in these areas, comprising 28 percent of bicycle-involved crashes, 32 percent of pedestrian-involved crashes, and 28 percent of motorcycle-involved crashes. Additionally, KA crashes in these areas account for almost 26 percent of all crashes.

Among the 89 Tier 1 HIN road segments in Sandy Springs shown in **Figure 52**, 29 segments (33 percent) are within or directly adjacent to a HDC or APP, and half of these are along Roswell Road, either between Mount Paran Road and I-285 or Morgan Falls Road and Dunwoody Place/Hannover Park Road. Other notable Tier 1 HIN segments in these parts of the City are along Dunwoody Place, Glenridge Connector, and Northridge Road. From a mileage standpoint, 34 percent of the Tier 1 HIN road segments are within or adjacent to a HDC or APP in Sandy Springs. Among the 124 Tier 1 HII locations in Sandy Springs, 38 intersections (31 percent) are within or directly adjacent to a HDC or APP. Of these intersections, 23 are along Roswell Road.

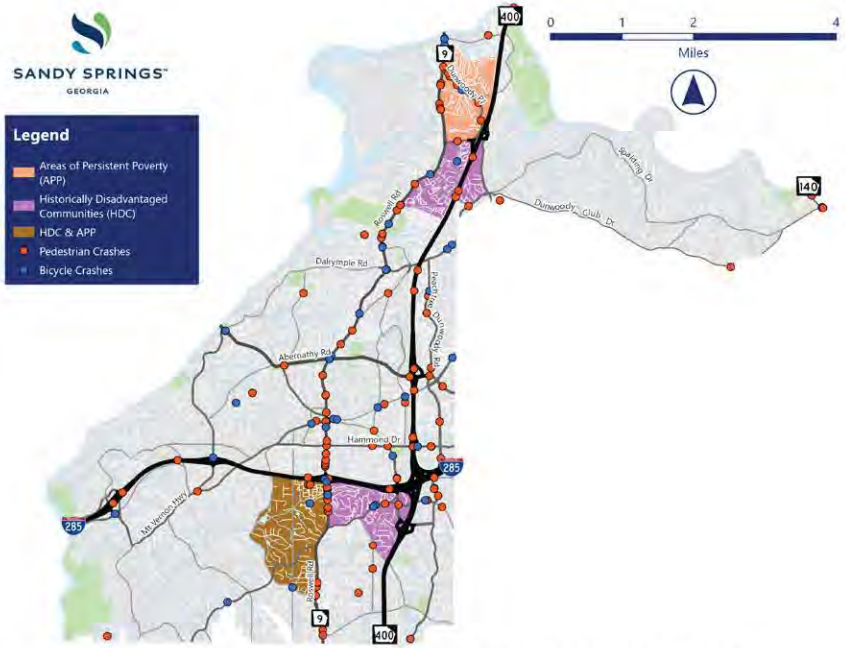


Figure 51. Pedestrian & Bicycle Crashes in Relation to HDCs & APPs

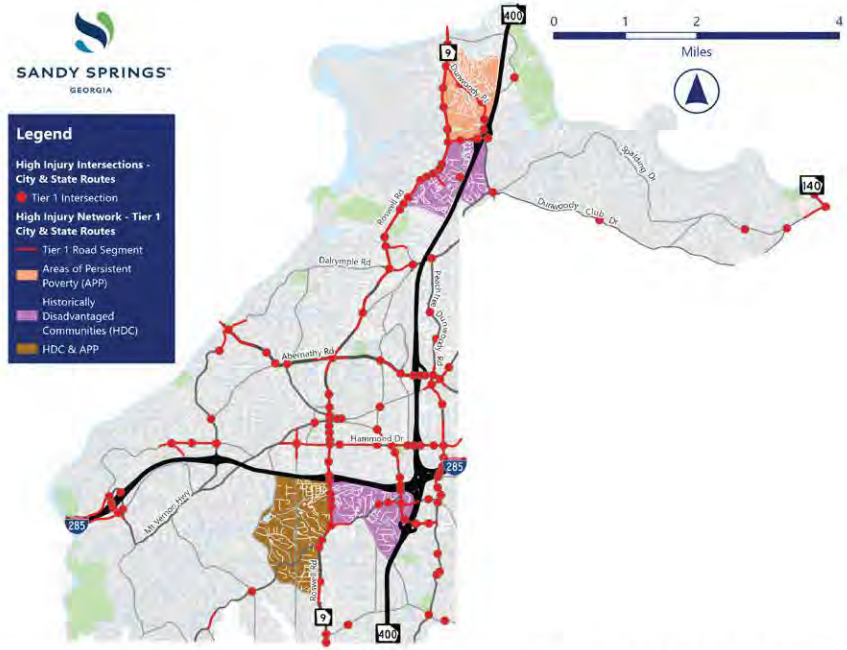


Figure 52. Tier 1 & Tier 2 HIN & HII Locations in Relation to HDCs & APPs

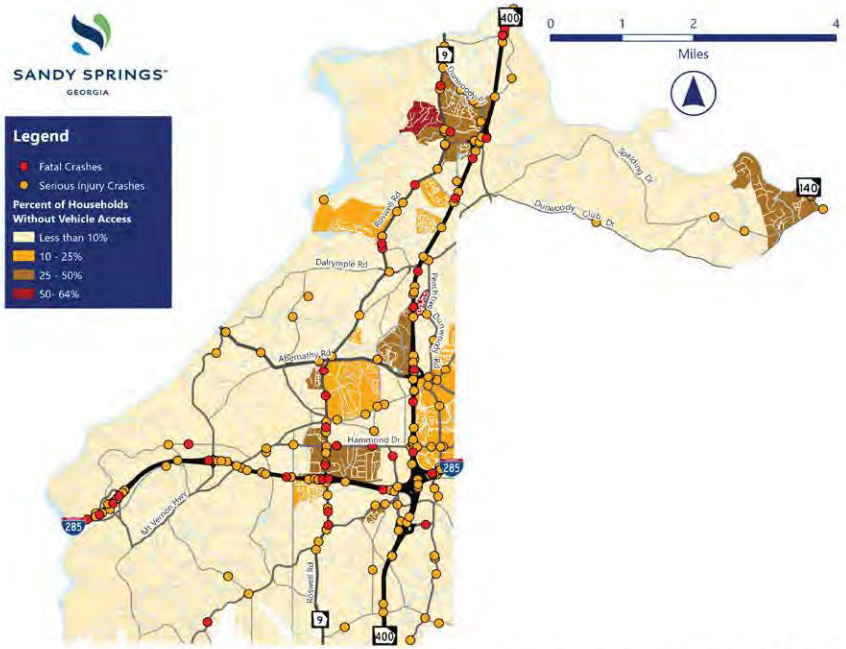


Figure 53. Fatal & Serious Injury Crashes in Relation to Households Without Vehicle Access

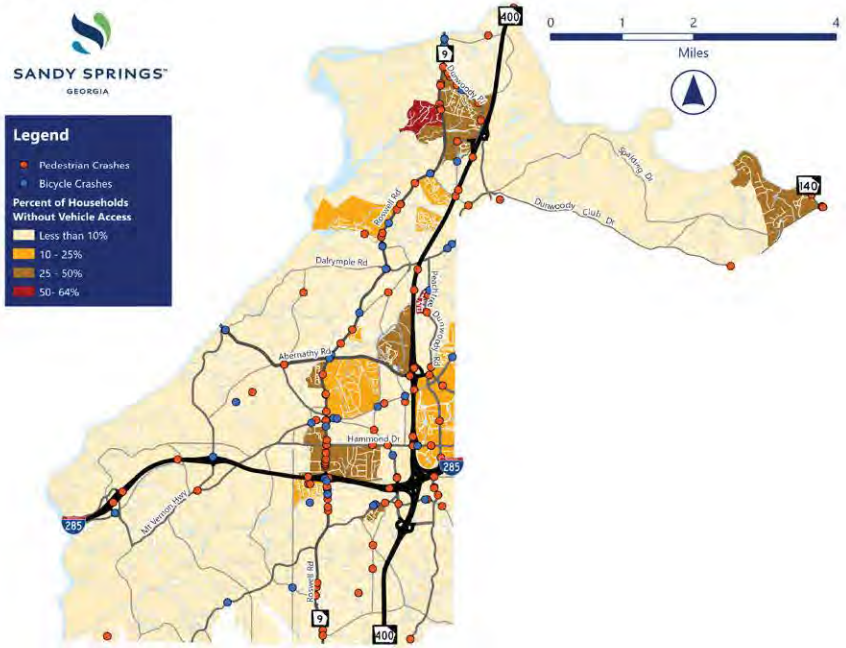


Figure 54. Bicycle & Pedestrian Crashes in Relation to Households Without Vehicle Access

Vehicle Access Overlay Analysis

Similar to HDCs and APPs, the project team reviewed crash history related to areas of Sandy Springs where there are a large percentage of households without vehicle access. KA crashes and VRU crashes (see **Figure 53** and **Figure 54**, respectively) were overlaid with vehicle access. Ten percent of KA crashes are within or directly adjacent to Census block groups where at least 40 percent of households do not have vehicle access. Approximately 14 percent of VRU crashes were adjacent to Census block groups where at least 40 percent of households do not have vehicle access.

Among the 89 Tier 1 HIN road segments in Sandy Springs shown in **Figure 55**, 20 segments (22 percent) are within or directly adjacent to a Census block groups where at least 40 percent of households do not have vehicle access. This includes segments along Roswell Road, Hammond Drive, Northridge Road, Dunwoody Place, and Peachtree Dunwoody Road. Among the 124 Tier 1 HII locations in Sandy Springs, 18 intersections (15 percent) are within or directly adjacent to a Census block groups where at least 40 percent of households do not have vehicle access. Half of these intersections are along Roswell Road.

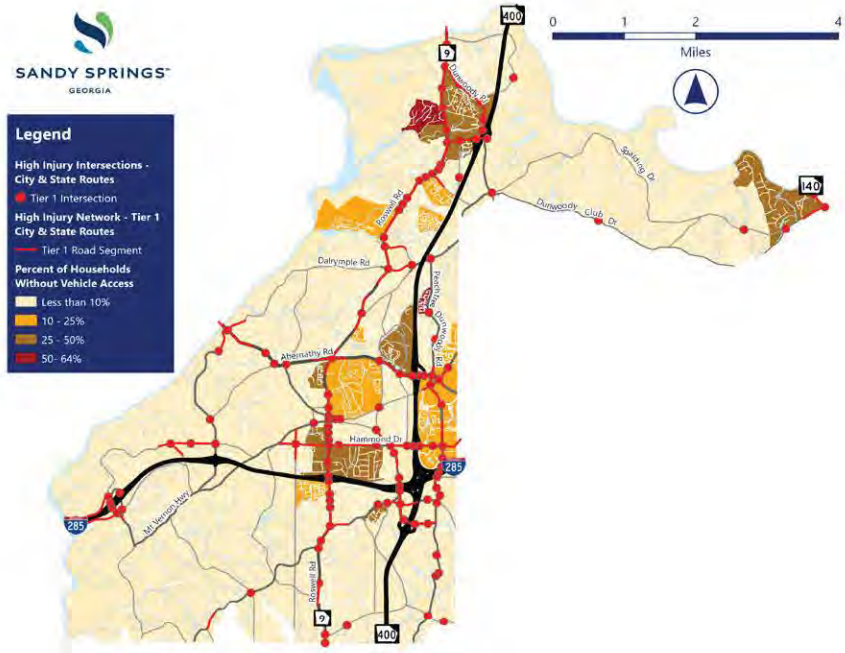


Figure 55. Tier 1 & Tier 2 HIN & HII Locations in Relation to Households Without Vehicle Access

Strategies for Transportation Safety and Equity

The following strategies are designed to address higher crash rates observed in APPs and HDCs. These areas experience a disproportionate number of crashes, particularly those involving VRUs, due in part to historic disinvestments in the communities. The strategies focus on equitable investment, community engagement, and targeted grant programs to improve safety outcomes in these areas of the City. Through a combination of funding, direct involvement of local residents, and data-driven decision-making, these initiatives aim to ensure that APP and HDC neighborhoods receive the attention and resources necessary to significantly reduce crash rates and enhance safety for all travelers.

Equitable Investment in Traffic Safety

- **Prioritizing Funding for High-Risk Areas** - Set clear policies that ensure APP and HDC areas receive a higher proportion of traffic safety investments based on crash rates and vulnerability data. This should include targeted funding for infrastructure improvements, such as pedestrian crossings, protected bike lanes, and speed reduction measures.
- **Federal and State Funding Opportunities** - Actively pursue federal and state grants that target transportation equity and safety. These funds can be used to bolster local resources and ensure that improvements are made in areas where they are most needed.
- **Transparency and Accountability** - Establish public accountability measures by creating an annual report showing how resources are being allocated, the outcomes of projects in APP and HDC areas, and the specific impact on reducing crashes and improving safety.

Active Engagement with Local Communities

- **Inclusive Planning Processes** - Engage residents directly in the 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. Special efforts should be made to engage the City's Spanish-speaking population.
- **Neighborhood Mobility Justice Tours** - Organize tours where city officials, transportation planners, and police officers walk, bike, or take public transit with local residents through APP and HDC areas. These tours will provide city representatives with firsthand experience of the mobility challenges faced by these communities, fostering a deeper understanding of the safety risks and helping to inform more effective solutions.
- **Partnership with Community Groups** - 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.

Grant Program Focused on Equity

- **Equity-Based Funding Prioritization** - Allocate at least 30 percent of grant funds to APP and HDC areas, particularly those near the High Injury Network, or High Injury Intersections (HIN, HII). This focus ensures that communities facing the greatest safety risks receive the most support for traffic calming and placemaking projects.
- **Application Assistance and Design Support** - To ensure equitable access to the grant program, offer technical assistance for residents in completing applications and designing traffic calming measures. The city should provide guidelines on proven strategies, including options such as curb extensions, mini-roundabouts, speed humps, and pedestrian refuge islands.
- **Long-Term Impact of Temporary Projects** - These community-led quick build projects can test the effectiveness of traffic calming measures. Successful interventions can be transitioned to permanent solutions, allowing the community to see tangible results from their efforts.

Chapter 7: Additional Findings

Chapter Overview

This chapter provides further insight into the trends and patterns associated with KA and VRU crashes. To begin, the project team sought to understand how KA crashes compared to overall crashes in terms of the degree of overrepresentation both within Sandy Springs and other jurisdictions. From there, the project team examined crashes from a systemic perspective to understand where prevalent characteristics of KA and VRU crashes exist on Sandy Springs' street network. This, coupled with historic crash analysis, will inform needed safety investment in Sandy Springs, both from infrastructure and programmatic standpoints.

Crash Benchmarking

To understand which crash types and conditions were more likely to occur in fatal and serious injury (KA) crashes, the project team conducted a comparison between KA and all crashes on surface streets in Sandy Springs. The project team evaluated crash patterns and conditions as well as emphasis areas from the Georgia Strategic Highway Safety Plan (SHSP) to understand the degree of KA crash overrepresentation in Sandy Springs. A snapshot of results are shown to the right in **Table 10**, with full results included in Appendix F. For example, 37 percent of KA crashes were single vehicle crashes - this crash type represented only eight percent of all crashes, meaning there is a significant number of fatal and serious injury crashes which involve a single vehicle.

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: Georgia Governor's Office of Highway Safety

Table 10. Comparisons Between KA and Overall Crashes

Crash Type	% KA Crashes	% All Crashes
SHSP Emphasis Areas		
Pedestrian	18%	1%
Motorcycle	11%	<1%
Bicycle	4%	<1%
Impaired Driving	11%	2%
Single Vehicle	36%	8%
Distracted Driving	41%	51%
Speeding	9%	2%
Aggressive Driving	11%	3%
Young Drivers (15-19)	9%	11%
Older Drivers (55+)	39%	36%
Additional Characteristics		
Sunday Crashes	12%	8%
Thursday Crashes	20%	17%
Dark-Lighted	15%	14%
Dark-Not Lighted	12%	5%
Major Collectors	16%	10%
State Routes	36%	32%

For additional overall and KA crash comparisons, please refer to Appendix F.

Pedestrians Crossing Roswell Road at Abernathy Square Shopping Center

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)

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

- 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)

Correlation Does Not Equal Causation

It is important to note that **correlation does not equal causation**; this exercise looks at the correlation between facility type, design characteristics, and crashes. Certain factors are more highly correlated to certain types of crashes and contribute to an increased risk of injury or death. For example, higher speeds increase the risk of serious injury or death to people walking. Roads with higher speed limits are highly correlated with severe pedestrian crashes. A high speed limit does not cause a pedestrian crash. Likewise, the presence of a curve in the road may be common among single-vehicle crashes, but the curve is an attribute of the road that may increase the likelihood of a crash, rather than the cause of the crash.

Overrepresented Crash Types

The Safety Action Plan follows in the path of the Regional Safety Strategy and Georgia Strategic Highway Safety Plan by analyzing crashes in the City of Sandy Springs to better understand contributing factors, key facilities, and potential risks. The results from the analysis revealed certain factors that were overrepresented, meaning there was a disproportionately large percentage of crashes for a particular crash factor. Identifying these factors allows Sandy Springs to develop targeted projects and policies, relevant to historic crash statistics.

While crashes in several categories exhibit overrepresentation in severe crashes, there may be overlap among contributing factors. For example, while pedestrian crashes represent only one percent of all surface street crashes, they represent 18 percent of KA crashes. However, some pedestrian crashes may also be considered single vehicle crashes, impaired driving crashes, or aggressive driving crashes, among other categories.

Similarly, crashes involving motorcycles are significantly overrepresented among KA crashes: while they comprise less than one percent of total crashes, they make up 11 percent of KA crashes.

The following pages provide detail on the most overrepresented crash conditions and types within Sandy Springs. A full bivariate analysis of overrepresented crash types is included in Appendix F.

Single-Vehicle Crashes

A crash density map of single-vehicle crashes on surface streets as well as single-vehicle KA crashes are shown in **Figure 56**. Single-vehicle crashes in Sandy Springs are prevalent throughout the City, but most single-vehicle KA crashes occurred along Roswell Road, particularly between Glenridge Drive and Abernathy Road as well as in the North End between Trowbridge Road and Dunwoody Place. Other locations with a history of single-vehicle crashes include Peachtree Dunwoody Road, Riverside Drive, and Spalding Drive.

Approximately 57 percent of all surface street single-vehicle crashes also involved distracted driving, and approximately 55 percent of single-vehicle KA crashes involved distracted driving. Approximately 43 percent of single-vehicle crashes occurred in dark conditions, regardless of lighting, and one-third of single-vehicle KA crashes occurred in dark conditions. Lastly, there is a significant difference between overall and single-vehicle KA crashes involving a vulnerable roadway user (VRU). While 13 percent of surface street single-vehicle crashes involved a VRU, nearly 55 percent of single-vehicle KA crashes involved a VRU.

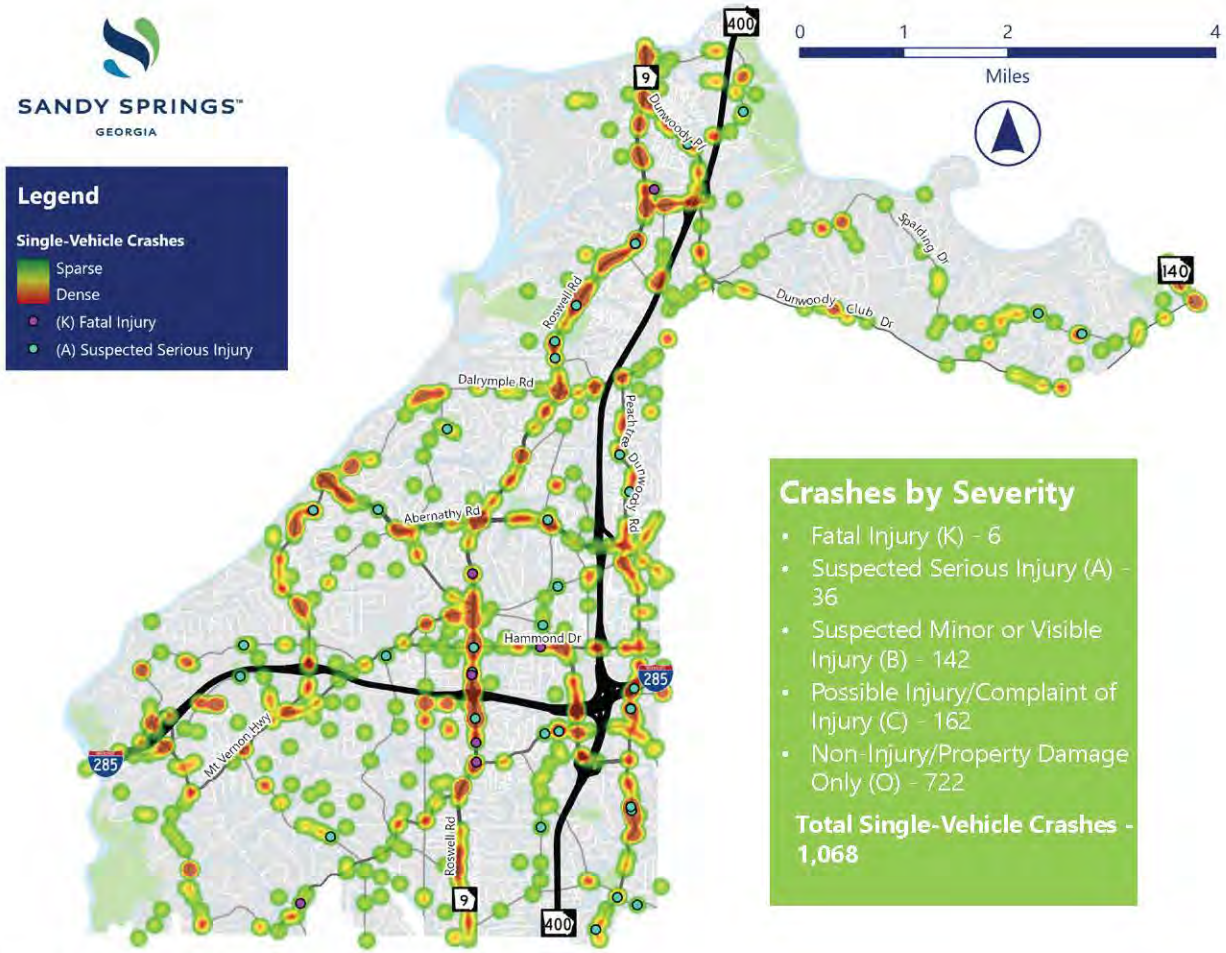


Figure 56. Surface Street Single Vehicle Crashes

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*

** Vulnerable Roadway User*

DRAFT

Aggressive Driving

A crash density map of aggressive driving crashes on surface streets as well as aggressive driving KA crashes are shown in **Figure 57**. Aggressive driving crashes in Sandy Springs are concentrated along Roswell Road as well as Riverside Drive near Johnson Ferry Road and on Northside Drive near I-285. There are also numerous intersections across the City which have reported crashes involving aggressive driving.

More than 63 percent of all aggressive driving crashes involved speeding, and almost 77 percent of aggressive driving KA crashes involved a speeding vehicle. In the early morning hours, aggressive driving crashes were more likely to result in a serious injury or fatality. While 14 percent of all aggressive driving crashes occurred from 12 AM to 6 AM, over 38 percent of aggressive driving KA crashes occurred during this time period. Compared to 32 percent of all aggressive driving crashes involving roadway departure, approximately 54 percent of aggressive driving KA crashes involved roadway departure.

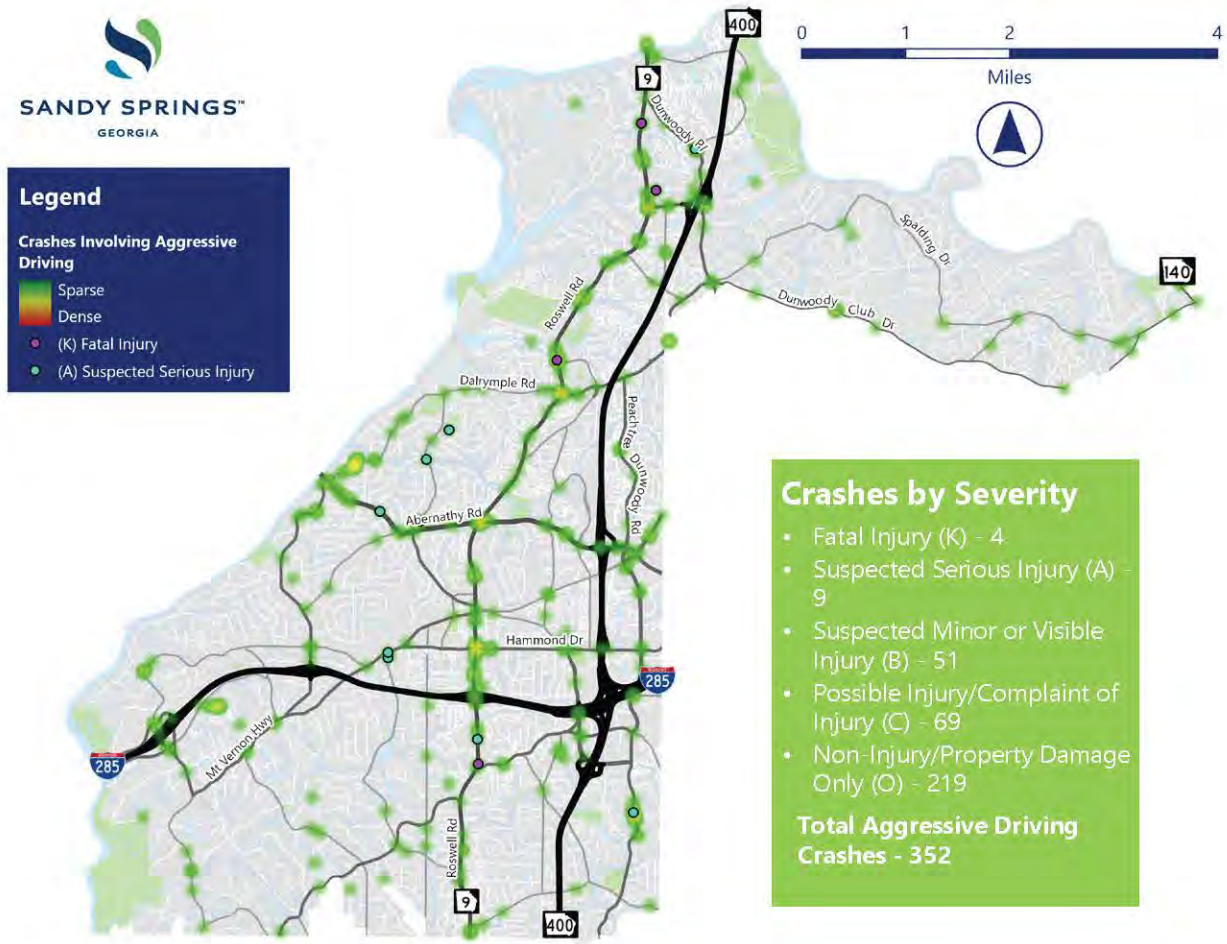


Figure 57. Surface Street Aggressive Driving Crashes

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

Pedestrian-Related Crashes

A crash density map of pedestrian-related crashes on surface streets as well as pedestrian KA crashes are shown in **Figure 58**. As previously mentioned in Chapter 4, pedestrian crashes primarily occurred along Roswell Road but also in proximity to MARTA rail stations, schools, parks, commercial shopping centers, and other pedestrian generators across the City.

Nearly 20 percent of pedestrian KA crashes occurred in dark, unlit conditions, which is higher than the nine percent of overall pedestrian crashes which occurred in dark, unlit conditions. While nearly 81 percent of pedestrian-related crashes occurred within 300 feet of an intersection, over 95 percent of all pedestrian KA crashes occurred within 300 feet of an intersection. Nearly half of overall and KA crashes involving pedestrians in Sandy Springs also involved distracted driving. Additionally, pedestrian crashes were especially overrepresented between 9 AM and 12 PM.

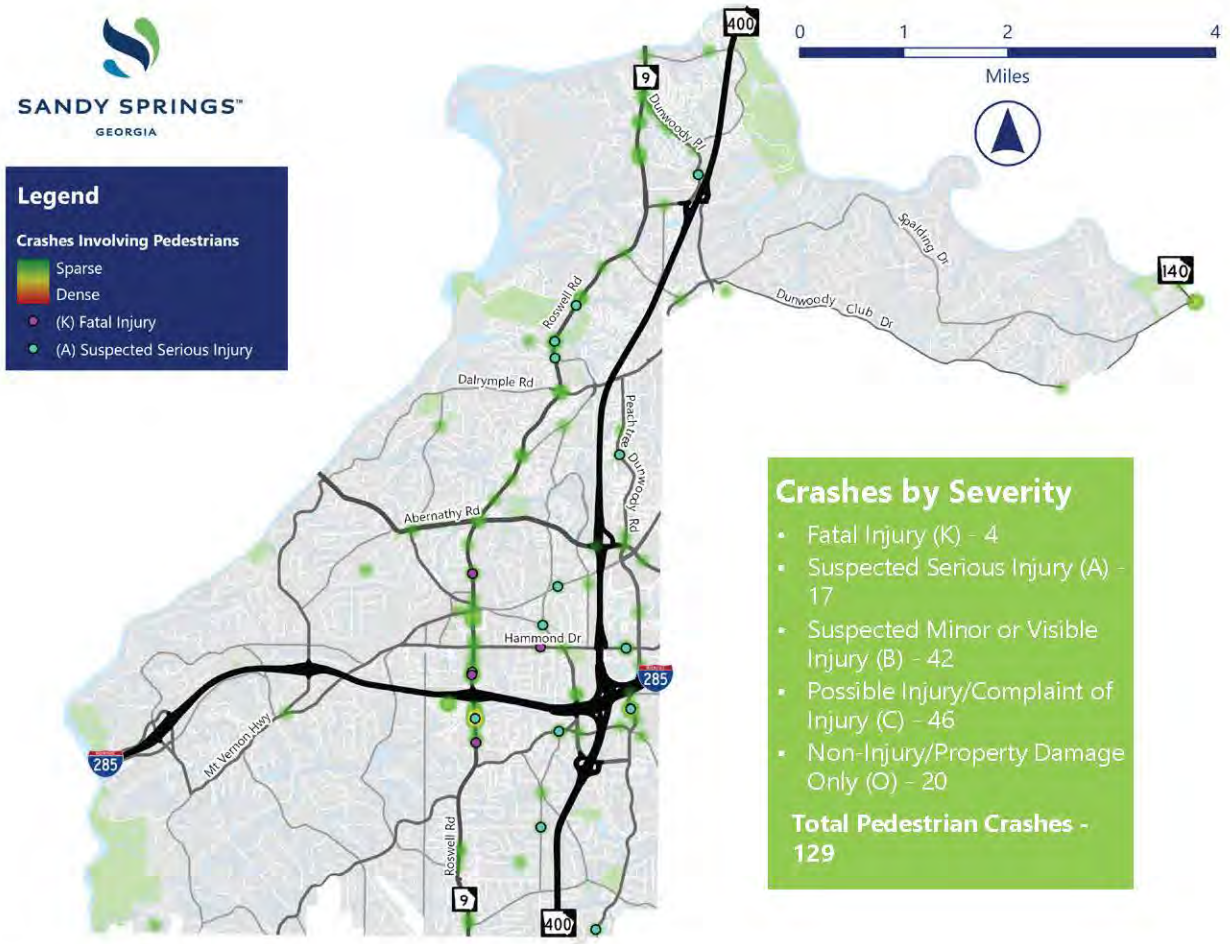


Figure 58. Surface Street Pedestrian-Related Crashes

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

Motorcycle-Related Crashes

A crash density map of motorcycle-related crashes on surface streets as well as motorcycle KA crashes are shown in **Figure 59**. As previously mentioned in Chapter 4, motorcycle crashes primarily occurred along Roswell Road, but outside of this, there are few dense concentrations within the City.

Nearly 46 percent of motorcycle KA crashes were left-angle crashes, which is high compared to nearly 33 percent of all motorcycle crashes which were left-angle crashes. Over 84 percent of all motorcycle KA crashes occurred within 300 feet of an intersection and nearly a quarter of all motorcycle KA crashes in Sandy Springs were single-vehicle crashes. Additionally, motorcycle crashes involving drivers aged 55 and older were overrepresented in Sandy Springs.

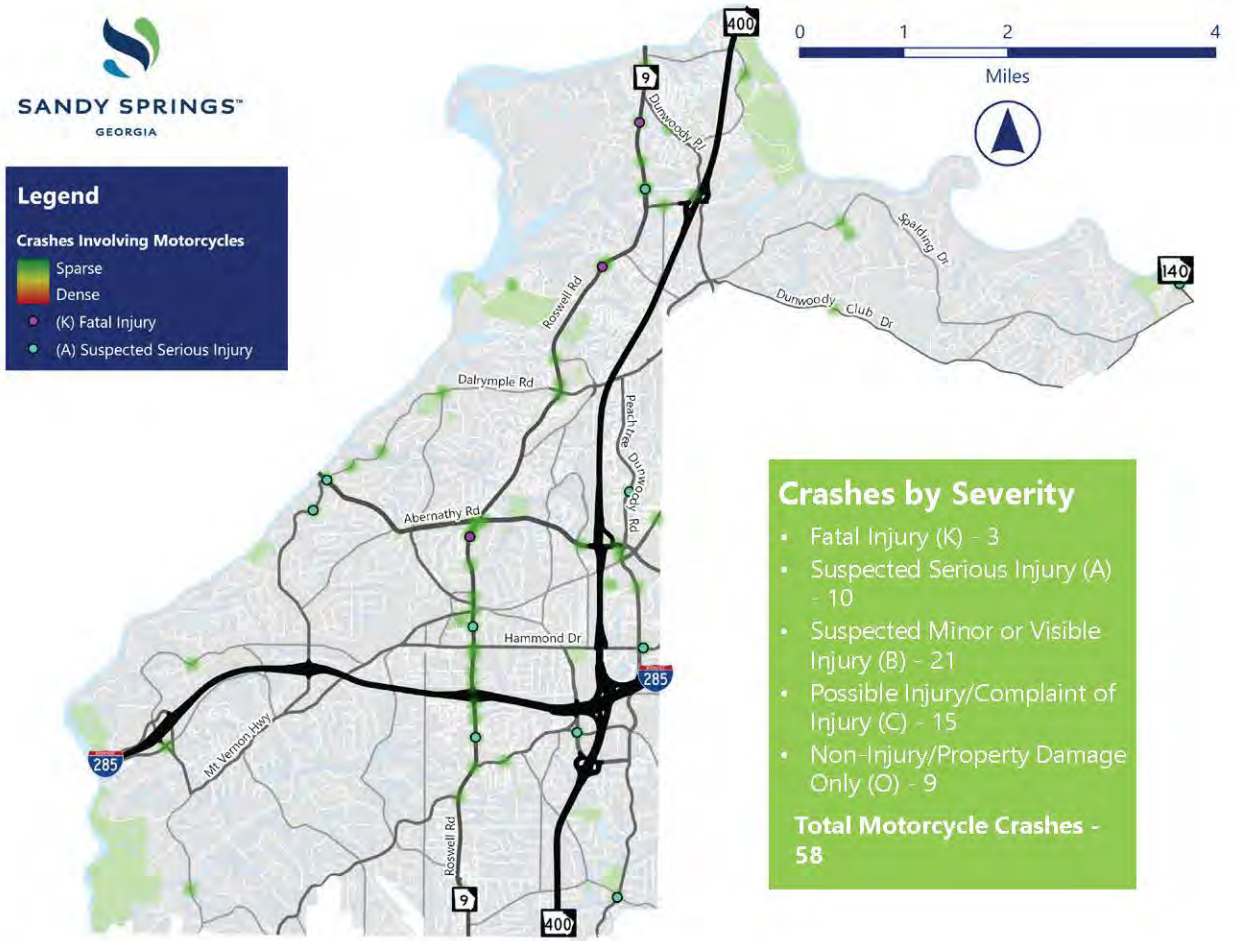


Figure 59. Surface Street Motorcycle-Related Crashes

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

Distracted Driving Crashes

A crash density map of distracted driving crashes on surface streets as well as distracted driving KA crashes are shown in **Figure 60**. Distracted driving is a problem that is prevalent throughout the City, and most KA crashes resulting from distracted driving were along arterials and collectors.

While 76 percent of distracted driving crashes were rear end crashes, only 27 percent resulted in a fatality or a serious injury. More than 85 percent of all distracted driving crashes as well as distracted driving KA crashes were within 300 feet of an intersection. Approximately 14 percent of distracted driving crashes occurred between 9 AM and 12 PM; however, 27 percent of KA crashes involving distracted driving occurred during this time of the day.

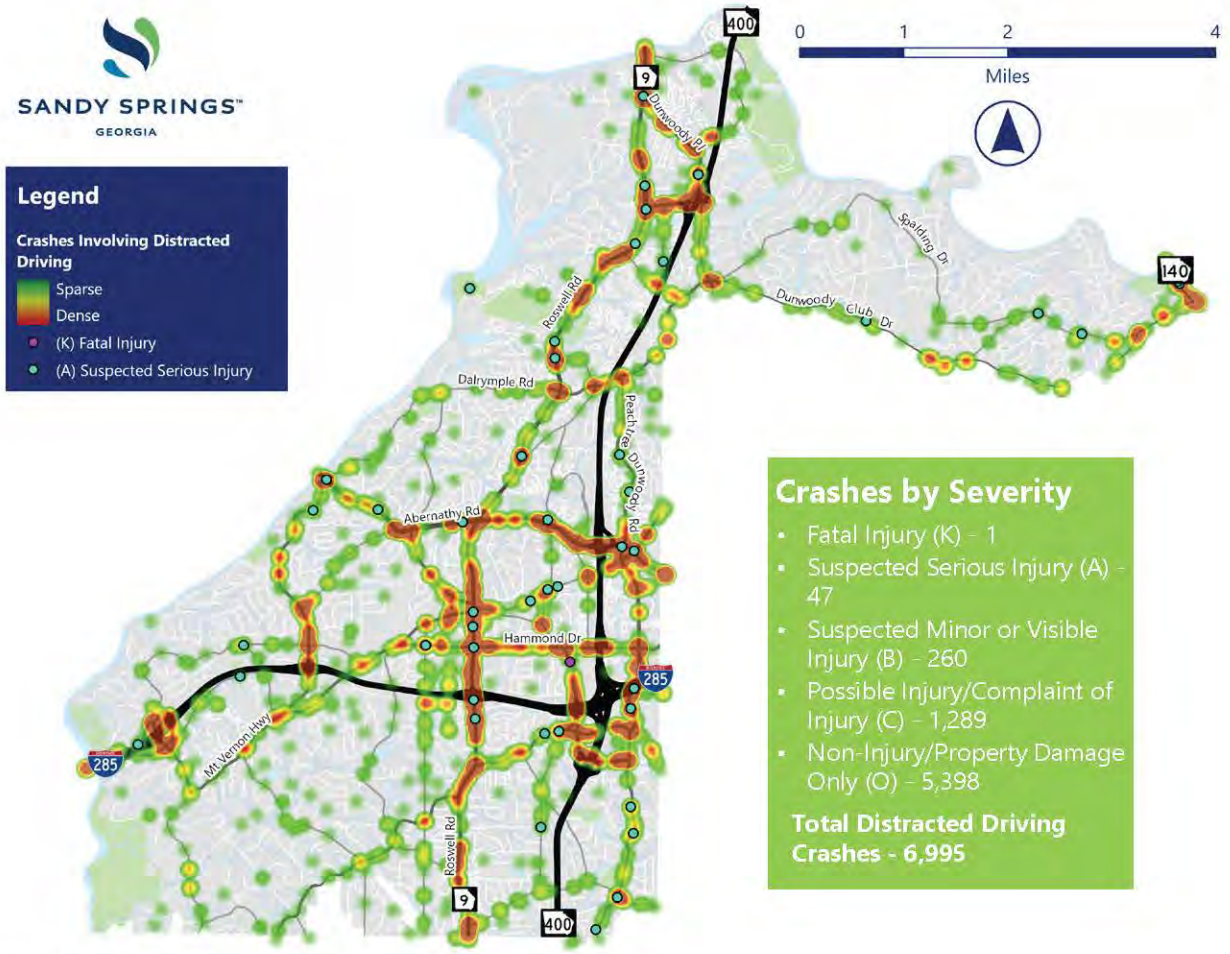


Figure 60. Surface Street Distracted Driving Crashes

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

Impaired Driving Crashes

A crash density map of impaired driving crashes on surface streets as well as distracted driving KA crashes are shown in **Figure 61**. Impaired driving is a problem not just within Sandy Springs but throughout the Atlanta region and Georgia, and most KA crashes from impaired driving were along Roswell Road.

While 53 percent of all impaired driving crashes occurred on Friday, Saturday, or Sunday, 62 percent of impaired driving KA crashes occurred on those days of the week. More than 70 percent of all impaired driving crashes occurred in dark conditions, regardless of lighting, but 77 percent of impaired driving KA crashes occurred in dark conditions. Nearly half of all impaired driving crashes were also single-vehicle crashes.

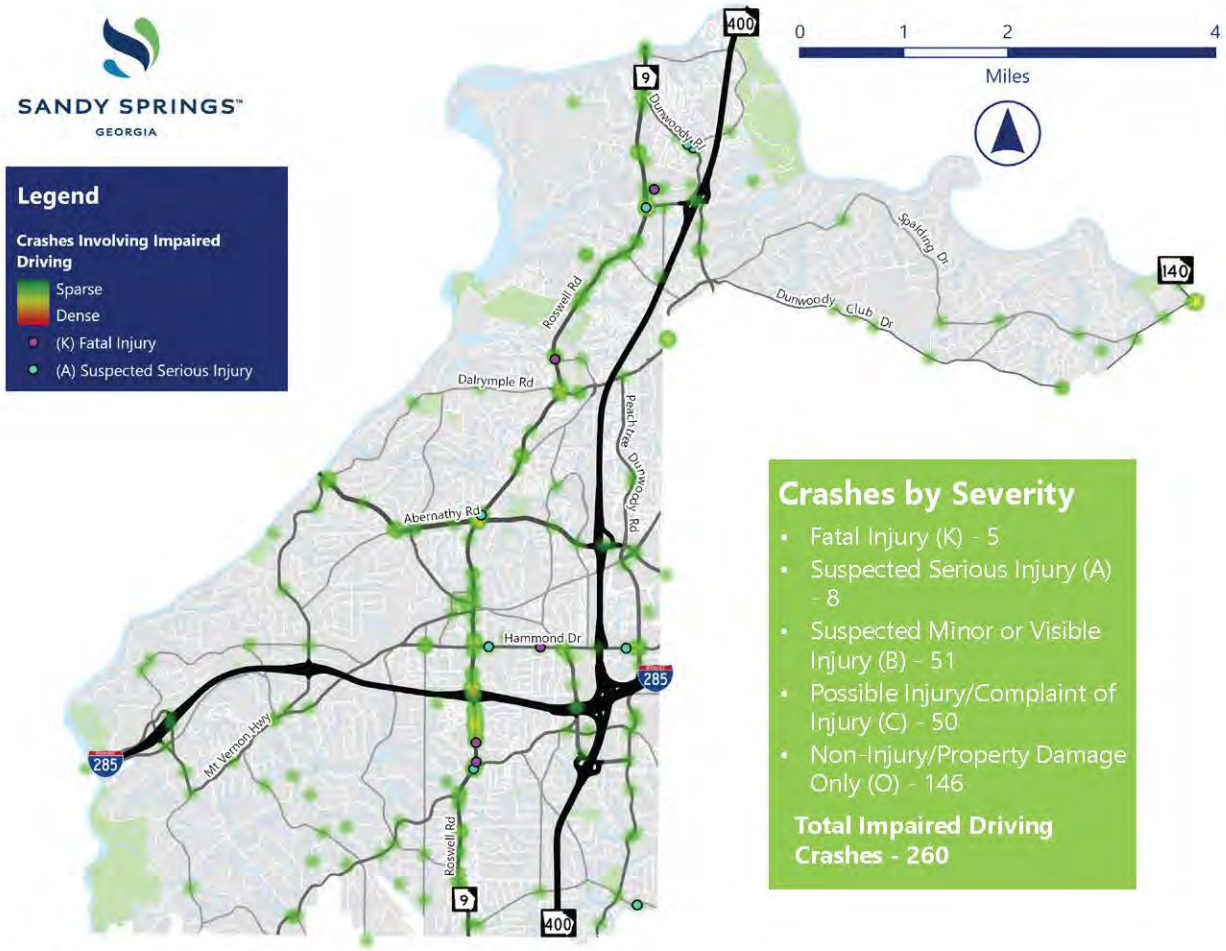


Figure 61. Surface Street Impaired Driving Crashes

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

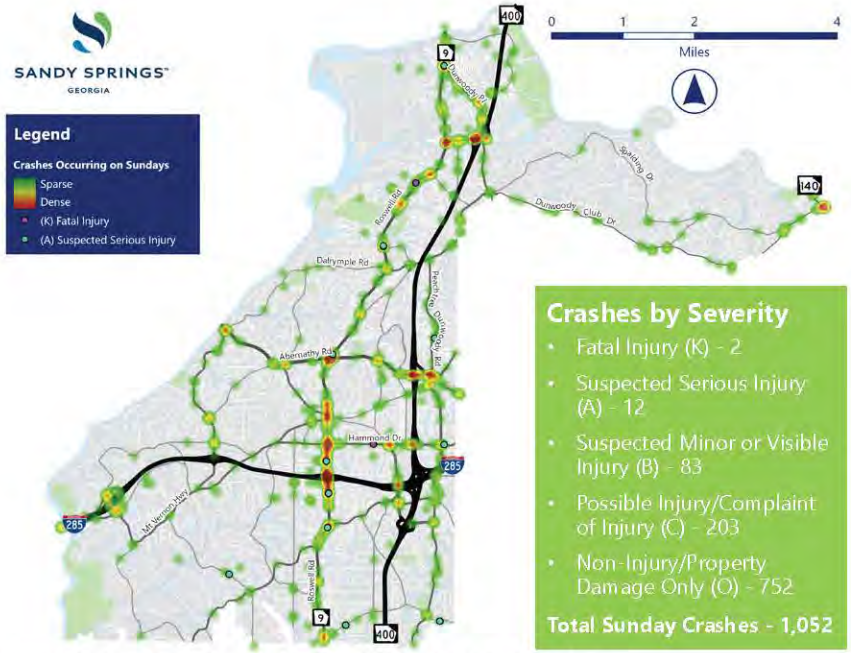


Figure 62. Surface Street Crashes Occurring on Sundays

Crashes Occurring on Sundays

Sunday crashes were an overrepresented condition in Sandy Springs. The location of these crashes as well as KA crashes is shown in **Figure 62**. There is a strong correlation with commercial areas as well as intersections along arterials like Roswell Road, Abernathy Road, Northridge Road, and Holcomb Bridge Road. KA crashes on Sundays were most prevalent on Roswell Road between Glenridge Drive and Abernathy Road. Crash types which are overrepresented on Sundays include vulnerable roadway user crashes (three percent overall vs 57 percent KA), single vehicle crashes (15 percent overall vs 43 percent KA), impaired driving (four percent overall vs 29 percent KA), and crashes between 12 AM and 6 AM (11 percent overall vs 14 percent KA).

Crashes in Dark Conditions

Crashes in dark, lighted conditions are shown in **Figure 63** while crashes in dark, unlighted conditions are shown in **Figure 64**. Crashes in dark, lighted conditions were most frequent near signalized intersections. Dark, not lighted crashes are more widespread throughout the City. VRU crashes comprise two percent of overall crashes in dark conditions, but 26 percent of KA crashes involving VRUs were in dark conditions. Other overrepresented crash types in dark conditions include impaired driving, midblock crashes, single-vehicle crashes, and roadway departure crashes.

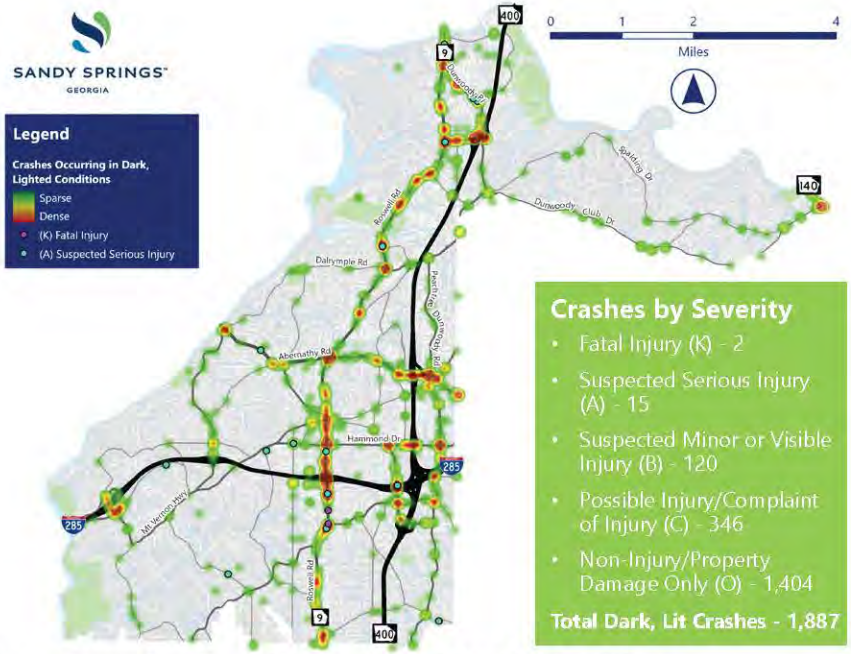


Figure 63. Surface Street Crashes in Dark, Lighted Conditions

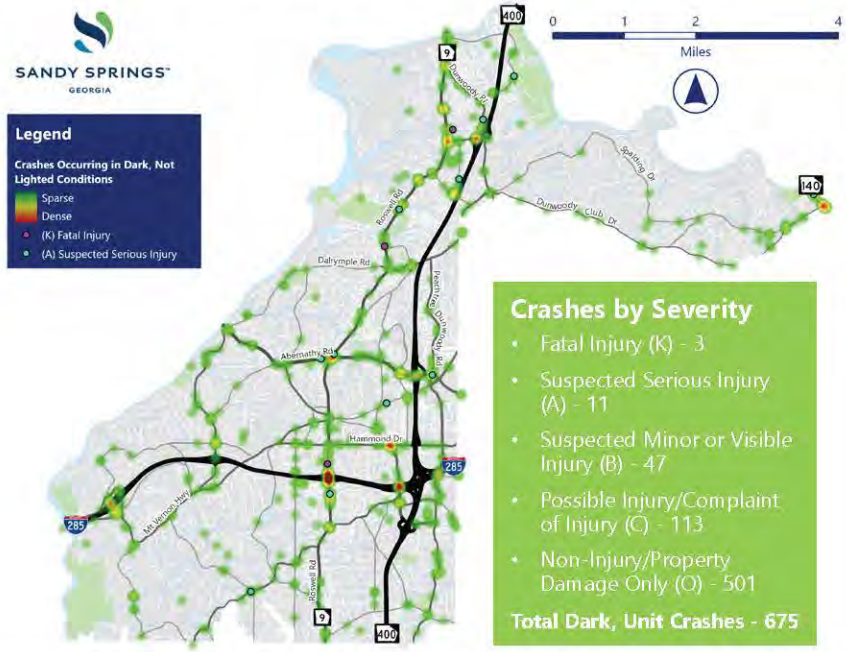


Figure 64. Surface Street Crashes Occurring in Dark, Not Lighted Conditions

Additional Notable Crash Patterns

Crashes During Early Morning Hours

Crashes during early morning hours (between the hours of 12 AM and 6 AM) were overrepresented in that three percent of crashes overall occurred during this time period, but nine percent of KA crashes occurred during this time period. Within this crash category, there were several types which were overrepresented including VRU crashes (one percent overall vs 20 percent KA), impaired driving (19 percent overall vs 70 percent KA), crashes involving drivers age 25 through 29 (28 percent overall vs 60 percent KA), and crashes on Saturdays (25 percent overall vs 50 percent KA).

Crashes Involving Large Trucks

Crashes involving large trucks within Sandy Springs between 2018 and 2022 are shown below in **Figure 65**. Crashes involving large trucks are most concentrated on state routes such as Roswell Road (SR 9) and Holcomb Bridge Road (SR 140) as well as arterials used to access I-285 and SR 400 such as Peachtree Dunwoody Road, Abernathy Road, and Northridge Road. There are also small crash clusters on smaller streets which are not as suitable for trucks as arterials such as Riverside Drive, Dalrymple Road, Windsor Parkway, and High Point Road. While these crashes are not overrepresented in Sandy Springs, they do point to safety issues and challenges within the City which the Safety Action Plan can help address.

Left-Angle Crashes at Non-Signalized Intersections

Left-angle crashes at non-signalized intersections are shown in **Figure 66**. These types of crashes can point to access management challenges as well as a potential need for enhanced traffic controls such as stop signs or traffic signals. Some locations where these crashes are frequent include Roswell Road at Northridge Parkway, Roswell Road at Cimarron Parkway, Dunwoody Club Drive at Jett Ferry Road, and Northside Drive at Mount Vernon Highway. Some locations have undergone safety improvements during this time period covered by the crash database, such as Roswell Road at Grogans Ferry Road.

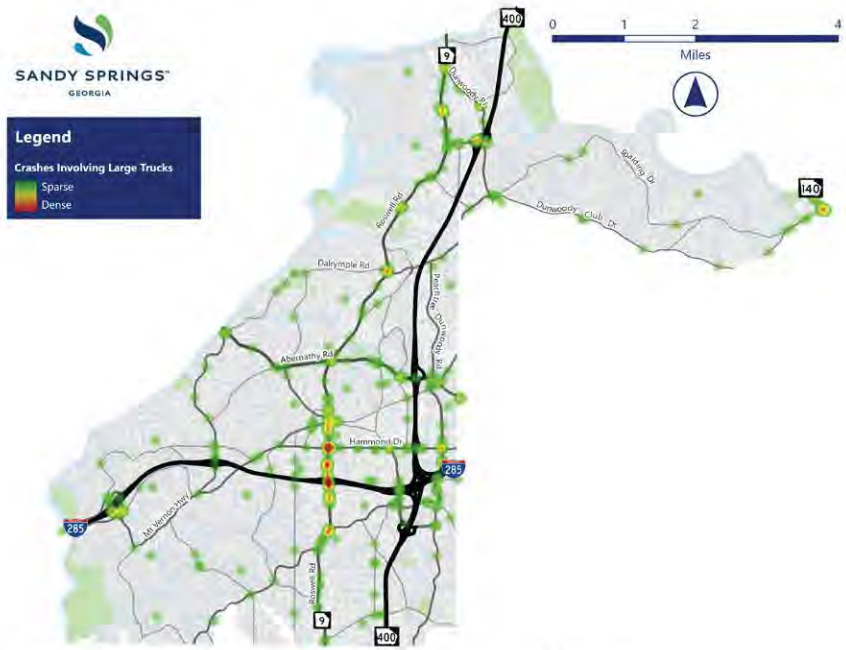


Figure 65. Surface Street Crashes Involving Large Trucks

Figure 66. Surface Street Left-Angle Crashes at Non-Signalized Intersections

Impaired Driving Crashes and Licensed On-Premises Alcohol Establishments

Figure 67 shows impaired driving crashes between 2018 and 2022 overlaid with an inventory of businesses with alcohol licenses. As discussed in a previous section on impaired driving, these crashes are more frequent on corridors with higher traffic volumes such as Roswell Road, Hammond Drive, and Peachtree Dunwoody Road. This map shows that there is a correlation between the location of crashes involving driver impairment and where alcohol is sold by the drink, such as bars and restaurants. Some notable locations where this observation applies is the intersection of Roswell Road and Abernathy Road, the City Springs area, and the intersection of Roswell Road at Northridge Road.

Crashes in Areas with Roadway Curves

Crashes in areas with roadway curves often correspond to roadway departure crashes, which are overrepresented in Sandy Springs in that they comprise only eight percent of overall crashes but 22 percent of KA crashes. These crashes are shown in **Figure 68** with an inventory of guardrails in Sandy Springs. Corridors with numerous curves such as Riverside Drive have both a history of roadway curve crashes as well as existing guardrails. There are some locations within the City which do not have guardrails and may show a need for them based on crashes in roadway curves. Examples include Heards Ferry Road where it becomes Northside Drive, Roberts Drive near Island Ford, and Mount Paran Road.

Crashes Involving Drivers Aged 65 Plus

Crashes involving drivers aged 65 or older are not just overrepresented in Sandy Springs but also nationally. In Sandy Springs, 16 percent of overall crashes involved drivers aged 65 or older, but 21 percent of KA crashes involved drivers in this age group. Within this category, some notable observations are roadway departure (four percent overall vs 12 percent KA), left-angle crashes (17 percent overall versus 32 percent KA), and crashes which do not involve a collision with a motor vehicle (4 percent overall vs 24 percent KA).

Figure 67. Surface Street Impaired Driving Crashes Against Establishments with On-Premises Alcohol Licenses

Figure 68. Surface Street Crashes in Areas with Roadway Curves

Area Comparisons

Crash statistics were benchmarked against local, regional, and national crash trends to determine what crash types and conditions are overrepresented in Sandy Springs.

Local and Regional Comparisons

On a local scale, crash statistics from Fulton County, Roswell, and Dunwoody were compared to Sandy Springs as shown on the right in **Figure 69**. This chart presents the crash factors that are overrepresented in Sandy Springs, in comparison to the local entities. The comparison includes a breakdown by all crashes and KA crashes alone. A filled-in circle represents an overrepresented crash factor, in comparison to that jurisdiction. For example, distracted driving is overrepresented in Sandy Springs, compared to all jurisdictions, and older driver related (55+) crashes are only overrepresented when compared to Fulton County and Dunwoody.

The most overrepresented (●) crashes in Sandy Springs compared to Fulton County and the Cities of Roswell and Dunwoody are shown on the chart below:

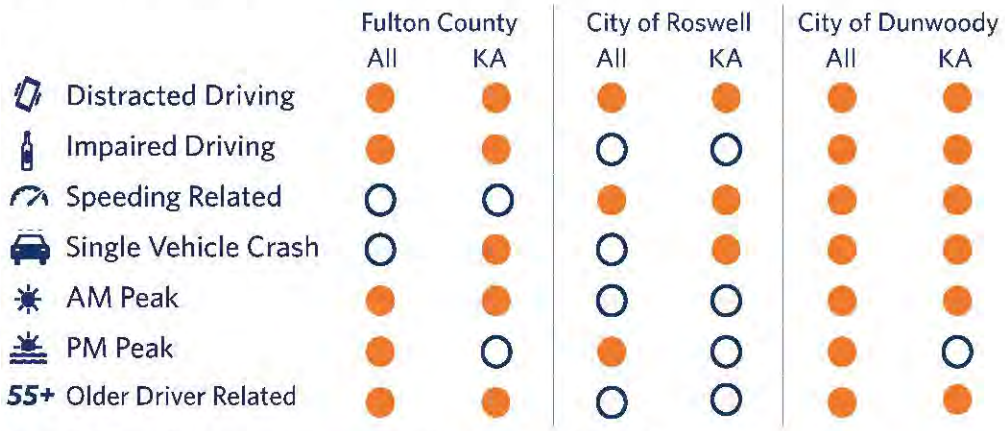


Figure 69. Local Overrepresented Crash Types and Patterns

Table 11. Atlanta Region Crash Comparisons

Atlanta Region Crash Comparisons	Sandy Springs	Roswell	Dunwoody	Alpharetta	Atlanta	ARC Region	Fulton County	Cobb County	Gwinnett County
Total Crashes	**27,502**	13,922	9,851	11,085	182,181	1,019,615	288,853	140,916	152,510
Surface Street Crashes	**13,857**	13,052	5,236	8,867	117,304	781,538	198,879	112,694	132,454
KA Crashes	**243**	150	137	76	2,678	15,594	4,523	2,042	1,713
KA Crashes on Surface Streets	**117**	139	61	63	1,728	12,095	3,145	1,685	1,507
2020 Population	**108,080**	92,833	51,683	65,818	498,715	4,967,514	10,667,10	766,149	957,062
Total Crashes per 100,000 Residents	***5,089***	*2,999*	*3,812*	*3,368*	*7,306*	*4,105*	*5,416*	*3,679*	*3,187*
Surface Street Crashes per 100,000 Residents	***2,564***	*2,812*	*2,026*	*2,694*	*4,704*	*3,147*	*3,729*	*2,942*	*2,768*
KA Crashes per 100,000 Residents	***45***	*32*	*53*	*23*	*107*	*63*	*85*	*53*	*36*
Surface Street KA Crashes per 100,000 Residents	***22***	*30*	*24*	*19*	*69*	*49*	*59*	*44*	*31*

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 the chart below:

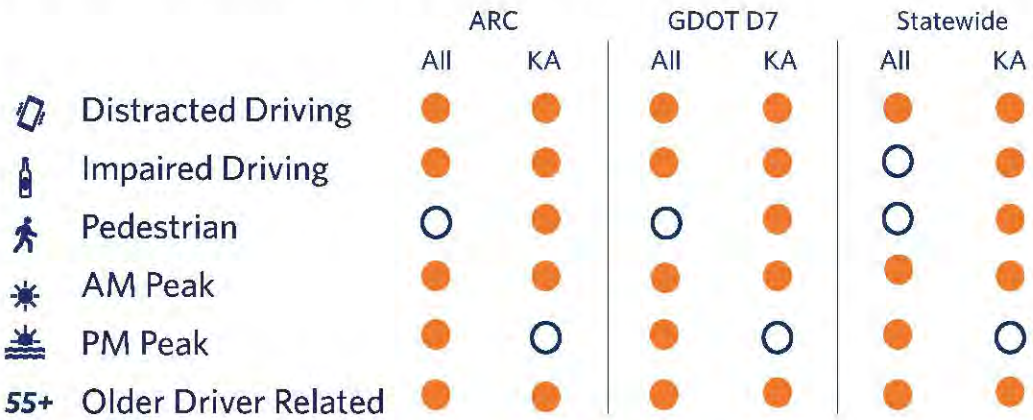


Figure 70. Regional and Statewide Overrepresented Crash Types and Patterns

Regionally, GDOT District 7, the Atlanta Regional Commission (ARC), and the state all served as comparison points. Overrepresented crash factors are presented in **Figure 70**. Speeding related crashes and single-vehicle crashes are overrepresented locally but not regionally. Pedestrian crashes, however, are overrepresented compared to the region. Distracted driving and older driver related crashes are overrepresented in Sandy Springs, compared to all regional entities.

The project team also made comparisons based on crashes per 100,000 people (derived from 2020 Census population figures) and 2018 through 2022 crash statistics elsewhere in Georgia based on Numetric/AASHTOWare data. Crash rates were compared to those of other cities in the Atlanta region (**Table 11**) and in other major Georgia cities (**Table 12**). Sandy Springs has a higher crash rate per 100,000 residents than many other cities, but when limited-access facilities are removed from consideration, the KA crash rate is lower than other places in the Atlanta region, with the exception of Alpharetta. Crash rates in Sandy Springs are lower compared to other major Georgia cities like Macon and Savannah.

Table 12. Additional In-State Crash Comparisons

Additional In-State Crash Comparisons	Sandy Springs	Macon	Columbus	Savannah	Augusta	Athens
Total Crashes	**27,502**	37,063	36,987	40,449	46,421	23,448
Surface Street Crashes	**13,857**	30,866	31,861	37,024	41,132	21,263
KA Crashes	**243**	861	488	741	580	363
KA Crashes on Surface Streets	**117**	725	406	655	505	328
2020 Population	**108,080**	157,346	206,922	147,780	202,081	127,315
Total Crashes per 100,000 Residents	***5,089***	*4,711*	*3,575*	*5,474*	*4,594*	*3,683*
Surface Street Crashes per 100,000 Residents	***2,564***	*3,923*	*3,080*	*5,011*	*4,071*	*3,340*
KA Crashes per 100,000 Residents	***45***	*109*	*47*	*100*	*57*	*57*
Surface Street KA Crashes per 100,000 Residents	***22***	*92*	*39*	*89*	*50*	*52*

Buffered Sidewalk on Roswell Road South of Hammond Drive

Lastly, the project team compared Sandy Springs to other cities within the Atlanta region and across the state of Georgia based on crash rates expressed as crashes per 100 million vehicle miles traveled (VMT). This provides an additional lenses of comparison beyond population and shows that Sandy Springs has a crash rate higher than many other places in Georgia based on the number of vehicle miles. For each location, the project team compiled Numetric/ AASHTOWare data as well as GDOT Series 400 reports which convey roadway lane miles and VMT at the county and city level.

Figure 71 shows crashes per 100 million VMT against various geographies within the Atlanta region while **Figure 72** shows Sandy Springs against other major cities in Georgia for the years 2018 through 2022.

In the Atlanta region, Sandy Springs experienced a higher crash rate than Fulton County as well as the entire Atlanta region largely because of I-285 and SR 400 passing through the City. However, the crash rate in Sandy Springs was lower than the City of Atlanta's crash rate per 100 million VMT. Elsewhere in Georgia, most cities had a lower VMT crash rate than Sandy Springs with the exception of Savannah.

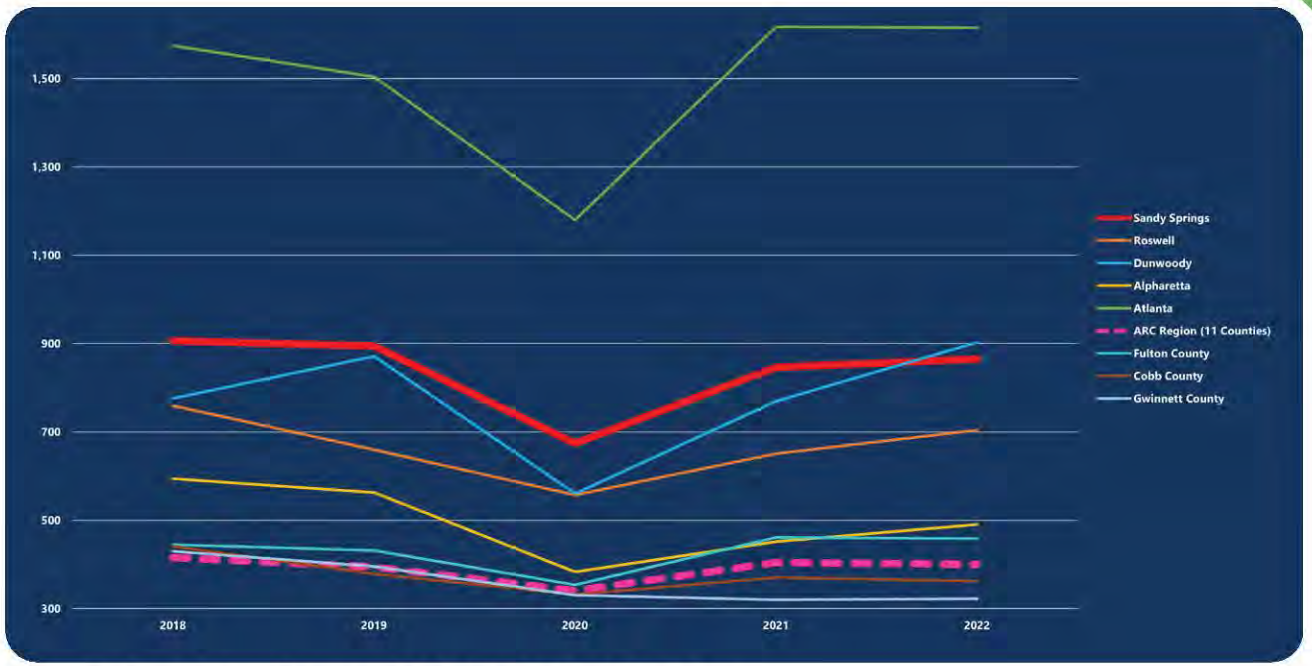


Figure 71. Crash Comparisons per 100 Million VMT - Atlanta Region

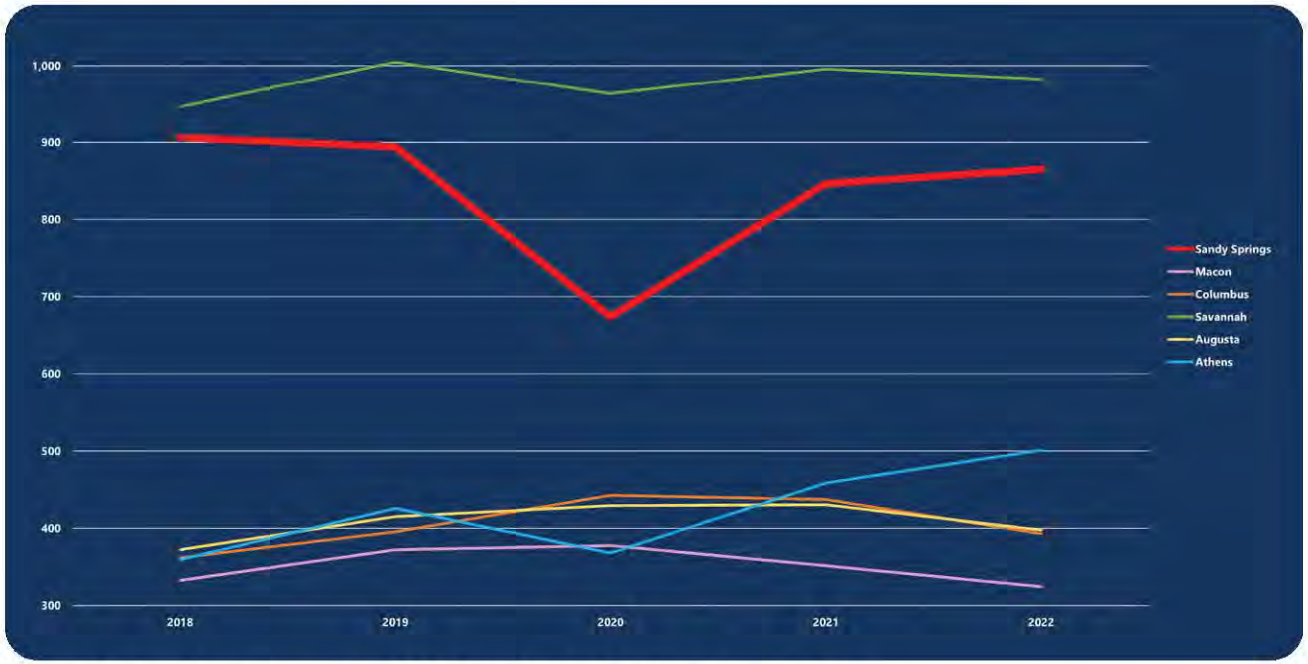


Figure 72. Crash Comparisons per 100 Million VMT - Additional Georgia Cities

National Peer City Comparisons

On a national level, data for fatal crashes is available from the National Highway Traffic Safety Administration's (NHTSA) Fatality and Injury Reporting System (FARS). Based on this analysis of overrepresented crash patterns, Sandy Springs and the nation both have three overrepresented fatal crash types, including crashes involving pedestrians, bicycles, and older drivers aged 65 or older.

The project team conducted high-level analyses of peer cities with similar population, transportation, and land use patterns to understand the crash rate in Sandy Springs compared to other suburban communities across the southeastern United States. **Table 13** below includes comparisons to these other communities. In these communities, the total crash rate per 100,000 people in Sandy Springs is significantly higher than most places with the exception of Asheville, North Carolina. Among surface street crashes, Sandy Springs performs slightly better than Concord and Mount Pleasant. KA crash rates in Sandy Springs are much higher than all places included below primarily because of two major freeway facilities which pass through the City.

National Comparisons

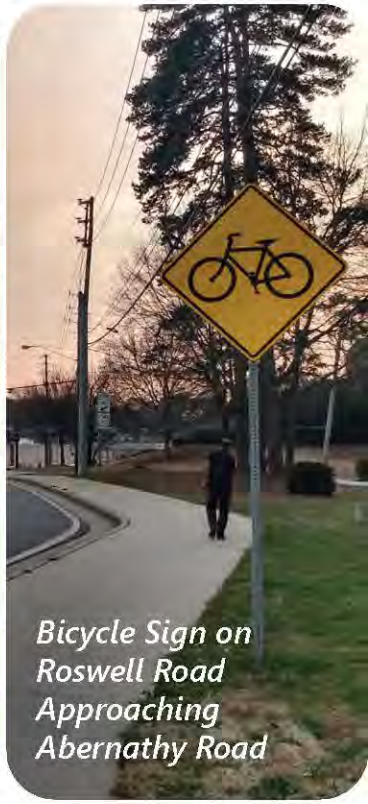
On a national scale, only fatal crashes are reported to the detail of specific crash factors involved. The following fatal crash types are overrepresented in Sandy Springs:

- Pedestrian Related
- 65+ Older Driver Related (65+)
- Bicycle Related

Table 13. National Peer City Crash Comparisons

National Peer City Crash Comparisons	Sandy Springs	Franklin, TN	Cary, NC	Concord, NC	Mt Pleasant, SC*	Plano, TX	Asheville, NC
Total Crashes	**27,502**	10,195	19,085	17,097	13,606	24,498	30,170
Surface Street Crashes	**13,857**	7,118	18,910	13,879	13,123	21,762	25,940
KA Crashes	**243**	116	81	111	103	422	142
KA Crashes on Surface Streets	**117**	71	80	62	98	372	115
2020 Population	**108,080**	83,454	174,721	105,240	90,801	285,494	94,589
Total Crashes per 100,000 Residents	***5,089***	*2,443*	*2,185*	*3,249*	*2,997*	*1,716*	*6,379*
Surface Street Crashes per 100,000 Residents	***2,564***	*1,706*	*2,165*	*2,638*	*2,890*	*1,525*	*5,485*
KA Crashes per 100,000 Residents	***45***	*28*	*9*	*21*	*23*	*30*	*30*
Surface Street KA Crashes per 100,000 Residents	***22***	*17*	*9*	*12*	*22*	*26*	*24*

NOTE: 2022 crash data for Mt Pleasant, SC was not available at the time of plan development and this number reflects 2017 through 2021 crashes.



Bicycle Sign on Roswell Road Approaching Abernathy Road

Table 14. List of Contextual Risk Factors

Contextual Risk Factors in Sandy Springs
Roadway functional class
Number of lanes
Traffic volumes (AADT)
Posted speed limit
HDC/APP
Proximity to schools
Proximity to parks
One way streets
In/near commercial area
In/near residential area
Sidewalk access
Roadway ownership
Light condition
Proximity to transit stops

Systemic Safety Analysis

The systemic safety analysis identifies relationships between system-wide crash causes and contextual factors, utilizing various datasets and geospatial analysis tools. The findings will help guide future investments and interventions to enhance road safety, particularly for vulnerable road users (VRUs) and to reduce fatal and serious injury crashes. It supplements the crash history analysis by identifying roads where there are similar characteristics to where historic crashes occurred, so that the city can target safety improvements to these areas.

The risk factors identified from historic crashes are listed in **Table 14**. Using relevant data sources, a series of spatial joins were performed to assign risk factors to the associated crash data. From there, the project team conducted data permutations to focus on areas where certain types of crashes tend to be overrepresented. Bivariate analyses were supplemented with additional context, such as comparing the proportion of crashes in a specific area to the area's population or comparing crashes on particular road types to their proportion of total lane mileage Citywide. The resulting analyses highlight where relationships between risk factors and crashes—especially those of higher severity or involving vulnerable road users—are notably overrepresented. A full methodology for the systemic analysis is included in Appendix G.

In addition, crash profiles were developed for specific corridors. A list of these crash profiles is included in **Table 15** below, and the full analysis and findings are in Appendix G. The following pages showcase key observations from the systemic analysis and identify the most prevalent KA crash risk factors in Sandy Springs.

Roswell Road Looking South Towards Cliftwood Drive/Carpenter Drive

Table 15. List of Sandy Springs Crash Profiles

Crash Profiles
Crashes near HDCs and APPs *(see Chapter 6)*
Crashes Near Park or School
Crashes in Neighborhoods (Urban Neighborhood/ Protected Neighborhood)
Crashes in Commercial and Mixed Use Areas (Incl. City Springs, Commercial/Mixed Use, Mixed Use, Perimeter Center, and Medical Center)
Crashes by on Roadways Signed 35MPH+
For additional crash profiles, please see Appendix G.

Figure 73. KA Crash Risk Factor - Streets With 35 MPH+ Speed Limit

KA Crash Risk Factors

The systemic analysis categorizes crashes based on contextual risk factors, distinguishing between all crashes, those resulting in fatalities or serious injuries, and crashes involving vulnerable road users. More detailed findings related to these factors, including important context, is described in Appendix G.

Speed

The map in **Figure 73** shows the location of streets in Sandy Springs with speed limits of 35 miles per hour (MPH) or higher. The analysis of the signed speed limits revealed that higher severity crashes are less frequent on roads with a speed limit of 25 MPH, while they are more common on roads with limits of 35 MPH, 45 MPH, and 65 MPH (see **Figure 74**). Conversely, the proportion of VRU crashes is higher on streets with speed limits of 25 MPH and 35 MPH, but lower on roadways with limits of 45 MPH or higher.

Based on **Figure 75**, crashes on roadways with speed limits of 35 MPH or higher account for 72 percent of all KA crashes in Sandy Springs. Although these crashes are less likely to involve vulnerable road users, they are somewhat more likely to result in fatalities or serious injuries.

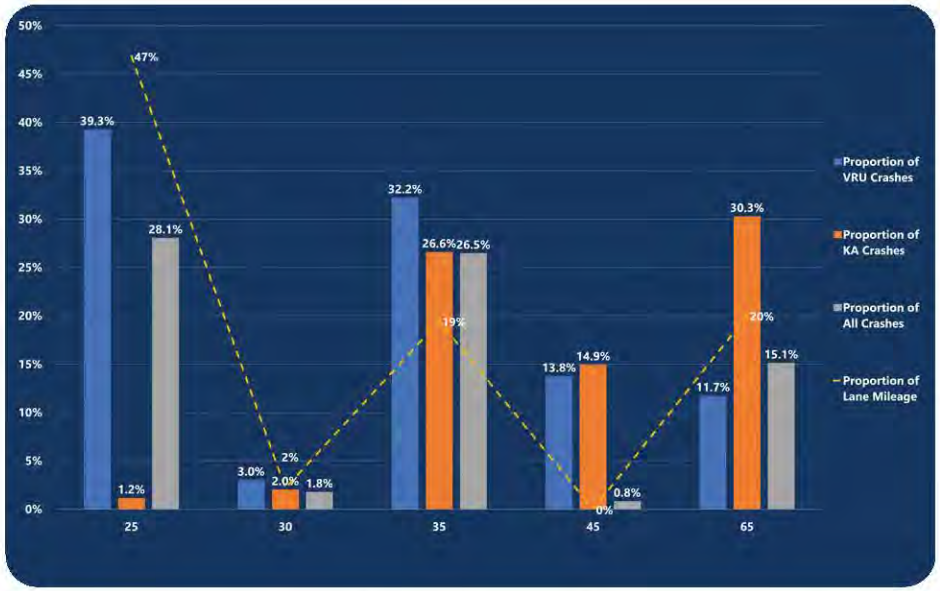


Figure 74. Proportion of KA and VRU Crashes Based on Posted Speed Limit

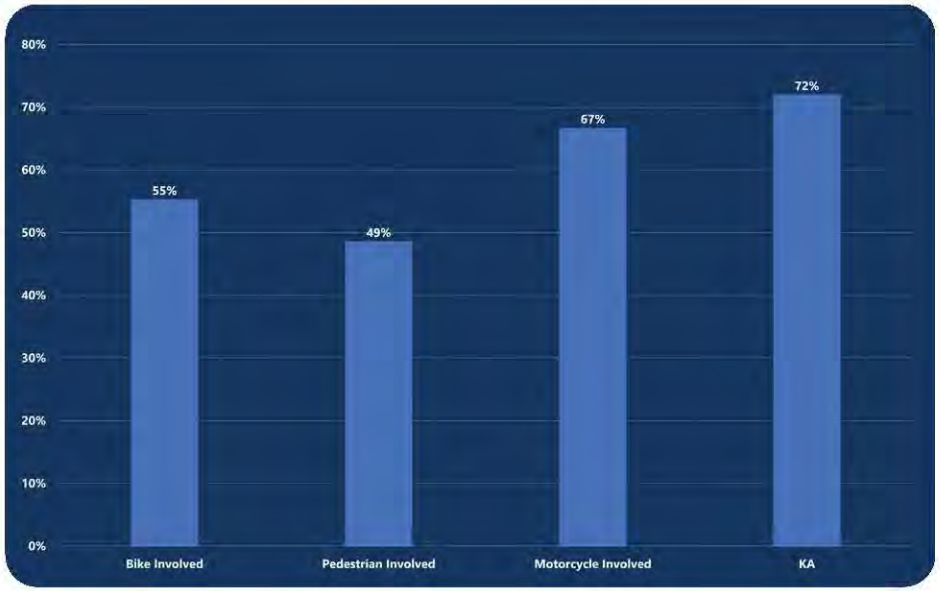


Figure 75. Share of KA and VRU Crashes on Roads with 35 MPH+ Speed Limit

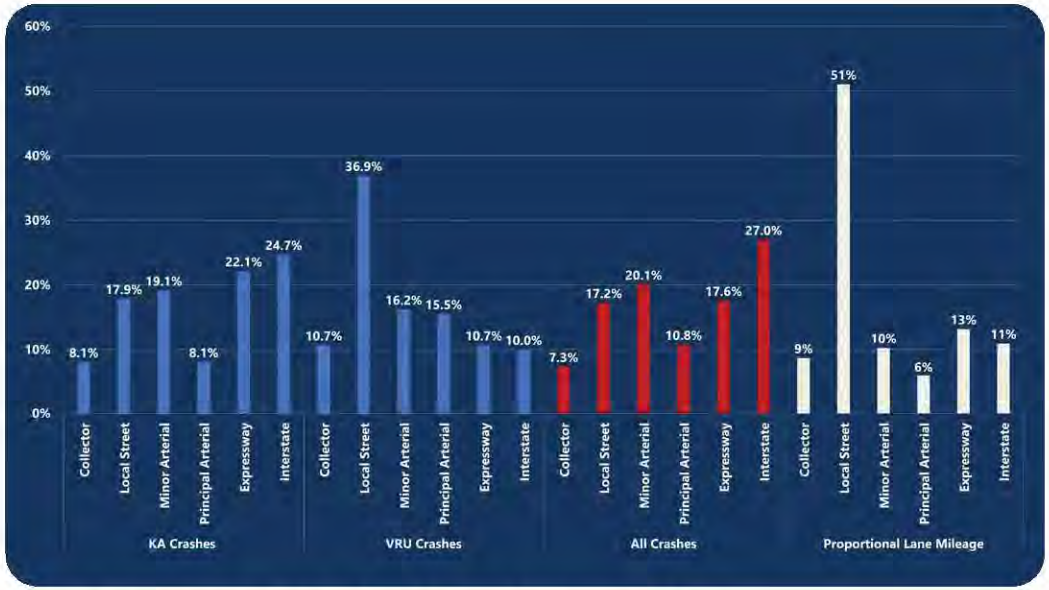


Figure 76. Proportion of KA and VRU Crashes by Functional Class

Roadway Type

The analysis examined roadway functional classification and the number of lanes as risk factors. The results indicate that VRU crashes are more prevalent on local streets compared to overall crash rates, whereas both KA crashes and all crashes are more common on expressways and interstates.

Based on **Figure 76**, VRU crashes are 47 percent more likely to occur on collector streets, more than 100 percent more likely on minor arterial streets, and almost 70 percent more likely to occur on principal arterials than crashes overall. KA crashes are more common on expressways than crashes overall. In terms of lane mileage, KA crashes disproportionately happen on expressways and interstates even though these comprise just 13 percent and 11 percent of total roadway mileage in the City, respectively. Conversely, collector streets, minor arterials, and principal arterials all experience VRU crashes at disproportionately high rates compared to their lane mileage. Local streets comprise 51 percent of the City's lane mileage and almost 37 percent of VRU crashes.

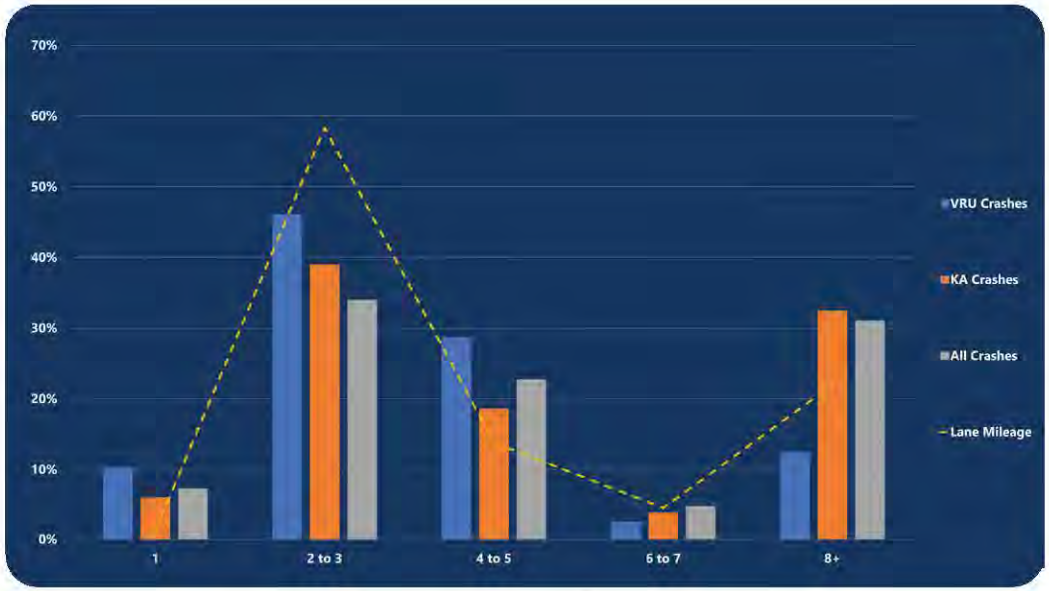


Figure 77. Proportion of KA and VRU Crashes Based on Laneage

Laneage

As shown in **Figure 77**, roadways with two to six lanes account for over half of all crashes. VRU and KA crashes are more likely to occur on two to three lane roadways than crashes overall, which comprise 58 percent of the total lane mileage in Sandy Springs. Conversely, four to five lane roads account for over 28 percent of VRU crashes, 18 percent of KA crashes, and 23 percent of crashes overall, despite accounting for around 14 percent of the total lane mileage. Over 30 percent of KA crashes occur on streets with eight or more lanes (such as I-285 or SR 400), which accounts for 22 percent of the total lane length Citywide.

Figure 78. KA Crash Risk Factor - Streets Which Are 1/4 Mile Within Greenspace

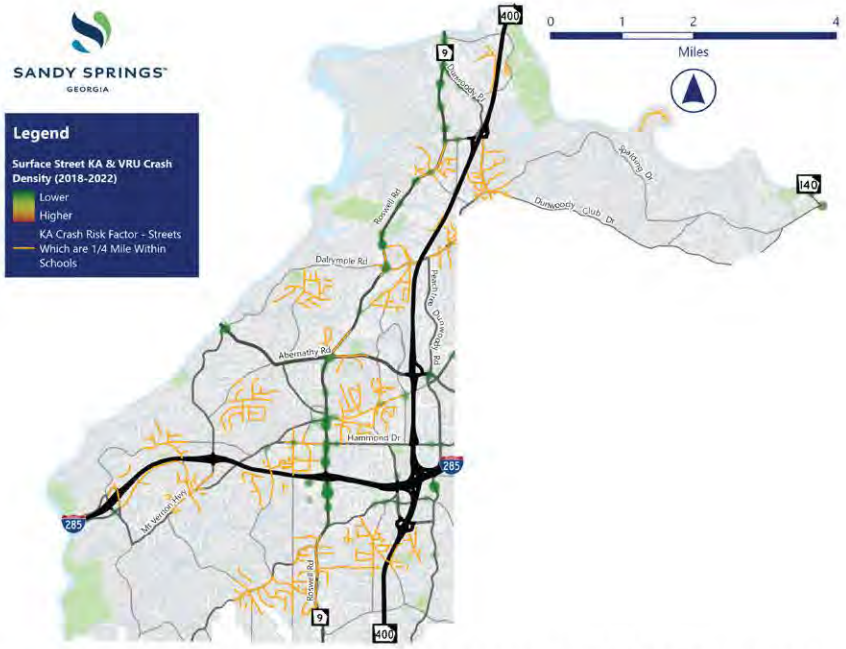


Figure 79. KA Crash Risk Factor - Streets Which Are 1/4 Mile Within Schools

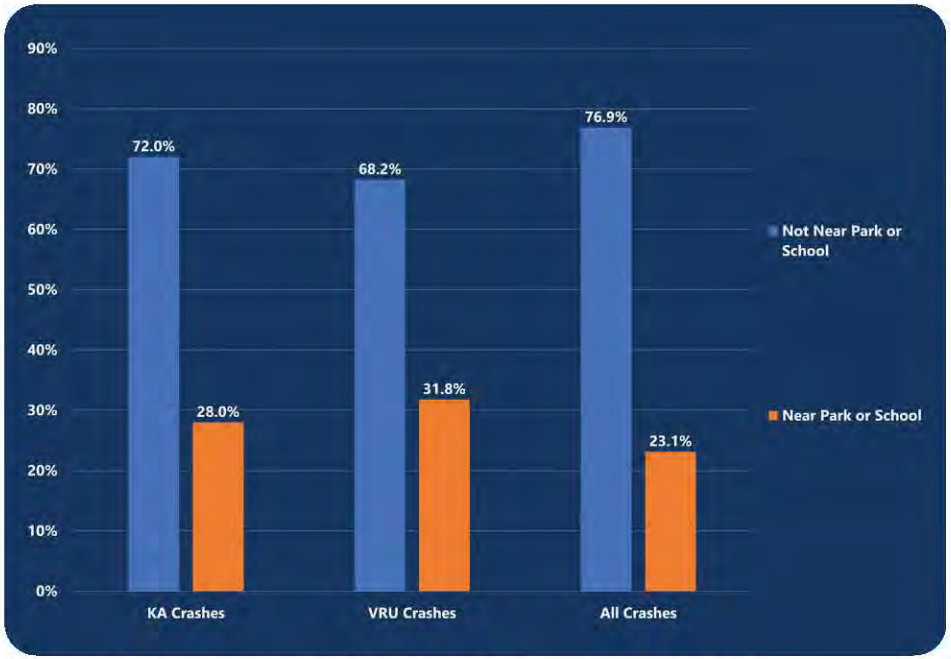


Figure 80. Proportion of KA and VRU Crashes Near Parks or Schools

Proximity to Parks and Greenspace

While 23 percent of all crashes happen near a park or school on streets as shown in **Figure 78** and **Figure 79**, they are 21 percent more likely to result in a fatality or serious injury, and over 37 percent more likely to involve a VRU than crashes overall.

Land Use (Character Area)

Crashes in designated neighborhood character areas (mapped in **Figure 81** and graphed in **Figure 82**) represent nearly half of KA crashes, accounting for a larger proportion than the total number of crashes. Moreover, commercial, mixed-use, and the City Springs character area (mapped in **Figure 83** and graphed in **Figure 84**) exhibit a higher proportion of VRU crashes compared to crashes overall. Almost half of all KA crashes occur in neighborhood contexts (including urban); VRU crashes are more common in the urban neighborhood area than protected neighborhoods; 22 percent of all crashes occur in the Perimeter Center area where KA and VRU crashes are 18 percent and 37 percent less common, respectively. Relative to lane mileage, City Springs, commercial/mixed use, mixed use, and Medical Center have a relatively high number of VRU and KA crashes when compared to lane mileage.

Figure 81. KA Crash Risk Factor - Streets Within Neighborhood Character Areas

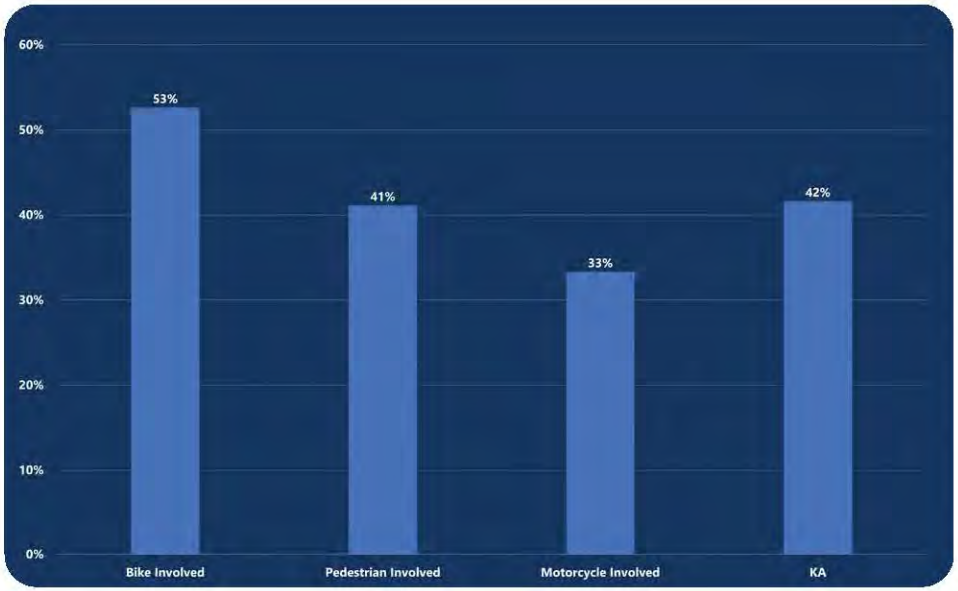


Figure 82. Share of KA and VRU Crashes in Neighborhood Areas

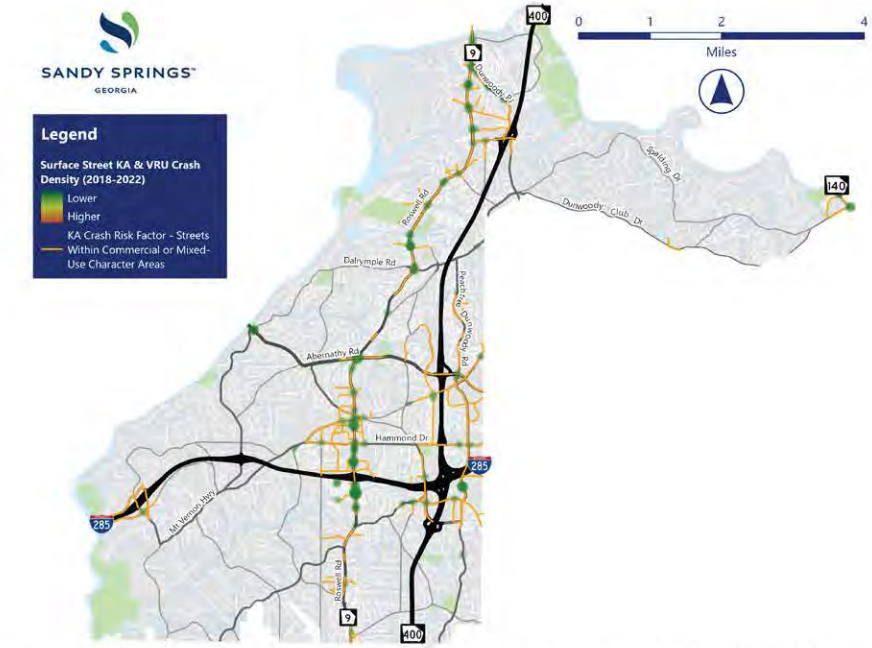


Figure 83. KA Crash Risk Factor - Streets Within Commercial or Mixed-Use Character Areas

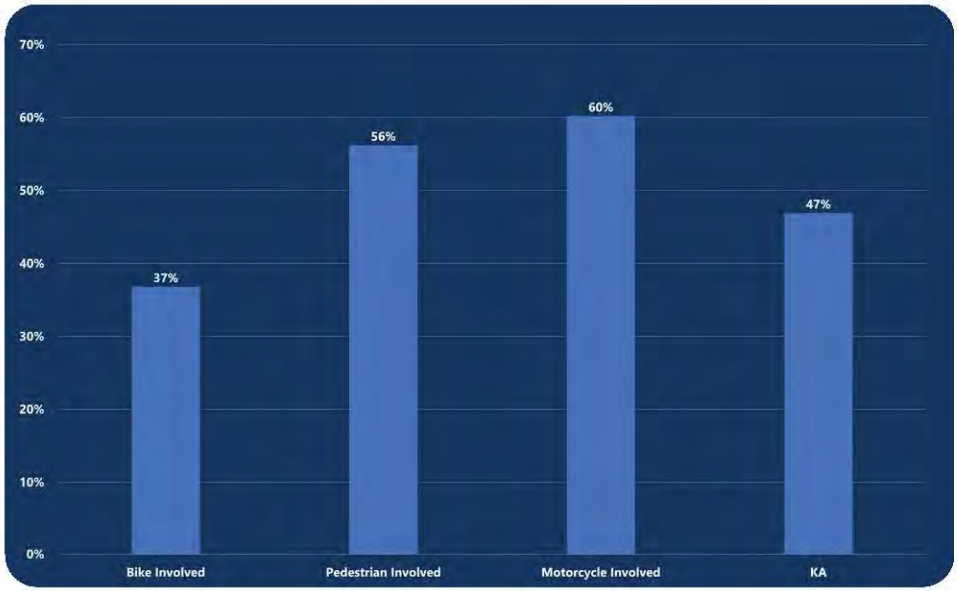


Figure 84. Share of KA and VRU Crashes in Commercial or Mixed-Use Areas

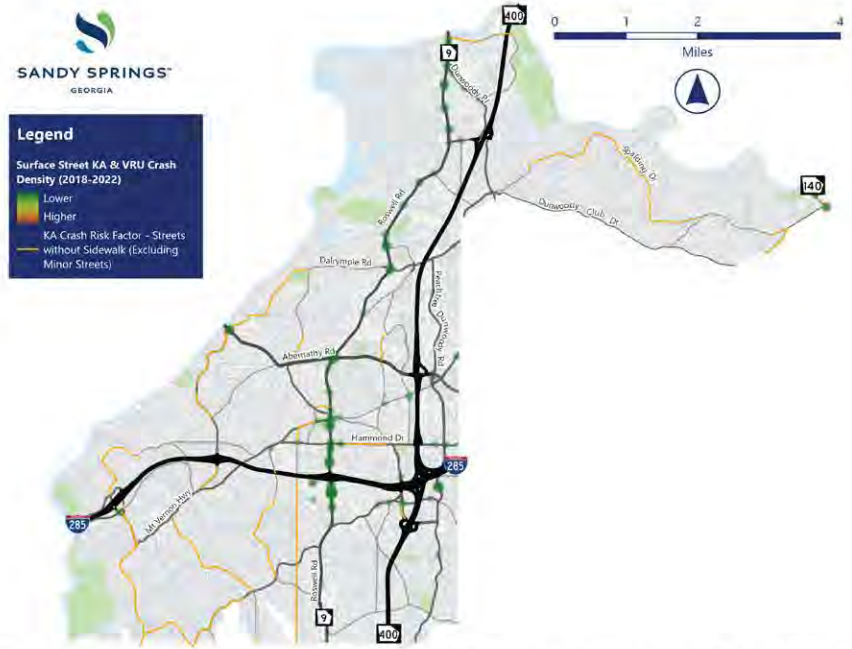


Figure 85. KA Crash Risk Factor - Streets Without Sidewalks (Excluding Minor Streets)

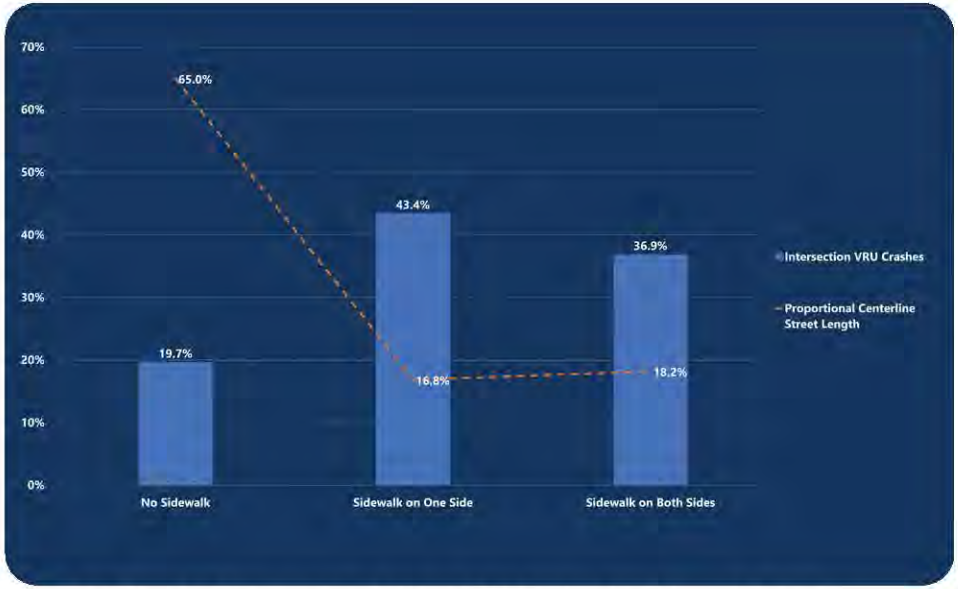


Figure 86. Share of Intersection-Related VRU Crashes by Sidewalk Access

Sidewalk Access

Sidewalk access in Sandy Springs is important for fostering a welcoming pedestrian environment, but there are many corridors where there is a gap in the sidewalk network. These corridors are shown in **Figure 85**. Arterials and collectors with an absence of sidewalk facilities include Riverside Drive between River Valley Road and Brandon Mill Road, Lake Forrest Drive between the Atlanta city limit and I-285, Northside Drive between the Atlanta city limit and I-285, and Spalding Drive east of Dunwoody Club Drive to Mount Vernon Road.

For intersection-related crashes specifically (see **Figure 86**), intersections with a sidewalk on only one side are more hazardous to VRUs than intersections with a sidewalk on both sides. Almost 18 percent more VRU crashes happen at intersections with access to one sidewalk despite more streets having access to sidewalks on both sides.

Summary

This section is intended to show the relationship between where KA and VRU crashes have occurred and where the risk exists for them to occur in the future. The project team applied the contextual risk factors and the key findings from the systemic analysis (see Appendix G for a comprehensive list of recommendations stemming exclusively from the systemic analysis and crash profile development) to the project identification process detailed in Chapter 9.

Chapter 8: Safety Goals & Resources

Chapter Overview

The previous chapters have presented extensive site-specific and systemic analyses of safety deficiencies on roadways within the City. Addressing these safety issues requires a dynamic toolbox of strategies and solutions that can be called upon to both address pressing hotspots and pursue more general safety improvements throughout the City. This chapter establishes goals for reducing fatal and serious injury crashes in Sandy Springs and then discusses strategies, resources, and funding mechanisms for how to help achieve this.

Goal Scenarios and Target Setting

The next page presents safety goals with targets to help reduce the frequency of fatalities and serious injuries on roadways in the City. The first is eliminating fatalities and serious injuries on City streets by 2050, which, based on the ten year crash trends, requires reducing the annual number by 0.6 KA crashes as shown in **Figure 87**. Next, the City should work with GDOT to establish a goal of five percent reduction of KA crashes annually on state routes. This scenario is shown in **Figure 88**. This five percent reduction is in line with ARC's safety goal in the Regional Safety Strategy (RSS).

In order to prioritize investment in safety improvements, the City should allocate 50 percent of transportation funds to projects that include at least one proven safety countermeasure as designated by FHWA. Moreover, to address historic underinvestment in underserved areas, the City should allocate 30 percent of all safety project funding to improvements in these communities. As the City updates its capital program each year, staff may choose to refine these goals to more closely align with community priorities and available funding.

The previous chapters demonstrated that many of the most severe crashes, and crashes that impact VRUs, have occurred along Roswell Road. The City recently completed the Roswell Road Access Management Plan and developed a concept that would add a median with strategically placed openings along with wider sidewalks and buffers. The concept also includes relocating and consolidating driveways to reduce turning movement conflicts to help create a more walkable environment. The City should establish a timeline for implementation of these improvements to improve safety for all users along Roswell Road.

Achieving these targets in Sandy Springs requires planners, designers, practitioners, law enforcement, and local leaders accepting and committing to sharing the responsibility for improving transportation safety. This requires working across agencies with partners to plan, design, construct, operate, and maintain a transportation system that is safer for everyone.

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

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 percent 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.)

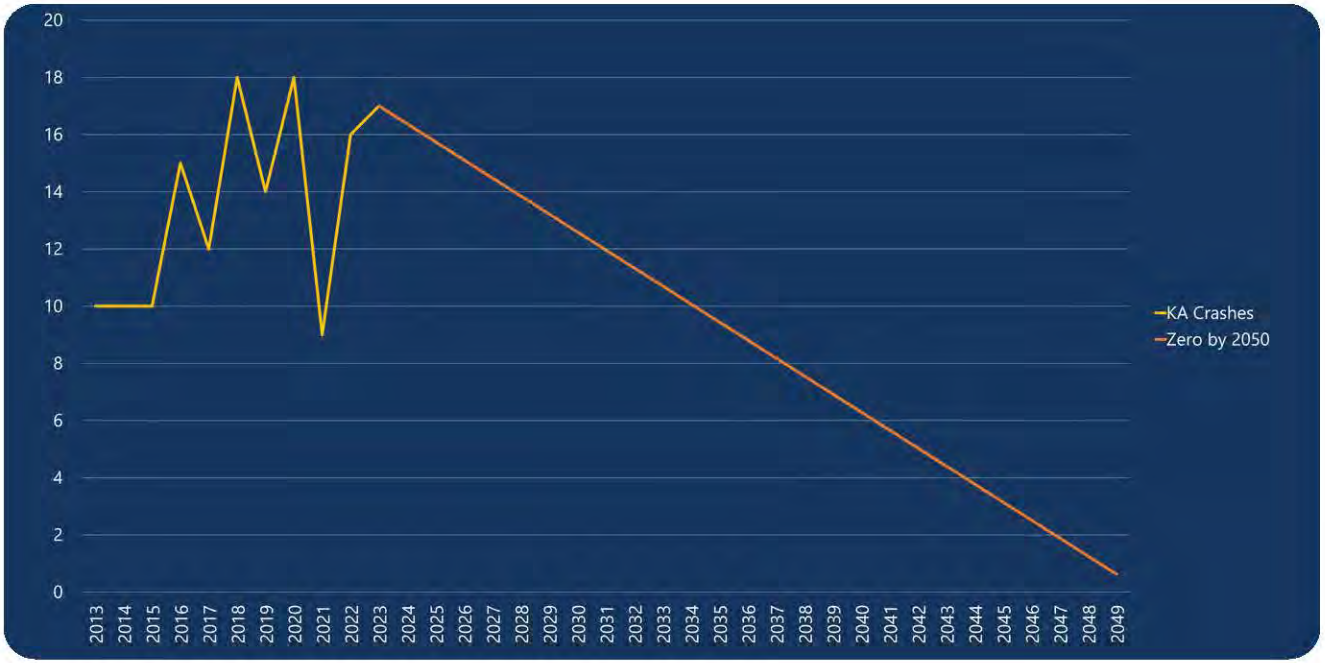


Figure 87. KA Crash Reduction - Zero Crashes by 2050 on City Streets

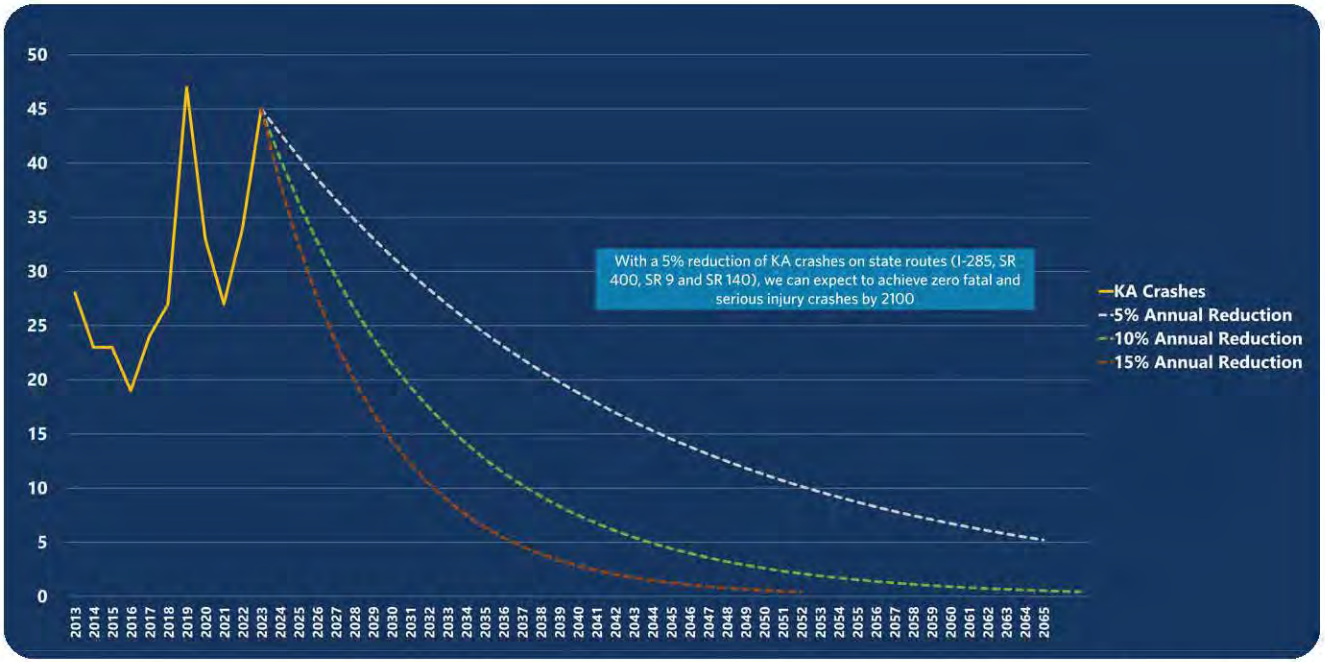


Figure 88. KA Crash Reduction Scenarios Along State Routes (Roswell Road, Holcomb Bridge Road, I-285 & SR 400)

City Staff Survey

A survey was conducted among City staff on the Safety Task Force to understand their individual roles and responsibilities with regard to roadway safety and collect feedback on safety needs and priorities. The survey results were used to develop an implementation strategy for the City that can help advance safety efforts within the City. These strategies are included within the implementation plan in Chapter 10.

Staff were asked the following questions:

1. When considering transportation safety in Sandy Springs, what are the core responsibilities of the department you work for?
2. What do you see as the top challenges to improving transportation safety in Sandy Springs?
3. What funding mechanisms does your department use to improve safety in Sandy Springs (if any)?
4. What are the key behaviors you witness traveling around Sandy Springs that contribute to transportation safety, positively or negatively.
5. Do you have any comments, concerns, or ideas about how best to improve transportation safety in Sandy Springs, given the challenges that you have described?

Observations on safety-related behaviors and thoughts about safety challenges are shown to the right and below. The full survey results are in Appendix H.

Key Behavioral Observations Impacting Safety

Positive Behaviors - Yield to Pedestrian signs and tree-lined medians are seen as effective in slowing down traffic and improving pedestrian safety.

Negative Behaviors - Inattentive driving, speeding, and disregard for traffic rules are major issues across departments. Lack of driver education and understanding of new traffic control measures also poses a challenge.

Suggestions for Improvement - Enhanced traffic enforcement and innovative approaches, including driver education beyond initial licensing, are recommended to address these challenges.

Top Safety Challenges in Sandy Springs

Slowing Down Drivers- Identified as a key issue by multiple departments, with challenges in enforcement and design

Driver Inattentiveness and Speeding - Noted by Police and Public Works, emphasizing the need for targeted enforcement and public education

Lack of Pedestrian and Bicycle Facilities - Highlighted by Community Development as a significant gap in existing infrastructure

Resource and Funding Constraints - Public Works faces challenges in securing necessary funding and public support for safety projects

Interdepartmental Collaboration- There is a need for better communication and cooperation between departments, especially in data sharing and coordinated safety efforts

Public Education and Awareness - Multiple departments stressed the importance of educating both the public and decision-makers on traffic safety issues to enhance compliance and support for safety measures

Infrastructure Challenges - The alignment of roadway design with intended use and safety objectives is a critical concern, particularly in areas undergoing development or redevelopment

Enforcement Limitations - The ability to effectively enforce traffic laws is hindered by limited resources and competing priorities, particularly in high-traffic areas

Policy Benchmarking

Process Overview

Over the last ten years, safety approaches and strategies have shifted from the traditional three E's of Education, Engineering, and Enforcement to FHWA's Safe System Approach and Vision Zero Approach. The Safe System Approach prioritizes ending death and serious injury crashes rather than reducing crashes overall. In order to develop safety strategies and recommendations, Sandy Springs' current safety policies were compared to established best practices. Full results and benchmarking scores as part of this exercise are included in Appendix I. The benchmarks use the Vision Zero Core Elements , which holistically address transportation safety. The benchmarks are separated into three categories, taken directly from the Vision Zero Core Elements:

Leadership and Commitment

- **Public, High-Level, and Ongoing Commitment** - The Mayor, City Council, and leaders within public agencies, including transportation, public health, and police commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource- sharing efforts.
- **Authentic Engagement** - Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.
- **Strategic Planning** - A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.
- **Project Delivery** - Decision-makers and system designers advance projects and policies for safe, equitable multi- modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Safe Roadways and Safe Speeds

- **Complete Streets for All** - Complete Streets concepts are integrated into community wide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.
- **Context-Appropriate Speeds** - Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

Data-Driven Approach, Transparency, and Accountability

- **Equity-Focused Analysis and Programs** - Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.
- **Proactive, Systemic Planning** - A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.
- **Responsive, Hot Spot Planning** - A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.
- **Comprehensive Evaluation and Adjustments** - Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

Benchmarking Analysis & Scores

The benchmarking process analyzed Citywide plans according to how much they met the ten Vision Zero Core Elements. The scores below represent an average by which the City meets the Vision Zero Core Elements, with one (1) being the lowest and three (3) being the highest. These scores highlight areas where the development of the City's Safety Action Plan could help meet the Vision Zero Core Elements. Full results are included in Appendix I.

1. Public, High-Level, and Ongoing Commitment: 2.0

The documents frequently mention the involvement of high-level officials and the establishment of a transportation vision. Plans like the Transportation Master Plan and the Roswell Road Access Management Plan highlight the City of Sandy Springs' commitment to improving transportation safety through public involvement and leadership.

2. Authentic Engagement: 2.0

The reviewed plans consistently involved extensive public engagement processes. For instance, the NEXT TEN Comprehensive Plan Update involved significant public engagement, including surveys and public meetings, to gather community input and ensure the planning process was transparent and inclusive.

3. Strategic Planning: 2.0

Strategic planning is evident in several documents, with clear goals, strategies, and implementation plans. The NEXT TEN Comprehensive Plan Update and the Transportation Master Plan both outline detailed strategies and goals for improving transportation infrastructure and safety over a defined timeline.

4. Project Delivery: 3.0

The City excels in project delivery, with several documents outlining detailed project implementation plans. The Sidewalk Master Plan, North End Roadway Safety Analysis and the Roswell Road Access Management Plan, for example, include specific projects, timelines, and funding mechanisms, demonstrating a strong commitment to delivering on planned improvements.

5. Complete Streets For All: 2.8

The Complete Streets concepts are well integrated into the City's planning documents. The Transportation Master Plan and the Trails Master Plan Master Plan both emphasize the importance of creating a connected and safe transportation network for all users, including pedestrians and cyclists.

Benchmarking Results for Sandy Springs

1. **Public, High-Level, and Ongoing Commitment** - 2.0
2. **Authentic Engagement** - 2.0
3. **Strategic Planning** - 2.0
4. **Project Delivery** - 3.0
5. **Complete Streets for All** - 2.8
6. **Context-Appropriate Speeds** - 1.4
7. **Equity-Focused Analysis and Programs** - 1.8
8. **Proactive, Systemic Planning** - 2.0
9. **Responsive, Hot Spot Planning** - 2.2
10. **Comprehensive Evaluation and Adjustment** - 1.4

Policy Benchmarking Results for Sandy Springs

High Scoring Areas

- Project Delivery
- Complete Streets for All
- Responsive, Hot Spot Planning

Areas the Safety Plan Can Help Improve

- Context-Appropriate Speeds
- Equity-Focused Analysis
- Comprehensive Evaluation & Adjustments

6. Context-appropriate Speeds: 1.4

While some plans address managing travel demand and speeds, this area appears to be less comprehensively covered. The documents mention managing travel speeds but do not consistently provide detailed strategies or measures for context-appropriate speed management. Oftentimes, traffic speeds are referred to only in the context of congestion, rather than safety.

7. Equity-Focused Analysis and Programs: 1.8

Equity considerations are present but not uniformly strong across all documents. The plans address community needs and aim to provide safe transportation options for underserved communities, but the emphasis on equity-focused analysis and programs varies.

8. Proactive, Systemic Planning: 2.0

The City's plans demonstrate a proactive approach to safety planning, with measures to identify and address risks before they result in crashes. The Roswell Road Access Management Plan Comprehensive Plan and the North End Roadway Safety Analysis include proactive safety measures and strategies. Systemic safety approaches are missing from citywide plans.

9. Responsive, Hot Spot Planning: 2.2

Responsive planning for high-crash locations is present in several documents. The Roswell Road Access Management Plan and the North End Roadway Safety Analysis include detailed assessments of crash hot spots and propose targeted interventions to address these areas.

10. Comprehensive Evaluation and Adjustments: 1.4

While some plans outline processes for ongoing evaluation and adjustments, this element is not as consistently addressed. The plans that do include this element, such as the Comprehensive Plan, emphasize the importance of ongoing updates and community feedback but lack detailed mechanisms for regular evaluation and adjustment.

Conclusion

The benchmarking analysis reveals that Sandy Springs has made significant progress in areas like project delivery and Complete Streets integration. However, there are key areas requiring further attention, such as context-appropriate speed management and equity-focused programs. Addressing these gaps will be crucial as the City moves forward in implementation of the Safety Action Plan. By continuing to align its policies with Vision Zero principles, Sandy Springs can achieve its goal of creating a safer, more equitable transportation system.

Resources

The following safety resources were utilized to develop new infrastructure projects and reinforce existing recommendations from previous plans and studies. Different countermeasures are appropriate for different contexts, and they should target underlying crash risk factors and consider practicality, safety benefits, and cost effectiveness.

Crash Modification Factors

The Crash Modification Clearinghouse is a FHWA resource which consists of a searchable database of crash modification factors (CMFs) which can be used to understand which types of treatments are effective at reducing various types of crashes. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a safety countermeasure, such as a new intersection treatment, increasing the width of edge lines, corridor access management, or implementing a road diet.

Safety Countermeasures

FHWA Proven Safety Countermeasures

FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. Transportation agencies are strongly encouraged to consider the widespread adoption and deployment of the PSCi elements as part of an overall approach to roadway user safety. The countermeasures are designed for all road users on all road types and addresses at least one safety focus area, with many addressing multiple focus areas. They can be used reactively to address high-crash locations and site-specific safety issues as well as proactively to address high-risk locations and systemic safety issues.

Proven Safety Countermeasures

Proven safety countermeasures, if applied properly, are treatments which can reduce crashes in four areas - roadway departure, intersection, bicycle and pedestrian, and speed management. There are also four countermeasures which are crosscutting and can improve safety across different modes of transportation.

Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)

The Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) includes a wealth of resources and strategies for local transportation agencies to improve the safety and mobility for those on foot. PEDSAFE provides interactive resources that provide end-to-end guidance and assistance, from collecting field data at candidate countermeasure locations to the facility selection and design of countermeasures that achieve safety, mobility, aesthetic, equity, and/or connectivity goals. PEDSAFE provides information and guidance for over 67 engineering, education, and enforcement countermeasures. Importantly, a systemic approach to pedestrian safety should not only focus on the provision of pedestrian facilities or crossing improvements, but also provide non-infrastructure initiatives (e.g., education and enforcement) that provide the reinforcement of walking as a basic, accessible form of transportation within a community.

Bicycle Safety Guide and Countermeasure Selection System (BIKESAFE)

The Bicycle Safety Guide and Countermeasure Selection System (BIKESAFE) includes a wealth of resources and strategies for local transportation agencies to improve the safety and mobility for people who bike. BIKESAFE provides interactive resources that provide end-to-end guidance and assistance, from collecting field data at candidate countermeasure locations to the facility selection and design of countermeasures that achieve safety, mobility, aesthetic, equity, and/or connectivity goals. BIKESAFE provides information and guidance for over 46 engineering, education, and enforcement countermeasures. Importantly, a systemic approach to bicycle safety should not only focus on the provision of bicycle facilities, but also provide non-infrastructure initiatives (e.g., education and enforcement) that provide the reinforcement of bicycling as a basic, accessible form of transportation within a community.

Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices

The National Highway and Traffic Safety Administration (NHTSA)'s Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices is a reference guide to assist in selecting effective traffic safety countermeasures in nine different areas. The areas this guide covers include alcohol-impaired driving, drug-impaired driving, seat belts and child restraints, speeding and speed management, distracted driving, motorcycle safety, young drivers, older drivers, pedestrian safety, bicycle safety, and drowsy driving. Each countermeasure included in the guide is rated on a five-star rating system with one star being lowest and five stars being highest in terms of effectiveness. This guide was most recently updated in 2023.

NCHRP Report 500: Guidance for Implementation of the AASHTO Strategic Highway Safety Plan

The National Cooperative Highway Research Program (NCHRP) developed a series of guides as part of NCHRP Report 500 to help state and local agencies reduce fatalities and serious injuries in targeted crash areas identified in the American Association of Highway Safety Officials (AASHTO) Strategic Highway Safety Plan. Each guide in NCHRP Report 500 corresponds to 22 key emphasis areas which affect highway safety across the nation. Emphasis areas that are relevant to Sandy Springs include:

- Speeding-Related Crashes
- Collisions Involving Motorcycles
- Head-On Crashes on Freeways
- Collisions Involving Young Drivers
- Collisions Involving Older Drivers
- Collisions Involving Aggressive Driving
- Work Zone Collisions
- Alcohol-Related Collisions
- Crashes Involving Drowsy and Distracted Drivers
- Collisions Involving Heavy Trucks
- Collisions at Signalized Intersections
- Increasing Seat Belt Use
- Collisions Involving Pedestrians
- Collisions Involving Bicyclists
- Collisions Involving Utility Poles
- Collisions on Horizontal Curves
- Run-Off-Road Collisions
- Unsignalized Intersection Collisions
- Head-On Collisions
- Collisions with Trees in Hazardous Locations
- Collisions Involving Unlicensed Drivers and Drivers with Suspended or Revoked Licenses

Funding Mechanisms

There are a variety of programs and funding mechanisms available to the City of Sandy Springs for funding and implementing safety improvements. Ranging from local to state and federal sources, Sandy Springs can take advantage of partnerships with other agencies and grant opportunities to fund and implement safety projects, programs, and strategies recommended as part of the Implementation Plan in Chapter 10. The ARC Regional Safety Strategy provides a synopsis of funding programs and gives examples of potential safety strategies eligible for various funding sources.

Local Funding Sources

Transportation Special Purpose Local Option Sales Tax (TSPLOST) - The City of Sandy Springs has a TSPLOST program to fund specific transportation projects across the City. The most recent TSPLOST program was approved by City voters in November 2021, which extended the existing 0.75 percent sales tax approved in November 2016. These funds are used for a variety of transportation improvements, and the current program is helping to implement sidewalks, traffic safety and congestion relief, and multi-use paths. In advance of the next TSPLOST referendum, the City may choose to add select projects from the Sandy Springs Safety Action Plan for implementation through the TSPLOST program.

Federal & State Funding

Georgia Transportation Infrastructure Bank (GTIB) - GTIB is a program administered by the State Road and Tollway Authority (SRTA). The program provides grants and low-interest loans to projects which address critical local and state transportation needs, including economic development and mobility. Projects must demonstrate a degree of local commitment and an application of innovative solutions.

Georgia Safe Routes to School (SRTS) - The SRTS program is intended to improve health and well-being of children in grades K-8, including those with disabilities, by making it safe, convenient, and fun to walk or bike to school. Eligible applicants are state, regional, county and city governments, and school districts. A school must be actively engaged in non-infrastructure activities (e.g., SRTS Plan, Education, Encouragement and/or Enforcement activities) and enrolled in the Georgia SRTS Resource Center. SRTS funds must be applied to infrastructure projects within public right-of-way and a two-mile radius of a K-8 school. Eligible projects include sidewalk improvements, traffic calming and speed reduction, pedestrian and bicycle crossings, on- and off-street bicycle facilities, secure bicycle parking, and traffic diversion projects. Other project types may be eligible if they aim to reduce speeds and improve pedestrian and bicycle safety and access. Applications are limited to $500,000, and no local match is required.

Highway Safety Improvement Program (HSIP) - HSIP provides funding for infrastructure and safety-related projects on public roads, including those owned by local governments. HSIP requires a data-driven strategic approach to improving highway safety performance on public streets. The Georgia HSIP provides for a continuous and systematic procedure to identify and review specific safety issues around the state to identify locations with high potential for safety improvement. The HSIP is administered by state DOTs, including GDOT, and the City should coordinate with GDOT to identify locations which can utilize HSIP funds,

Local Maintenance & Improvement Grant (LMIG) - The LMIG program was developed to support a range of activities to allow local governments greater flexibility and quicker project delivery, while allowing GDOT to effectively administer the program. Eligible activities include, but are not limited to, preliminary engineering, construction supervision and inspection, intersection improvements, turn lanes, bridge repair and replacement, sidewalk adjacent to public roads, signs, striping, guardrail installation, signal installation or improvement, and road resurfacing. The amount of allocation for each County and City is based on the total centerline road miles for local road systems and the total population of the County or City compared to statewide numbers. Additionally, GDOT has a LMIG Safety Action Program which focuses on inexpensive safety treatments that can be coordinated through each GDOT district.

Off-System Safety Program (OSS) - GDOT established the OSS Program in 2005 to reduce the severity and frequency of crashes on off-system routes which are not designated state routes. Funds are dispersed through this program to enhance safety on local routes through low-cost countermeasures, such as striping, sign replacement, rumble strips, and raised pavement marker installations within existing right-of-way. Local governments should contact the State Aid Coordinator for the local GDOT district if they are interested in receiving funds through OSS.

Quick Response (QR) - The QR Program administered by GDOT funds operational projects such as restriping, intersection improvements, and turn lane additions and extensions that can be implemented between three and four months and for a cost between $200,000 and $500,000. Funds can be used for lower-cost, short term safety projects such as raised pedestrian islands or rectangular rapid-flashing beacons, signage enhancements or others. Projects are typically identified by GDOT staff, stay within state right-of-way, and require little utility relocation.

Better Utilizing Investments to Leverage Development (BUILD) Grant Program - The BUILD discretionary grant program is designed to fund surface transportation projects that have a significant local or regional impact and address safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. There is $1.5 billion available in FY 2025 for this nationally-competitive grant program. There is an 80 percent federal share with a required 20 percent match by local partners. Funds can be utilized towards enhancing the performance of highways, bridges, and tunnels as well as to improve pedestrian and bicycle infrastructure.

Safe Streets and Roads for All (SS4A) - The SS4A grant program was established by the Bipartisan Infrastructure Law (BIL) as a discretionary program with $5 billion for 2021 through 2026. This nationally-competitive grant program funds initiatives that will help prevent deaths and serious injuries on the transportation network, in support of the National Roadway Safety Strategy and USDOT goals. The latest Notice of Funding Opportunity (NOFO) for this program issued by the USDOT notes that implementation grants awarded to municipalities such as Sandy Springs have an expected minimum award of $5,000,000 and maximum award of $30,000,000. There is an 80 percent federal share with a required 20 percent match by local partners. Each project identified in this Safety Action Plan is eligible for SS4A implementation grant funding.

Transportation Alternatives Program (TAP) - In coordination with FHWA, GDOT administers the TAP program to allow local governments an opportunity to pursue projects, such as bicycle and pedestrian facilities, streetscape improvements, recreational trails, historic preservation of transportation facilities, and stormwater mitigation. Projects seeking TAP funding should meet Federal design standards and be financially feasible. and applicants should be certified through GDOT's Locally Administered Project (LAP) program. In addition to TAP funding, projects funded through this program have a required 20 percent local match. New in 2025, GDOT has opened up TAP funding to areas within MPOs, including Sandy Springs and other municipalities within the Atlanta MPO.

Transportation Improvement Program (TIP) - The TIP, administered by the ARC, allocates federal funds for the planning, design, and construction of high priority projects in the Metropolitan Transportation Plan (MTP) and represents the short-term, fiscally-constrained portion of the long-range plan. As the federally designated metropolitan planning organization (MPO) for the Atlanta region, ARC is responsible for developing the TIP to meet federal planning requirements and to address local needs, including those within Sandy Springs. Eligible projects include infrastructure improvements that enhance mobility and access, equity, safety, and resiliency within the Atlanta region. There are a number of federal funding programs that may be utilized to implement the improvements in the Safety Action Plan, including the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) Program. To acquire TIP funding for infrastructure projects, the City would need to apply for funds through ARC's TIP solicitation program, which opens every two to three years. There is no prescribed minimum or maximum thresholds for project awards.

Chapter 9: Infrastructure Project Identification & Recommendations

Development of Work Program

This chapter provides an overview of infrastructure projects which were considered for evaluation and prioritization as part of the Safety Action Plan process. Project locations were selected and prioritized by historical crash performance and further financially constrained by available local funding and represent locations of highest need to mitigate crashes contributing to injuries and fatalities. The project selection process consisted of four steps:

1. Select of highest priority locations along the City's high injury network (HIN) and high injury intersections (HII).
2. Identify project needs at the prioritized HIN and HII locations.
3. Prioritize the selected subset of HIN and HII locations.
4. Financially constrain projects identified from the prioritized subset of HIN and HII locations.

The initial selection of the subset of HIN and HII locations was based on total number of crashes. If a HIN or HII location experienced at least 25 crashes over the period of analysis, it was considered a candidate for selection. Project locations were also screened based on the total number of fatal and serious injury (KA) crashes, cumulative crash cost, and equivalent property damage only (EPDO) crash rate.

For each candidate location, the project team evaluated whether there is a planned project from a prior City study that addresses the safety need at that location, a programmed project, or a project with funding already allocated, that addresses the safety need at that location, or no safety project identified at the location. If there was already a programmed project at the location, then it was removed from consideration. Locations with planned or previously recommended safety projects were integrated into the work program. If no safety project was identified at the location, then the team developed a project that incorporates safety countermeasures to mitigate the identified crash trends. Projects at these locations were established based on documented safety needs and identified countermeasures which correspond to those identified needs. The final work program consists of 21 projects. Seventeen projects incorporate safety improvements from prior City studies. Four projects were developed as part of the Safety Action Plan The resulting work program is discussed on the following pages, listed in **Table 16**, and mapped in **Figure 89**. Additional information on the work program development methodology as well as full evaluation results are included in Appendix J.

Table 16. Safety Action Plan Work Program - Infrastructure Projects (by EPDO Crash Rate)

Project ID	Project Name	EPDO Crash Rate (per MVM)*
SAP-19	Northside Drive - Interstate North Parkway/New Northside Drive to New Northside Drive	209.20
SAP-18	Heards Ferry Road - Weatherly Drive to Riverside Drive	126.50
SAP-16	Glenridge Drive/Johnson Ferry Road - High Point Road to Glenridge Connector	112.79
SAP-8	Roswell Road - Dalrymple Road to Trowbridge Road	108.24
SAP-5	Roswell Road - Cliftwood Drive/Carpenter Drive to Hammond Drive	103.36
SAP-3	Roswell Road - Peruca Place to I-285 Interchange	99.83
SAP-6	Roswell Road - Denmark Drive to Mount Vernon Highway	95.62
SAP-4	Roswell Road - Allen Road/Carpenter Drive to Cliftwood Drive/Carpenter Drive	90.34
SAP-12	Roswell Road - Huntcliff to Dunwoody Place/Hannover Park Road	72.82
SAP-20	Roswell Road at Spalding Drive Intersection Improvements	72.53
SAP-21	Roswell Road at Hightower Trail/Hope Road Intersection Improvements	70.48
SAP-2	Roswell Road - Stewart Drive to Peruca Place Improvements	66.22
SAP-17	Hammond Drive - Barfield Road to Peachtree Dunwoody Road	66.10
SAP-1	Roswell Road at Abernathy Road and Vicinity Safety Improvements	65.68
SAP-14	Dunwoody Place - Roberts Drive to Hope Road/North River Drive	65.46
SAP-15	Glenridge Connector - Johnson Ferry Road to Peachtree Dunwoody Road	58.52
SAP-9	Roswell Road - Trowbridge Road to Grogans Ferry Road/Hampton Drive	49.33
SAP-10	Roswell Road - Grogans Ferry Road to Northridge Crossing Drive	48.21
SAP-7	Roswell Road - Mount Vernon Highway to Provenance Drive	46.94
SAP-13	Dunwoody Place - Northridge Road to Roberts Drive	45.34
SAP-11	Roswell Road - Northridge Crossing Drive to Hightower Trail/Hope Road	42.24

**EPDO = Equivalent Property Damage Only*
MVM = Million Vehicle Miles Traveled

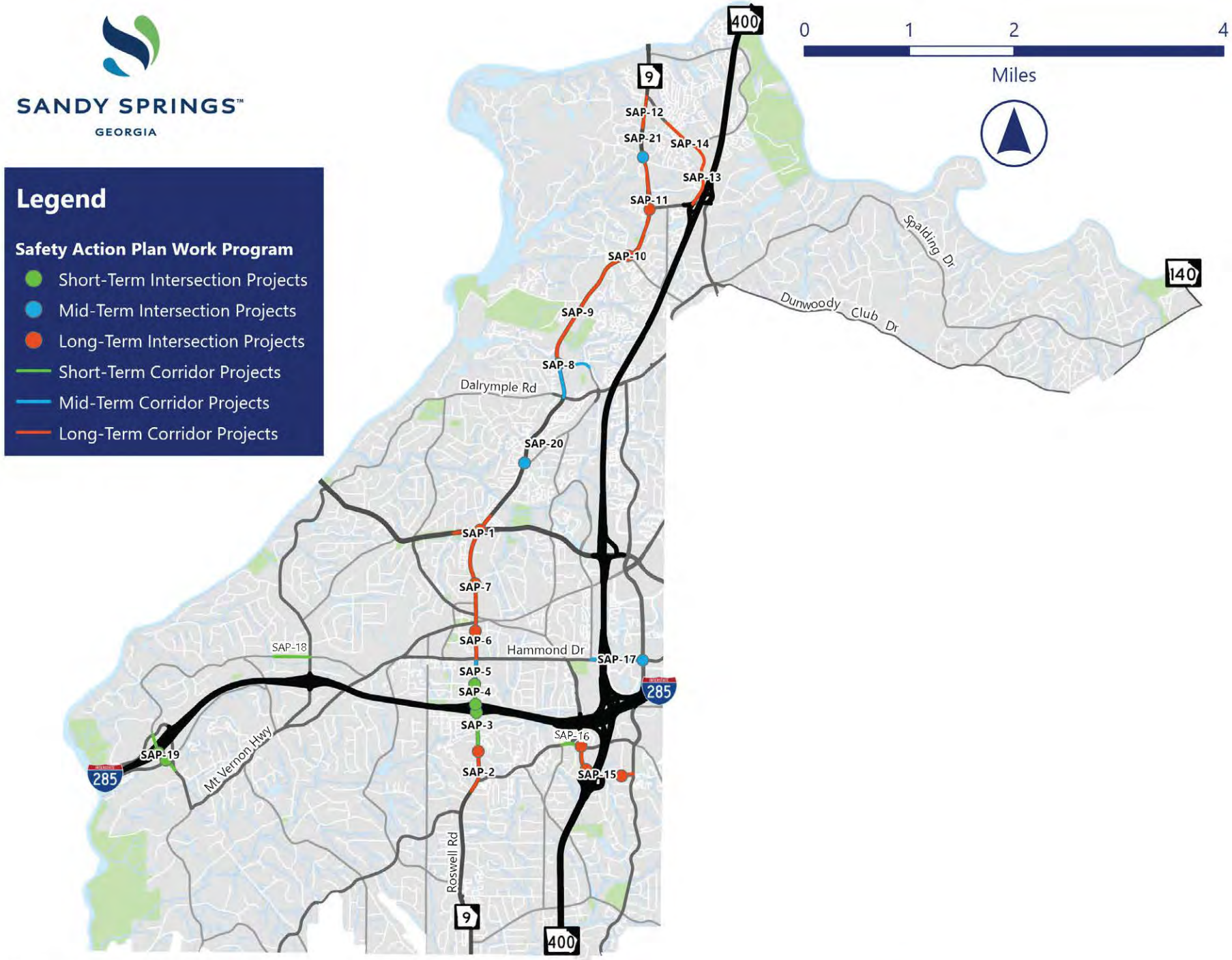


Figure 89. Safety Action Plan Project Universe

Safety Action Plan Work Program

Roswell Road at Abernathy Road and Vicinity Safety Improvements (SAP-1)

Safety Need: The need for the project was previously identified in the Sandy Springs Transportation Master Plan and Roswell Road Access Management Plan (Project IDs 9 and 16), and a traffic engineering evaluation recommended a combination of innovative intersection treatments to reduce rear end and angle crashes.

Proposed Project Description

- Consider the following proposed innovative intersection treatments at the Roswell Road at Abernathy Road intersection:
  - **Displaced left turns (NB & SB)** – which moves the left-turn movement before the main intersection, so it can run concurrently with the opposing through movement
  - **SB displaced left turn with SW quadrant** - Contingent upon a redevelopment opportunity for the shopping center in the SW quadrant of the intersection, develop SB displaced left turn with SW quadrant connector road through an underutilized quadrant of the intersection that removes three left turns from the main intersection
  - **SB displaced left turn with NB through-U** - SB displaced left turn only with NB turning movements remaining in their current configuration
- Roadway corridor improvements to reduce the high incidence of angle and rear-end crashes along Abernathy Road between Roswell Road and Wright Road as well as Roswell Road between Abernathy Road and Alderwood Place and between Provenance Drive and Abernathy Road
- Consider additional signage to reinforce the 35 MPH speed limit along Abernathy Road west of Roswell Road
- As an interim measure prior to the implementation of longer-term intersection improvements, consider reconfiguring the unsignalized full-access median opening at the LA Fitness shopping center into a right-in/right-out (RIRO) intersection or a Restricted Crossing U-turn (RCUT) intersection in coordination with future redevelopment of the shopping center
- At the Abernathy Road at Wright Road intersection, consider traffic signal phasing improvements for the westbound left-turn movement, including the consideration for a flashing yellow arrow (FYA)
- Perform capacity analysis, operational analysis, multimodal analysis, access management evaluation and intersection control evaluation to inform roadway corridor improvements

Aerial View of Roswell Road at Abernathy Road Intersection

Roswell Road - Stewart Drive to Peruca Place Improvements (SAP-2)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID S1) as well as the T0019 Roswell Road Transit Access Project to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Intersection improvements at Peruca Place:
  - Consider a split-phased signal operation along the east and west legs of the intersection
  - Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at this intersection
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements

Roswell Road Access Management Alternative - Stewart Drive to Peruca Place

Source: Roswell Road Access Management Plan (2023)

Roswell Road - Peruca Place to I-285 Interchange (SAP-3)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID S1) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety. Additional improvements will be identified in the ongoing I-285 Innovative Interchange Study being sponsored by GDOT and the City of Sandy Springs.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Advance the I-285/Roswell Road Innovative Interchange project which is currently in the scoping phase and being sponsored by GDOT and the City of Sandy Springs
- Construct a midblock pedestrian crossing across Roswell Road just south of Northwood Drive controlled by a pedestrian hybrid beacon (PHB)
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements

Roswell Road Access Management Alternative - Peruca Place to I-285 Interchange

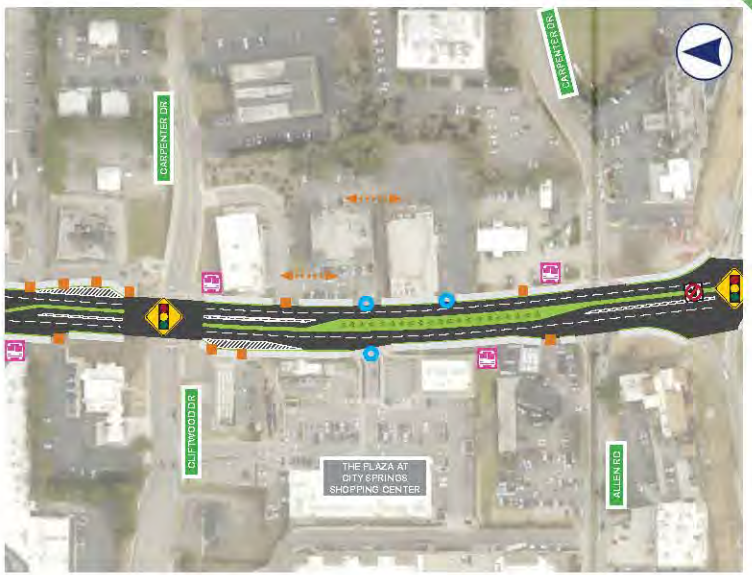
Source: Roswell Road Access Management Plan (2023)

Roswell Road - Allen Road/Carpenter Drive to Cliftwood Drive/Carpenter Drive (SAP-4)

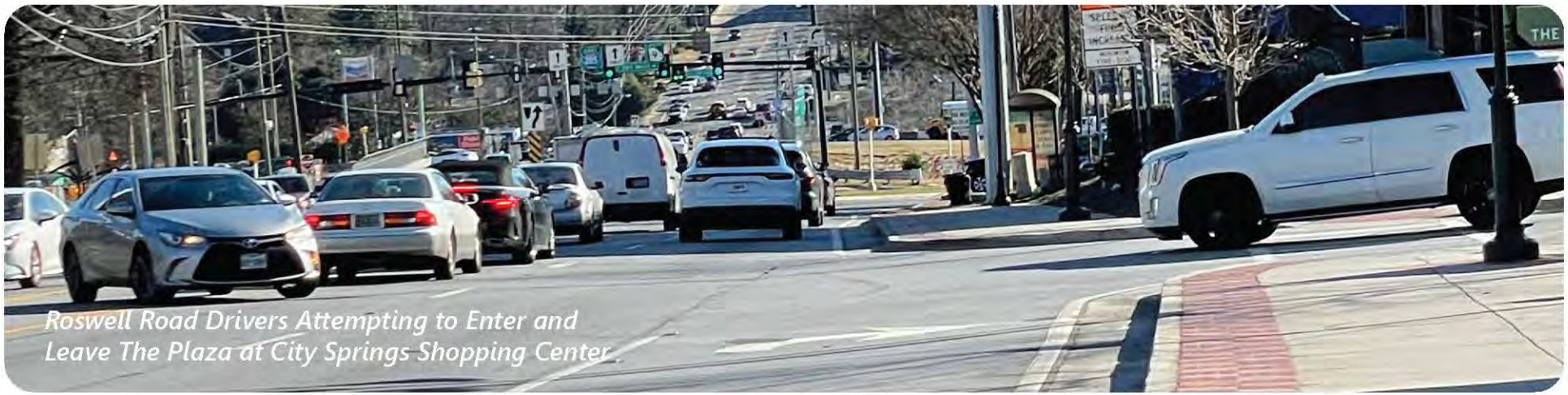
Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID S2) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Advance the I-285/Roswell Road Innovative Interchange project which is currently in the scoping phase and being sponsored by GDOT and the City of Sandy Springs
- Conduct an after study of improvements at the Roswell Road at Carpenter Drive/ Cliftwood Drive intersection which were previously completed in 2017
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements



Roswell Road Access Management Alternative - I-285 Interchange to Cliftwood Drive/Carpenter Drive
Source: Roswell Road Access Management Plan (2023)



Roswell Road Drivers Attempting to Enter and Leave The Plaza at City Springs Shopping Center

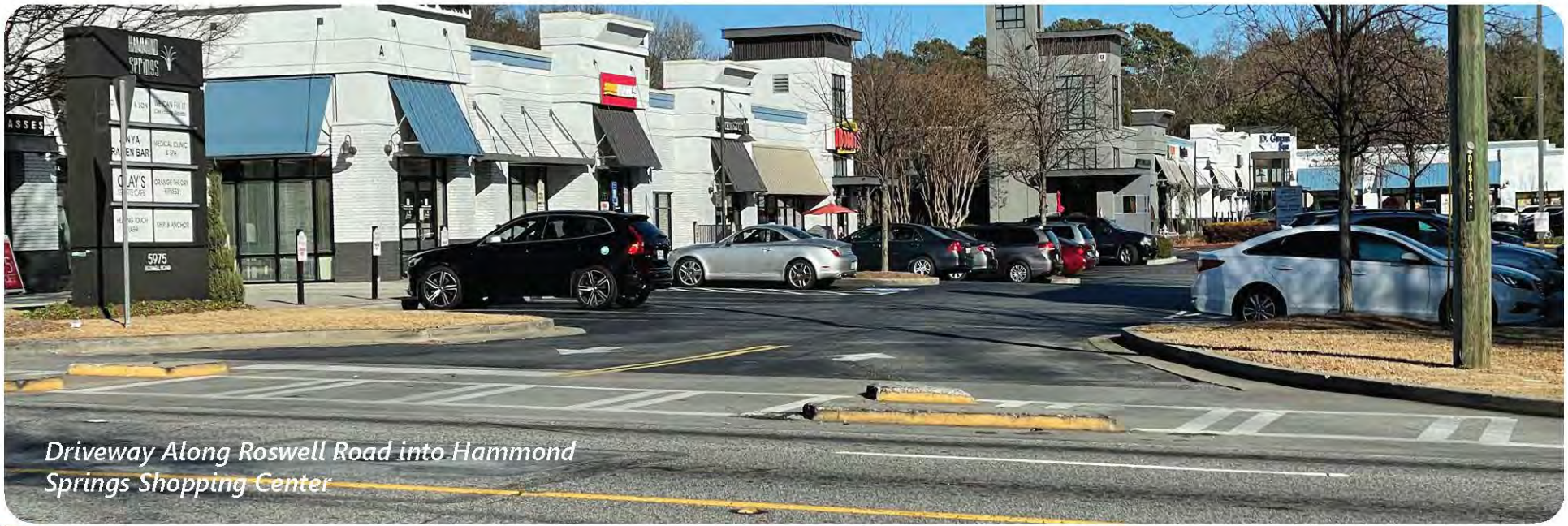
Roswell Road - Cliftwood Drive/Carpenter Drive to Hammond Drive (SAP-5)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID S2) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
- Construct a driveway from the Lowe's shopping center to Carpenter Drive
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements

Roswell Road Access Management Alternative - Cliftwood Drive/Carpenter Drive to Hammond Drive
Source: Roswell Road Access Management Plan (2023)



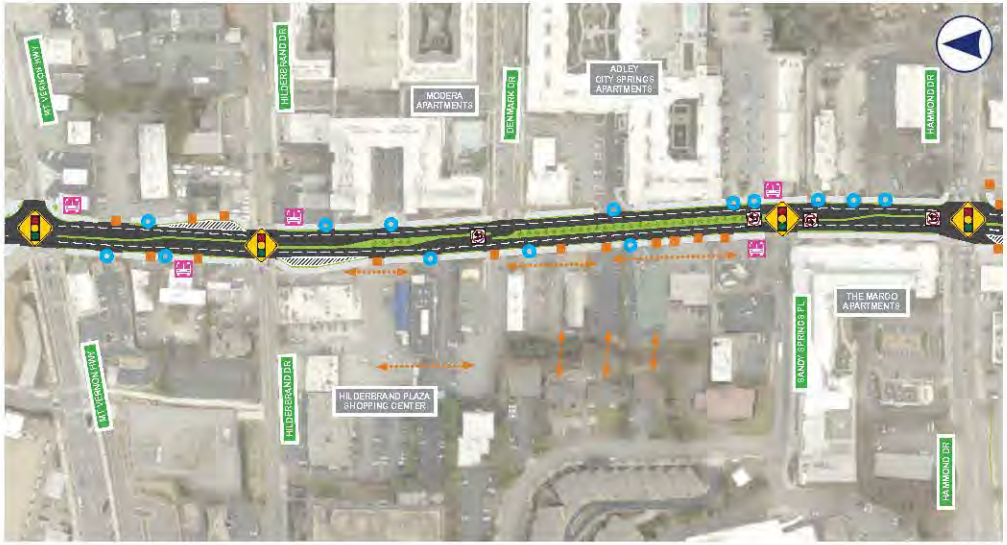
Driveway Along Roswell Road into Hammond Springs Shopping Center

Roswell Road - Hammond Drive to Mount Vernon Highway (SAP-6)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID 6) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Intersection improvements at Hilderbrand Drive:
  - Consider a split-phased signal operation along the east and west legs of the intersection.
  - Consider strategies such as right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at this intersection.
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements



Roswell Road Access Management Alternative - Hammond Drive to Mount Vernon Highway
Source: Roswell Road Access Management Plan (2023)

Sandy Springs Performing Arts Center and City Hall from Roswell Road

Roswell Road - Mount Vernon Highway to Provenance Drive (SAP-7)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID S3) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Conduct an after study of improvements at the Roswell Road at Vernon Woods Drive intersection which were previously completed in 2021

Roswell Road Access Management Alternative - Cliftwood Drive/Carpenter Drive to Provenance Drive

Source: Roswell Road Access Management Plan (2023)

Roswell Road - Dalrymple Road to Trowbridge Road (SAP-8)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID 14) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Intersection improvements at Trowbridge Road:
  - Address driveway access issues along Roswell Road and roadway vertical curvature on the Trowbridge Road east leg
  - Design and construct eastbound and westbound turn lane extensions and a southbound right-turn lane
  - Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at this intersection
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements

Roswell Road Access Management Alternative - Dalrymple Road to Trowbridge Road
Source: Roswell Road Access Management Plan (2023)

Roswell Road - Trowbridge Road to Grogans Ferry Road/Hampton Drive (SAP-9)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project IDs 5 and P2) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Coordinate with the ongoing traffic study at the intersection with Morgan Falls Road and build upon the pedestrian hybrid beacon (PHB) at the North Fulton Government Service Center that is currently under construction

Roswell Road Access Management Alternative - Trowbridge Road to Grogans Ferry Road/Hampton Drive
Source: Roswell Road Access Management Plan (2023)

Roswell Road - Grogans Ferry Road to Northridge Crossing Drive (SAP-10)

Safety Need: The need for this project was identified in the Roswell Road Access Management Plan (Project ID 10) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Intersection improvements at Pitts Road/Ison Road:
  - Consider installing a flashing yellow arrow (FYA) traffic signal for northbound Roswell Road. This could require a new mast arm as the current one is too short.
  - Consider adding intersection lighting as well as pedestrian scale lighting on the north leg of the intersection to connect to Ison Springs Elementary School
  - Add retroreflective backplates to all signal heads
  - Consider restricting right-turns on red for westbound Pitts Road vehicles to turn northbound on Roswell Road due to sight distance issues
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements

Roswell Road Access Management Alternative - Grogans Ferry Road/Hampton Drive to Northridge Crossing Drive

Source: Roswell Road Access Management Plan (2023)

Roswell Road - Northridge Crossing Drive to Hightower Trail/Hope Road (SAP-11)

Safety Need: The need for this project was identified in the North End Roadway Safety Analysis (Project ID L) and the Roswell Road Access Management Plan (Project IDs 12, S4, and P4) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Construct intersection improvements at Northridge Road
  - Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at signalized intersections
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements

Roswell Road Access Management Alternative - Northridge Crossing Drive to Hightoweer Trail/Hope Road
Source: Roswell Road Access Management Plan (2023)

Roswell Road Facing North at the Intersection with Hightower Trail

Roswell Road - Huntcliff to Dunwoody Place/ Hannover Park Road (SAP-12)

Safety Need: The need for this project was identified in the North End Roadway Safety Analysis and the Roswell Road Access Management Plan (Project IDs 7 and P5) to reduce angle and head-on crashes along the corridor related to left-turn and driveway maneuvers and to improve bicycle and pedestrian safety.

- Construct corridor access management improvements:
  - Raised landscaped median with median openings that conform to GDOT safety standards for state routes
  - Consolidating driveways in areas with existing low spacing
  - Wider sidewalks or sidepaths with pedestrian scale lighting on both sides of Roswell Road
  - Pedestrian improvements at intersections
- Construct a midblock pedestrian crossing across Roswell Road at the Publix shopping center controlled by a pedestrian hybrid beacon (PHB)
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform the roadway corridor improvements along Roswell Road

Roswell Road Access Management Alternative - Huntcliff to Dunwoody Place/Hannover Park Road
Source: Roswell Road Access Management Plan (2023)

Roswell Road Facing South at the Dunwoody Place Shopping Center

Dunwoody Place - Northridge Road to Roberts Drive (SAP-13)

Safety Need: The need for this project was identified in the North End Roadway Safety Analysis (Project IDs A, N, C-1, C-2, C-3) to reduce angle crashes along the corridor, enhance intersection operations, and to improve bicycle and pedestrian safety.

Proposed Project Description

- Construct roadway corridor improvements:
  - Construct a raised median on Dunwoody Place to eliminate mid-block U-turns
  - Modify the existing traffic signal at Northridge Parkway to add a flashing yellow arrow (FYA) for northbound Dunwoody Place traffic as well at Hightower Trail for northbound and southbound Dunwoody Place traffic
  - Restrict right-turns on red from Hightower Trail and the Northridge 400 office park
  - Install one static signal ahead warning sign (W3-3) and one set of flashing warning signs (W3-4 & W16-13P) on Dunwoody Place southbound approaching Hightower Trail
  - Construct a sidepath along this portion of Dunwoody Place with pedestrian level lighting
  - Lengthen existing crest vertical curve by lowering grade
- Implement a series of intersection improvements at Northridge Road:
  - Multi-use path with pedestrian level lighting on the south side of Northridge Road
  - Shorten radius of right-turn lane to reduce speeds and improve visibility of traffic from Northridge Road
  - Realign crosswalk to parallel Dunwoody Place
  - Conduct signal phasing modifications at the intersection to restrict right-turns on red and permitted left-turns. Install flashing yellow arrow (FYA) signals for the east and west legs of the intersection.
  - Improve overhead signage on the southbound off-ramp to Northridge Road
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Consider additional improvements based on the findings of a road safety audit

Concepts from North End Roadway Safety Analysis - (A) Dunwoody Place Corridor Improvements (B-D) Northridge Road at Dunwoody Place/SR 400 SB Ramps Intersection Improvements

Source: North End Roadway Safety Analysis (2022)

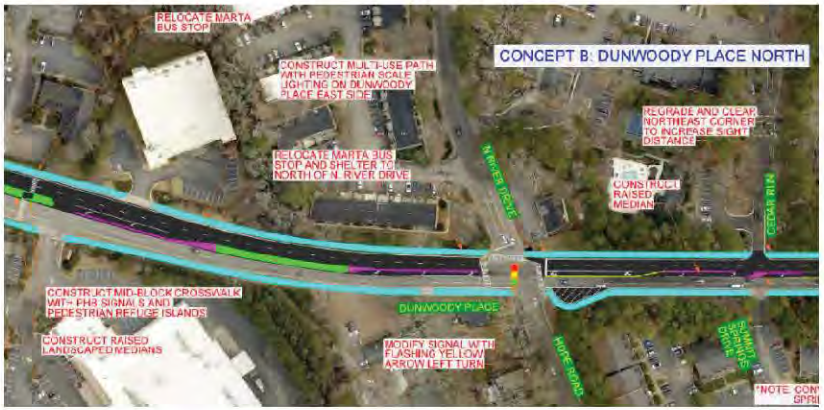
DRAFT

Dunwoody Place - Roberts Drive to Hope Road/North River Drive (SAP-14)

Safety Need: The need for this project was identified in the North End Roadway Safety Analysis (Project ID B) to reduce angle crashes along the corridor and to improve bicycle and pedestrian safety.

Proposed Project Description

- Evaluate and implement roadway corridor improvements:
  - Restricted crossing U-turn (RCUT) and raised median on Dunwoody Place at Cedar Run/Summit Springs Drive to reduce mid-block U-turns
  - Install a dedicated left-turn lane on Dunwoody Place at the Hope Road/North River Drive intersection and modify existing traffic signal to add flashing yellow arrows (FYAs)
  - Regrade the Cedar Run Drive intersection to improve intersection sight distance
  - Add two signalized (Pedestrian Hybrid Beacon) pedestrian midblock crossings at Pontoon Brewing Co & QuikTrip
  - Shift MARTA bus stops to improve intersection operations or closer to proposed midblock crossings
  - Realign Summit Place Drive further south to reduce angle crashes. Construct sidepath with pedestrian level lighting.
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Consider additional improvements based on the findings of a road safety audit



Concepts from North End Roadway Safety Analysis - Dunwoody Place from Roberts Drive to Hope Road/North River Drive

Source: North End Roadway Safety Analysis (2022)

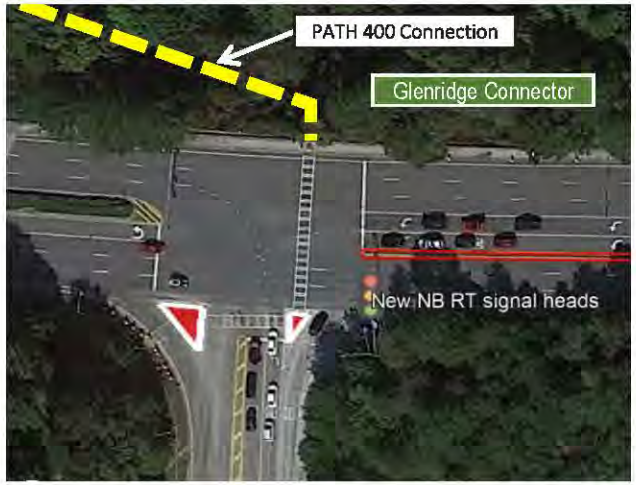
DRAFT

Glenridge Connector - Johnson Ferry Road to Peachtree Dunwoody Road (SAP-15)

Safety Need: The need for this project was identified in the Medical District Roadway Safety Analysis (Project IDs R-1, R-4, and 11) to reduce rear-end crashes along the corridor, angle and head-on crashes at the intersections with Johnson Ferry Road and Meridian Mark Road, and to improve bicycle and pedestrian safety.

Proposed Project Description

- Add a sidepath on the north side of Glenridge Connector.
- Intersection improvements at Meridian Mark Road:
  - Install "signal ahead" signage for EB traffic in both the median and shoulder
  - Consider either a flashing yellow arrow (FYA) or adding eastbound dual left-turn lanes and a protected-only left-turn phase - the latter option would require replacing the existing median with pavement
  - Trim vegetation and remove bushes in the median to improve visibility
  - Add a longer vehicle clearance interval for the eastbound approach to improve intersection operations for eastbound vehicles traveling towards Peachtree Dunwoody Road
- Intersection improvements at the SR 400 SB Ramps:
  - Reconstruct ADA ramps and pedestrian crossings to improve visibility and meet current standards. Add a pedestrian connection to the Glenridge Highlands office complex.
  - Install illuminated street name signs on each mast arm
  - Install a supplemental signal head for EB Glenridge Connector
  - Add turn lane guidance for vehicles turning left from Glenridge Highlands to reduce sideswipe crashes
  - Install new mast arms with flashing yellow arrow (FYAs) traffic signals since current mast arms are too short
- Intersection improvements at Johnson Ferry Road:
  - Traffic signal phasing improvements including protected-only operation (all-day or by time-of-day) for both Johnson Ferry Road approaches
  - Add updated intersection lighting in all corners as well in the medians for both Glenridge Connector legs
  - Remove bushes in the median on the north leg of the intersection



Concepts from Medical District Roadway Safety Analysis for Glenridge Connector
Source: Medical District Roadway Safety Analysis (2021)

- Evaluate intersection improvements at Peachtree Dunwoody Road, including the consideration of a roundabout
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at signalized intersections

Glenridge Drive/Johnson Ferry Road - High Point Road to Glenridge Connector (SAP-16)

Safety Need: The need for this project was identified in this Safety Action Plan to reduce angle and head-on crashes at the Glenridge Connector and Johnson Ferry Road intersection as well as to improve bicycle and pedestrian safety.

Proposed Project Description

- Consider filling existing pedestrian scale lighting gaps on both sides of the Glenridge Drive/Johnson Ferry Road corridor between High Point Road and Glenridge Connector
- Consider adding flashing yellow arrow (FYA) signals on both Glenridge Drive approaches and retroreflective backplates to all signal heads at the intersection with High Point Road
- Install additional speed limit signage to reinforce the 35 MPH speed limit
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at signalized intersections

Aerial View of Glenridge Connector at Johnson Ferry Road Intersection

View of Johnson Ferry Road at Glenridge Connector Intersection Facing East

Hammond Drive - Barfield Road to Peachtree Dunwoody Road (SAP-17)

Safety Need: The need for this project was identified in this Safety Action Plan to reduce angle and head-on crashes along this portion of Hammond Drive as well as to improve bicycle and pedestrian safety.

Proposed Project Description

- Consider adding flashing yellow arrows (FYAs) at intersections with permissive left-turn phases - including at Barfield Road and Concourse Parkway East
- Consider adding overhead signage for the westbound approach to SR 400 to alert drivers to the split towards the SR 400 northbound on-ramp and to reduce sideswipe crashes
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements
- Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at signalized intersections

Heards Ferry Road - Weatherly Drive to Riverside Drive (SAP-18)

Safety Need: The need for this project was identified in this Safety Action Plan to reduce angle crashes at Weatherly Drive as well as rear end crashes for eastbound vehicles approaching Riverside Drive.

Proposed Project Description

- Consider realigning the intersection with Weatherly Drive to remove the small traffic island and mitigate sight distance issues at this location
- Consider extending the eastbound left-turn lane at Riverside Drive

(A) Hammond Drive Facing East Towards Peachtree Dunwoody Road
(B) View of Heards Ferry Road at Riverside Drive Intersection Facing East

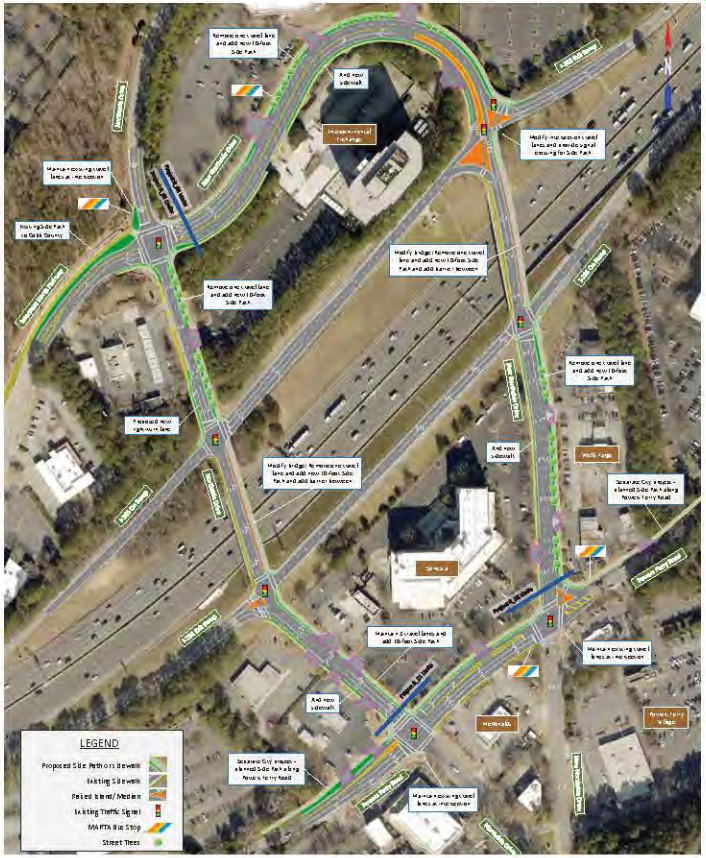
DRAFT

Northside Drive - Interstate North Parkway/New Northside Drive to New Northside Drive (SAP-19)

Safety Need: The need for this project was identified in the Powers Ferry Transportation Study (Project IDs 5, 6, 8, 24, 25, and 31) to reduce head-on and angle crashes, improve pedestrian safety, and reinforce the one-way operation of Northside Drive.

Proposed Project Description

- Roadway corridor improvements:
  - Sidewalk on the west side of Northside Drive
  - Sidepath on the east side of Northside Drive
  - Reinforce one-way street operation with Northside Drive and New Northside Drive
  - Evaluate and construct roadway lighting along Northside Drive
  - Either widen the bridge over I-285, construct a parallel bicycle and pedestrian bridge, or replace the bridge
  - Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at signalized intersections
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvements



Concepts from Powers Ferry Transportation Study - Northside Drive Improvements
Source: North End Roadway Safety Analysis (2022)

Roswell Road at Spalding Drive Intersection Improvements (SAP-20)

Safety Need: The need for this project was identified in this Safety Action Plan to reduce angle and rear end crashes as well as crashes in dark conditions at the intersection.

Proposed Project Description

- Implement flashing yellow arrow (FYA) signals on both Roswell Road legs of the intersection. Also consider right-turn-on-red restrictions and leading pedestrian intervals (LPIs) to improve pedestrian operations and accessibility at this intersection
- Add retroreflective back plates to all signal heads as well as a supplemental signal head for westbound Spalding Drive
- Add intersection lighting in coordination with GDOT and also the Celebration Sandy Springs apartment complex

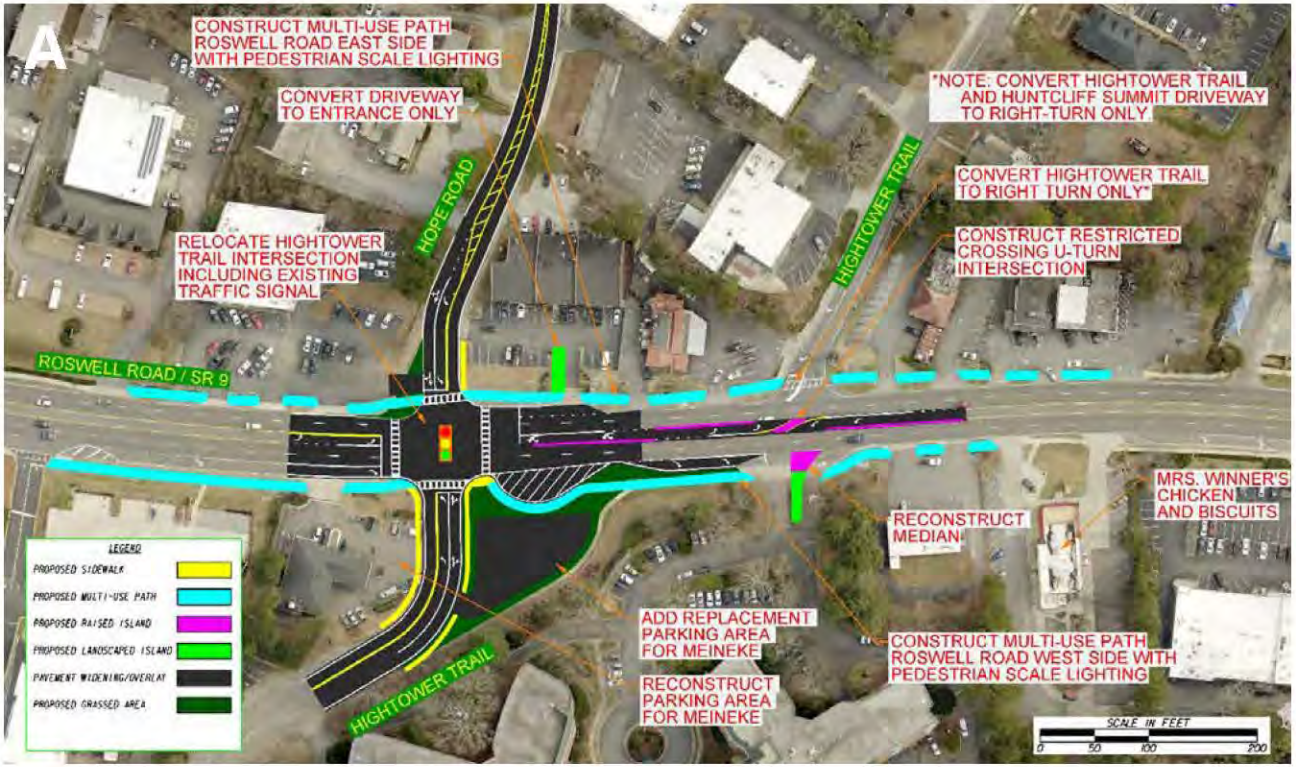
View of Roswell Road at Spalding Drive Intersection Facing South

Roswell Road at Hightower Trail/Hope Road Intersection Improvements (SAP-21)

Safety Need: The need for this project was previously identified in the North End Roadway Safety Analysis (Project ID J) and the Roswell Road Access Management Plan (Project IDs 7 and 12) to reduce the number of left-turn and driveway related crashes as well as crashes involving bicyclists and pedestrians.

Proposed Project Description

- Realign the Roswell Road and Hightower Trail intersection with Hope Road. Add a U-turn eyebrow in the south leg of this realigned, signalized intersection
- Implement a restricted crossing U-turn (RCUT) intersection at the east leg of Hightower Trail and driveway for Huntcliff Summit
- Perform capacity analysis, operational analysis, multimodal analysis, and intersection control evaluation to inform roadway corridor improvement
- Consider strategies such as elimination of flared right-turn approaches (porkchop islands), right-turn-on-red restrictions, and leading pedestrian intervals to improve pedestrian operations and accessibility at signalized intersections



(A) Concept from North End Roadway Safety Analysis - Roswell Road at Hope Road/Hightower Trail Intersection Improvements
(B) Concept from Roswell Road Access Management Plan - Roswell Road at Hope Road/Hightower Trail
Sources: North End Roadway Safety Analysis (2022) & Roswell Road Access Management Plan (2023)

Chapter 10: Implementation Plan

Implementation Plan Framework

Reaching zero roadway deaths and fatalities will take a comprehensive and incremental approach to address safety for all users. The final chapter of the Sandy Springs Safety Action Plan provides a combination of strategies to address both site-specific and systemic safety issues, including projects, policies, and strategies that together form a comprehensive approach. The City of Sandy Springs can build upon the initial analyses and information to advance a wide range of implementation strategies, from identification of additional sites or strategies to project selection, prioritization, and implementation. While many lower-cost safety solutions can address identified safety problems, adequate resources are needed to support strategic investment in safety improvements.

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): 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: 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 as well as education about local and state law, rules of the road, and safety awareness

Emergency Response - Coordination of emergency services in the corridor to enhance quick response

Encouragement - Strategies aimed to encourage proactive and defensive driving as well as improving visibility and awareness of non-vehicular roadway users

Enforcement - Strategies aimed to reduce negative behaviors such as speeding, impaired driving, or red-light running by working with local law enforcement

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

Engineering - Design and construct infrastructure strategies improvements, such as pavement striping, raised pavement markers, delineators, signage, and other proven safety countermeasures

Education

Safe Routes to School

GDOT's Safe Routes to School (SRTS) program provides resources and tools to equip local school systems to encourage families to walk or bike to school as well as teach children the rules of the road and how to be safe while walking and bicycling. The City should work with Fulton County Schools to encourage participation in the SRTS Partner Program. Through this program, the school establishes 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 Days, distributing safe walking/biking information to parents, or performing a road safety audit around schools. Prioritize consistent funding and staffing to cover high-traffic areas around schools, particularly in disadvantaged communities where pedestrian risks may be higher.

State and National Safety Campaigns

There are numerous established state and national roadway safety campaigns that provide ready-made outreach materials. At the national level, these include safety campaigns directed towards specific users, like the National Pedestrian Safety Campaign, and campaigns that provide educational materials related to specific crash contributors (e.g., speeding, impairment, etc). At the state level, GDOT manages campaigns such as "Drive Alert, Arrive Alive," "See & Be Seen," and Teens in the Driver Seat. In addition, the Safe Kids Georgia organization, led by Children's Healthcare of Atlanta, provides resources for helping to keep children safe in vehicles and while riding bikes. Actions the City can undertake include identifying campaigns to address over-represented crash types (single-vehicle, pedestrian, speeding and aggressive driving, motorcycles) as well as crashes involving vulnerable roadway users, and schedule outreach activities to align with these campaigns or at other strategic times (e.g., during a holiday weekend). The City can coordinate with local partners such as Leadership Perimeter and Fulton County Schools to distribute safety information among their networks and audiences to expand reach as well as 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

Meaningful and inclusive engagement is critical to developing solutions that meet the needs of underserved areas in Sandy Springs:

Inclusive Planning Processes - 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.

Table 17. Education Safety Policies & Strategies

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

Neighborhood Mobility Justice Tours - Organize tours where city officials, transportation planners, and police officers walk, bike, or take public transit with local residents through underserved areas. These tours will provide city representatives with firsthand experience of the mobility challenges faced by these communities, fostering a deeper understanding of the safety risks and helping to inform more effective solutions. Potential locations to consider for these tours include Dunwoody Place, Northwood Drive, Lake Placid Drive, and Glenridge Drive.

Partnership with Community Groups - 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.

Engage Local Businesses in Safety Campaigns - 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.

Placemaking with Business Support - 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.

Emergency 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. The group regularly convenes to providing training and best practices for incident management and emergency response on roadways. The City, through its and Police and Fire Departments, is an active member of the organization. The City should allocate funds to ensure that Police and Fire staff can attend meetings, the annual conference, and participate in other activities to ensure that they stay up to date on best practices for incident management and emergency response.

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. This improves response time to incidents or to the hospital and can help reduce the incidence of collisions associated between emergency vehicles and other motorists. The first phase of Emergency Vehicle Preemption in Sandy Springs was implemented in summer 2020 at 95 signalized intersections while the second phase was completed in summer 2021 so that all City-operated signals have preemption. The City should continue to deploy and evaluate the use of different types of emergency vehicle pre-emption technologies across the City, including securing funding to routinely upgrade traffic signals and equip emergency vehicles with transponders.

Table 18. Emergency Response Safety Policies & Strategies

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

Encouragement

Message Boards

The City owns portable changeable message signs (PCMS) that can be used to quickly share information with motorists. The City could use the PCMS to develop short messages that encourage roadway safety or address distracted driving (e.g., "Buckle Up", "Slow Down in Work Zones," "Look Up, Phone Down," etc. The message boards may be utilized as part of a safety campaign or as a separate effort.

Child Safety Seat Inspections

The Sandy Springs Fire Department offers free child seat inspections for residents each week. The City should continue to provide funding and resources for this program and consider expanding the frequency of inspections as the need arises. The City should occasionally distribute messages advertising the program, particularly prior to major holidays when families may be traveling.

Context-Specific Design

Context-specific design is a collaborative, interdisciplinary approach that encourages stakeholders to be more involved in the design of transportation facilities. Public Works should periodically evaluate its typical design process to see if there are ways that other departments (Police, Fire, Community Development) and other partners could provide feedback on design and specifications of capital safety projects, ensuring that these still align with state and federal standards and best practices. The design of the projects should encourage safe driving practices and enhance awareness of all roadway users, particularly vulnerable roadway users.

Lower Speed Limits in Neighborhoods - Consistent with applicable state laws, implement reduced speed limits in high-risk Urban and Protected Neighborhoods where crashes are frequent, particularly in areas with high pedestrian or cyclist activity.

Speed Feedback Signs - Continue to install temporary digital speed feedback signs that notify drivers of their speed in real-time, encouraging safer driving behavior. These signs should be strategically placed near schools, parks, and other vulnerable areas and moved around every few weeks.

Active Transportation for Commuters

Perimeter Community Improvement Districts' (PCIDs) Perimeter Connects program encourages alternative modes of transportation for workers in the area, including cycling. As the City constructs new sidepaths and off-road multi-use trails, City officials should work with PCIDs to promote the new facilities as viable commute options and encourage greater use by those traveling to work. Encourage or incentivize the use of personal reflective gear or lighting for pedestrians and cyclists by distributing free reflectors or lights through community centers, schools, and local organizations.

Table 19. Encouragement Safety Policies & Strategies

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	Communications	PCIDs, Public Works	Short-Term

Enforcement

Enforcement Areas

With limited resources, the Sandy Springs Police Department strategically selects locations to conduct enforcement activities. The Sandy Springs Police Department should review high-crash locations highlighted in this plan, 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. The aim should be to improve safety, not generate fines, so enforcement campaigns should be coupled with education efforts.

Distracted Driving

Work with the Sandy Springs Police Department, as well as other law enforcement agencies, to implement targeted enforcement of cell phone usage while driving. Work with Communications staff to develop and launch an educational campaign that targets high school and college age drivers on distracted driving and the dangers stemming from it.

Safe Corridor Initiatives

Designate certain high-speed corridors as "Safe Corridors" with enhanced enforcement, stricter penalties for traffic violations, and focused safety improvements. Publicize these initiatives to raise awareness and encourage safer driving behaviors in these areas.

Enforcement Campaigns

In conjunction with the aforementioned safety campaigns, the Sandy Springs Police Department should conduct enforcement activities associated with the hands-free law, speeding, driving under the influence, and similar initiatives.

Crash Reports

Crash reports are a valuable resource to understand where crashes occur, when they occur, contributing factors, and other critical data to help inform needed safety improvements. The Department of Public Works and Police Department should coordinate on a regular basis to evaluate fatal crashes, including whether the crash aligns with an over-represented crash type; what type of drug is involved or specific blood alcohol levels, if drug impairment is confirmed; or how the driver was distracted (cell phone, infotainment system, etc.) if distracted driving is a contributing factor.

School Zone Enforcement

The Police Department should review the findings of this plan and consult with Fulton County Schools to identify specific enforcement needs at local schools in Sandy Springs. This may include stationing officers at specific locations to enforce speeding or illegal maneuvers, or having officers monitor intersections and corridors where school buses pick up or drop off a significant number of students.

Automated Speed Cameras

Georgia law permits the use of automated speed cameras in school zones. Two school zones in Sandy Springs will soon be equipped with these cameras, and additional cameras may be installed in school zones in the future. In order to issue a citation, Sandy Springs Police staff must review video footage to confirm a speeding violation has occurred. In order to expand this program, the City should consider hiring and training additional officers or other personnel.

Expansion of Sandy Springs Police Department

The City should consider allocating more funds to hire additional police officers. Having additional police officers on staff will help the City to expand enforcement activities, provide additional resources for crash investigation and reporting, review automated speed enforcement cameras, conduct road safety checks, and serve other similar vital functions to help keep roadways safe. Consider increasing the amount of staff of the Police Department's traffic enforcement unit.

Table 20. Enforcement Safety Policies & Strategies

Name	Primary City Departments	Partners	Timeframe
Enforcement Areas	Police	Public Works	Short-Term
Crash Reports	Police	Public Works	Short-Term
School Zone Crash Trend Evaluation	Police	Fulton County Schools, private schools	Short-Term
Automated Speed Cameras - New Installations	Police	Public Works, Fulton County Schools	Short-Term
Automated Speed Cameras - Additional Staff	Police		Mid-Term
Expansion of Police Department	Police		Mid-Term

Evaluation

Safety Task Force and Expansion

The City's Departments of Public Works, Community Development, Police, Fire, Communications, and GIS should continue to collaborate beyond the development of the Safety Action Plan to identify activities, programs, and strategies to work towards the Vision Zero goal. Each department should examine its policies and processes for potential adaptations that would help improve roadway safety. The Safety Task Force should also track crash incidents on an ongoing basis to review progress towards the Vision Zero goal and evaluate implemented projects and strategies to see if any changes need to be made to the City's safety program. In addition, the City should consider adding key agencies and organizations to the Safety Task Force, such as GDOT or Safe Kids Georgia, among other groups.

Equitable Investment in Traffic Safety

To address the disproportionate number of crashes in underserved (APP and HDC) areas, it's essential to allocate a fair share of traffic safety resources to these communities. This can be achieved by focusing on:

Prioritizing Funding for High-Risk Areas - Set clear policies that ensure APP and HDC areas receive a higher proportion of traffic safety investments based on crash rates and vulnerability data. This should include targeted funding for infrastructure improvements, such as pedestrian crossings, protected bike lanes, and speed reduction measures.

Federal and State Funding Opportunities - Actively pursue federal and state grants that target transportation equity and safety. These funds can be used to bolster local resources and ensure that improvements are made in areas where they are most needed.

Transparency and Accountability - Establish public accountability measures by creating an annual report showing how resources are being allocated, the outcomes of projects in APP and HDC areas and the specific impact on reducing crashes and improving safety.

Equity-Based Funding Prioritization - Allocate at least 30 percent of grant funds to APP and HDC areas, particularly those near the high injury network (HIN), or high injury intersections (HII). This focus ensures that communities facing the greatest safety risks receive the most support for traffic calming and placemaking projects.

Application Assistance and Design Support - To ensure equitable access to the grant program, offer technical assistance in completing applications and designing traffic calming measures for eligible projects outlined in the City's Traffic Calming Program. The city should provide guidelines on proven strategies, including options like curb extensions, mini-roundabouts, speed humps, and pedestrian refuge islands which can be included as part of traffic calming projects.

Tactical Urbanism Pilot Projects - These community-led projects can serve as pilots to test the effectiveness of traffic calming measures. Successful pilots can be transitioned from temporary to permanent solutions, allowing the community to see tangible results.

Road Safety and Walkability Audits

Road safety audits (RSAs) are a proven safety countermeasure in which a multidisciplinary team reviews roadway characteristics and behaviors across different modes of transportation to understand potential improvements and enhancements along a given corridor. The RSA results in a formal report and typically requires a formal response by the agency which maintains the roadway. The Safety Action Plan recommends the City lead and conduct RSAs on six corridors that are part of the City's HIN and have experienced various overrepresented crash patterns discussed in Chapter 7. These corridors include Dunwoody Place, Lake Forrest Drive, Long Island Drive, Mount Paran Road, Riverside Drive, and Roswell Road. As areas redevelop and/or as traffic patterns change, the City should identify additional corridors for road safety audits as the need arises.

The City should also identify specific corridors for walkability audits, with a focus on safety and accessibility for pedestrians and transit users. This may include corridors with high pedestrian crash rates and/or high volumes of pedestrian activity such as near parks, schools, or transit stations.

Pedestrian and Bicycle Counts

In order to understand where the greatest pedestrian and bicycle activity is, the City should conduct periodic pedestrian and bicycle counts. The City may also choose to conduct pedestrian and bicycle counts in areas with known activity or next to pedestrian-generating land uses. This will help to establish and track patterns of activity and inform needed safety improvements.

Before and After Safety Studies

As projects in this plan are implemented, the City should conduct before and after safety/crash studies. This may be done in conjunction with "quick win" projects such as lane reconfigurations, changes to signal phasing, or new signage; larger capital improvements such as roundabouts or road diets; or following reductions in speed limit along a corridor. The results will help the City to understand and quantify the effectiveness of safety improvements and how to modify future similar improvements as needed and will help to gain buy-in for safety improvements in the community. An example of a location which can benefit from a before and after study is Roswell Road at Abernathy Road following the implementation of projects stemming from the Roswell Road at Abernathy Road Safety Study completed in 2021.

Artificial Intelligence for Near Miss Crashes

Through the use of advanced camera detection systems, there are vendors that can install cameras to record traffic and detect near-miss crashes. In addition to the 100 closed circuit television (CCTV) cameras currently operated by the City, the City should evaluate the different types of systems available and select a sample of a corridor or a few intersections identified as part of the systemic risk analysis as a pilot project. This will help supplement the crash data and may uncover risky maneuvers that can inform safety improvements before crashes occur.

Community Safety Initiatives

Temporary Pop-Up Traffic Calming Projects - These one-day or weekend initiatives would give residents the opportunity to ask the City to test traffic-calming measures.

Slow Zones and Neighborhood Zones - Encourage the development of "slow zones" or "neighborhood zones" where deliberate street design changes slow down traffic. These zones can focus on high-pedestrian areas such as near schools, parks, and community centers.

Equity-Based Approach - Ensure that at least 30 percent of the funding for these initiatives is directed toward projects in APP and HDC areas, particularly those located along the High Injury Network (HIN) or within Safety Focus Areas.

Table 21. Evaluation Safety Policies & Strategies

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 Safety Initiatives	Public Works		Mid-Term

Engineering

Policies & Strategies

Evaluate Right-Turns on Red

In areas with high pedestrian activity, such as City Springs or Perimeter, the City should evaluate intersections with high volumes of vehicles turning right on red to weigh their impact on pedestrians and other roadway users who do not drive a vehicle. Consider beginning with the City's Tier 1 and Tier 2 high injury intersections (HII) for this evaluation.

Leading Pedestrian Interval Pilot

Leading pedestrian intervals (LPIs) are a proven safety countermeasure which prioritize pedestrians over vehicles at signalized intersections by giving them a three to seven second head start. The City should consider adding LPIs at signalized intersections, starting with locations among the HII. Also consider using an Exclusive Pedestrian Interval, or a pedestrian scramble, in areas where there have been several vehicle pedestrian crashes and high volumes of pedestrian crossings. Lastly, utilize leading and lagging left-turn phasing at traffic signals with high left-turn volume.

Placemaking and Pedestrian-Friendly Design

Enhanced Crosswalks in High-Traffic Areas - Improve crosswalk visibility and functionality in commercial zones by considering raised crosswalks, signalized crossings, and pedestrian refuge islands. Consider adding mid-block crossings in busy retail and mixed-use areas with high pedestrian volumes to provide safer crossings.

Pedestrian-Only Zones - In certain high-pedestrian areas, consider implementing pedestrian-only streets or restricted vehicle access zones during peak hours. This would reduce the number of vehicle-pedestrian conflicts and create a safer environment for shoppers, workers, and residents.

Woonerfs - Implement street designs that are people-friendly and encourage non-vehicular and vehicular sharing of space. These are also known as "living streets."

Ciclovia - Identify a day to open a street to only runners, pedestrians, and bicyclists. This could be once a year or once a month during the summer. Consider the Atlanta Streets Alive as a local model for this type of event.

Temporary Pop-Up Placemaking Initiatives - Organize temporary "pop-up" placemaking projects that test pedestrian-prioritized street designs, like closing certain streets to vehicle traffic during busy hours or weekends. These initiatives could include expanded sidewalk space, outdoor dining, and events to demonstrate the benefits of pedestrian-oriented street design.

Incorporate Transit Access Into Design

Transit-Oriented Development (TOD) Enhancements - Improve safety around MARTA TOD areas by enhancing pedestrian access and connectivity between transit stations and nearby commercial and residential areas. This includes well-marked crosswalks, curb extensions, and signage guiding pedestrians to and from transit stations.

Enhanced Bus Stops - Upgrade bus stop infrastructure in commercial areas to include better lighting, seating, and shelter. Ensure that bus stops are located in well-lit, visible areas, and prioritize upgraded pedestrian signals at key intersections where bus stops are situated.

Midblock Crossing Placement - If a new development or redevelopment along Roswell Road generates a greater number of pedestrian crossings, then MARTA will consider relocating/consolidating bus stops in the area to better serve transit riders. MARTA will also consider relocating bus stops to better align with planned mid-block crossings, in order to facilitate safe roadway crossings for transit riders. MARTA is currently in the process of developing guidance on the placement of bus stops. When this guidance is available, the City can update its development code and technical manual to provide improvements that developers will need to make curbside or on-site to facilitate adjacent bus stops.

Retroreflective Infrastructure

Implement reflective paint on crosswalks, bike lanes, and roadway markings to improve visibility during low-light conditions. Evaluate and maintain these markings on an annual basis.

Transit Signal Priority Along MARTA Routes

The Sandy Springs Transportation Master Plan recommended the City examine transit signal priority (TSP) technology along MARTA bus routes in the City, including Routes 5 and 87. The City undertook a Georgia Smart City pilot project in 2020 to test TSP on MARTA Bus Route 5. The City should continue to coordinate with MARTA to implement TSP as needs dictate..

Table 22. Engineering Safety Policies & Strategies

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
Retroreflective Infrastructure	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
Transit Signal Priority Along MARTA Routes	Public Works	MARTA	Long-Term

Infrastructure Projects

Based on the evaluation of crashes in Sandy Springs, the Safety Action Plan prioritizes locations where the City can mitigate serious injury and fatal crash rates through infrastructure projects. These projects were assigned into three tiers: 1) short-term (0-5 years); 2) mid-term (5-15 years); and 3) long-term (15+ years). All other projects were grouped into a financially unconstrained list of long-term safety action plan projects that will take 15 or more years to complete. Based on the project tiers, approximately 60 percent of the Safety Action Plan work program is expected to benefit the City's designated areas of persistent poverty (APPs) and historically disadvantaged communities (HDCs). The recommended projects by tier are highlighted by tier and each shown in **Figure 92**.

Cost Estimation Methodology

The project team reviewed cost estimates from any previously recommended projects in the Safety Action Plan work program to ensure all project elements were accounted for in the initial cost estimate. Previous cost estimates were escalated to 2025 dollars and then adjusted further to capture any new project elements which were introduced through the Safety Action Plan. For any new Safety Action Plan recommendations, the project team prepared planning-level cost estimates developed through recent pay items, applicable costs from recently approved cost estimates for other projects of a similar scope, and engineering judgment. Estimates for anticipated project phases include engineering, right-of-way, utility costs, construction, and construction engineering inspection. An additional 20 percent was added to the sum of all phases for contingency purposes – this amount is the low-end cost estimate for each project. High-end cost estimates applied another 20% of contingency on top of the low-end cost estimates, and the mid-range cost estimate is the average of the low-end and high-end cost estimates.

Cost estimates are shown in current-year (2025) dollars and are subject to change over time, due to factors such as the cost of labor, materials, and inflation. Cost estimates in the Safety Action Plan are rounded to the nearest $100,000. The resulting cost estimates were utilized to ensure the Safety Action Plan work program met or exceeded goals outlined in Chapter 8.

Short-Term Infrastructure Projects (1-5 Years)

The short-term infrastructure projects for this Safety Action Plan are listed in **Table 23** and mapped in **Figure 90**. The short-term projects are intended to be **initiated for project delivery** within five years after this plan's adoption and consists of five projects with a total cost range of $27.3 million to $32.8 million.

Mid-Term Infrastructure Projects (5-15 Years)

The short-term infrastructure projects for this Safety Action Plan are listed in **Table 24** and mapped in **Figure 90**. The mid-term projects are intended to be **initiated for project development** between five and 15 years following this plan's adoption and consists of five projects with a total cost range of $43.9 million to $52.6 million.

Table 23. Short-Term Infrastructure Projects (1-5 Years)

Project ID	Project Name	From	To	Type	Source	Estimated Cost Range
SAP-3	Roswell Road - Peruca Place to I-285 Interchange	Peruca Pl	I-285 Interchange	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025); GDOT PI# 0019792	$5.2M - $6.2M
SAP-4	Roswell Road - Allen Road/Carpenter Drive to Cliftwood Drive/Carpenter Drive	Allen Rd/ Carpenter Dr	Cliftwood Dr/ Carpenter Dr	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$6.3M - $7.6M
SAP-16	Glenridge Drive/Johnson Ferry Road - High Point Road to Glenridge Connector	High Point Rd	Glenridge Conn	Corridor	Sandy Springs Safety Action Plan (2025)	$1.2M - $1.4M
SAP-18	Heards Ferry Road - Weatherly Drive to Riverside Drive	Weatherly Dr	Riverside Dr	Corridor	Sandy Springs Safety Action Plan (2025)	$800,000 - $1.0M
SAP-19	Northside Drive - Interstate North Parkway/ New Northside Drive to New Northside Drive	Interstate North Pkwy/New Northside Dr	New Northside Dr	Corridor	Powers Ferry Transportation Study (2024); Sandy Springs Safety Action Plan (2025)	$13.8M - $16.6M

Table 24. Mid-Term Infrastructure Projects (5-15 Years)

Project ID	Project Name	From	To	Type	Source	Estimated Cost Range
SAP-5	Roswell Road - Cliftwood Drive/ Carpenter Drive to Hammond Drive	Cliftwood Dr/ Carpenter Dr	Hammond Dr	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$13.2M - $15.8M
SAP-8	Roswell Road - Dalrymple Road to Trowbridge Road	Dalrymple Rd	Trowbridge Rd	Corridor	Sandy Springs Transportation Master Plan (2021); Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$14.6M - $17.5M
SAP-17	Hammond Drive - Barfield Road to Peachtree Dunwoody Road	Barfield Rd	Peachtree Dunwoody Rd	Corridor	Sandy Springs Safety Action Plan (2025)	$3.5M - $4.2M
SAP-20	Roswell Road at Spalding Drive Intersection Improvements	N/A	N/A	Intersection	Sandy Springs Safety Action Plan (2025)	$500,000 - $600,000
SAP-21	Roswell Road at Hightower Trail/Hope Road Intersection Improvements	N/A	N/A	Intersection	North End Roadway Safety Analysis (2022); Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$12.1M - $14.5M

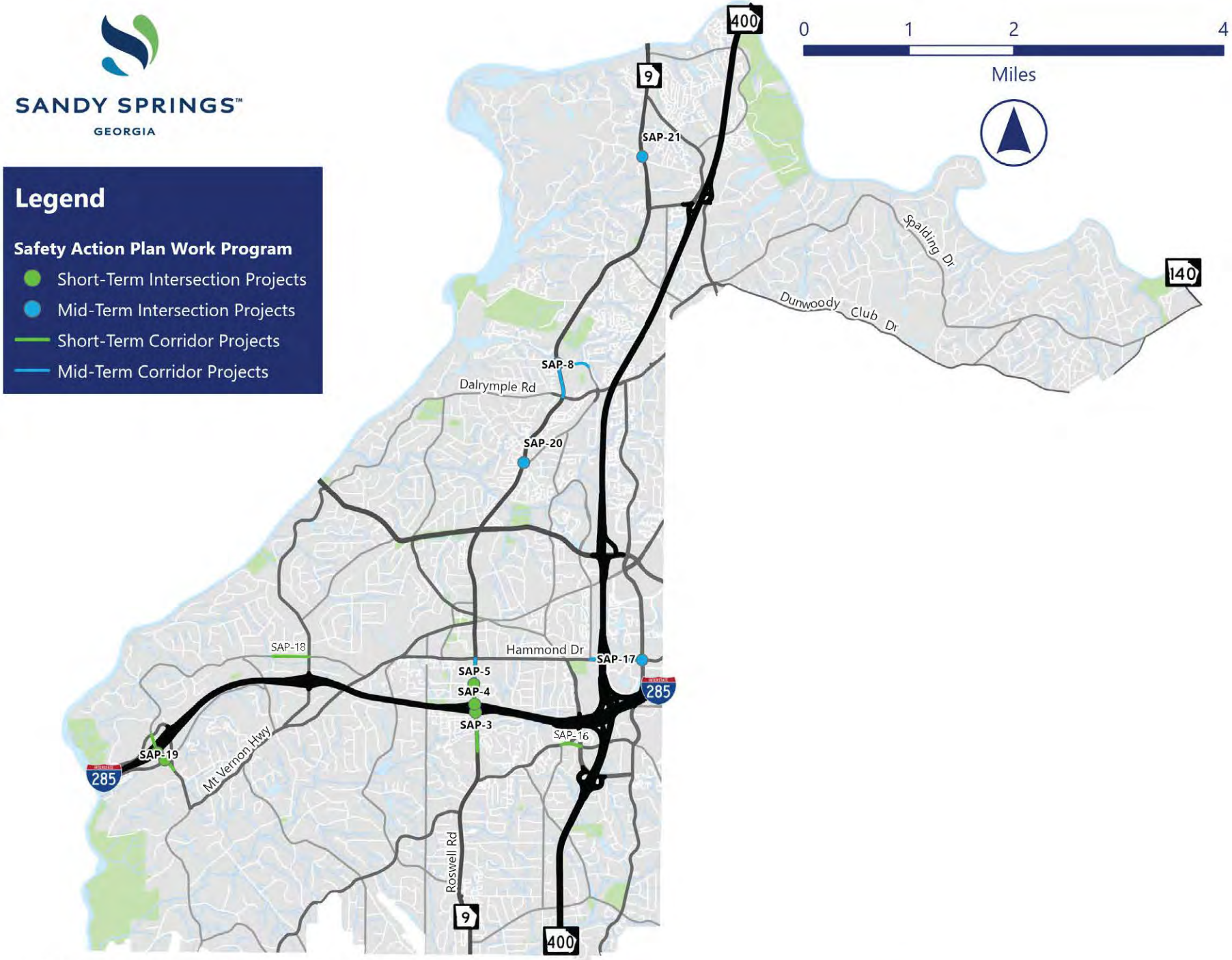


Figure 90. Short-Term and Mid-Term Infrastructure Safety Improvements

Long-Term Infrastructure Projects (15+ Years)

The long-term infrastructure projects for this Safety Action Plan are listed in **Table 25** and mapped in **Figure 91**. The long-term projects are intended to be initiated for project development 15 years or longer following this plan's adoption and consists of 11 projects with a total cost range of $196.8 million to $236.1 million.

Table 25. Long-Term Infrastructure Projects (15+ Years)

Project ID	Project Name	From	To	Type	Source	Estimated Cost Range
SAP-1	Roswell Road at Abernathy Road and Vicinity Safety Improvements	N/A	N/A	Corridor & Intersection	Sandy Springs Transportation Master Plan (2021); Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$17.6M - $21.1M
SAP-2	Roswell Road - Stewart Drive to Peruca Place Improvements	Stewart Dr	Peruca Pl	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$14.2M - $17.0M
SAP-6	Roswell Road - Denmark Drive to Mount Vernon Highway	Denmark Dr	Mt Vernon Hwy	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$7.6M - $9.1M
SAP-7	Roswell Road - Mount Vernon Highway to Provenance Drive	Mt Vernon Hwy	Provenance Dr	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$29.8M - $35.8M
SAP-9	Roswell Road - Trowbridge Road to Grogans Ferry Road/Hampton Drive	Trowbridge Rd	Grogans Ferry Rd/ Hampton Dr	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$29.8M - $35.8M
SAP-10	Roswell Road - Grogans Ferry Road to Northridge Crossing Drive	Grogans Ferry Rd/ Hampton Dr	Northridge Crossing Dr	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$8.6M - $10.3M
SAP-11	Roswell Road - Northridge Crossing Drive to Hightower Trail/Hope Road	Northridge Crossing Dr	Hightower Trl/ Hope Rd	Corridor	North End Roadway Safety Analysis (2022); Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025)	$27.0M - $32.4M
SAP-12	Roswell Road - Huntcliff to Dunwoody Place/Hannover Park Road	Huntcliff	Dunwoody Pl/ Hannover Park Rd	Corridor	Roswell Road Access Management Plan (2023); Sandy Springs Safety Action Plan (2025); Sandy Springs Project S2105	$12.1M - $14.5M
SAP-13	Dunwoody Place - Northridge Road to Roberts Drive	Northridge Rd	Roberts Dr	Corridor	North End Roadway Safety Analysis (2022); Sandy Springs Safety Action Plan (2025)	$18.4M - $22.1M
SAP-14	Dunwoody Place - Roberts Drive to Hope Road/North River Drive	Roberts Dr	Hope Rd/ N River Dr	Corridor	North End Roadway Safety Analysis (2022); Sandy Springs Safety Action Plan (2025)	$17.7M - $21.2M
SAP-15	Glenridge Connector - Johnson Ferry Road to Peachtree Dunwoody Road	Johnson Ferry Rd	Peachtree Dunwoody Rd	Corridor	Medical District Roadway Safety Analysis (2021); Sandy Springs Safety Action Plan (2025)	$14.0 - $16.8M

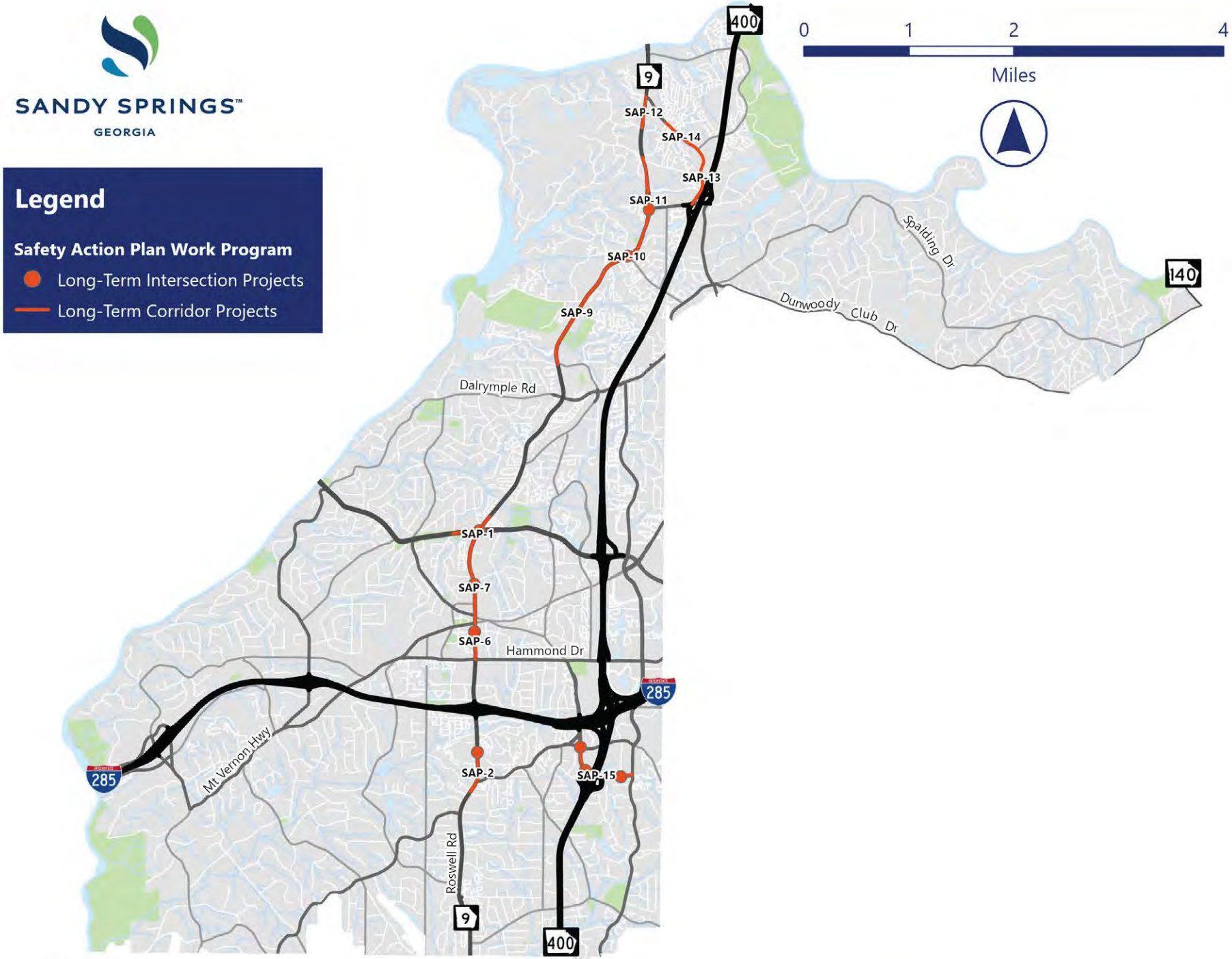


Figure 91. Long-Term Infrastructure Safety Improvements

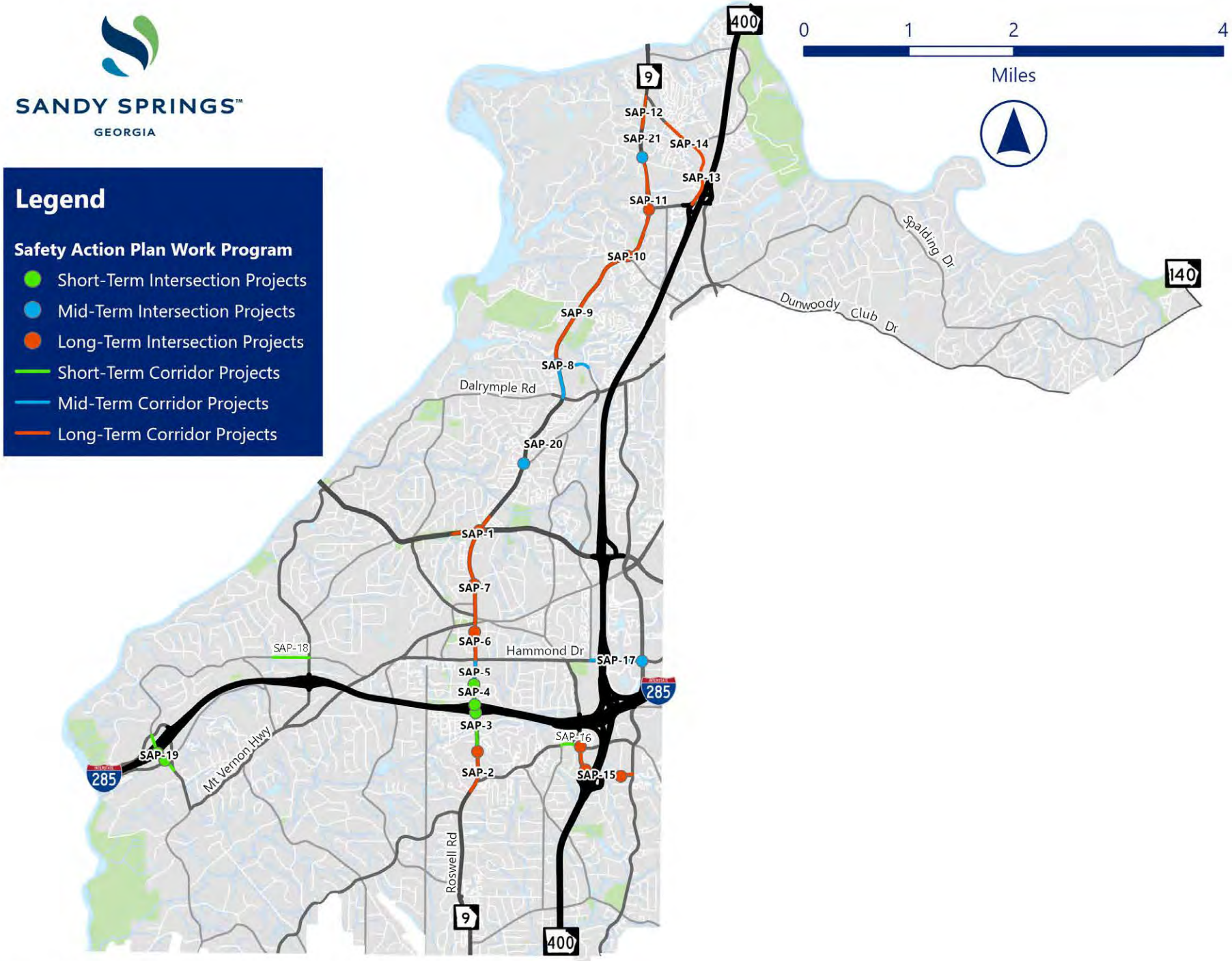


Figure 92. Safety Action Plan Work Program by Tier

Next Steps and Safety Monitoring

Following adoption of the Safety Action Plan, the City should prioritize implementation of near-term policies and strategies and short-term projects which are listed in **Table 26** and **Table 27**, respectively. Additional steps that the City should explore include making routine updates to the Safety Action Plan, evaluating project effectiveness in mitigating crash risk and severity, and monitoring progress.

Updating the Safety Action Plan - Ensure that crash data is up-to-date and analyzed on an annual basis. Use before/after studies to evaluate the effectiveness of newly implemented safety measures, supporting data-driven decision-making. The crash database methodology included in Appendix A is provided to help the City replicate the process of processing, reviewing, and modifying crash data for a future update to the Safety Action Plan.

Project Effectiveness - The City should utilize key performance indicators (KPIs) to evaluate effectiveness of a project, program, or policy across the spectrum of safety, including travel speed, number of overall crashes and crash rate, and number of fatal and serious injury crashes and fatal and serious injury crash rate, among others.

Safety Performance Dashboard - Develop an accessible and intuitive performance dashboard for roadway safety that will help people with a vested interest in safety within Sandy Springs track progress over time, especially as it pertains to progress towards achieving zero roadway fatalities and serious injuries (by 2050 on City streets and an annual five percent reduction on state routes). **Figure 93** includes examples of safety dashboards in Nashville, Tennessee and Arlington, Virginia.

Figure 93. Examples of Safety Dashboards

Source: Nashville Department of Transportation & Arlington County, Virginia

Table 26. Summary of Near-Term Policies & Strategies

Project Name	Category
State and National Safety Campaigns	Education
TIME Task Force	Emergency Response
Message Boards	Encouragement
Child Safety Seat Inspections	Encouragement
Safety Task Force and Expansion	Evaluation

Table 27. Summary of Short-Term Infrastructure Projects

Project ID	Project Name
SAP-3	Roswell Road - Peruca Place to I-285 Interchange
SAP-4	Roswell Road - Allen Road/Carpenter Drive to Cliftwood Drive/Carpenter Drive
SAP-16	Glenridge Drive/Johnson Ferry Road - High Point Road to Glenridge Connector
SAP-18	Heards Ferry Road - Weatherly Drive to Riverside Drive
SAP-19	Northside Drive - Interstate North Parkway/New Northside Drive to New Northside Drive

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CITY OF SANDY SPRINGS

SAFETY ACTION PLAN

March 2025

DRAFT

PREPARED BY

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IN PARTNERSHIP WITH ALTA PLANNING & DESIGN, VHB & BLUE CYPRESS CONSULTING

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