Sandy Springs Transportation Master Plan

June 2026

Transportation Master Plan DRAFT

Prepared by:

Modern Mobility Partners, LLC
730 Peachtree St., NE, Ste. 650
Atlanta, GA 30308
www.modernmobilitypartners.com

Prepared for:

City of Sandy Springs, GA
1 Galambos Way
Sandy Springs, GA 30328

https://www.sandyspringsga.gov/

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Common Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ARC	Atlanta Regional Commission
ATL	Atlanta-Region Transit Link Authority
BRT	Bus Rapid Transit
CCTV	Closed-Circuit Television
CIP	Capital Improvement Program
CRNRA	Chattahoochee River National Recreational Area
CST	Construction
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
GCO	Georgia Commute Options
GDOT	Georgia Department of Transportation
GPS	Geographic Positioning Systems
HAWK	High-intensity Activated Crosswalk
HSIP	Highway Safety Improvement Program
LCI	Livable Centers Initiative
LEHD	Longitudinal Employer-Household Dynamics
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
MARTA	Metropolitan Atlanta Rapid Transit Authority
MMIP	Major Mobility Investment Program
MPH	Miles Per Hour
MTP	Metropolitan Transportation Plan
NBI	National Bridge Inventory
PCI	Pavement Condition Index
PCID	Perimeter Community Improvement District
PE	Preliminary Engineering
PHB	Pedestrian Hybrid Beacon
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-Way

RRFB	Rectangular Rapid-Flashing Beacon
RSTF	Regional Safety Task Force
RTOP	Regional Traffic Operations Program
SCOOT	Split Cycle Offset Optimization Technique
SHSP	Strategic Highway Safety Plan
SR	State Route
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
TCC	Traffic Control Center
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TMP	Transportation Master Plan
TSPLOST	Transportation Special Purpose Local Optional Sales Tax
UGPM	Unified Growth Policy Map
USDOT	United States Department of Transportation
UTL	Utilities

Executive Summary

Sandy Springs Transportation Master Plan

June 2026

Introduction

Sandy Springs is a dynamic city and a key employment center within the rapidly expanding Atlanta Metropolitan Area. As the city continues to grow and evolve, transportation challenges are expected to intensify, requiring proactive and coordinated planning.

The 2026 update to the Sandy Springs Transportation Master Plan (TMP) reflects the City's continued commitment to a transportation system that fosters a livable, vibrant, and well-connected community. Since the adoption of the previous TMP, Sandy Springs has experienced steady population growth, evolving travel patterns, and increased demand for multimodal mobility options. This update responds to those changes and builds on a comprehensive assessment of existing conditions and multimodal needs, followed by a structured evaluation process to identify and prioritize projects. It aligns transportation investments with the City's broader strategic goals through policy recommendations and prioritized projects for short-term (1 to 5 years) and mid-term (6 to 10 years) time horizons. **Figure 1** below shows a map of the TMP study area.

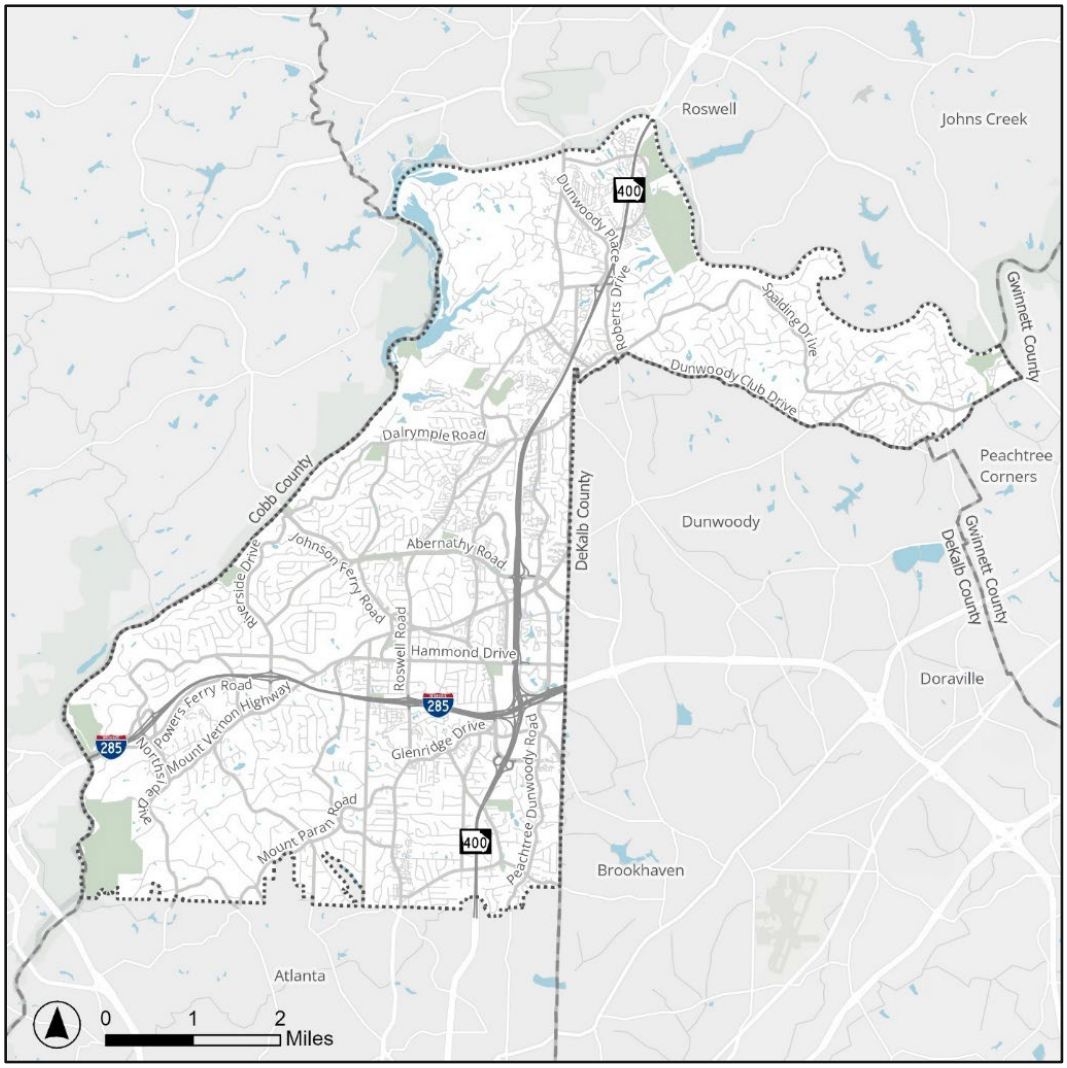


Figure 1. Sandy Springs TMP Study Area

Process

The TMP was developed and adopted over a nine-month planning process from October 2025 to June 2026. The process combined detailed technical analysis with extensive community engagement to ensure that the plan reflects both current system performance and future needs. Input was gathered from over 300 members of the public through in-person meetings, pop-up events, and online surveys. Based on insights from community engagement, the team compiled, scored, and prioritized a list of over 200 projects and estimated costs by project phase. **Figure 2** shows the schedule for the TMP update.

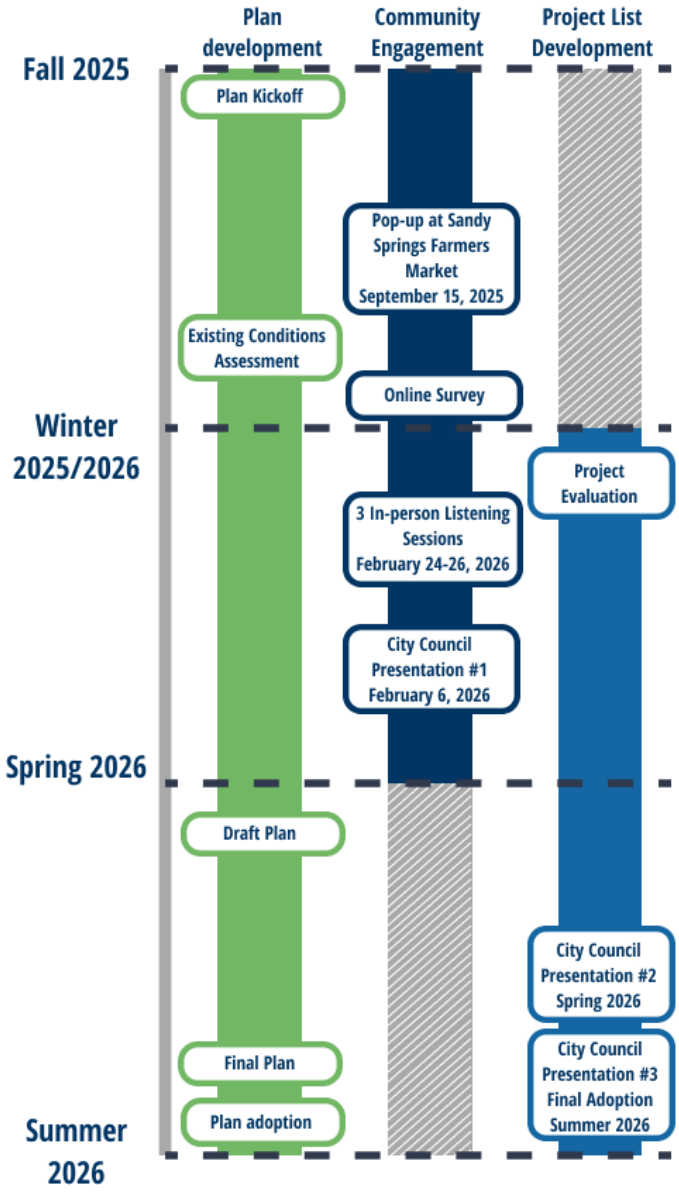


Figure 2. Planning Schedule

Plan Vision and Goals

The TMP is guided by a vision of a transportation system that is accessible, reliable, and equitable for all users, drivers, pedestrians, cyclists, and transit riders, alike. The 2026 update reinforces the core goals highlighted in **Figure 3**.

Figure 3. TMP Core Goals

Project Evaluation

Figure 4 summarizes the maximum points assigned to each TMP goal for the quantitative evaluation of projects. Points for each goal were broken down into its evaluation criteria. A detailed breakdown is shared in the TMP.

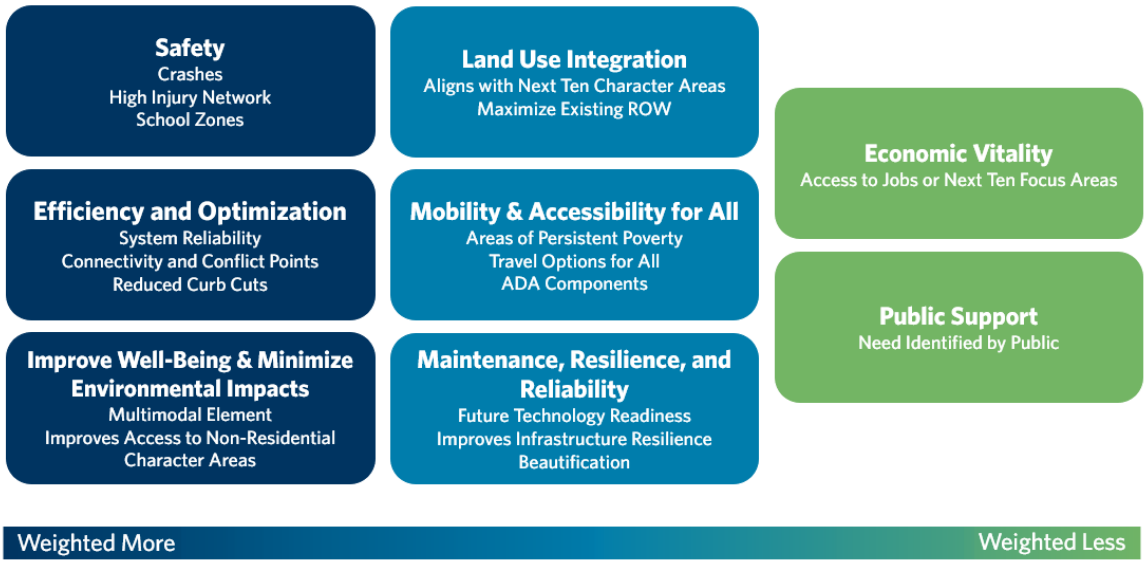


Figure 4. Evaluation Methodology by TMP Goals

Project Recommendations

Projects were prioritized based on what is attainable to program in the short-term (5 years), mid-term (10 years), and long-term (aspirational) timelines. Prioritization factors included scale, cost feasibility, funding type, safety implications, and project location. Twenty projects were selected for short-term programming tier (**Table 1** and **Figure 5**) and Fourteen projects were selected for mid-term programming (**Table 2** and **Figure 6**).

Table 1. List of Recommended Short-Term Projects

ID	Project Description (Short-term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
COR-1	Hammond Drive Corridor improvements from Boylston Drive to SR-9/Roswell Road and from Barfield Road to Glenridge Drive	Corridor Improvement	All phases	$44,600,000
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, alternative side path	Corridor Improvement	Concept	$1,100,000

ID	Project Description (Short-term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
COR-3	Riverside Drive Operational improvements, including Intersection improvements at Heards Ferry Road, River Valley Road, I-285	Corridor Improvement	Design	$1,500,000
COR-4	SR-9 / Roswell Road - raised median on the northbound approach to Northridge Road and associated signal improvements	Corridor Improvement	All phases	$3,009,000
COR-5	Peachtree Dunwoody Road Corridor Improvements - may include standard cross-section, bike/ped improvements, shared use path, buffers, and street trees	Corridor Improvement	Concept	$2,000,000
COR-6	Glenridge Drive / Johnson Ferry Road corridor enhancements from High Point Road to Glenridge Connector by closing lighting gaps, upgrading signal hardware with flashing yellow arrows (on remaining intersections), retroreflective backplates, and other traffic or pedestrian safety improvements	Corridor Improvement	All phases	$1,670,000
COR-7	SR-9 / Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements	Corridor Improvement	Concept, Design	$4,000,000
INT-1	Roswell Road and Morgan Falls Road Intersection Improvement	Intersection	All phases	$6,100,000
INT-2	Peachtree Dunwoody at Johnson Ferry Intersection Improvements	Intersection	All Phases	$3,589,679
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement	Intersection	Design, Right-of-Way	$3,300,000
INT-4	Nesbit Ferry Road at Spalding Drive Intersection Improvement	Intersection	All phases	$2,500,000
BP-1	SR-140/Holcomb Bridge Road Side Path - Connects to side paths in Roswell and Peachtree Corners	Bicycle-Pedestrian	All phases	$4,300,000
BP-2	Johnson Ferry Road between Glenridge Drive and Peachtree Dunwoody Road Bicycle and Pedestrian Improvements	Bicycle-Pedestrian	Design, Right-of-Way	$4,900,000
BP-3	Sandy Springs Circle between Johnson Ferry Road to SR-9/Roswell Road Bicycle and Pedestrian Improvements	Bicycle-Pedestrian	Design, Right-of-Way	$950,000
Project Description (Short-term projects)		**Project Type**	**Phase (within Short-term)**	**Cost (within Short-term)**
Capital Sidewalk Program		Bicycle-Pedestrian	All phases	$16,000,000

Project Description (Short-term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
Mid-Block Crossing Program	Mid-Block Crossings	All phases	$4,000,000
Bridge Program	Bridge	All phases	$5,000,000
ITS Program	ITS	All phases	$4,300,000
Intersection Program	Intersection	All phases	$4,300,000
Planning Studies and Scoping/Concept Development Program	Planning / Concept	Planning, Scoping, or Concept	$1,000,000

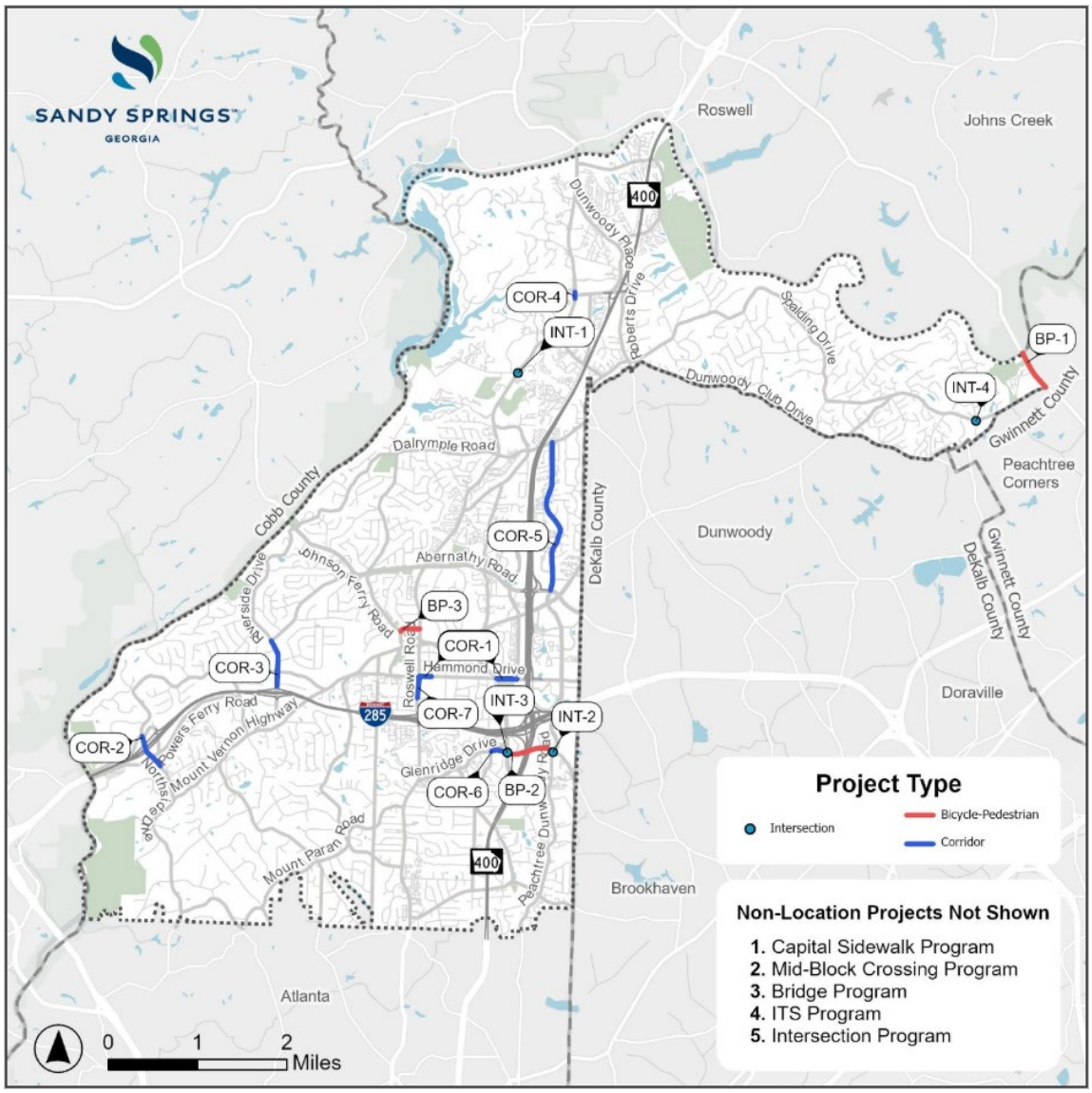


Figure 5. Map of Short-Term Recommended Projects

Table 2. List of Recommended Mid-Term Projects

ID	Project Description (Mid-term projects)	Project Type	Phases (within Mid-term)	Cost (within Mid-term)
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by possibly installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, sidepath on east side of Northside Drive and sidewalks, or crosswalks	Corridor Improvement	Design, Right-of-Way, Utility, Construction	$23,137,000
COR-3	Riverside Drive Operational improvements , Intersections improvements at Heards Ferry Road, River Valley Road, and I-285	Corridor Improvement	Right-of-Way, Utility, Construction	$20,119,000
COR-5	Peachtree Dunwoody Road Corridor Improvements - May include standard cross-section, bike/ped improvements, a side path, buffers, and street trees	Corridor Improvement	Right-of-Way, Utility, Construction	$43,983,000
COR-7	SR-9/Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements	Corridor Improvement	Right-of-Way, Utility, Construction	$22,142,000
COR-8	SR-9/Roswell Road - Denmark Drive to Mount Vernon Highway Access Management and Operational Improvements	Corridor Improvement	Design	$1,424,000
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement	Intersection	Utility, Construction	$3,951,123
BP-2	Johnson Ferry Road Pedestrian and Bicycle Improvements between Glenridge Drive and Peachtree Dunwoody Road	Bicycle-Pedestrian	Construction	$6,000,000
BP-3	Sandy Springs Circle Bicycle and Pedestrian Improvements between Johnson Ferry Road to SR-9/Roswell Road	Bicycle-Pedestrian	Construction	$1,500,000

Project Description (Mid-term projects)	Project Type	Phase (within Mid-term)	Cost (within Mid-term)
Capital Sidewalk Program	Bicycle-pedestrian	All Phases	$18,000,000
Mid-Block Crossing Program	Mid-Block Crossing	All Phases	$5,000,000
Bridge Program	Bridge	All Phases	$6,000,000
ITS Program	ITS	All Phases	$5,000,000
Intersection Program	Intersection	All Phases	$5,000,000
Planning Studies and Concept Development Program	Planning / Concept	All Phases	$1,100,000

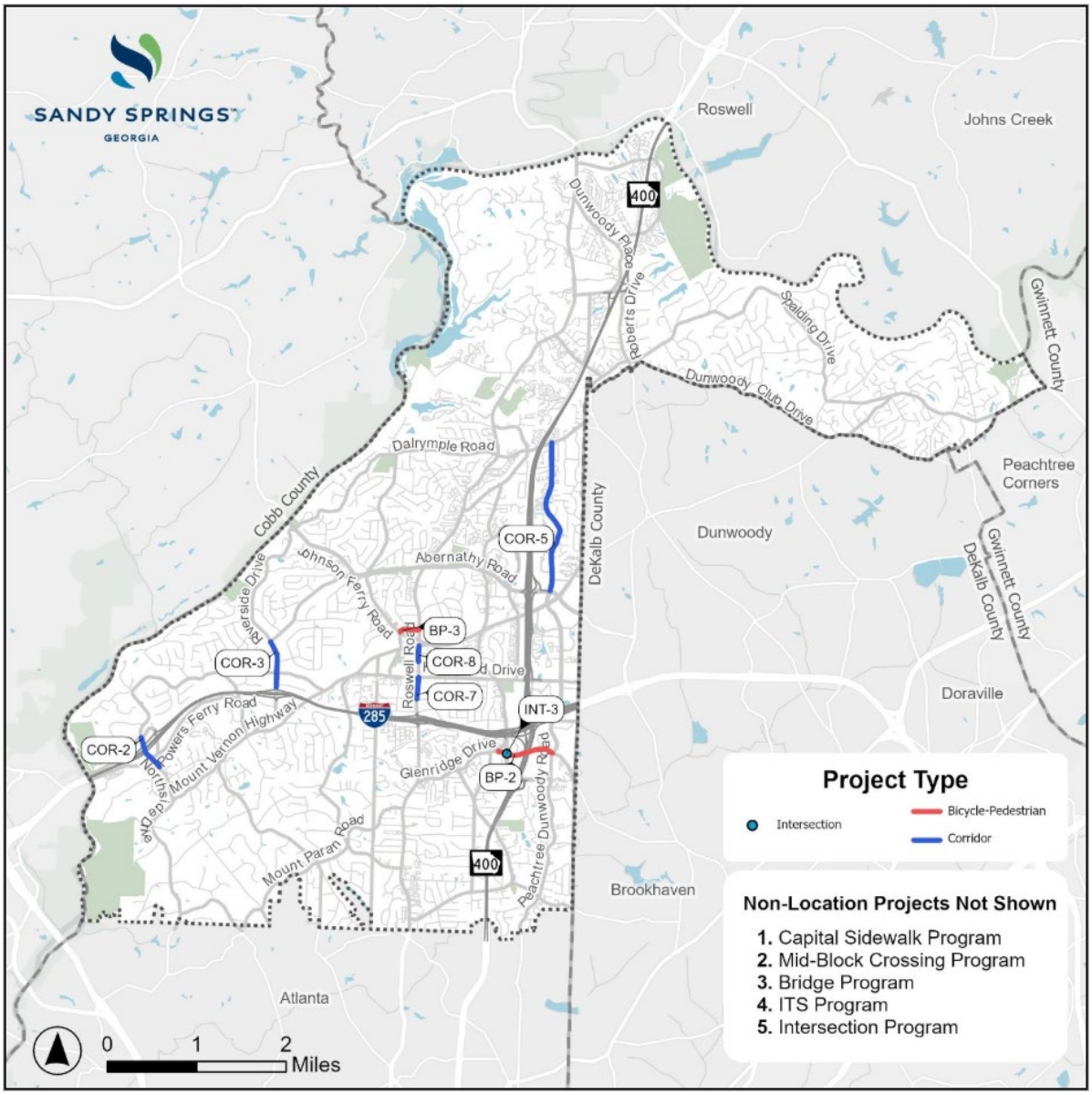


Figure 6. Map of Recommended Mid-Term Projects

Policy Considerations

To supplement the location-specific transportation projects presented in the TMP, Sandy Springs has identified a series of transportation policies to advance the TMP's vision and goals. The city has also accomplished several of its policy goals and initiatives described in the previous TMP. Completed, continued, and new policy initiatives are outlined below. Details regarding each of these can be found in the TMP.

Completed Policies

- Sidewalk Master Plan Amendment
- Zero Deaths and Safe Systems
- Complete Streets Ordinance
- Reconciling Inconsistencies between Development Code and Technical Manual
- Promote Transportation Demand Management
- Track and Continue Transportation Performance Metrics
- Coordinate New Transportation Projects with Other Enhancements
- Develop Sandy Springs Transportation Safety Working Group
- Freight and Truck Routes

Continued Policies

- Rideshare Service Policy Integration
- Micromobility Vehicles

New Policies

- New Functional Classification Map

Conclusion

By providing an update to the 2021 TMP, the City strives to improve transportation to meet growing population and employment and to keep the quality of life high for residents. This 2026 TMP update positions the City of Sandy Springs to proactively address future transportation challenges while maintaining flexibility to adapt to changing technologies and travel behaviors. By advancing a balanced, multimodal approach, the City aims to create a transportation system that supports continued growth, enhances livability, and serves all users effectively.

Final Report

Sandy Springs Transportation Master Plan

June 2026

Introduction

Purpose of The Transportation Master Plan

Sandy Springs is a dynamic city and a key employment center within the rapidly expanding Atlanta Metropolitan Area. Because Sandy Springs is an employment hub for the region, it has been designated as an activity center by the Atlanta Regional Commission (ARC). The City has long been established as a highly desirable location due to its high quality of life and its role as a significant draw for those seeking a place to locate in Georgia and the Metro Atlanta region. As the region continues to grow, existing transportation pressures will intensify without forward-thinking solutions.

The Sandy Springs Transportation Master Plan (TMP) presents a vision for transportation that fosters a livable, vibrant, and well-connected community. By integrating transportation and land-use strategies, the TMP addresses the diverse needs of all travel modes — from personal vehicles to active transportation to transit and freight. The plan further embraces the growing landscape of modern mobility options, including bikeshare programs, e-scooters, micromobility devices, and rideshare services.

Context and Previous Plans

The first TMP was adopted in 2008 and updated in 2021. This TMP update builds upon previously adopted planning documents, including but not limited to the Sandy Springs' 2021 TMP and 2022 comprehensive plan (Next Ten plan). This was done to understand the community's goals and their relationship to the City's transportation network. Transportation improvements can fully or partially support many of the key priorities identified in both plans, including:

- Conduct a comprehensive review of the Sandy Springs Development Code for improved city-wide design guidelines
- Achieve a better housing balance
- Enhance and beautify the City's public places
- Transform Perimeter Center and the Medical Center area with a focus on high-quality, higher-density uses around MARTA rail stations
- Revitalize the Roswell Road corridor
- Implementation of the Hammond Drive corridor improvements
- Mitigate traffic congestion through the provision of a viable and attractive range of expanded transportation options, community linkages, "last mile" connections, and an expanded trail network

The TMP supports the key actions from both plans by:

- Establishing goals and performance measures to guide decisions
- Analyzing existing infrastructure and policies to determine transportation needs
- Recommending transportation projects that address needs

Study Area

The TMP documents a comprehensive assessment of mobility and safety across the City's transportation network. Sandy Springs, located in Fulton County, is bounded along its western border by the Chattahoochee River. Representing nearly 40 square miles, the

City prides itself on its recreational access, featuring parks and natural preservation areas that preserve and provide access to the City's natural piedmont features. The city itself manages approximately 314 centerline roadway miles (excluding interstates, freeways, and private roads) within its boundaries and benefits from both MARTA rail and bus services. Sandy Springs is illustrated in the study area map in **Figure 1**.

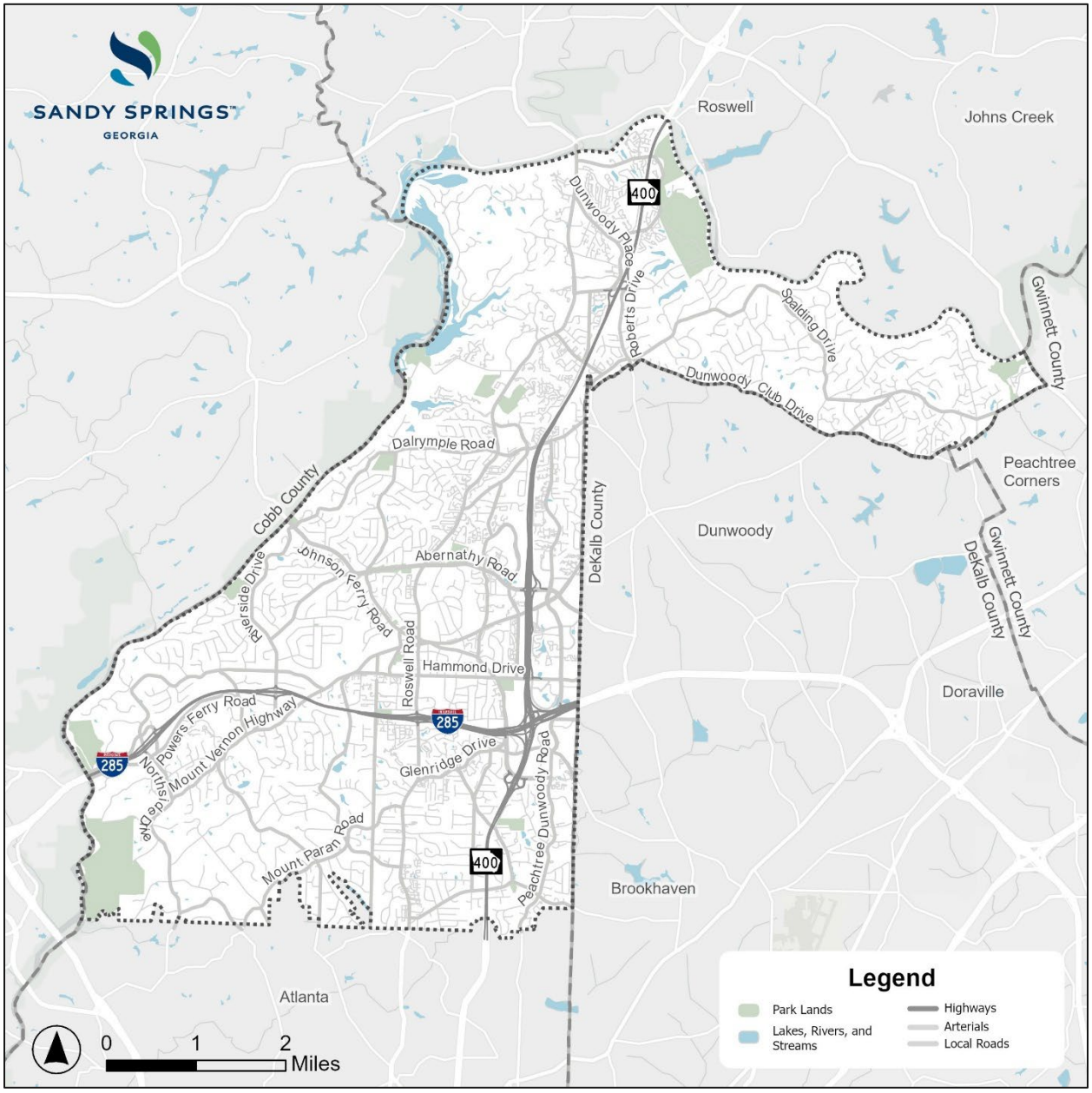


Figure 1. Sandy Springs TMP Study Area

Process

The TMP was developed and adopted over a ten-month period from September 2025 to June 2026. A detailed plan schedule is included in **Figure 2** below.

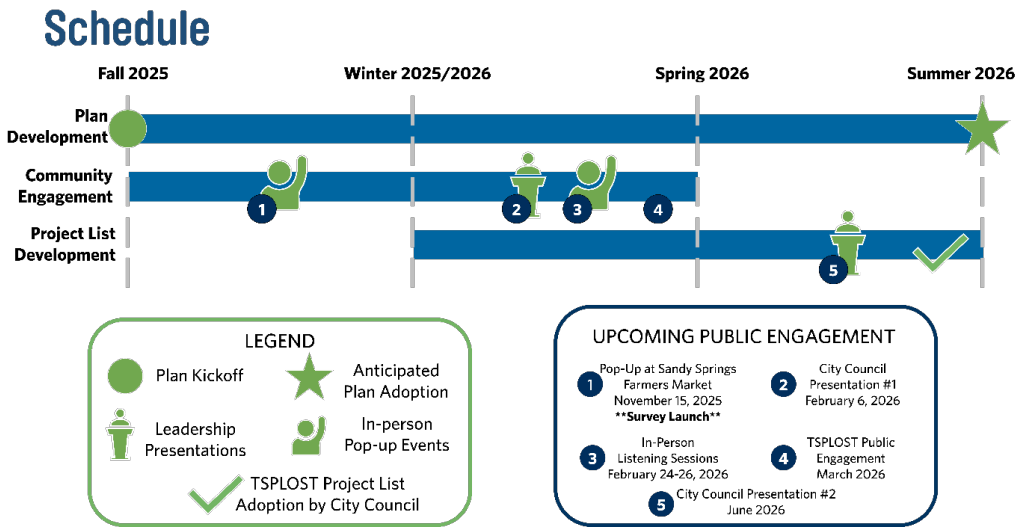


Figure 2. Sandy Springs TMP Schedule

The TMP was developed through a cross-departmental TMP team comprised of Sandy Springs' Departments of Public Works, Communications and Media, and Community Development. The TMP team coordinated with city Leadership and stakeholders, including the general public.

During the planning process, the TMP team:

- Conducted an extensive review of existing transportation, land use, and small area plans adopted since 2021
- Received feedback from over 300 members of the public through digital and in-person engagement strategies
- Analyzed traffic, operations, safety, and land use data to identify transportation priorities
- Compiled, scored, and prioritized a list of over 200 transportation projects
- Developed detailed, inflation-adjusted cost estimates by project phase

Plan Vision and Goals

The TMP goals were developed based on a review of goals from the previous TMP and recently completed plans and feedback from the community. Eight goals were established to reflect the City's comprehensive priorities. These goals for the 2026 TMP are illustrated in **Figure 3** below.

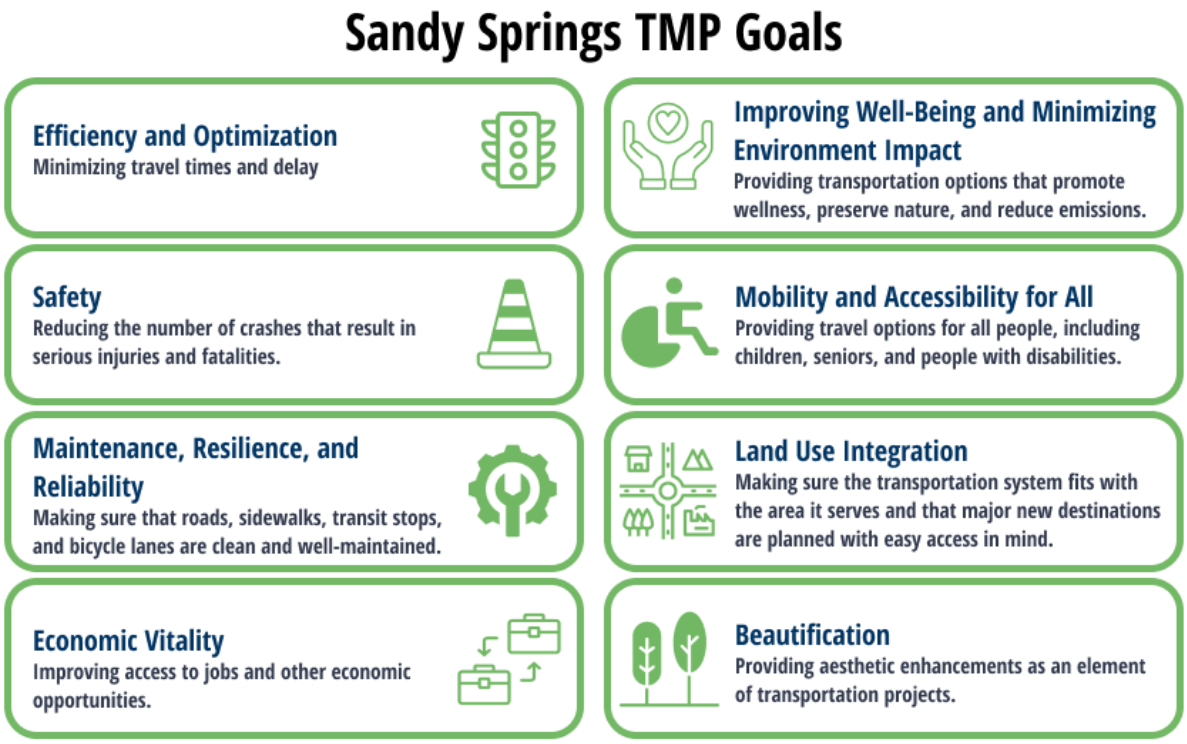


Figure 3. Sandy Springs TMP Goals

Community Engagement

Public engagement and community collaboration were integral components of the TMP throughout the entire planning process. At the core of community engagement was the TMP's digital presence on its dedicated webpage, with some outreach occurring over social media channels.[1] Phase 1 began in November 2025 and continued into Phase 2 in February 2026. TMP-specific public engagement events are shown in **Figure 4**:

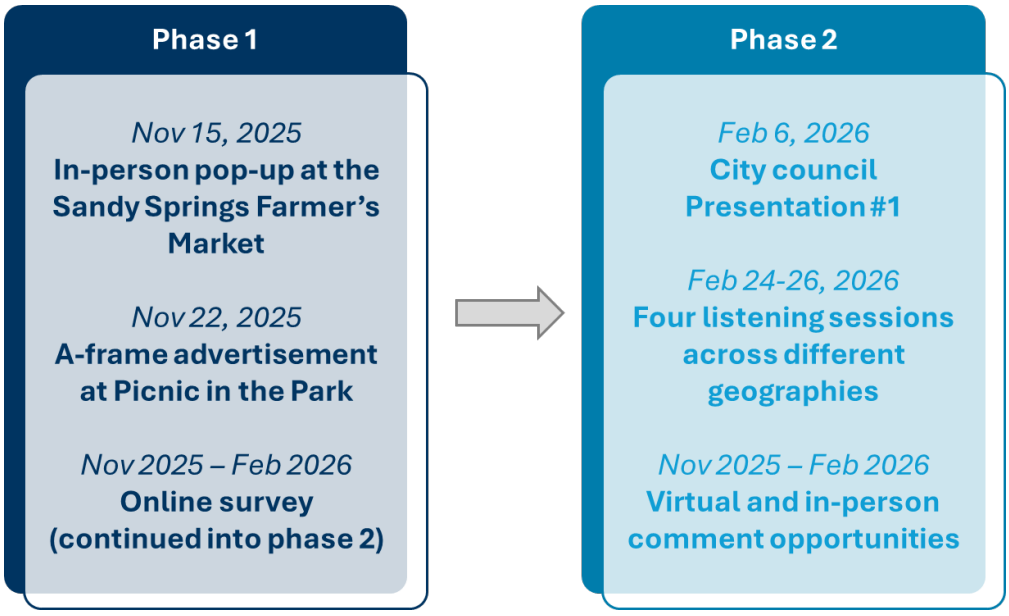


Figure 4. Phases of the TMP public engagement efforts

The TMP was developed in coordination with the City's list of projects for the 2026 Transportation Special Purpose Local Option Sales Tax (TSPLOST) in Fulton County. The TSPLOST is described in greater detail in the project recommendations section.

A comprehensive compilation of all engagement materials developed for this plan is included in **Appendix B**.

Phase 1

The first phase of TMP public engagement focused on increasing public awareness of the plan and understanding the public's transportation-related goals, interests, and behaviors. Public feedback collected during Phase 1 engagement was used to develop TMP goals, understand existing conditions in Sandy Springs, and develop project prioritization and scoring methodologies. Phase 1 of TMP public engagement included an in-person pop-up event, advertising the plan at events and through the City's newsletter, and an online survey.

[1] Sandy Springs TMP Website https://www.sandyspringsga.gov/sandy-springs-transportation-master-plan

Farmer's Market Pop-Up

The first in-person engagement activity for the TMP (**Figure 5**) was a pop-up event at the Sandy Springs Farmer's Market in City Springs on Saturday, November 15, 2025. The TMP team, including city staff, planning consultants, and a Spanish-language interpreter, set up a table at the Farmer's Market from 8:30 AM to 12:00 PM. Fifty-eight (58) members of the public were engaged, including children, seniors, and people with limited English proficiency.

Figure 5 Planning team engaging with the public at Farmer's Market pop-up event

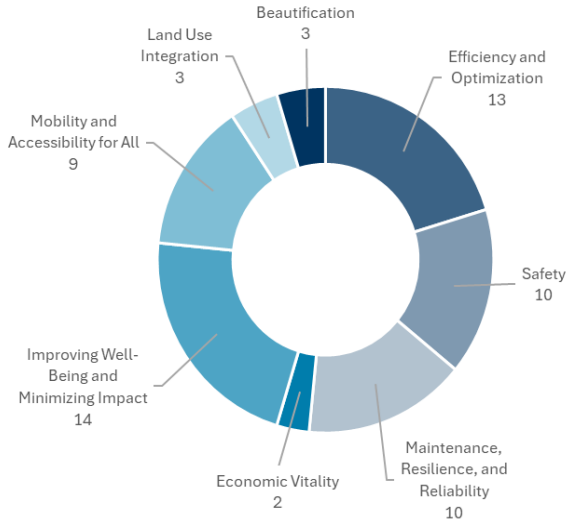


Figure 6. Distribution of goals from the Visual Preference survey results

Participants were asked to complete three activities to determine their transportation preferences and priorities. The first activity included a visual preference survey with draft TMP goals, in which members of the public were asked to place a sticker on the goal that resonated most with them. Attendees at the pop-up preferred *Efficiency and Optimization*, *Improving Wellbeing, and Minimizing Impact*. **Figure 6** shows the results of the visual preference survey in Activity 1. The second activity asked respondents to mark on a map of transportation modes that they wished were available to them. Most respondents (56%) wanted improved walkability along Roswell Road near downtown Sandy Springs. **Figure 7** shows the results of Activity 2.

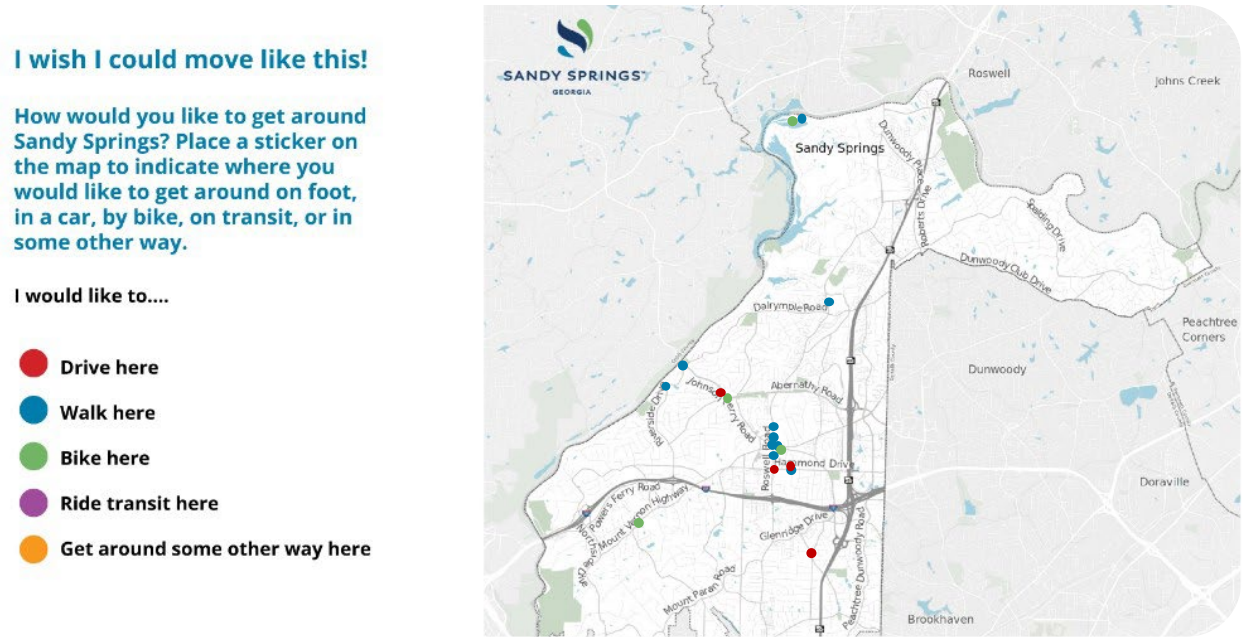


Figure 7. Map of Visual Preference Survey Results

The final activity at the pop-up was designed to engage children. Children were invited to decorate a "Transportation Turkey" tail feather by writing their favorite transportation mode on the feather and coloring and applying autumnal and transportation-themed stickers (**Figure 8**). This activity allowed children to feel included in the transportation planning process, while their parents interacted directly with the TMP team.

Figure 8. Children's engagement activity (transportation turkey)

*Survey respondents indicated that **Safety** was their top TMP goal, with **Efficiency and Optimization, and Maintenance, Resilience, and Reliability** also in the top three. These reflected similar priorities identified at the pop-up event.*

Survey

The virtual TMP Survey was launched at the pop-up event. Respondents were asked to rank their transportation priorities from most to least important. The survey also asked people to share their preferred transportation mode, any alternative transportation modes, and barriers to utilizing their current mode or alternatives. General demographic information, such as age and disability status were also collected. The survey remained open into Phase 2 of public engagement, closing on February 18, 2026. A summary of survey questions and responses is included in **Appendix B**.

Phase 2

Phase 2 of public engagement was conducted in Winter and Spring 2026. The purpose of the second round of public engagement was to collect public feedback on the draft project list to understand project priorities and phasing for the TMP as well as any potential policy recommendations. Phase 2 included a large-scale citywide engagement effort, with three evening and one daytime listening sessions hosted throughout the City. The listening sessions were coupled with public comment opportunities (both virtual via chat box and in-person collection box) and a presentation of plan progress to the City Council.

Listening Sessions

Figure 9. TMP team engaging with the public at one of the listening sessions

To capture project feedback from across the City, TMP held listening sessions in North, Central, and South Sandy Springs. Listening sessions were open-house style, and community members were encouraged to communicate directly with the TMP team about projects and give their feedback (**Figure 9**). At each listening session, a series of boards provided an overview of the TMP process and goals, the project evaluation methodology, priority projects by geography, and the City's sidewalk program.

The North listening session was held at the North Fulton Service Center, 7741 Roswell Road, from 5:30 PM – 7:30 PM on Tuesday, February 24, 2026. Fifteen (15) people were in attendance, and representatives from the media were present at this event.

There were two listening sessions hosted in the Central part of the City, from 11 AM to 12:30 PM and 5:30 PM to 7:30 PM on Wednesday, February 25. Both sessions were held in the City Hall atrium at 1 Galambos Way. Thirty-eight (38) people attended the Central listening sessions (25 during the day and 13 at night). The team received feedback that attendees at the daytime listening session appreciated the midday option.

The final listening session was held at the Church of the Redeemer, 5185 Peachtree Dunwoody Road, on Thursday, February 26, 2026, from 5:30 PM to 7:30 PM. This event had the lowest turnout of all the public engagement events (five community members) due to inclement weather.

Project List Feedback Opportunities

A comment collection box for written comments was available at each TMP listening session. For members of the public unable to attend, all materials were posted online on the TMP website, and a project comment box was made available via a direct link or email. Eighteen (18) members of the public offered feedback through the virtual

comment box on specific projects, plan priorities, or transportation in the City generally. Public feedback collected throughout the public comment period was considered during project review. A summary of comments received at the listening sessions and virtual comment box is included in **Appendix B**.

Leadership Presentation

To ensure the plan aligned with the goals and priorities of city leaders and their constituencies, the TMP team presented a plan update to the Sandy Springs City Council during its retreat on February 6, 2026, and it was broadcast on the City's YouTube page. City Council members provided feedback on specific policy priorities in their neighborhoods and across the City.

Existing Conditions

This section shares key findings from the Existing Conditions Report accompanying this TMP, covering the City's demographic composition, employment landscape, land use, roadway network, transit infrastructure, and emerging technologies. These existing conditions highlight the transportation needs of the City's residents and inform this TMP's project and policy priorities.

Demographics

This section presents findings on the current and projected demographic trends in the City, highlighting key factors that shape travel behavior and transportation system needs. Unless otherwise indicated, all demographic information is based on the 2023 American Community Survey (ACS) 5-year Estimate.

Projected Population Growth

Sandy Springs is a growing community, but its growth has slowed over the past few years. Annual population growth rate was over 3% between 1990 and 2000. Between 2010 and 2020, the annual growth rate dropped to 1%. Despite this drop, ARC's projections (**Figure 10**) show that the City's population is projected to increase to 118,000 residents by 2050. This, along with the growing number of job opportunities in the City, indicates the need for a transportation system that effectively connects the City to the rest of the metro Atlanta area and addresses east-west mobility limitations within the City.

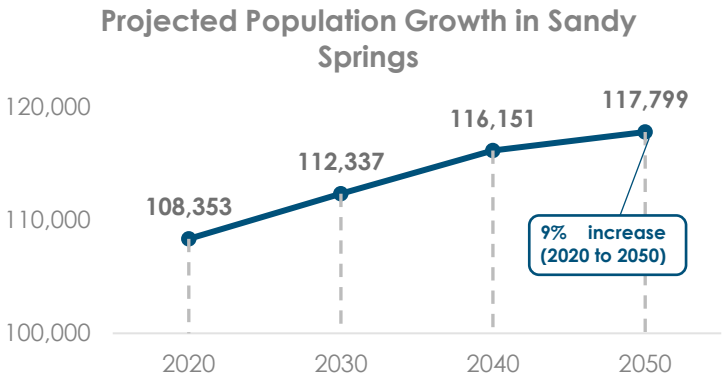


Figure 10. Projected Population Growth in Sandy Springs

Race and Ethnicity

Around 40% of the City's residents identify as belonging to a race other than white in 2023. This is a significant increase from the 31% in the last TMP cycle. The largest racialized minority groups in the City are Black (20% of all residents), Hispanic (12% of all residents), and Asian (8% of all residents). Growing diversity in the City indicates a need for non-autocentric transportation choices, as many marginalized individuals have needed to opt for alternative modes due to affordability.

Age

The City of Sandy Springs is growing older—and younger. Approximately 14% of the City's population is aged 65 or older, similar to the 13% from the last TMP cycle. Individuals under 18 and individuals of working age (18 to 65) make up around 18% and 68% of the City's population, respectively. Transportation options that allow individuals to age in place and support mobility for younger individuals who cannot drive are important for the City's transportation goals.

Disability

Approximately 10% of Sandy Springs residents have a vision, hearing, cognitive, ambulatory, self-care, or independent living difficulty or disability as identified by the US Census. This share increases to 30% for the 65+ age group. Only around 6% of the City's population experienced disability during the last TMP cycle. As the City's senior population grows, the percentage of individuals with disabilities is likely to increase. This underscores the importance of paratransit services and safety initiatives for the aging population.

Education and Income

Nearly 70% of the City's residents aged 25 or older have a four-year degree or higher. The City's high educational attainment levels correlate strongly with its median income of $101,593. High-income households are more likely to own personal vehicles and use them for trips, as they tend to live farther from city centers. Creating easily accessible, more affordable alternatives to traditional modes of transportation can help the City support its transportation goals and address the needs of lower-income residents as well.

Renters vs Owners

There is a nearly even split for renting and owning, as 49% of Sandy Springs' total housing units are occupied by renters, and 51% by owners.

Vehicle Ownership

More than 4,000 households in Sandy Springs – around 8% of all households – have no access to a personal vehicle. For residents in these households, access to transit, biking, and walking facilities is critical to reach jobs, school, shops, and medical appointments.

Employment

Anchored by the employers in and around the Perimeter Center, such as the UPS World Headquarters, Mercedes-Benz of North America, Medical District hospitals, and associated medical offices, Sandy Springs is a key employment hub in the Metro Atlanta region.

Projected Employment Growth

The Atlanta Regional Commission estimates that employment in the City will grow to more than 150,000 jobs by 2050 as shown in **Figure 11**.

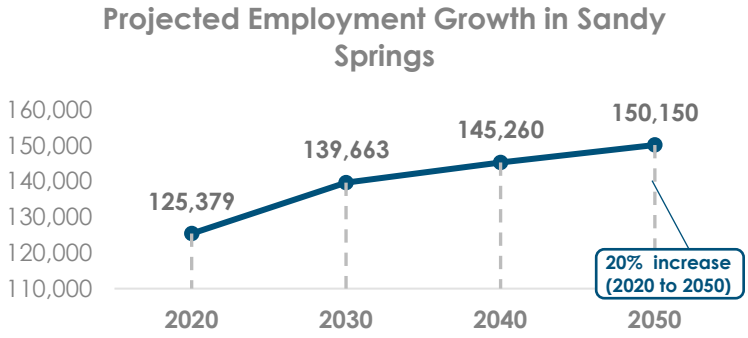


Figure 11. Projected Employment Growth

These statistics include jobs for employers with an administrative address in Sandy Springs, but are not necessarily an estimate of the number of people physically working in the City. Also, people who work from home or telework within the City for an employer with an administrative address elsewhere are not included in the estimate of jobs within the City.

Job and Worker Locations

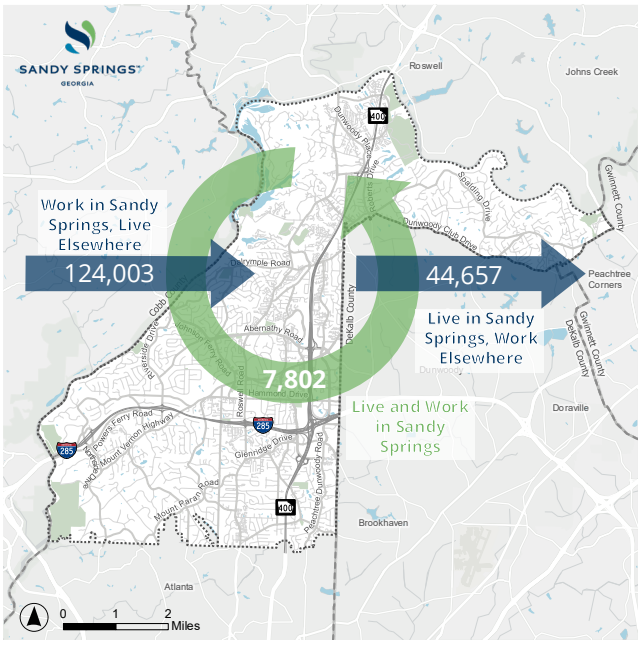


Figure 12. Worker and Residential Commute Patterns

Among the 132,000 jobs available in the City, only 6% (7,802 jobs) are held by Sandy Springs' residents, as shown in **Figure 12**. The largest portion of the workers reside in the City of Atlanta, notably, the Midtown area.

Among the 52,459 employed residents, only 15% work within the City. A majority of residents work in the Perimeter Center area or in Buckhead and core Atlanta neighborhoods, such as Midtown and Downtown.

Means of Transportation to Work

As illustrated, almost 60% of the City's residents commuted to work by driving alone in 2023, which is significantly lower than the 2018 estimates (75%) reported in the previous TMP. There was a significant increase in the number of people who worked from home, representing almost 29% of residents in the City, primarily due to the impacts during and following the COVID-19 pandemic.

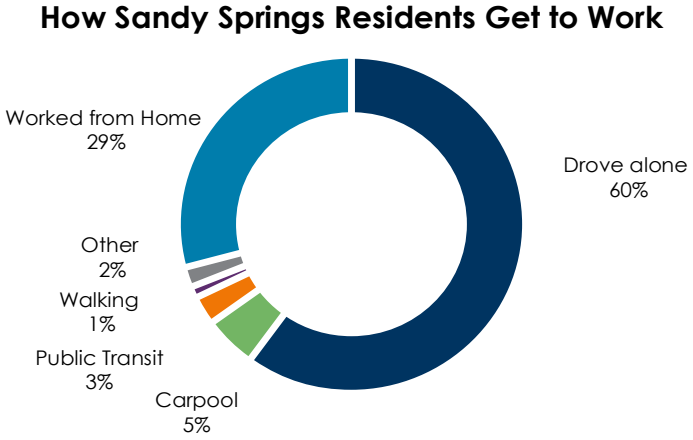


Figure 13. Means of Transportation to Work

Land Use and Community Resources

The greatest land use area in Sandy Springs is low density single-family residential development, as shown in **Figure 14**. Commercial, retail, and employment uses are concentrated along the Roswell Road corridor and within the Perimeter business district. The land patterns have resulted in a transportation system anchored by the use of private vehicles as the primary form of travel.

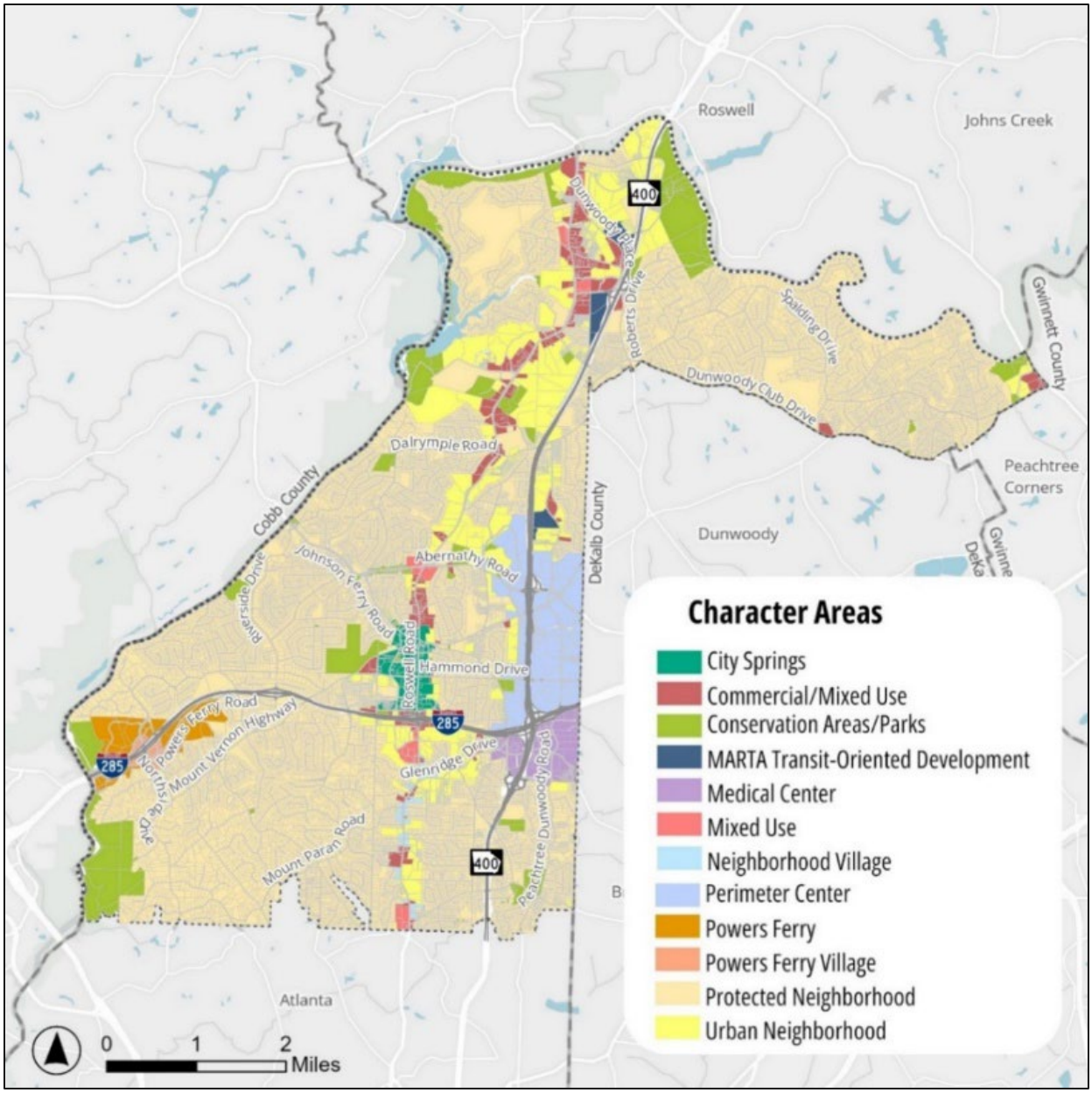


Figure 14. Character Areas in Sandy Springs

Future Land Use

Sandy Springs' Next Ten Comprehensive Plan, adopted in 2022, sought to limit new development in existing single-family neighborhoods and leverage growth to replace existing auto-centric commercial areas with denser nodes that enable residents to live, work, and play without relying on automobiles. The Plan aimed to transform the Perimeter Center into a walkable live-work area. The Comprehensive Plan promoted higher-density, transit-oriented growth around MARTA stations and encouraged pedestrian-friendly streetscapes, especially on portions of SR-9/Roswell Road and Peachtree-Dunwoody Road. The city is currently pursuing a new Comprehensive Plan update that kicked off earlier this year (2026) and anticipates adoption in 2027.

Development Focus Areas

To guide this growth, the City has developed design guidelines for the following six primary commercial and mixed-use areas, as shown in **Figure 15**:

1. Greater City Springs
2. Central Perimeter
3. North End
4. Powers Ferry
5. Neighborhood Village
6. Crossroads[2]

Future transportation initiatives should also prioritize improving access to each of these focus areas whenever possible.

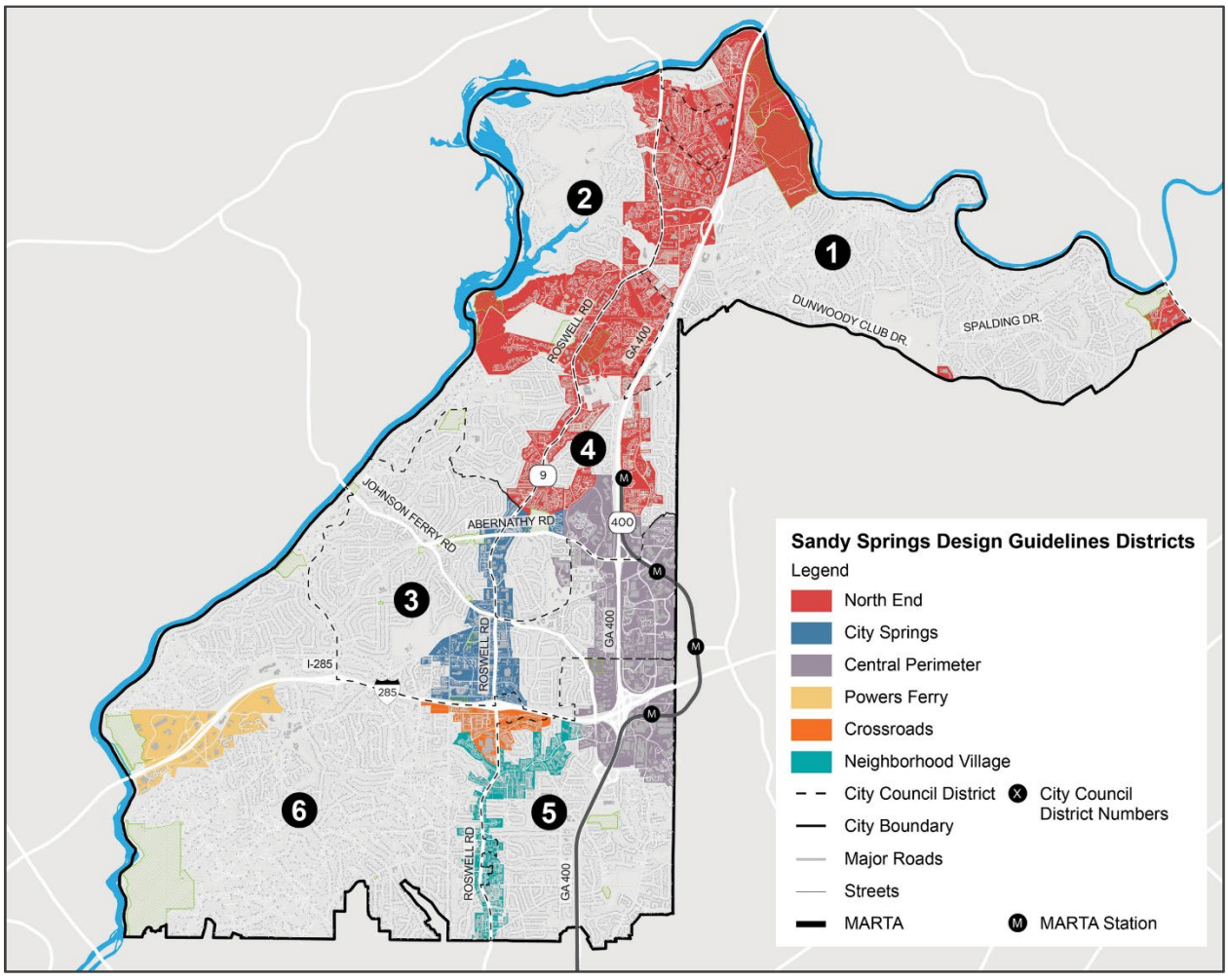


Figure 15. Map of Design Guidelines Districts in Sandy Springs

[2] City of Sandy Springs. (2025). Design Guidelines. Retrieved from: https://www.sandyspringsga.gov/designguidelines

Community Resources

Land use planning in Sandy Springs cannot be considered in isolation from the City's natural environment. The extensive tree canopy, rolling terrain, and proximity to the Chattahoochee River are central to the City's identity and provide residents with meaningful connections to nature. As growth continues, protecting these natural amenities and ensuring access to activity centers will be essential. The transportation network plays a critical role in this effort and must continue to provide reliable access to the community resources highlighted in **Figure 16**.

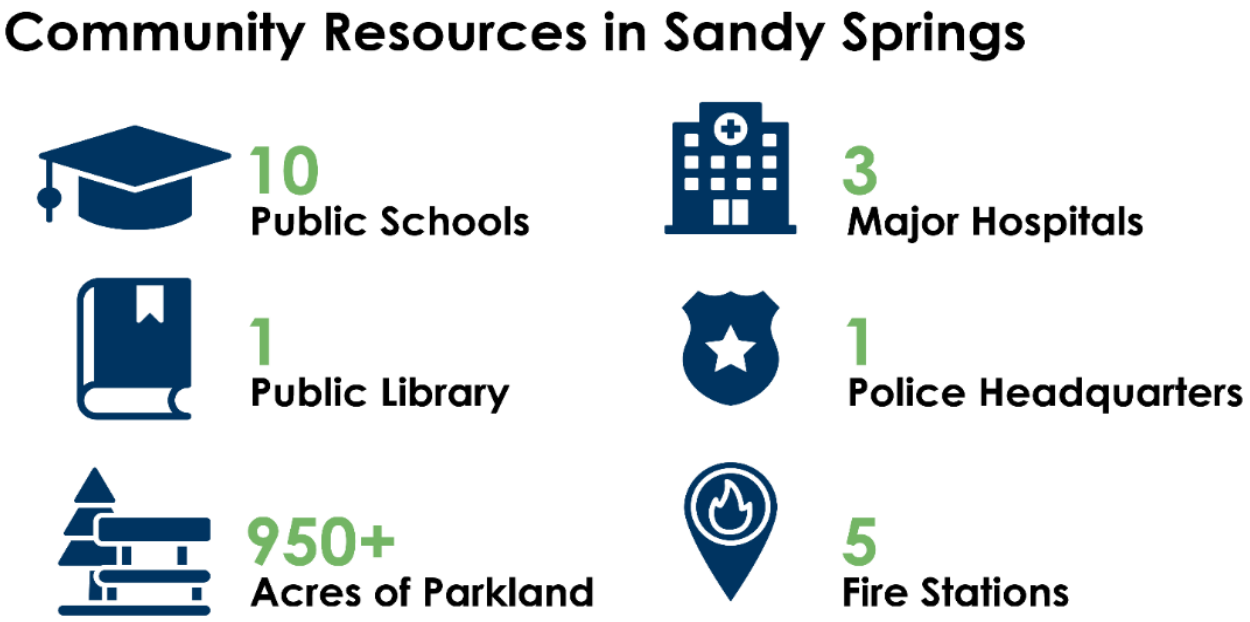
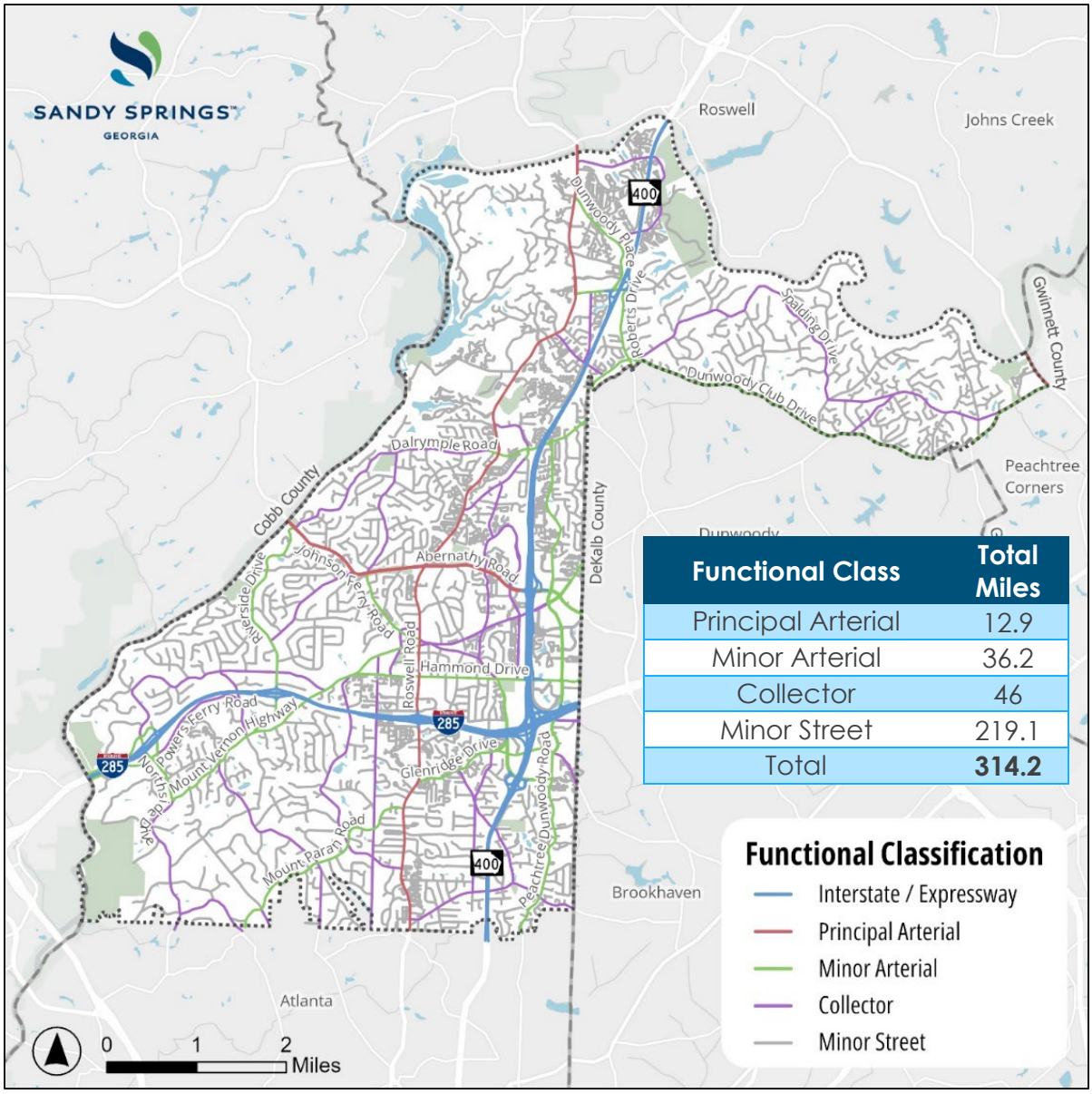


Figure 16. Community Resources in Sandy Springs

Roadways

Classification

There are approximately 314 centerline roadway miles within the City boundary; minor Streets cover two-thirds of all roadways in Sandy Springs. **Figure 17** below provides an overview of the percentage of total roadway miles covered by each functional class. Note that this total does not include interstates, freeways, and ramps, or private streets and driveways, as they are not managed by Sandy Springs.



Functional Class	Total Miles
Principal Arterial	12.9
Minor Arterial	36.2
Collector	46
Minor Street	219.1
Total	**314.2**

Figure 17. COSS Roadway Functional Classification
Note: This map excludes private streets.

Traffic Volumes

Figure 18 illustrates Average Annual Daily Traffic volume (AADT) for 2020, retrieved from the Atlanta Regional Commission's Activity-Based Model. Highways, including SR-400 and I-285, have the highest traffic volumes, with over 150,000 vehicles per day running along the corridors, including commercial freight. Along SR-400 in Sandy Springs, 3% of reported traffic is single-unit and combination axle, whereas I-285 sees up to 10% of its traffic consist of trucks. Major arterials that intersect with I-285 or SR-400, such as SR-9/Roswell Road, Abernathy Road, Dunwoody Place, and SR-140/Holcomb Bridge Road, often have an AADT above 25,000. Certain segments within these corridors carry volumes that exceed 50,000 vehicles per day, however most collector roads within the City have an AADT of less than 10,000 vehicles per day.

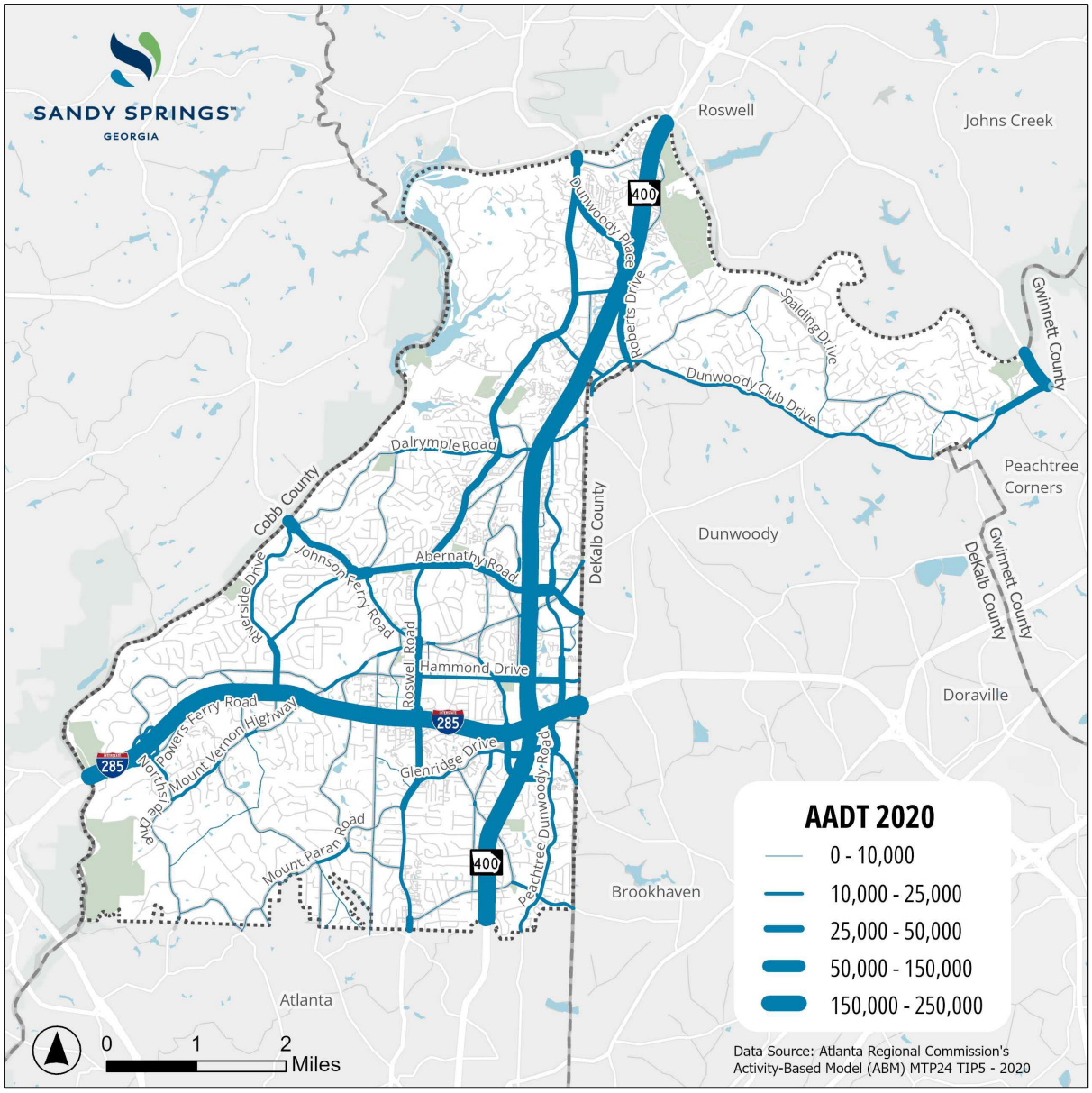


Figure 18. Sandy Springs AADT in 2020

Level of Service

LOS (Level of Service) is a standard transportation metric used to evaluate roadway congestion and characterize drivers' operating conditions. LOS is calculated through volume-to-capacity (V/C) ratios, which is based on the ratio of traffic demand (volume) to the maximum sustainable flow rate (capacity). The closer the ratio is to 1.0, the closer the roadway is to maximum capacity, and if it is less than 0.85 then it is free or stable traffic flow. LOS ratings range from A/B, indicating free-flow conditions, to F, reflecting severe congestion, as illustrated in **Figure 19**, which aligns with the V/C score.[3] **Figure 20**

[3] City Code of West Jordan, Utah, 2026.
https://codelibrary.amlegal.com/codes/westjordanut/latest/westjordan_ut/0-0-0-66676

depicts the worst LOS conditions during both the morning and afternoon peak periods in Sandy Springs in 2020, based on data from the ARC's ABM.

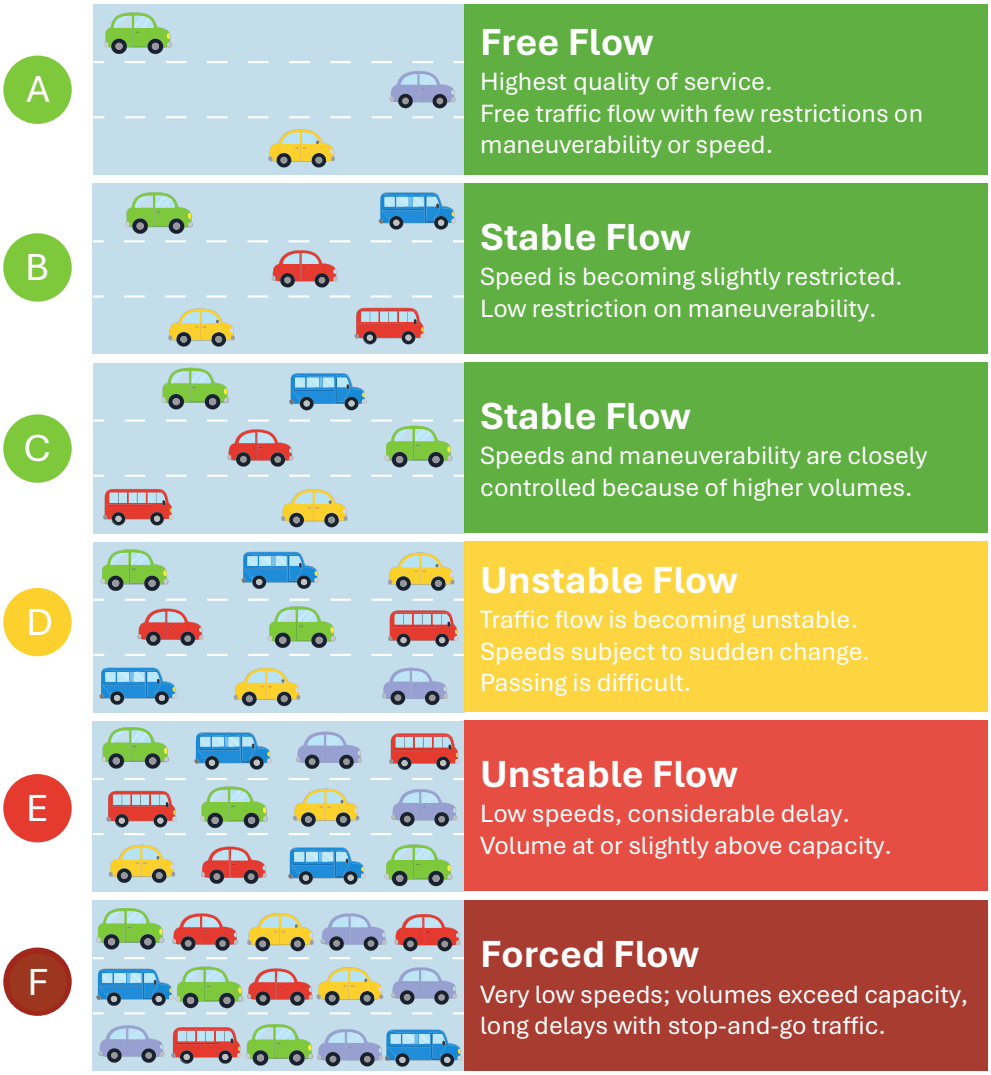


Figure 19. Illustration of LOS flow stages

The most congested roadways in the City, rated LOS E or F, are largely concentrated along expressways and state routes such as I-285, SR-400, and SR-9 / Roswell Road. Several major arterials providing access to these highways also experience significant congestion, as highlighted in **Figure 20** below, including Riverside Drive, Johnson Ferry Road, Hammond Drive, Abernathy Road, Dalrymple Road, and Roberts Drive — all of which carry high volumes of commuter traffic destined for major employment hubs in Perimeter Center, Atlanta, and Cobb and Gwinnett Counties. In contrast, roads with lower congestion levels (LOS A/B and C) are predominantly collectors and local streets that serve and connect residential neighborhoods throughout the City.

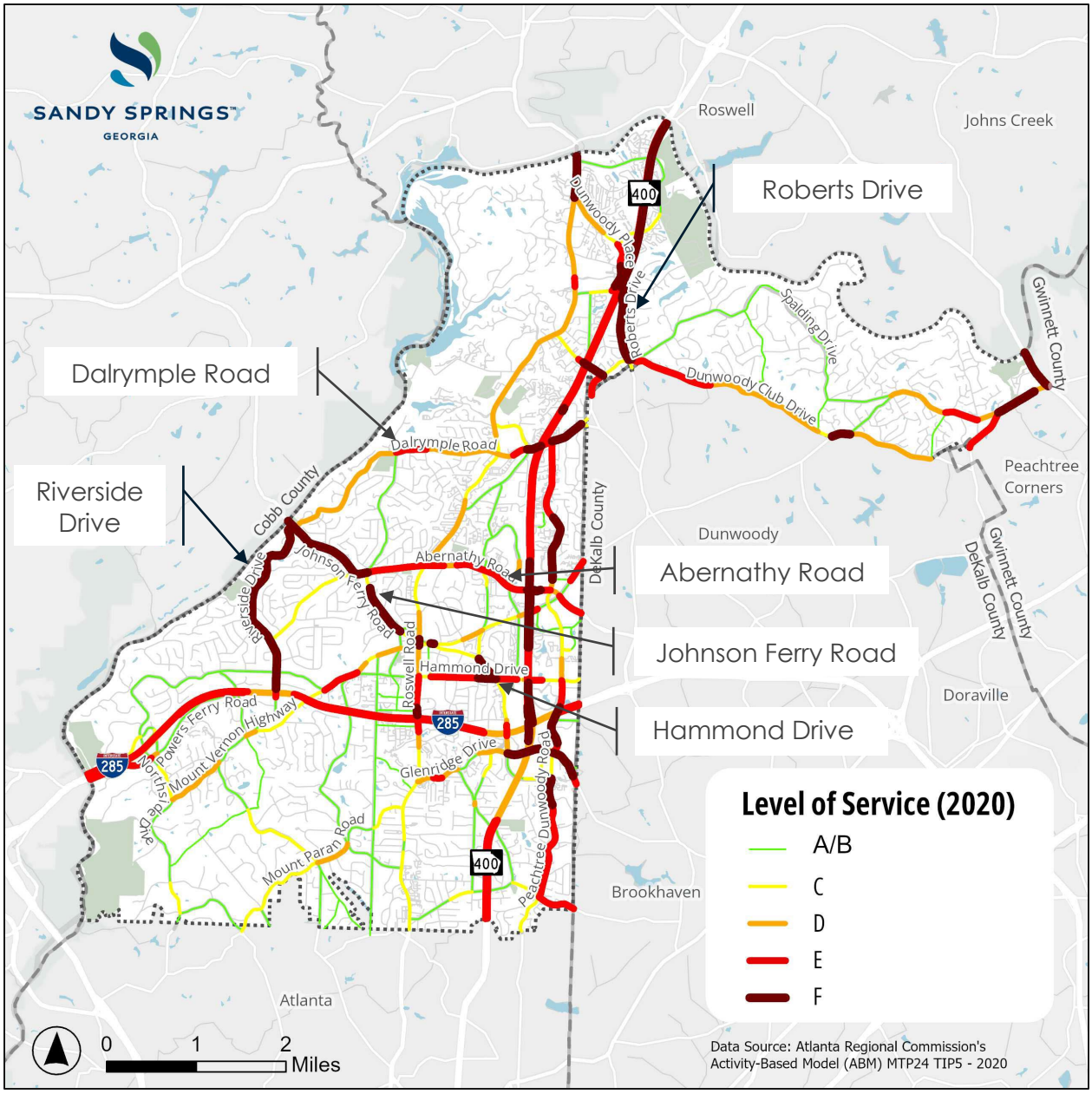


Figure 20. Sandy Springs LOS in 2020

Maintenance and Paving

The City of Sandy Springs performs a road condition evaluation on a periodic basis and uses the seven ranges of the Pavement Condition Index (PCI) score to determine priority for roadways that require resurfacing.[4] In 2023, the City employed a consultant to update its Pavement Management System and condition inventory. The PCI evaluation is used to develop a 3-year condition assessment and maintenance plan, hence why the resulting pavement data for the City, as displayed in **Figure 21**, is showing 2025 data.

[4] Practical Guide for Quality Management of Pavement Condition Data Collection. FHWA, 2013. https://www.fhwa.dot.gov/pavement/management/qm/data_qm_guide.pdf

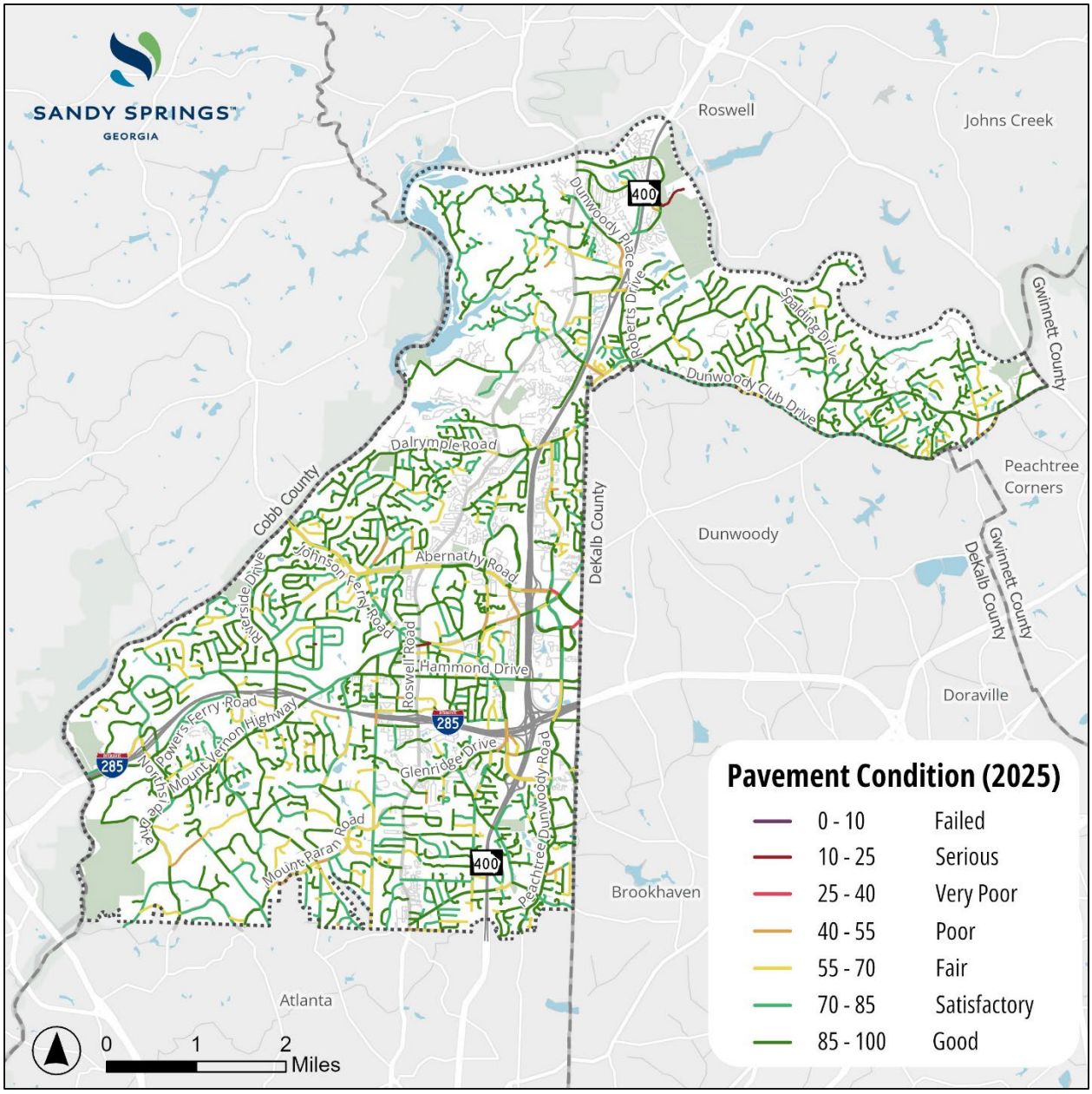


Figure 21. Roadway Pavement Condition
Note: This map has been updated to include streets that have been resurfaced since the assessment in 2023.

Bridge Inventory and Conditions

Sandy Springs has a total of 45 bridges, with 24 owned and maintained by GDOT and 21 under the ownership and maintenance of the City of Sandy Springs. According to NBI data, of the City-owned bridges shown in **Figure 22**, 11 are rated in Good condition, and 10 are rated in Fair condition, with none falling into the Poor category.[5] One bridge improved in condition since the last TMP, located at Spalding Dr. over Crooked Creek.

[5] National Bridge Inventory, FHWA. https://infobridge.fhwa.dot.gov/Data/BridgeDetail/25967843

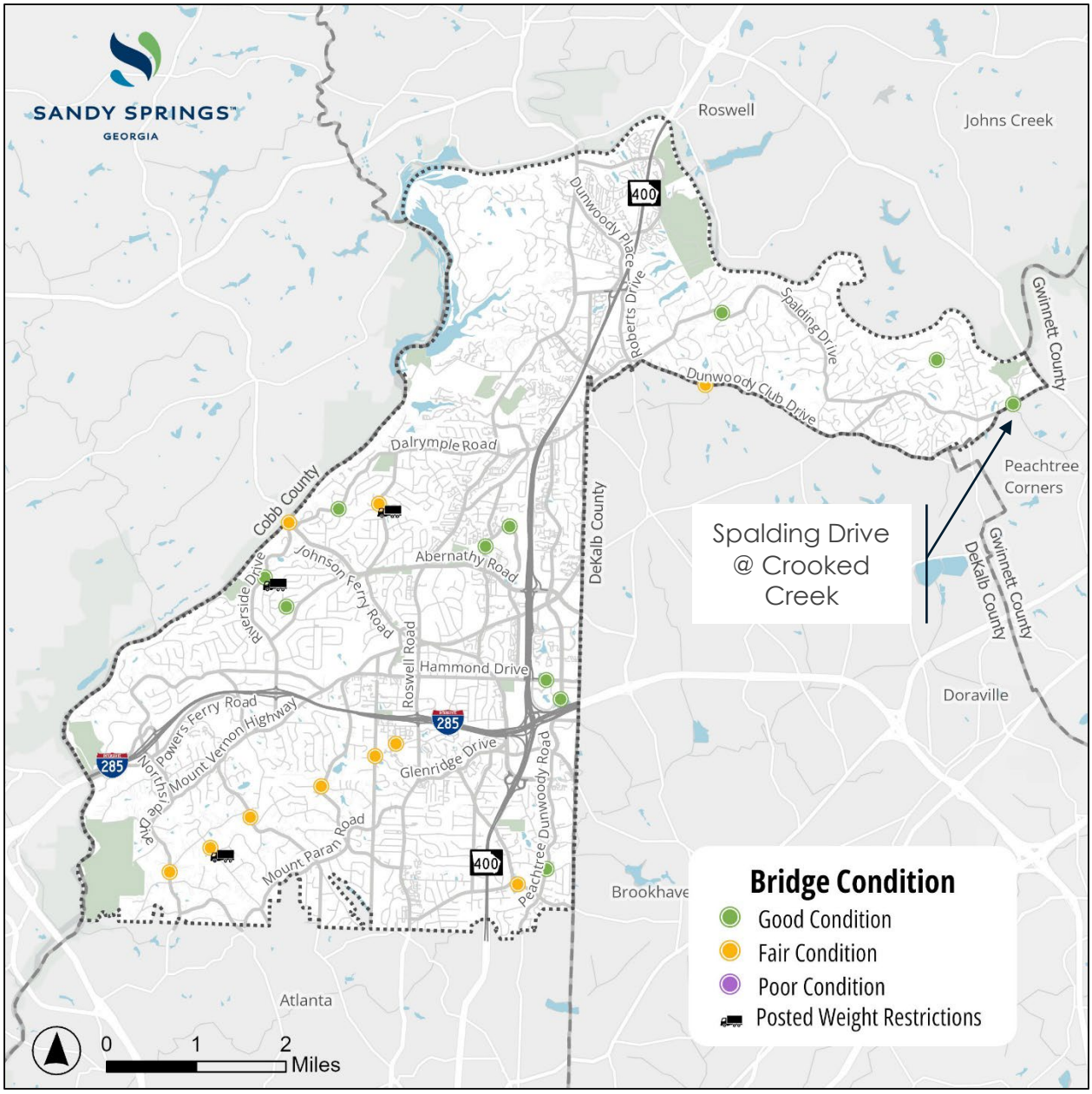


Figure 22. City-Owned Bridge Locations

Safety

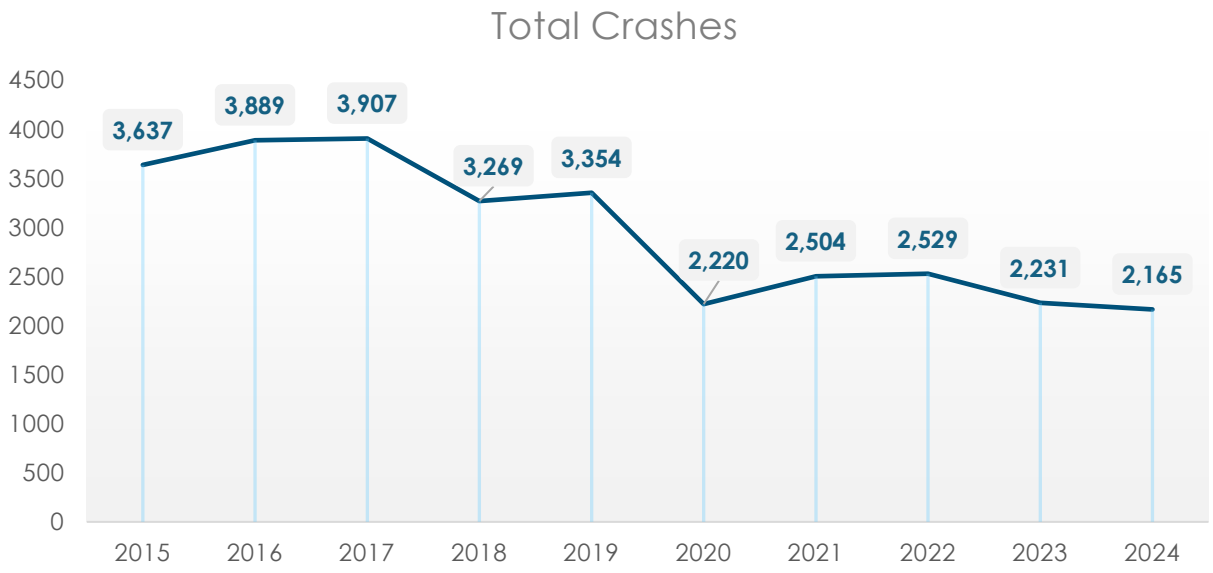
From 2020 to 2024, based on the Numetric safety database, Sandy Springs recorded 11,649 crashes on city surface streets, excluding I-285 and GA-400.[6] This is lower than the previous TMP's analysis years of 2015 to 2019, which had a total of 18,056 crashes (excluding I-285 and GA 400) based on GEARS data. This is a total of 35% reduction between these two periods. It is worth noting that some of this decrease can be attributed to reduced overall traffic during COVID-19 and the transition to teleworking. Also, the overall vehicular fleet has, over time, become newer and more modern with

[6] AASHTOWare Safety Numetric Database.

enhanced safety technology that includes features such as automatic braking and lane departure warning, which may contribute to reduce crash frequency. Additionally, the 2025 Safety Action Plan implemented by the City emphasized that while the number of crashes has decreased, crashes involving fatalities and serious injuries have increased (data from 2015-2019 is limited, but it is upwards of 55 crashes). Rear-end collisions were the most prevalent crash type from 2020 to 2024, accounting for 37% of all incidents. Nearly 90% of surface street crashes were concentrated along ten corridors throughout the City, with SR-9/Roswell Road alone accounting for 33% of all surface street crashes. Key safety trends from the 2020 to 2024 time period include the following:

- A total of 116 crashes resulted in serious injuries or fatalities.
- 107 pedestrian-involved crashes with 2 fatalities, and 3 bicycle-involved crashes with 1 fatality
- The SR-9/Roswell Road Corridor was a particular hotspot corridor, with more than 40% of all pedestrian-involved crashes and over 30% of bicycle-involved crashes occurring along this corridor.
- Crashes involving bicyclists resulted in serious or fatal injuries 16% of the time.
- Crashes involving pedestrians resulted in serious or fatal injuries 13% of the time.
- Only 1% of automobile-only incidents resulted in serious or fatal injuries.

Table 1. Crashes by Year from 2015-2024
**Crash counts are estimations and not exact values, given the margin of error with crash reporting*



As shown in **Figure 23**, the most pronounced concentrations of fatal and serious injury crashes were observed along SR-9/Roswell Road in two segments: between Johnson Ferry Road and Maryeanna Drive (downtown and I-285 areas) and between Dalrymple Road and Morgan Falls Road. Serious injury crashes were also clustered in the vicinity of Dunwoody Place and on portions of SR-9/Roswell Road in the northern end of the City. Other general crash clusters included the area around the medical center district and also on Northside Drive in the vicinity of the I-285 interchange.

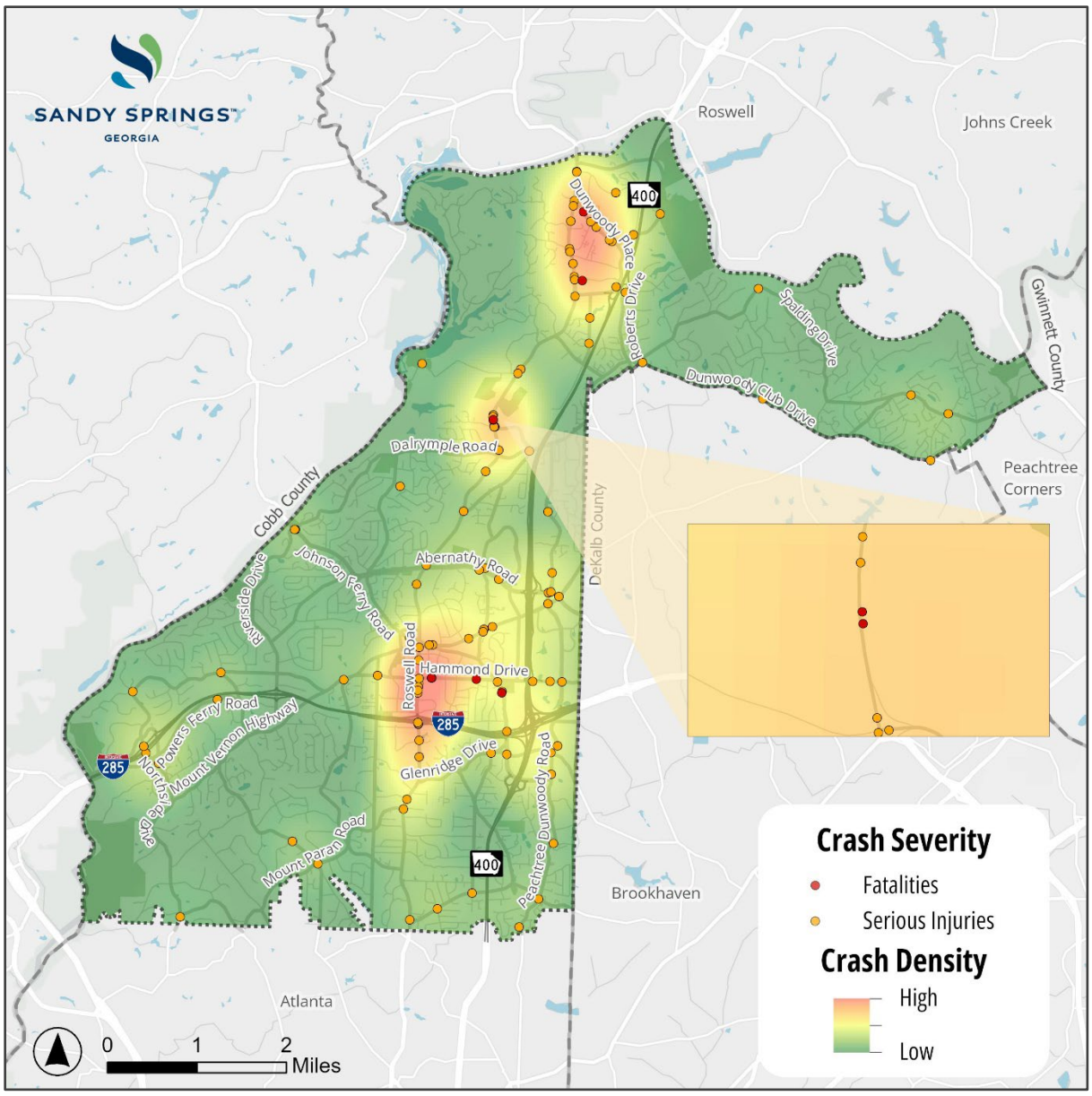


Figure 23. Crash Severity for all Crashes from 2020 to 2024
Note: Source data included multiple sources, including Numetric and Sandy Springs crash data. During analysis, some discrepancies were detected in the crash data, and the analysis utilized city data. This data does not include crashes on the expressways (I-285 or SR-400).

Active Transportation

Bicycle and Pedestrian Infrastructure

The city's current active transportation infrastructure includes 141 miles of sidewalks and over 40 miles of bicycle infrastructure. **Figure 24** illustrates the different kinds of facilities for active transportation. While the City's bicycle network is still progressing, improvements have been made since the last TMP update. Between the 2021 TMP and today, Sandy Springs has added approximately 7 miles of bike lanes and striped nearly 10 miles of roadways with sharrows. Although many roads are equipped with active transportation

facilities, certain areas lack adequate connectivity or currently provide an uncomfortable experience for cyclists.

While most major roads in Sandy Springs have sidewalks, there are still missing connections between community destinations, employment centers, and residential areas. The city's Sidewalk Master Plan (2024) guides the construction of sidewalks, which is funded through the Capital Improvement Program and TSPLOST. Resident communities not on the master plan that desire to have a sidewalk can also request that the City construct the facilities, provided they can fund 25% of the cost, through the Neighborhood Sidewalk Program. As part of the master plan, the City established a Sidewalk Improvement Policy to provide a consistent and objective method for prioritizing sidewalk projects using scoring criteria that includes right-of-way availability, proximity to schools, parks, activity centers, traffic volumes, safety, and crash data.

Planned future improvements seek to transform the existing network into a more comprehensive system that welcomes users of all ages and travel modes. The city has proposed additional TSPLOST funding that, if approved by the voters, will continue to fund multiple programs and projects that will support the continued expansion of active transportation throughout the City.

Figure 24. Active Transportation Infrastructure

Transit

There is an extensive heavy rail and fixed-route bus network serving Sandy Springs. Rail, local bus, and paratransit service is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA), while commuter-focused Xpress bus service is provided by the Georgia Transportation Efficiency Authority (GTEA), formerly called the Atlanta-region Transit Link Authority (ATL) prior to May 2026. As shown in **Figure 25**, these are the various transit options currently available for residents and workers commuting in and out of the City:

- **MARTA Rail:** Sandy Springs is served by the MARTA Red Line, with three stations located within the City: Sandy Springs, Medical Center, and North Springs, as well as a fourth station just outside the City within the City of Dunwoody. The Red Line offers direct connections to key locations in Atlanta, including the Hartsfield-Jackson Atlanta International Airport.
- **MARTA Bus:** MARTA restructured its bus routes and schedules in Spring 2026 as part of the NextGen Bus Network launch. Since these changes, Sandy Springs is served by seven MARTA bus routes that provide connections to/from and within the City,

with two additional routes, providing connections through the Dunwoody MARTA station, as shown in **Figure 26**. Two of the local routes cover large portions of the City. These include Route 87, which runs north-south on SR-9/ Roswell Road and covers the Medical Center campus, and Route 5, which connects Sandy Springs to Buckhead via SR-9/Roswell Road. Both routes connect to MARTA Rail stations.

- **Xpress Commuter Bus:** Sandy Springs is an important employment hub in the region. Currently, it is served by Route 401: Cumming (Forsyth County)/Perimeter to Medical Center Xpress route. This route originates at the Cumming Park and Ride and serves the Sandy Springs, Dunwoody, and Medical Center MARTA stations. Riders using the Xpress bus for access to Atlanta make connections at MARTA stations on the Red Line, which runs every 10 minutes during peak service.
- **Perimeter Connects Shuttle:** Nine free shuttle routes provide last-mile connectivity from various MARTA Rail stations (Sandy Springs, Dunwoody, Medical Center) to offices around the Perimeter Center area. These shuttles are free for employees working in and around the Perimeter business district.
- **Paratransit Service:** MARTA Mobility Services offers Americans with Disabilities Act (ADA)-compliant paratransit service for individuals who are unable to access bus stops and use regular MARTA services. Approximately 80% of the City's residents live within the service area for MARTA Mobility. In addition to this, Fulton County also provides Uber/Lyft discount programs for seniors on their health-related trips.
- **Commuter Programs:** Sandy Springs' position as an employment hub is further cemented by the commuter programs offered within the Perimeter Center area. These include
    - **Georgia Commute Options:** A free, statewide program funded by GDOT that helps employers and commuters across metro Atlanta reduce single-occupancy vehicle trips through incentives, ride matching, and consulting services
    - **ATL Vanpool Program:** A regional vanpool service run by the Atlanta-Region Transit Link Authority in partnership with COMMUTE with Enterprise, where groups of 5+ commuters share a subsidized vehicle for their daily commute across the 13-county metro area.
    - **Perimeter Connects:** The local Transportation Management Association for the Perimeter Community Improvement Districts (PCIDs) area that helps employers and commuters access transit, rideshare, trails, and other alternatives to driving alone into the Perimeter business district

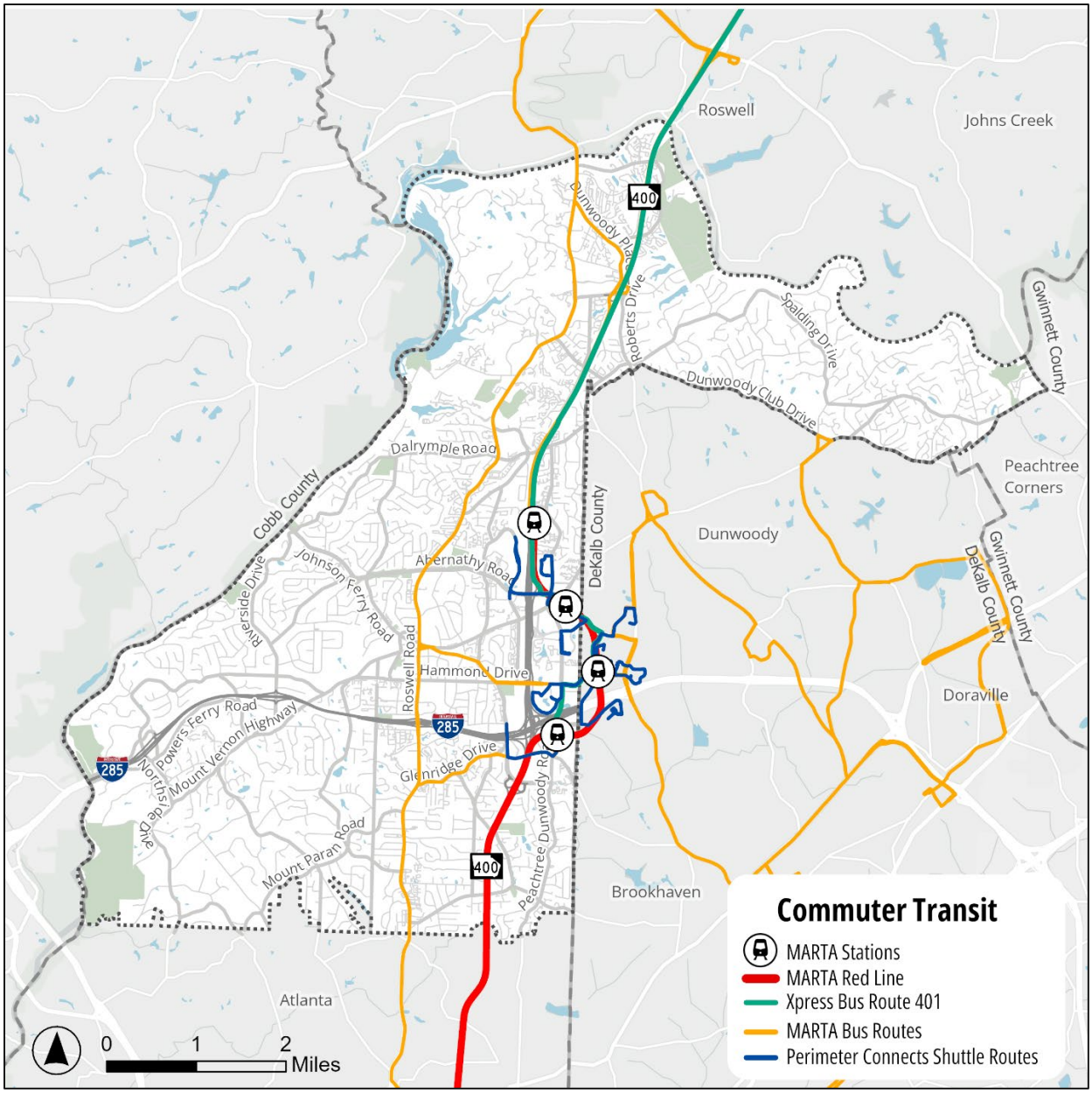


Figure 25. Transit System in Sandy Springs

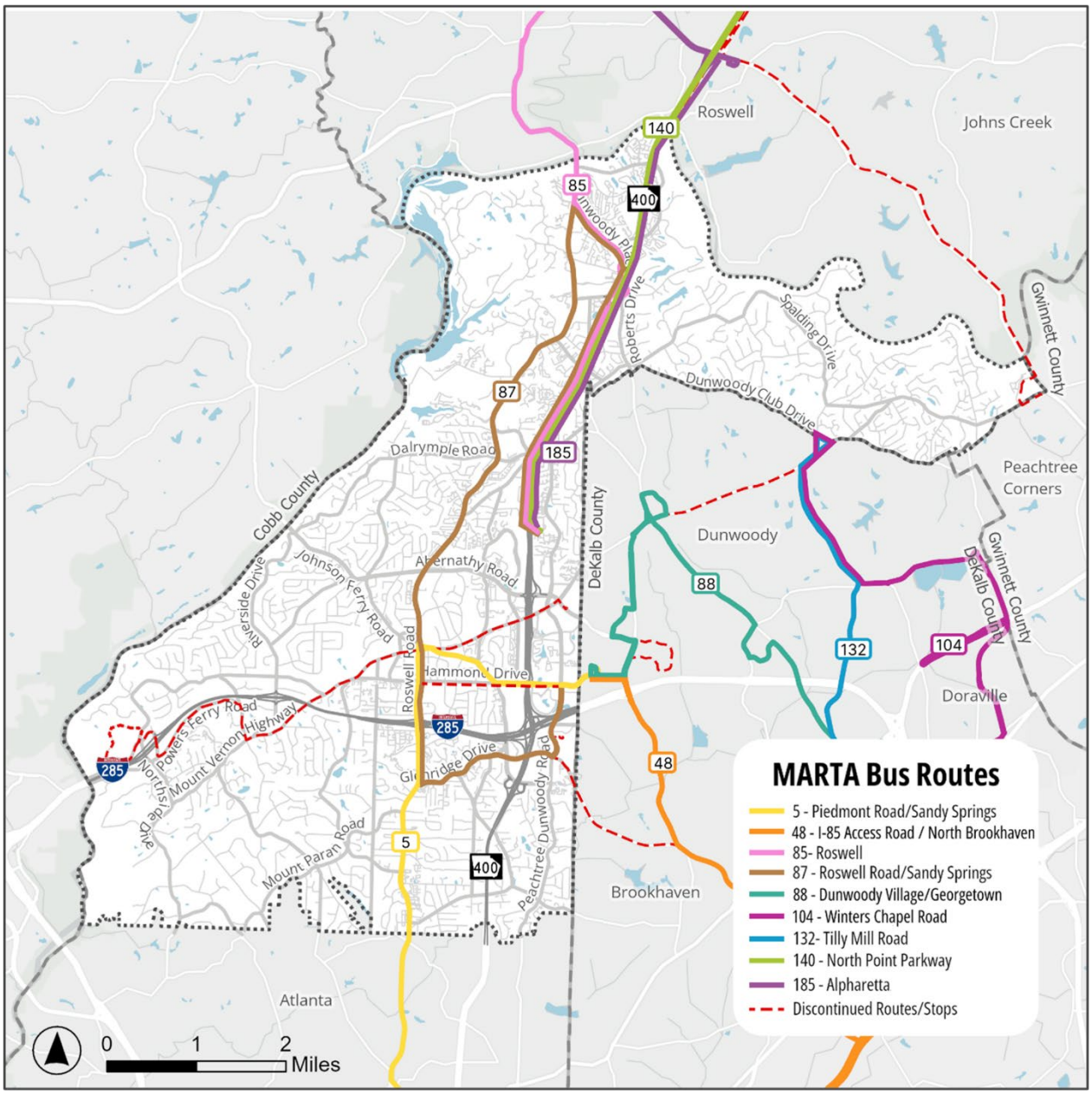


Figure 26. MARTA Bus Routes Serving Sandy Springs

Emerging Technology

The city's Intelligent Transportation Systems (ITS) infrastructure comprises an integrated network of traffic control devices, data collection units, and communications systems, as summarized in **Figure 27.** A centralized Traffic Management Center (TMC) functions as the command hub for monitoring and controlling this network, coordinating with the GDOT SigOps program and adjacent jurisdictions for traffic operations.

Among the most recognizable components of the City's ITS infrastructure are its signalized intersections. In total, the City operates 136 traffic signals. Of the 136 signals, 132 are within the Sandy Springs jurisdiction, and 131 are operated and maintained by Sandy Springs. One signal, located at the intersection of Riverside Drive and Johnson Ferry Road, is maintained by Sandy Springs but is part of Cobb County's operational system. Four of 136 signals are located in the City of Atlanta, are owned and maintained by GDOT and City of Atlanta, but are operated by Sandy Springs. Approximately two-thirds of the sites use Split Cycle Offset Optimization Technique (SCOOT), representing advanced adaptive signal control technology. In addition to the traffic signals, the City has pedestrian hybrid beacons, school zone radar speed feedback signs, speed advisory signs, and vehicle approaching warning flashes. These safety and traffic control measures are supported by monitoring infrastructure including the City's traffic monitoring system that includes 139 cameras and 81 BlueTOAD sensors. Timely data collection and response are also supported by 43 miles of fiber-optic cable. The existing infrastructure serves as a foundation for the City's future technology initiatives and positions it to be an early adopter of new technology.

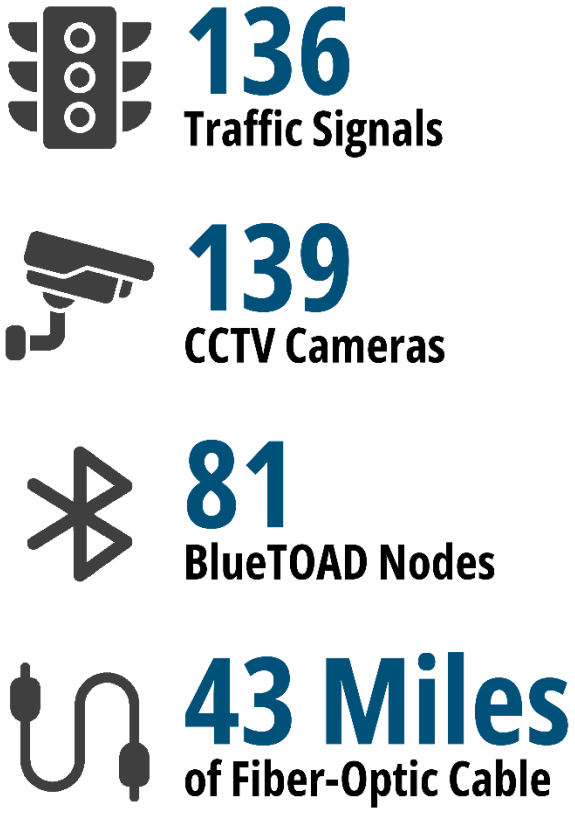


Figure 27. Sandy Springs ITS Infrastructure

Project Evaluation Methodology

This chapter describes how the City of Sandy Springs identified, evaluated, and prioritized the transportation projects included in this TMP (**Figure 28**). It explains where projects came from, how they were assessed, and the quantitative criteria used to determine which projects to move forward.

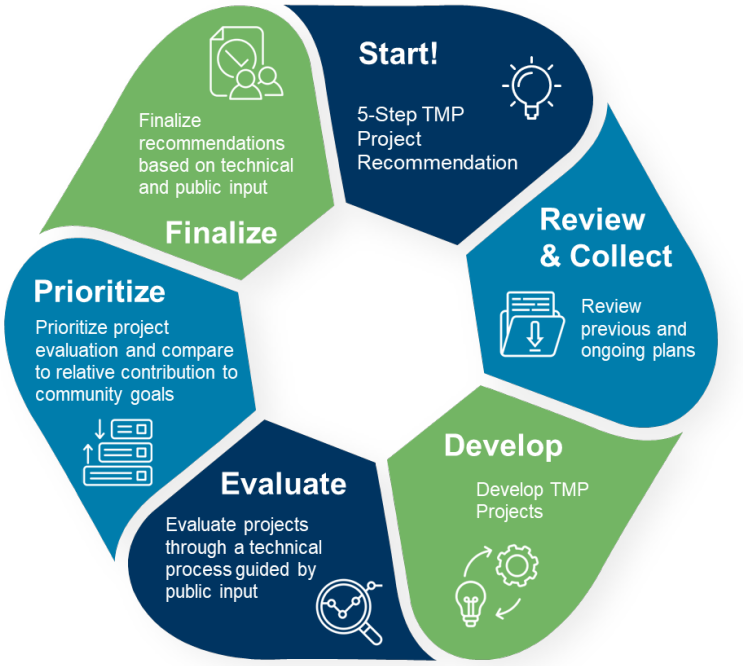


Figure 28. Project Evaluation Methodology

Projects not in the plan or included but not evaluated

It should be noted that this TMP only focuses on projects identified within the public right-of-way (roadways) and does not consider trails located in parks or projects that are outside of the roadway's traditional envelope. Projects that are already fully funded but not yet constructed are also not included in the plan. Additionally, partially completed projects or those that the City has already committed to, like those with some phases complete or funded, were not scored, as subsequent phases are assumed to be funded in the TMP. Maintenance and small scale transportation projects such as signage, striping, and the sidewalks within the capital sidewalk program are not included.

Project Review and Development

This TMP was developed recognizing that Sandy Springs already has a strong foundation of adopted transportation plans, studies, and commitments. The vast majority of projects included in this plan come directly from previously adopted plans. By building on this existing work, the City avoids duplication of effort and ensures continuity in its long-term transportation investments. Because many projects were already well-established through prior planning processes, the new project development effort for this TMP was intentionally limited in scope.

While many projects in this TMP originated from prior plans, a smaller number of projects were identified as new projects to address gaps and needs not covered in previous planning efforts through the following planning process:

Projects championed by stakeholders

Some projects reflect the specific priorities of Sandy Springs' stakeholders. These projects may address emerging needs, respond to community concerns, or align with the City's evolving vision for growth and mobility.

Priorities identified during project implementation

As the City constructs and delivers transportation projects, new needs sometimes come to light. For example, a trail project may uncover a gap in bicycle infrastructure. These implementation-driven discoveries represent real, on-the-ground priorities that deserve recognition in the TMP even if they were not anticipated in earlier plans.

New projects with strong public support

Occasionally, projects emerge during the planning process that were not previously studied or formally adopted but are identified through public engagement. When a project receives overwhelmingly positive community feedback, this level of support is taken seriously as an indication that it addresses a genuine need. Such projects are included when there is clear and compelling evidence of strong public demand.

Between the review of previous plans and studies as well as the project development process to identify new projects described above, more than 160 recommendations, including roadway, intersection, bicycle, pedestrian, transit, bridge, and technology improvements, were incorporated into this TMP. The complete list of projects, along with the associated map, is provided in **Appendix C**.

Partially completed projects or projects with committed funding

Projects that are partially completed, that have had previous phases (Design or Right-of-way acquisition) started or completed, were not scored, and their subsequent phases are included in the TMP. Also, programmed projects with committed funding that are about to begin or are already underway were not scored or excluded from this TMP update.

Project Evaluation and Prioritization

Several factors contribute to the final TMP Project List. The evaluation, scoring, and ranking of projects are outlined below, but other qualitative considerations were also factored in. These include previously identified project lists associated with the TSPLOST program, ensuring geographic distribution to provide the greatest benefit to the most people, a diverse set of project types to balance multimodal needs, and projects that are already underway with committed funding.

Sandy Springs has more transportation needs than it can fund at once. A structured prioritization process helps the City make fair, transparent, and consistent decisions about where to invest their future transportation dollars. To do this, the TMP uses a combination of quantitative scoring and qualitative review.

The quantitative scoring process adopts a data-driven approach. Each project in the TMP was evaluated using measurable criteria grounded in real-world data, including but

not limited to: crash history, existing road conditions, proximity to underserved populations, and alignment with adopted land-use plans. The quantitative scoring framework was designed to align with the plan's vision and goals as well as public input. The specific criteria used to score individual projects reflect the community's values and the City's long-term transportation priorities. The full scoring results for all evaluated projects are included in **Appendix C**.

The qualitative review ensures that factors beyond raw scores are also considered in building the final project list. These include projects identified by stakeholders to ensure a fair distribution across the City by geography and include a diverse mix of project types to balance multimodal needs. This review is important because it will provide a complete picture of each project's value and feasibility within the larger plan.

Quantitative Evaluation Criteria

Table 2 below summarizes the criteria used to score each project and the maximum points assigned to each criterion. While specific criteria may vary by project type, the overall framework is designed to evaluate all projects on a consistent basis.

Table 2. Quantitative Project Evaluation Criteria

TMP Evaluation Criteria	Max Points
TMP Goal 1: Safety	**30**
The project is along a road with a high crash rate.	10
The project is along a road with a history of serious injuries/fatalities.	15
The project is within a school zone and/or along a high-speed (45+ mph) facility.	5
TMP Goal 2: Efficiency and Optimization	**20**
The project improves system reliability.	10
The project improves connectivity, fills a network gap, or reduces conflict points.	8
The project improves access management or reduces curb cuts.	2
TMP Goal 3: Improving Well-Being and Minimizing Environmental Impacts	**15**
The project contains a new/improved transit, bicycle, or pedestrian element.	10
The project fills a gap by connecting to at least one non-residential area.	5
TMP Goal 4: Mobility and Accessibility for All	**10**
The project is within areas of persistent poverty with a high concentration of low-income and/or zero-vehicle households.	5
The project provides travel options for all people, including children, seniors, and people with disabilities.	3
The project includes an ADA component.	2
TMP Goal 5: Land Use Integration	**10**
The project aligns with the priorities of Next Ten character areas.	5
The project maximizes the use of existing infrastructure (within the right-of-way).	5
TMP Goal 6: Economic Vitality	**5**
The project improves access to jobs, economic business, or activity centers.	5

TMP Goal 7&8: Maintenance, Resilience, Reliability, and Beautification	5
The project supports the City's plans or goals for future technology readiness, such as autonomous vehicles, digital kiosk/wayfinding, and delivery services.	1
The project helps replace old infrastructure, improve pavement condition, and/or improve water quality or stormwater runoff/detention.	3
The project includes beautification aspects such as landscaping.	1
Public Support	**5**
The project is a need identified by the public or received positive feedback during public engagement events	5
Total Points	**100**

Project Recommendations

As a result of the project evaluation and screening process, 21 projects were selected for advancement as recommendations in the short and mid-term lists. The projects were categorized into three (3) project types, as well as funding programs covering additional project types, to ensure they included all applicable modes and elements of the transportation system in Sandy Springs. Projects are listed in this section by project type and programming tier. Details provided for each project include a description, programming level, and estimated cost inflated to the estimated programming year. Details regarding funding sources and project partners are included in this section. After the location-specific and non-location-specific projects are outlined, the next sub-section outlines the policy recommendations for the City of Sandy Springs. Note that all project tables are summarized in this section, and more detailed project information can be found in **Appendix C**.

Project Categories

The recommended project list includes various categories of projects, including: roadway, bicycle and pedestrian, transit, and intelligent transportation systems (ITS). Please note that each project type may not be within the financially constrained project list (short-term/mid-term), but they would appear in the aspirational plan list contained in **Appendix C**. Each project category includes specific project types that further describe the specific type of improvement, which are as follows:

Roadway

- **Corridor –** These projects include corridor wide safety, operational, and access management improvements. This project type includes within it three subtypes: access management, improved, and operational projects.
- **Bridge -** These projects include the upgrade, repair, or reconstruction of bridges to bring them to standard. Projects within this category also include multimodal and/or aesthetic bridge treatments.
- **Intersection -** These projects include intersection-based safety and operational improvements, as well as studies that are focused on vehicle, cyclist, and pedestrian safety at intersections.

- **Signage, Marking, and Lighting –** These projects include wayfinding, signage, lighting, and other improvements intended to enhance visibility and navigability for pedestrians, cyclists, and motorists.

Bicycle, Pedestrian, and Trail

- **Bicycle-Pedestrian –** These projects include projects aimed at improving the connectivity, quality, or safety of the pedestrian and cycling network; they include new sidewalks, side paths, greenway paths, and new connections.
- **Mid-Block Crossing –** These projects are ones intended to install or study mid-block crossings, providing pedestrians with safety and protection when crossing roadways.

Transit

- **Transit –** These projects are aimed at improving the experience, efficiency, and usability of public transportation.

Intelligent Transportation Systems

- **ITS -** These projects include specific improvements for a build out of the fiber optic cable network to ensure communications to signals, cameras, and other devices is improved.

Please note maintenance projects, including road resurfacing, are not listed in this planning document, as that is handled through the City's resurfacing program. Similarly, bridge projects are prioritized by the City and covered in this plan under a program, rather than listed individually.

Cost Estimate Methodology

Cost estimates were developed for all projects included in the TMP. For projects carried forward from previously adopted plans, existing cost estimates were reviewed and inflated to reflect an anticipated future plan year based on when the project phase would begin. In many cases, the project cost was inflated out to the midpoint of each 5-year term period, ensuring comparability across the project list. For projects without prior estimates, planning-level costs were developed using average historical costs by project type. All estimates were broken down by project phase, including Design or Preliminary Engineering (PE), Right-of-Way (ROW), Utilities (UTL), and Construction (CST), with each phase calculated based on assumptions developed by subject matter experts. An additional contingency cost was applied to account for unforeseen conditions and cost variability inherent in planning-level estimates. Sandy Springs also provided planning level cost estimates for some projects during the development of the TSPLOST list which was also included in this analysis. The project and phasing cost estimates for all projects are included in **Appendix C**.

Project Recommendations by Priority

As there are several projects highlighted in this plan for recommendation, it is important for decision makers at the city-level to break out these projects by what is attainable to program in the short-term, mid-term, and long-term (aspirational) programming tiers. Factors including project scale, cost feasibility, funding type, safety implications, and project location all played a role in determining the priority and programming level. Projects were also reviewed against fiscal constraint factors so that project costs did not

exceed the anticipated revenue of the short-term and mid-term periods. **Table 3** and **Table 4** list all the TMP's recommended projects prioritized for the short-term (years 1-5) and mid-term (years 6-10) respectively. Locations for these projects are depicted in **Figure 29** and **Figure 30**. Please note that the cost displayed in each table may reflect only a portion of the total project cost for phases within that time frame; projects may have some phases in the short-term and others in the mid-term. Projects reviewed, but were not prioritized below, can be found in the TMP's Aspirational (beyond ten years) section within **Appendix C**.

Table 3. List of Recommended Short-Term Projects

ID	Project Description (Short-Term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
COR-1	Hammond Drive Corridor improvements from Boylston Drive to SR-9/Roswell Road and from Barfield Road to Glenridge Drive	Corridor Improvement	All phases	$44,600,000
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, side path	Corridor Improvement	Concept	$1,100,000
COR-3	Riverside Drive Operational improvements, including Intersection improvements at Heards Ferry Road, River Valley Road, I-285	Corridor Improvement	Design	$1,500,000
COR-4	SR-9 / Roswell Road - raised median on the northbound approach to Northridge Road and associated signal improvements	Corridor Improvement	All phases	$3,009,000
COR-5	Peachtree Dunwoody Road Corridor Improvements - may include standard cross-section, bike/ped improvements, shared use path, buffers, and street trees	Corridor Improvement	Concept	$2,000,000
COR-6	Glenridge Drive / Johnson Ferry Road corridor enhancements from High Point Road to Glenridge Connector by closing lighting gaps, upgrading signal hardware with flashing yellow arrows (on remaining intersections), retroreflective backplates, and other traffic or pedestrian safety improvements	Corridor Improvement	All phases	$1,670,000

ID	Project Description (Short-Term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
COR-7	SR-9 / Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements	Corridor Improvement	Concept, Design	$4,000,000
INT-1	Roswell Road and Morgan Falls Road Intersection Improvement	Intersection	All phases	$6,100,000
INT-2	Peachtree Dunwoody at Johnson Ferry Intersection Improvements	Intersection	All Phases	$3,589,679
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement	Intersection	Design, Right-of-Way	$3,300,000
INT-4	Nesbit Ferry Road at Spalding Drive Intersection Improvement	Intersection	All phases	$2,500,000
BP-1	SR-140/Holcomb Bridge Road Side Path - Connects to side paths in Roswell and Peachtree Corners	Bicycle-Pedestrian	All phases	$4,300,000
BP-2	Johnson Ferry Road between Glenridge Drive and Peachtree Dunwoody Road Bicycle and Pedestrian Improvements	Bicycle-Pedestrian	Design, Right-of-Way	$4,900,000
BP-3	Sandy Springs Circle between Johnson Ferry Road to SR-9/Roswell Road Bicycle and Pedestrian Improvements	Bicycle-Pedestrian	Design, Right-of-Way	$950,000

Project Description (Short-Term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
Capital Sidewalk Program	Bicycle-Pedestrian	All phases	$16,000,000
Mid-Block Crossing Program	Mid-Block Crossings	All phases	$4,000,000
Bridge Program	Bridge	All phases	$5,000,000
ITS Program	ITS	All phases	$4,300,000
Intersection Program	Intersection	All phases	$4,300,000
Planning Studies and Scoping/Concept Development Program	Planning / Concept	Planning, Scoping, or Concept	$1,000,000

Figure 29 below illustrates the current projects within the short-term project tier.

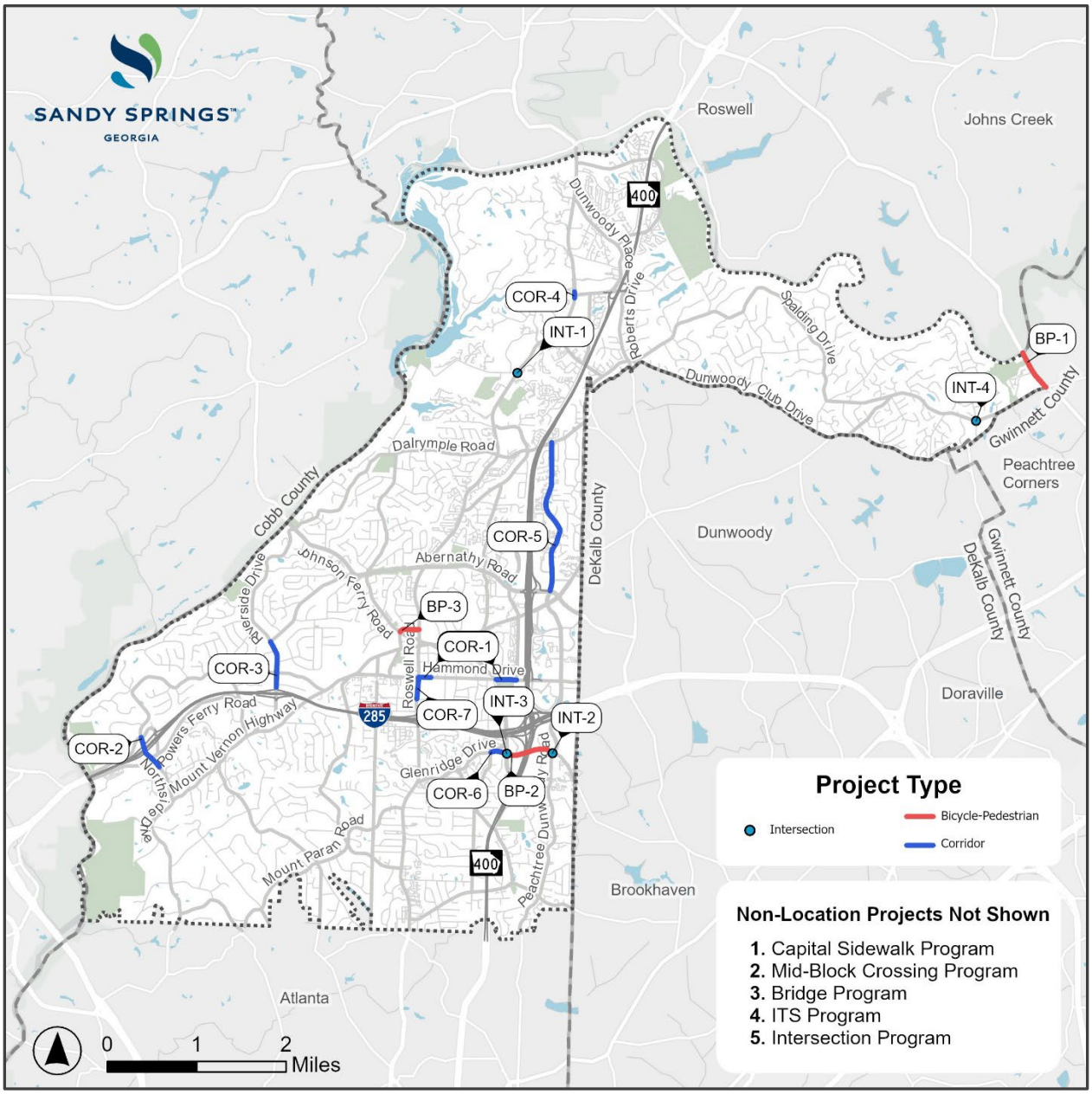


Figure 29. Map of Recommended Short-Term Projects

Table 4. List of Recommended Mid-Term Projects

ID	Project Description (Mid-term projects)	Project Type	Phases (within Mid-term)	Cost (within Mid-term)
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by possibly installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, side path on east side of Northside Drive and sidewalks, or crosswalks	Corridor Improvement	Design, Right-of-Way, Utility, Construction	$23,137,000
COR-3	Riverside Drive Operational Improvements Intersections improvements at Heards Ferry Road, River Valley Road, and I-285	Corridor Improvement	Right-of-Way, Utility, Construction	$20,119,000
COR-5	Peachtree Dunwoody Road Corridor Improvements - May include standard cross-section, bike/ped improvements, a sidepath, buffers, and street trees	Corridor Improvement	Right-of-Way, Utility, Construction	$43,983,000
COR-7	SR-9/Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements	Corridor Improvement	Right-of-Way, Utility, Construction	$22,142,000
COR-8	SR-9/Roswell Road - Denmark Drive to Mount Vernon Highway Access Management and Operational Improvements (design only)	Corridor Improvement	Design	$1,424,000
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement	Intersection	Utility, Construction	$3,951,123
BP-2	Johnson Ferry Road Pedestrian and Bicycle Improvements between Glenridge Drive and Peachtree Dunwoody Road	Bicycle-Pedestrian	Construction	$6,000,000
BP-3	Sandy Springs Circle Bicycle and Pedestrian Improvements between Johnson Ferry Road to SR-9/Roswell Road	Bicycle-Pedestrian	Construction	$1,500,000

Project Description (Mid-term projects)	Project Type	Phases (within Mid-term)	Cost (within Mid-term)
Capital Sidewalk Program	Bicycle-pedestrian	All Phases	$18,000,000
Mid-Block Crossing Program	Mid-Block Crossing	All Phases	$5,000,000
Bridge Program	Bridge	All Phases	$6,000,000
ITS Program	ITS	All Phases	$5,000,000
Intersection Program	Intersection	All Phases	$5,000,000
Planning Studies and Concept Development Program	Planning / Concept	All Phases	$1,100,000

Figure 30 below illustrates the current projects within the mid-term project tier.

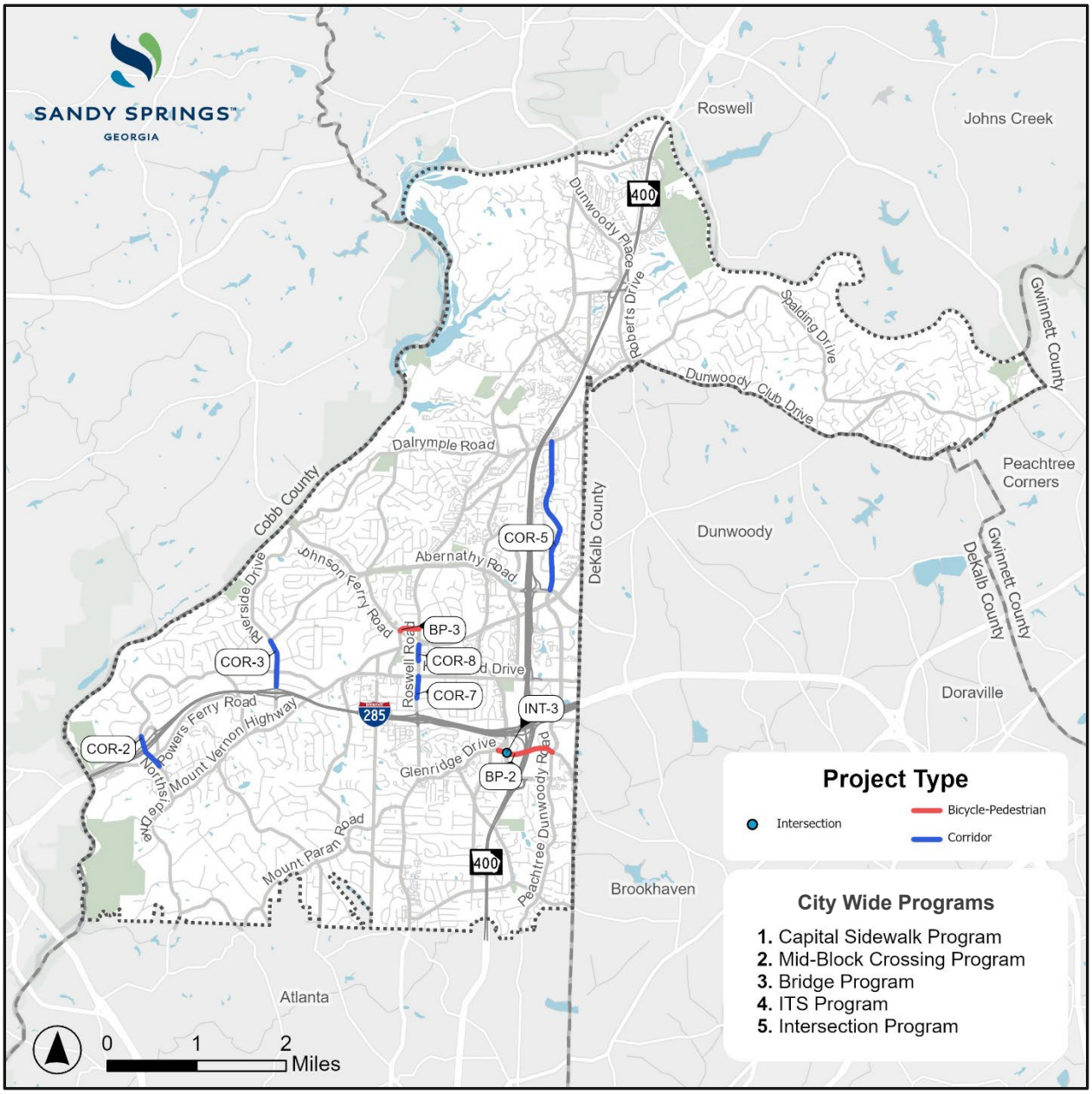


Figure 30. Map of Recommended Mid-Term Projects

Policy Review and Recommendations

To supplement the location-specific transportation projects presented in the TMP, Sandy Springs has identified a series of transportation policies to advance the goals outlined in the Plan's Vision and Goals section. Sandy Springs has accomplished several of its transportation policy goals and initiatives since adopting the previous TMP in 2021. **Table 5** below includes policy and initiative recommendations from the previous TMP that have been completed.

Table 5. Previous TMP Policies Completed

Completed Policies from last TMP	Description
Sidewalk Master Plan Amendment	Sidewalk Master Plan presented to City Council in September 2025.
Zero Deaths and Safe Systems	SS4A Action Plan adopted in April 2025.
Complete Streets Ordinance	Complete Streets Ordinance adopted as Sandy Springs City Code Sec 10.1.2 in December 2023.
Reconciling Inconsistencies between the Development Code and the Technical Manual	Sandy Springs Development Code adopted in 2023.
Promote Transportation Demand Management (TDM)	Perimeter Connects offers TDM services to Sandy Springs commuters and businesses via Georgia Commute Options.
Track and Continue Transportation Performance Metrics	The City has created new online dashboards since the last TMP.
Coordinate New Transportation Projects with Other Enhancements	Sandy Springs Art in Public Places Plan adopted June 2021.
Develop Sandy Springs Transportation Safety Working Group	Safety Task Force created during the SS4A Safety Action Plan process.
Freight and Truck Routes	The Truck Route Network was completed in February 2026 to guide freight on prescribed corridors.

Continued Policies and New Policy Recommendations

This TMP considered new policy recommendations and reviewed and explored opportunities for the previous policy considerations that are still under development or in progress. **Table 6** below outlines the new recommendation and continued policies that were previously identified but remain in progress.

This plan includes one new policy recommendation and two enhancements to policies still in progress. These recommendations are intended for City Leadership's future consideration and aim to improve specific elements of the transportation system, including school zone traffic control coordination, rideshare service management, and micromobility.

Table 6. Continued and New Policy Recommendations

Continued and New Policy Recommendations	Status	Description
Rideshare Service Policy Integration	Continued	The policy is intended to develop strategies for controlling curb management regarding rideshare services to reduce congestion and improve roadway operations.
Micromobility Vehicles	Continued	The policy is intended to develop an outline for managing micromobility vehicle usage and parking within the City to increase safety and reduce congestion.
New Functional Classification Map	New	Adopting an updated City Roadway Functional Classification Map based on recent updates to the GDOT map and federal policy guidance.
Further Leverage Police Officer Traffic Control - Traffic Operations Group Coordination	New	The policy is intended to fully leverage the inter-departmental relationship between the Sandy Springs Traffic Operations group and the Sandy Springs Police Department to further optimize traffic flow

Rideshare Service Policy Integration

This policy is intended to establish clear guidelines to support the efficient and safe operation of rideshare services while minimizing their impact on traffic flow and the public right-of-way. Rideshare services (Uber, Lyft, Waymo) are transportation arrangements that offer point-to-point service, typically facilitated by mobile phone applications (apps) that connect passengers with private drivers for a fee. As Sandy Springs continues to grow into a premier destination for dining, art, business, and entertainment, ridesharing remains a preferred transportation option for many people. An additional complexity is the emergence of autonomous rideshare services through operators such as Waymo and May Mobility.

Purpose

Rideshare vehicles idling on the roadside are increasingly disrupting the public right-of-way, causing temporary traffic obstruction and congestion. Addressing this concern will improve curb management in the City's higher-demand areas, such as restaurants and new developments.

During future streetscape projects, the City should consider designating locations for rideshare stops. This could be implemented through signage at parallel parking spaces or by adding lane markings to keep those spaces free of parked vehicles. Retrofitting existing parking spaces may be possible as a pilot program, but it may conflict with previously agreed-upon parking allotments. As a longer-term goal, the City should consider adopting design standards for new commercial and mixed-use developments that require dedicated rideshare boarding and alighting areas as part of the site plan review process, ensuring future growth proactively accounts for rideshare demand. The City should also review the Complete Streets ordinance to determine whether modifications are warranted to accommodate curbside management.

Considerations

Implementing rideshare policies in Sandy Springs will require navigating several practical and jurisdictional challenges. Private property owners and business operators may be resistant to retrofitting existing sites if it incurs costs or reduces parking availability. Enforcement of designated loading zones presents an additional challenge, as the City would need to dedicate staff or technological resources, such as cameras or sensors, to monitor compliance. Finally, the rapidly evolving nature of the rideshare industry, including the growing presence of autonomous vehicle services, means that policies adopted today may need to be revisited frequently to remain effective and relevant.

Figure 31. Example of a designated passenger load zone with official signage

Shared Micromobility Devices

This policy is intended to guide requirements for micromobility modes, including usage and parking. Micromobility refers to a range of small, lightweight, low-speed vehicles, which are typically bicycles, e-bikes, and e-scooters. These vehicles are used for "first mile" or "last mile" connectivity and are sometimes shared or dockless and publicly available for a rental fee. Regulations exist at the state[7] level governing who may operate such devices, under what conditions they may be operated, and where they are explicitly allowed or prohibited. As Sandy Springs grows as a regional destination, the City recognizes the role micromobility can play in reducing vehicle trips, easing parking demand, and improving connectivity to transit and other destinations.

Purpose

Figure 32. Example of scooters parked in designated zone

The purpose of any new micromobility policy should include:

- Setting clear rules for usage and parking
- Promoting safe and equitable access
- Requiring operators to share data and safety incidents to guide future improvements

The policy should include designated, clearly marked parking areas for micromobility devices near transit stops, pedestrian corridors, and entertainment destinations, as shown in **Figure 32**. Sidewalk and curb management strategies to identify potential areas for future enforcement should also be evaluated based on anticipated usage. Additionally, the implications of personally owned micromobility devices should be considered, as regulations and enforcement may differ. For instance, speed management tools are typically embedded in shared-use devices but not in personal devices. Designated parking spaces for shared-use and personal devices will also differ, so the function and location of both should be considered.

Considerations

Public safety is a significant concern given how these vehicles interact within the existing street environment, particularly for inexperienced operators. Developing and enforcing a micromobility policy in Sandy Springs will involve several notable challenges. Coordinating with private operators on data sharing, service boundaries, and compliance will require dedicated staff capacity and legal frameworks that the City may need to develop. Preventing micromobility devices from obstructing sidewalks and public spaces will be an enforcement challenge, as improper parking is difficult to address without robust geofencing technology offered by the fleet provider or adequate City staffing. The City's sign ordinance is also intended to reduce or prevent additional sign clutter, so signage requirements for parking micromobility vehicles may conflict with the ordinance's intent.

[7] State of Georgia Code 40-1-1, accessed 4/10/2026, https://dps.georgia.gov/georgia-code-low-speed-vehicles#:~:text=Bicycles/Electric%20Assisted%20Bicycles,than%2020%20miles%20per%20hour.

New Functional Classification Map

This policy is intended to update the City's existing roadway functional classification map to align with GDOT's 2026 functional classification changes. Sandy Springs does have its own functional classification system (adopted April 20, 2010) to have more granular control over roadway typologies in the City. For example, Sandy Springs has designated Johnson Ferry Road as a minor arterial west of Peachtree Dunwoody Road and a collector east of Peachtree Dunwoody Road, while GDOT has designated Johnson Ferry Road as a minor arterial for the entirety of the road's length within Sandy Springs.

Purpose

While Sandy Springs has its own classification system, it is important to review GDOT's functional classification and consider adjustments if needed. Since roadway classification may evolve over time, this should be periodically examined, and coordination should occur between the Public Works and Community Development offices to determine if any updates are needed. The functional classification of a roadway influences its eligibility for federal and state funding, as funding restrictions may limit which roadway tiers can receive support. As shown in **Figure 33**, GDOT's functional classification updates include bridge locations, roadway ownership, changes in the classification of existing roadways, and any new roadways added. This may be a starting point for the City to consider as it revisits its own functional classification network.

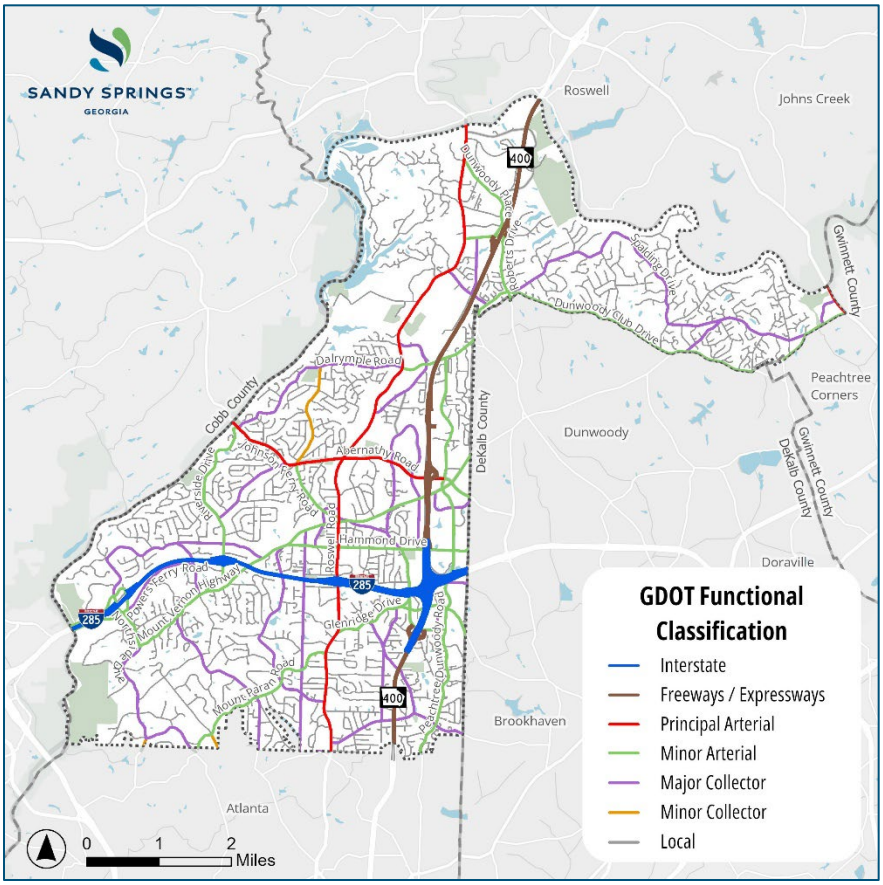


Figure 33. GDOT updated Functional Classification map

Further Leverage Police Officer Traffic Control - Traffic Operations Group Coordination

The proposed initiative is intended to fully leverage the inter-departmental relationship between the Sandy Springs Traffic Operations group and the Sandy Springs Police Department, specifically those Police Officers who conduct traffic control, to further optimize traffic flow.

Purpose

Off-duty police officers are regularly hired to assist with traffic control during arrival and departure periods at schools and large office complexes, as shown in **Figure 34.** Regular coordination to ensure the Traffic Operations group is aware of the times and locations of such efforts so that traffic signal timing can account for their presence will further improve traffic flow and intersection performance. Traffic operations staff should consider providing periodic, informal refreshers on best-practice guidelines regarding signal timing to officers.

Considerations

The informational materials provided to officers should be broad enough to account for the differences between and unique nature of each site where traffic control takes place.

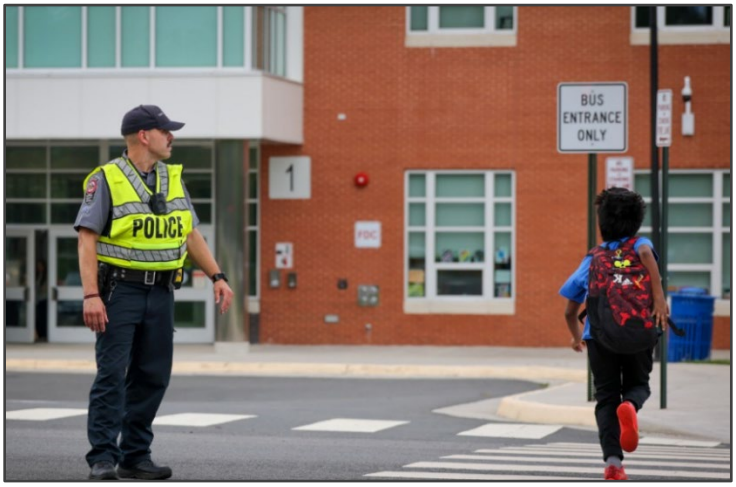


Figure 34. Police officer monitoring for safety at a school crosswalk

Funding and Implementation

The implementation of projects in the Sandy Springs TMP relies on collaboration between local, regional, and statewide agencies and partners to estimate future revenue and proactively plan for the implementation of the project phases outlined in the ten-year planning horizon.

Short and Mid-Term Programming Tiers

Two programming tiers were established based on the total estimated availability of funds over 5- and 10-year periods. The project's funding sources include TSPLOST, local funding, and a mix of external sources (Federal, state, and local or regional partners).

Projects placed in the short-term will be adopted based on the availability of funds in the 5-year period (2027-2031), which is estimated at $117 million. In the mid-term, or the second five-year period (2032-2036), revenue is estimated at $162 million. The objective of the TMP is to be financially constrained so that estimated project costs do not exceed anticipated revenue over each five-year term of the planning document.

Funding Source Breakdown

Fulton County TSPLOST

For the Short Term programming Tier, funding is assumed from TSPLOST26, Fulton County's proposed third round of the tax program. If the TSPLOST referendum is successful in November 2026, it would be the largest funding source for implementing projects within this TMP. If approved by voters, the new TSPLOST collection period will run from April 2027 through March 2032. It should be noted that accumulated TSPLOST collections do not have to be spent within the 5-year collection window and can continue to be used on approved projects. The City is planning to use current "Tier 1" projections from Georgia State University economists to anticipate that about $95.4 million in TSPLOST funding will be available to the City. The proposed TSPLOST program allocates $25 million to various transportation programs (e.g., intersections, mid-block crossings, sidewalks, etc.); as such, only about $70.2 million is expected to be made available for TSPLOST projects included in the near-term programming tier of the TMP update.

For the mid-term programming tier, a fourth TSPLOST referendum with collections from April 2032 through March 2037 (with collections inflated at 4% annually from existing figures) is assumed for estimation purposes.

Development Impact Fees

Where applicable and allowed by the Georgia Development Impact Fee Act (DIFA), the City uses Development Impact Fees to help fund the transportation expansion projects listed in its Capital Improvement Element. Due to the unpredictability of Impact Fee collection, there was not a dollar amount included for Impact Fee expected revenues while developing the fiscal constrained budget.

Capital Improvement Program (local funds)

Every year, the City of Sandy Springs sets aside money out of the general city budget for transportation improvements. This funding is used to implement high-priority projects with funding gaps, conduct transportation studies, pursue grants, and meet the matching-funds requirement to obtain or leverage outside funding programs.

Based on recent funding history, the City estimates about $3 million annually will be available for major transportation projects. This estimate was calculated through a review of the 2022 through 2026 City of Sandy Springs budgets. It should be noted that the City also has various budgetary programs, including beautification, intersection improvements, bridge maintenance, traffic management, and traffic calming. Past allocations are not a guarantee of future allocations approved by the City, and future adjustments to assumptions may occur.

Outside Funding Sources

The City may be eligible for additional external (outside) funding opportunities to help maximize its work program. Opportunities the City regularly seeks to take advantage of are outlined by funding type (federal, state, and regional).

Federal Funding includes Transportation Alternatives Program (TAP), Better Utilizing Investment to Leverage Development (BUILD) Grants, Federal Recreational Trails Program (RTP) Grants, Congestion Mitigation and Air Quality Program (CMAQ), Federal Lands and Tribal Transportation Program (FLTTP), National Recreation Trails (NRT), Community Development Block Grant (CDBG), Transit-Oriented Development (TOD) Pilot Program, Highway Safety Improvement Program (HSIP), Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), Livable Centers Initiative, (LCI), and Safe Streets for All (SS4A). It is important to note that while these are funding programs offered at the federal level, GDOT and ARC are typically responsible for administering and distributing some of these funds, such as CMAQ, CDBG, and LCIs, whereas SS4A and BUILD are administered directly through USDOT. The City has recently applied for federal funds via the GDOT Competitive Funding Proposal (CFP) for the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs.

State Funding includes Georgia Department of Natural Resources (DNR) Grants, GDOT Maintenance and Improvement Grant (LMIG), GDOT Transportation Enhancement (TE) Program, Georgia Transportation Infrastructure Bank (GTIB), Quick Response projects, GDOT Local Bridge Program (LBP), Low-Impact Bridge Replacement Program (LIBRP), and Safe Routes to School (SRTS). The City coordinates and partners with stakeholders on projects like the GA-400 and I-285 bridge replacements and the River Exchange Quadrant intersection project to secure funding and leverage GDOT work in the City.

Regional and Local Partnerships include Community Development Assistance Program, Georgia Smart Communities Challenge, and Transportation Improvement Program (TIP) (TIP is used to distribute some federal funding sources like CMAQ, TAP, and STBG).

The City partners with the Fulton Perimeter Community Improvement District (PCID) to fund transportation projects within the PCID business district. They also partner with ARC to conduct LCI studies (such as the Peachtree Dunwoody LCI in 2024-2025) that focus on transit-oriented development and address ongoing transportation needs.

Atlanta Regional Commission administers the Transportation Improvement Program (TIP) and allocates federal funding to discretionary programs or grants for the construction of high-priority projects identified in the Metropolitan Transportation Plan (MTP). The City of Sandy Springs can request eligible funding on a project-by-project basis, requiring

submission to the ARC during an upcoming project solicitation process. Based on a review of previous allocations, the City can anticipate roughly $4 million in ARC TIP funds to be awarded to projects in Sandy Springs annually. This estimate was calculated through a review of available 2024 through 2027 TIP projects. As with other funding sources, past results are not indicative of future allocations, but they are used to develop a financially constrained planning document.

Appendices

- Existing Conditions Report
- Project Sheets
- Community Engagement Materials
- Full Project List

Existing Conditions Report

Sandy Springs Transportation Master Plan

June 2026

Existing Conditions Report

Prepared by:

Modern Mobility Partners
730 Peachtree St., NE, Ste. 650
Atlanta, GA 30308
www.modernmobilitypartners.com

Prepared for:

City of Sandy Springs, GA
1 Galambos Way
Sandy Springs, GA 30328

https://www.sandyspringsga.gov/

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Common Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ARC	Atlanta Regional Commission
ARTP	ATL Regional Transit Plan
ATL	Atlanta Transit Link Authority
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
CCTV	Closed-Circuit Television
CIP	Capital Improvement Program
CRNRA	Chattahoochee River National Recreational Area
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
GCO	Georgia Commute Options
GDOT	Georgia Department of Transportation
GPS	Geographic Positioning Systems
GTEA	Georgia Transportation Efficiency Authority
HAWK	High-intensity Activated Crosswalk
HSIP	Highway Safety Improvement Program
LCI	Livable Centers Initiative
LEHD	Longitudinal Employer-Household Dynamics
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
MARTA	Metropolitan Atlanta Rapid Transit Authority
MMIP	Major Mobility Investment Program
MPH	Miles Per Hour
NBI	National Bridge Inventory
PCI	Pavement Condition Index
PCID	Perimeter Center Community Improvement District
PHB	Pedestrian Hybrid Beacon
RRFB	Rectangular Rapid-Flashing Beacon
RSTF	Regional Safety Task Force

RTOP	Regional Traffic Operations Program
SCOOT	Split Cycle Offset Optimization Technique
SHSP	Strategic Highway Safety Plan
SR	State Route
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
TCC	Traffic Control Center
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TMP	Transportation Master Plan
TSPLOST	Transportation Special Purpose Local Optional Sales Tax
UGPM	Unified Growth Policy Map
USDOT	US Department of Transportation

Introduction

The Transportation Master Plan

Sandy Springs is a thriving city and major employment hub within one of the nation's fastest-growing metropolitan areas, the Atlanta Metropolitan Area. As the region continues to evolve, existing transportation challenges will intensify without proactive planning.

The Sandy Springs Transportation Master Plan (TMP) establishes a comprehensive transportation vision that supports a livable, vibrant, and connected community. The TMP integrates transportation and land-use strategies to address the needs of all travel modes, including driving, active transportation, transit, and freight. The plan also incorporates emerging mobility options such as bikeshare, e-scooters, micromobility devices, and rideshare services.

About this Report

This Existing Conditions Report provides a high-level overview of demographic trends, employment patterns, land use characteristics, and current mobility conditions in Sandy Springs. This report establishes a foundation for understanding existing transportation infrastructure and policy frameworks, while also defining the vision and goals that will guide the TMP.

Context and Previous Plans

The TMP builds upon Sandy Springs' 2022 comprehensive plan (Next Ten plan), to understand community goals and their relationship to the City's transportation network. Transportation improvements can fully or partially support many of the key priorities identified in the Next Ten plan:

- Conduct a comprehensive review of the Sandy Springs Development Code
- Revitalize Roswell Road
- Transform Perimeter Center and the Medical Center area
- Focus high-quality, higher-density uses around Metropolitan Atlanta Rapid Transit Authority (MARTA) stations
- Achieve a better housing balance
- Begin implementation of the Hammond Drive corridor improvements between Glenridge Drive and Boylston Drive
- Mitigate traffic congestion through the provision of a viable and attractive range of transportation options, community linkages and “last mile” connections
- Create city-wide design guidelines
- Develop an expanded trail network and fund construction of at least one footbridge
- Enhance and beautify the City’s public places

The TMP supports the key actions from the Next Ten plan by:

- Establishing goals and performance measures to guide the City’s future transportation investments and policy decisions
- Analyzing the City’s existing infrastructure and policies to determine the existing and future needs of the City
- Identifying recommended transportation projects for future funding opportunities

Study Area

The TMP will assess mobility across the entire City of Sandy Springs. As of 2024, Sandy Springs had approximately 105,505 residents distributed across 38.5 square miles.[1] Sandy Springs operates under a council-manager form of municipal government and has six council districts. Sandy Springs is illustrated in the study area map in **Figure 1** below.

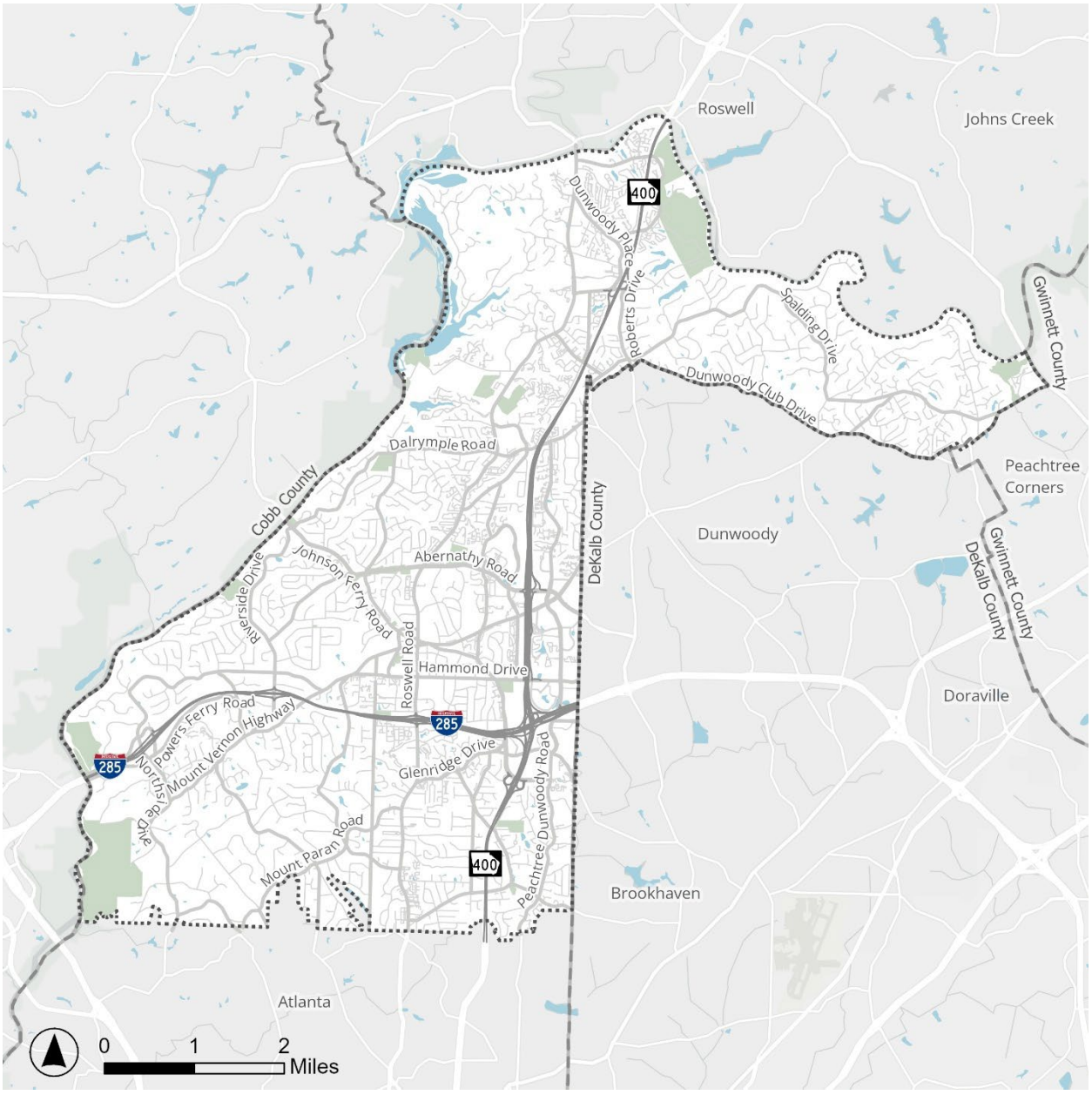


Figure 1. Sandy Springs TMP Study Area

[1] U.S. Census Bureau. (2025). QuickFacts: Sandy Springs city, Georgia. https://www.census.gov/quickfacts/fact/table/sandyspringscitygeorgia/LND110210

Plan Vision and Goals

Vision and goals of the previous TMP included a focus on six community values:

- Safety
- Economic Vitality
- Land Use and Transportation Integration
- Maintain and Optimize System
- Well-Being and Environment
- Mobility and Accessibility

Through this review of existing conditions and ongoing public and stakeholder engagement, those values will be refined to address the City's updated transportation needs.

Demographics

Understanding the demographic characteristics of Sandy Springs is essential for effective transportation planning. Population size, distribution, household structure, income levels, and employment patterns all influence how people travel and the mode choices they make. This section presents findings on the current and projected demographic trends in the City, highlighting key factors that shape travel behavior and transportation system needs. These findings provide essential context for this TMP, helping to identify mobility challenges and design equitable transportation systems that serve the diverse needs of the City's community. Unless otherwise indicated, all demographic information is normalized by 2020 census tracts and is based on the 2023 American Community Survey (ACS) 5-year Estimate, which is the latest 5-year estimate available.

Population Trends (density)

Currently, the second-most populous city in the Atlanta Metropolitan area, Sandy Springs is a sought-after place to live and work. Since its incorporation in 2005, the City's population has experienced a net growth of 23%, increasing from 85,809 to 105,803 by 2023[2]. Sandy Springs is a growing community, but its growth has slowed over the past few years. Between 2010 and 2023, the City's total population increased by 12%, despite a 2.1% dip from 2020 to 2024, when it fell from 108,353 to 105,505 residents. Long-term projections show that the city's population is projected to increase to 118,000 residents by 2050, as shown in **Figure 2**. As the City's growth continues, future planning efforts and transportation investments need to consider this shift.

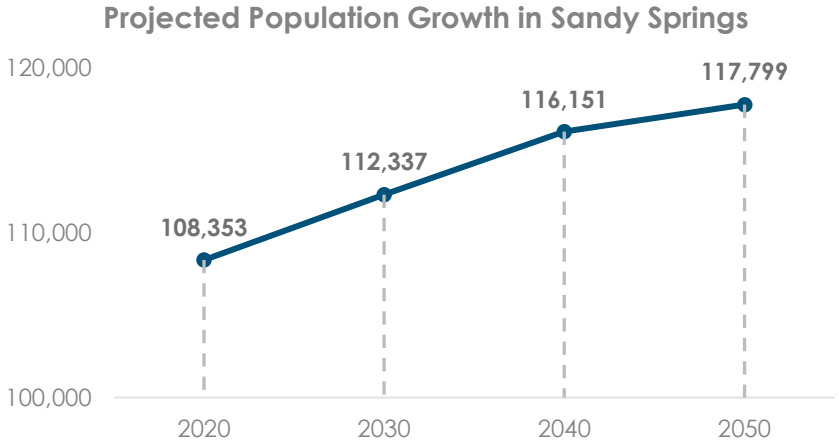


Figure 2. Projected Population Growth in Sandy Springs

Population growth is expected county-wide as well. Between 2020 and 2050, Fulton County is expected to add approximately 254,000 new residents, representing a 24% increase. In comparison, Sandy Springs will add approximately 9,500 new residents, representing a 9% increase. In 2024, Sandy Springs accounted for nearly 9.7% of Fulton County's population; in 2050 this share will drop to 8.9%.

[2] 2023 American Community Survey 5-year Estimate

As shown in **Figure 3**, in 2023, the population was concentrated in pockets along the State Route (SR) 400 and Roswell Road corridors, with the most densely populated Census tract located at the intersection of I-285 and Roswell Road. 2030 and 2050 population projections, as represented by **Figure 4** and **Figure 5** (respectively), indicate future growth will continue to be concentrated along SR-400 and Roswell Road corridors.

Sandy Springs' historical development trends and anticipated future growth suggest that transportation priorities may need to evolve from expanding road capacity to initiatives that optimize current infrastructure, address network connectivity gaps, and accommodate diverse travel modes. Opportunities for capacity expansion are limited due to the City's predominantly developed land and limited availability of developable land as the City aims to preserve its natural and conservation lands.

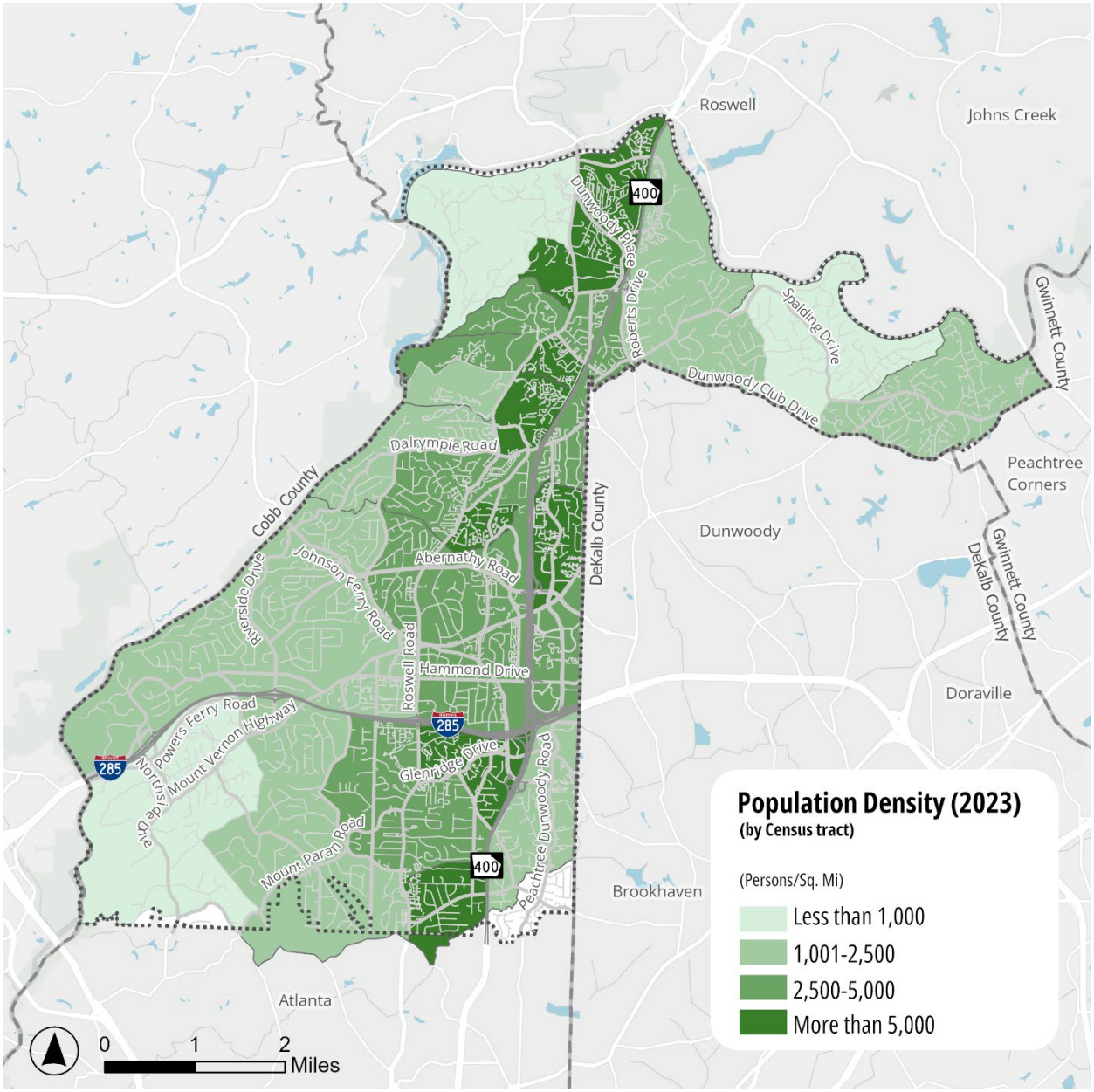


Figure 3. 2023 Population Estimates

Note: ARC uses 2010 Census tracts for future density (so the tracts are different than others in the document)

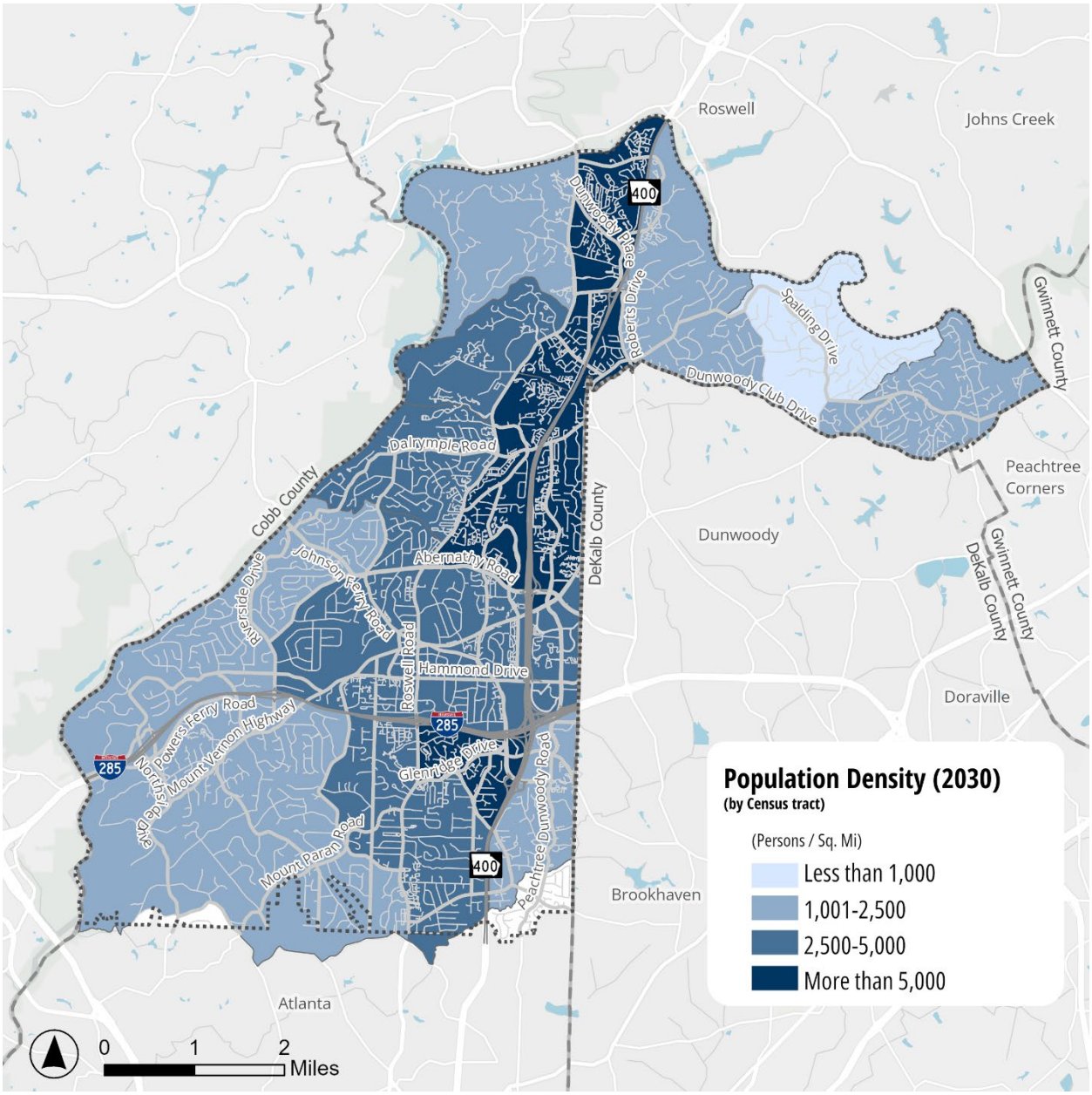


Figure 4. 2030 Population Estimates

Note: ARC uses 2010 Census tracts for future density (so the tracts are different than others in the document)

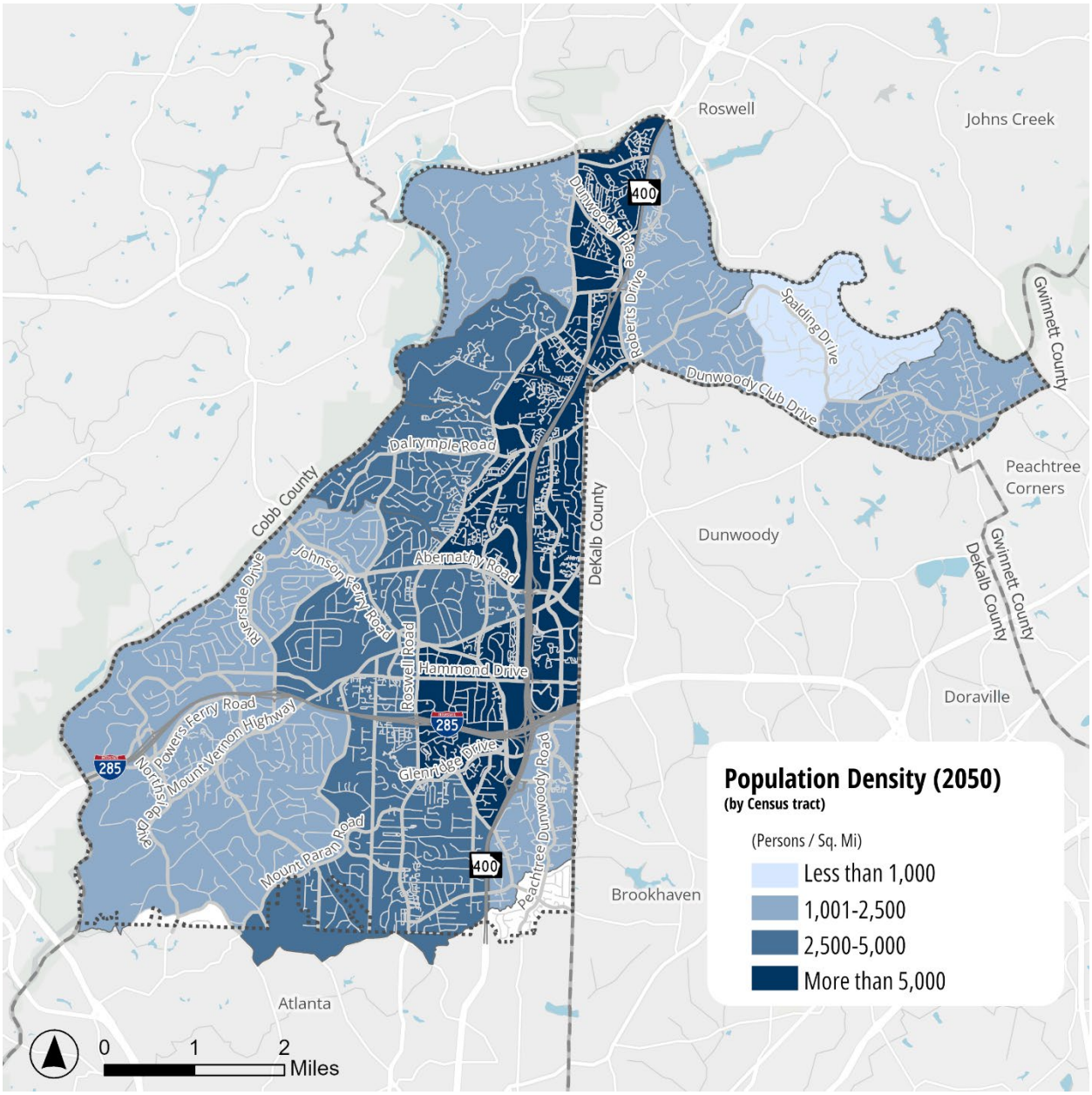


Figure 5. 2050 Population Estimates

Note: ARC uses 2010 Census tracts for future density (so the tracts are different than others in the document)

Demographic Trends

Race and Ethnicity

The city is racially diverse, with most of the racially minoritized population largely concentrated along major corridors in the City. Around 40% of the City's residents identified as belonging to a race other than white in 2023. In comparison, 31% of the City's residents identified as belonging to a non-white race in 2018. As shown in **Figure 6**, tracts intersecting with Roswell Road and SR-400, have high concentrations of racially minoritized population, with some of these tracts being majority-minority.

The largest racialized minority groups in the City are black (20% of all residents) and Asian residents (7.8% of all residents). In 2023, 12% of Sandy Springs residents had Hispanic ethnicity. This share was around 15% in 2021. According to Atlanta Regional Commission (ARC) projections, by 2040, the City is expected to have no single racial or ethnic majority, with substantial decreases in the size of the white population and substantial increases in the size of the Hispanic population.

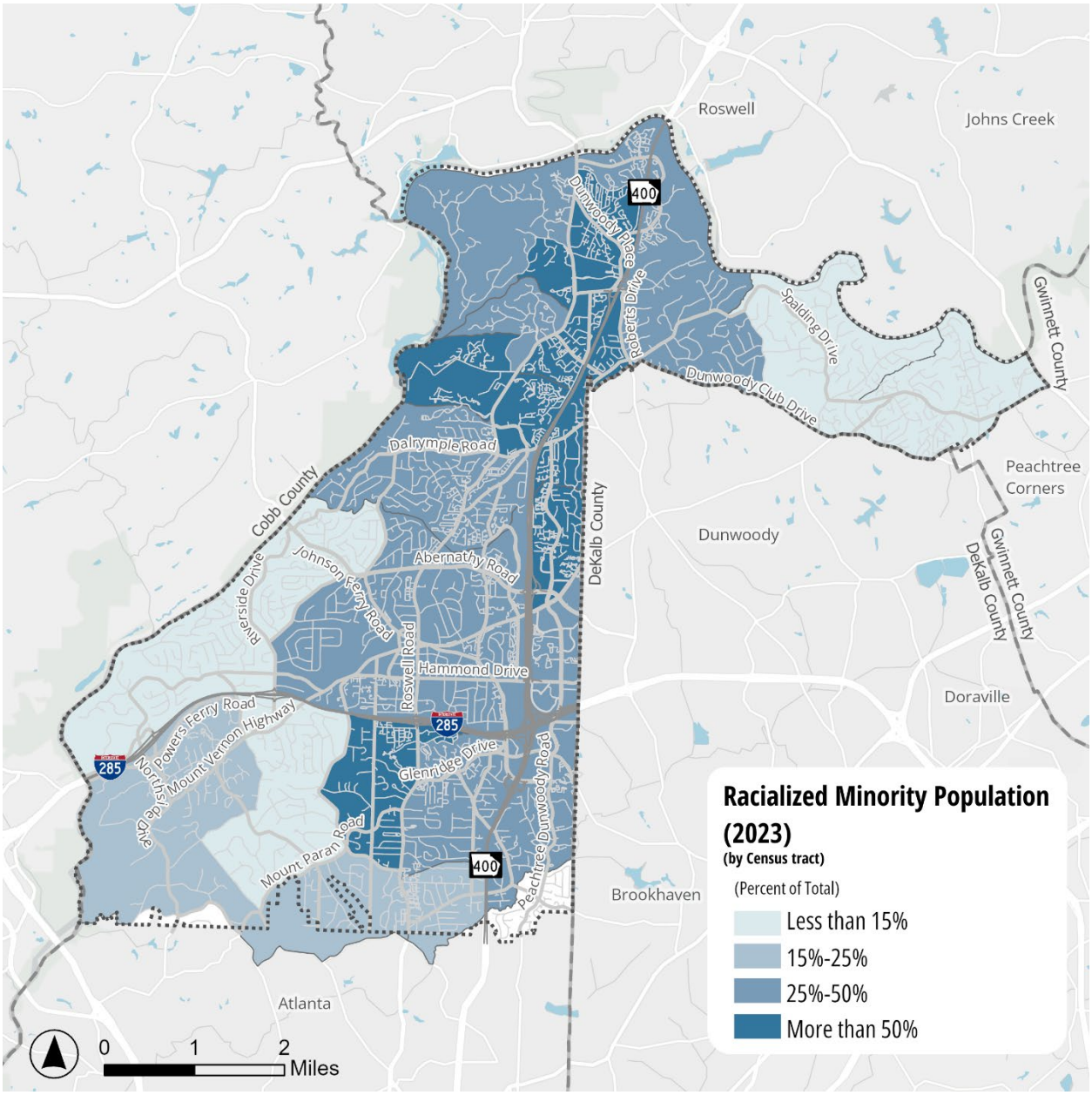


Figure 6. Minority Population (2023)

Age Distribution

The City of Sandy Springs is growing older—and younger. In 2023, the median age in the City was 36.9 years, which is similar to Fulton County where the median age was 36.8 years, and lower than the State of Georgia, where the median age was 37.9 years.

Individuals under 18 comprise around 18.1% of the City's population. This is slightly lower than the Fulton County average, where this share is 20.4%. As shown in **Figure 7**, tracts in the western portion of the City have high densities of this age group. Many of these tracts correspond to protected neighborhoods, as shown in **Figure 22**, indicating the predominant presence of families in these areas.

In 2023, millennials (age roughly corresponding to 25-44) made up 36% of the total population, as shown in **Figure 8**, making them the largest group by age in Sandy Springs. The City's proximity to regional employment cores and the concentrations of multifamily housing in the area support this age group's residence choice in the City. Transportation options will need to allow residents to remain mobile and independent as they age in place, and support generational shifts in commute choices.

Approximately 14% of the City's population is aged 65 or older, as shown in **Figure 9**. In comparison, this share is 13.5% in Fulton County. Sandy Springs has experienced demographic aging as baby boomers (persons currently between the ages of 60 and 78) increasingly enter their retirement phase. Regional forecasts indicate this trend toward an older population will persist.

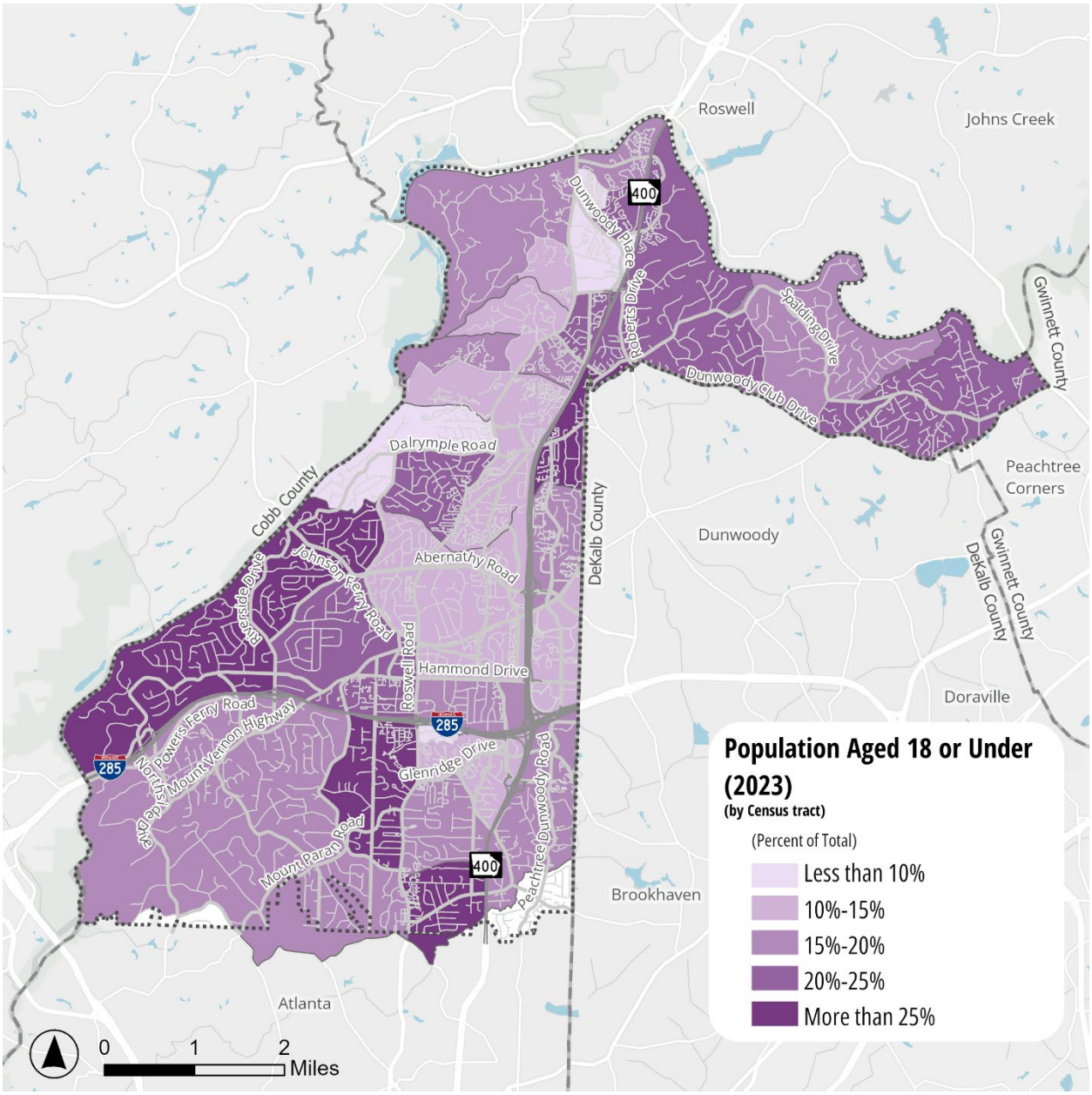


Figure 7. Population 18 and Under (2023)

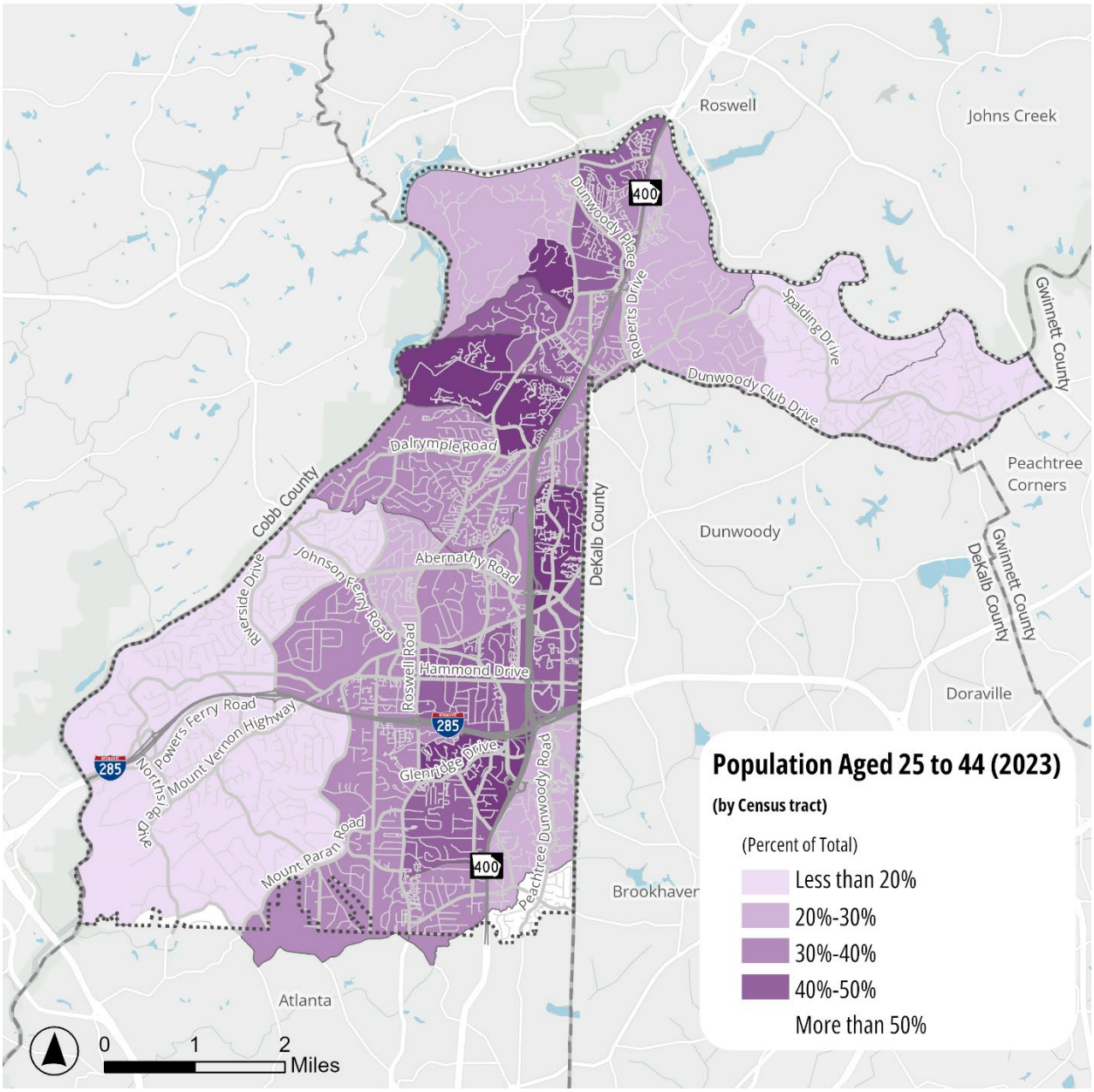


Figure 8. Population Aged 25 to 44 (2023)

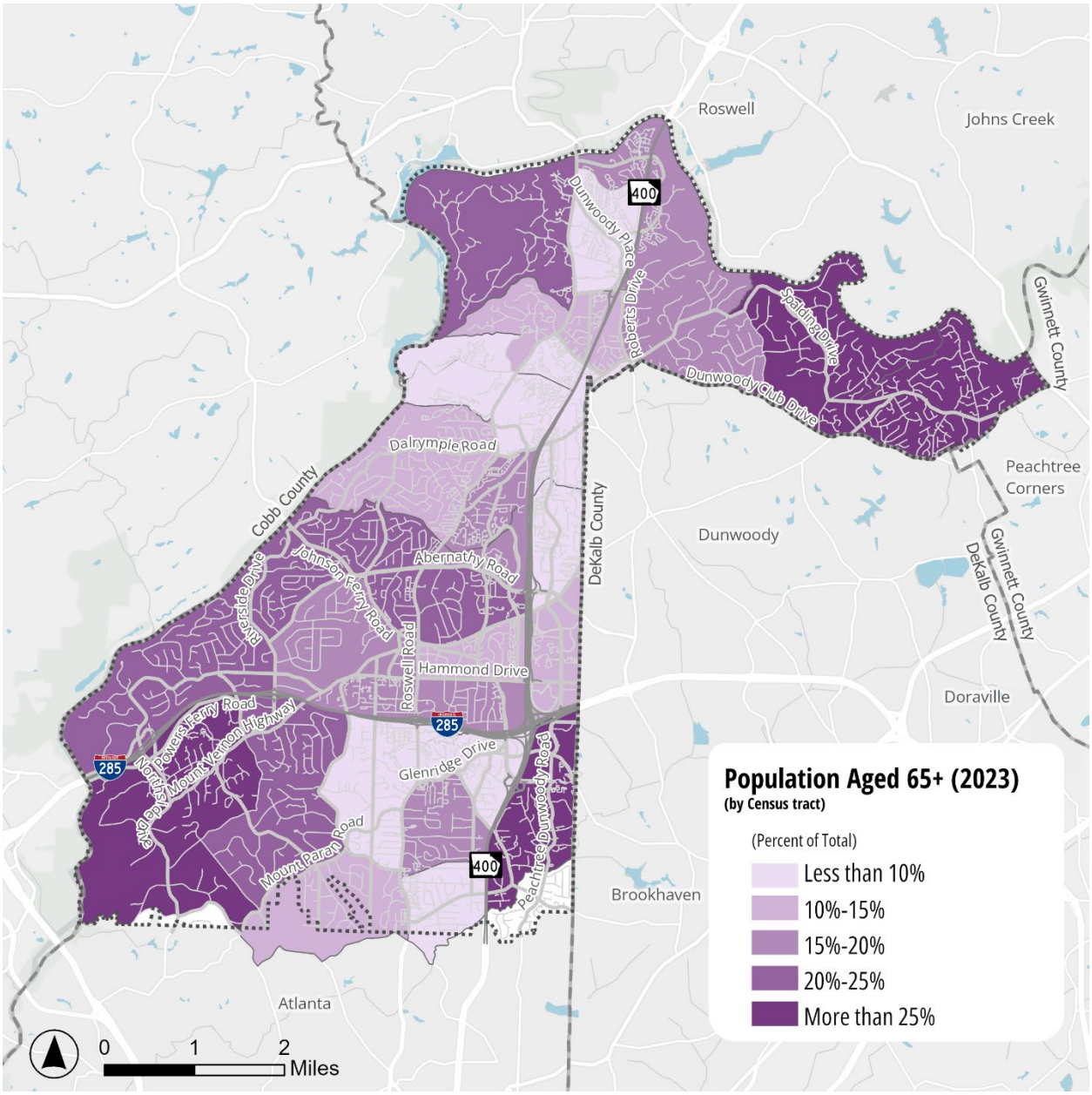


Figure 9. Population Over 65 (2023)

Disability

Around 10 percent of Sandy Springs total residents have a vision, hearing, cognitive, ambulatory, self-care, or independent living difficulty or disability as identified by the US Census. This number increases to 30% for the 65 years or older age group. As shown by **Figure 10**, there is some correlation between tracts with high percentages of elder population and population with disabilities. Physical and cognitive limitations may make driving challenging or impossible; alternative modes of transportation will likely be needed to adequately support the mobility needs of these residents.

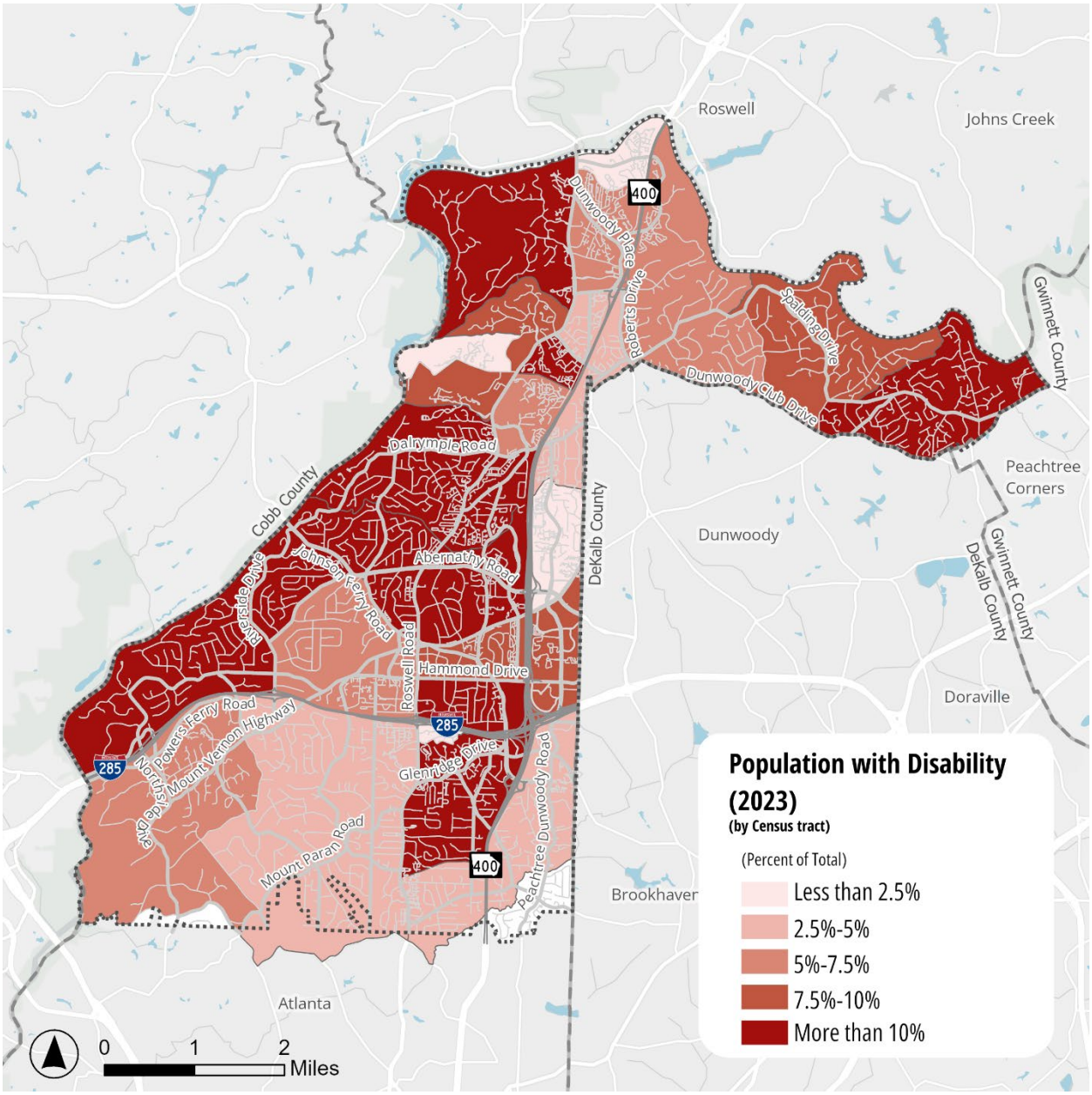


Figure 10. Population with a Disability (2023)

Zero-vehicle households

More than 4,000 households in Sandy Springs – around 8% of all households – had no access to a personal vehicle in 2023. This share is higher than the state average of 5.9% and lower than Fulton County's average of 10%. In 2021, this number was around 3,000 households. As shown in **Figure 11**, in the central portion, more than 1 in 10 households have no personal vehicle. Many of these tracts are located along Roswell Road and SR-400. These are areas where the City has supported high-density residential neighborhoods, commercial, or mixed-use development. In the northern portion, near Dunwoody Place and Roswell Road, more than 20% households have no vehicles. These areas have a concentration of millennial individuals (persons currently between the ages

of 29 and 44) so this may indicate a willingness for mode shift. Access to transit, biking, and walking facilities is essential for zero-vehicle households to access jobs, schools, shops, and healthcare facilities.

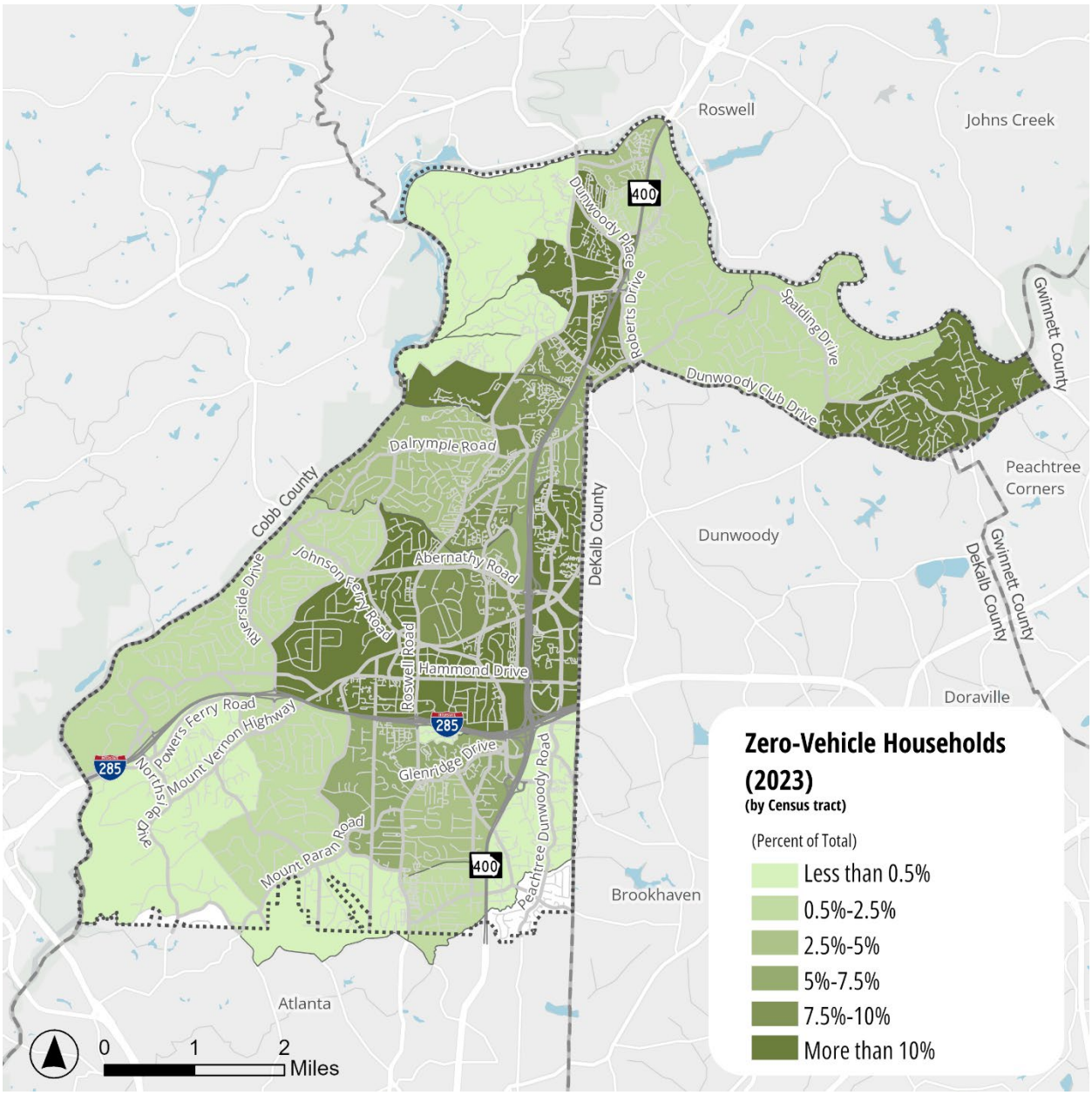


Figure 11. Zero Vehicle Households (2023)

Education

Approximately 70% of Sandy Springs residents over age 25 had completed a four-year college degree or higher in 2023. This value is substantially higher than Fulton County (58%), and Georgia (34%). Less than 3% of residents over age 25 had not graduated high school. In comparison, the county-wide estimate for this is 6.4%. **Figure 12** shows the population in Sandy Springs without a diploma, and **Figure 13** shows the population in Sandy Springs with Bachelor's Degrees or higher.

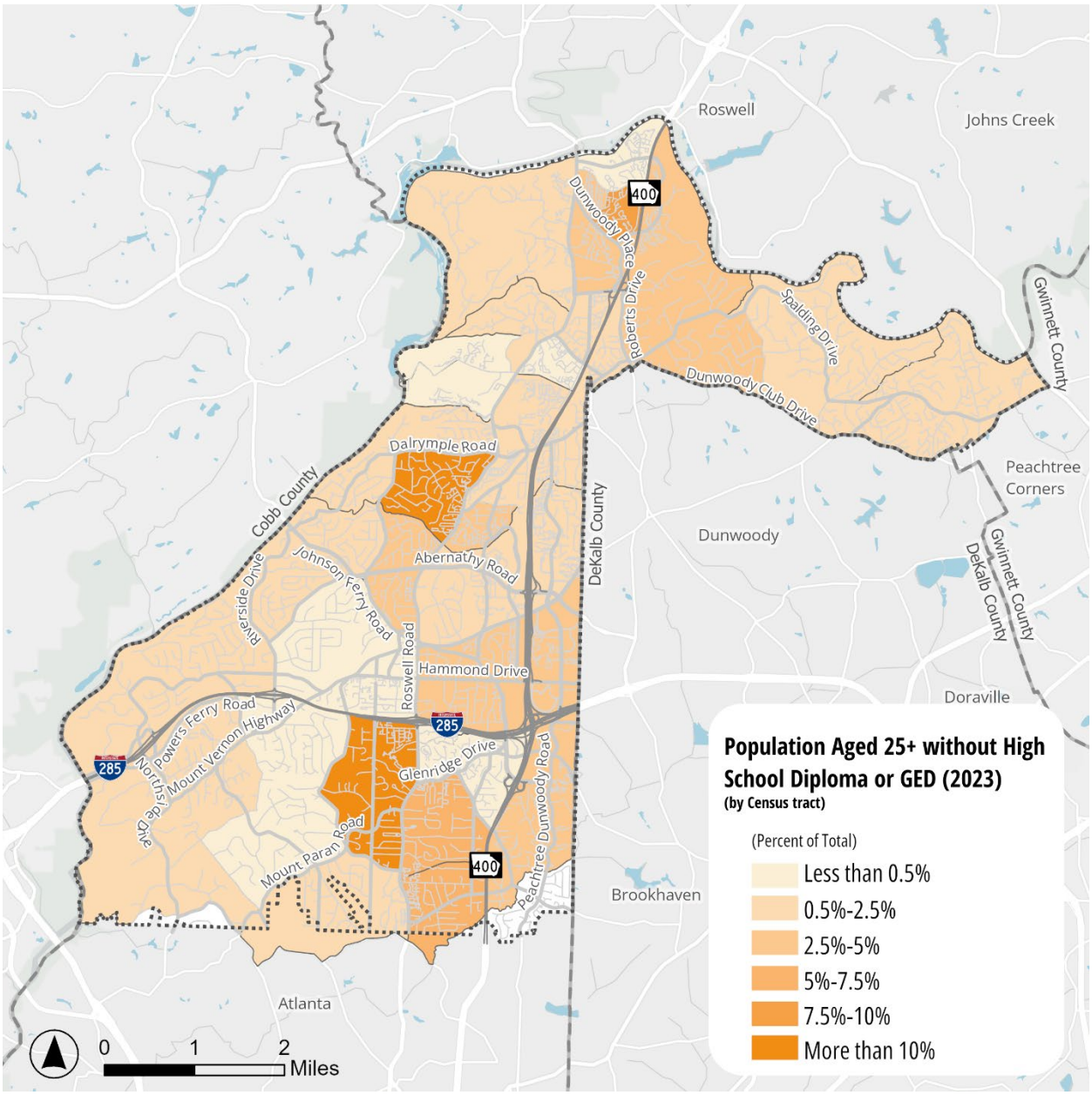


Figure 12. Population without a High School Diploma or GED (2023)

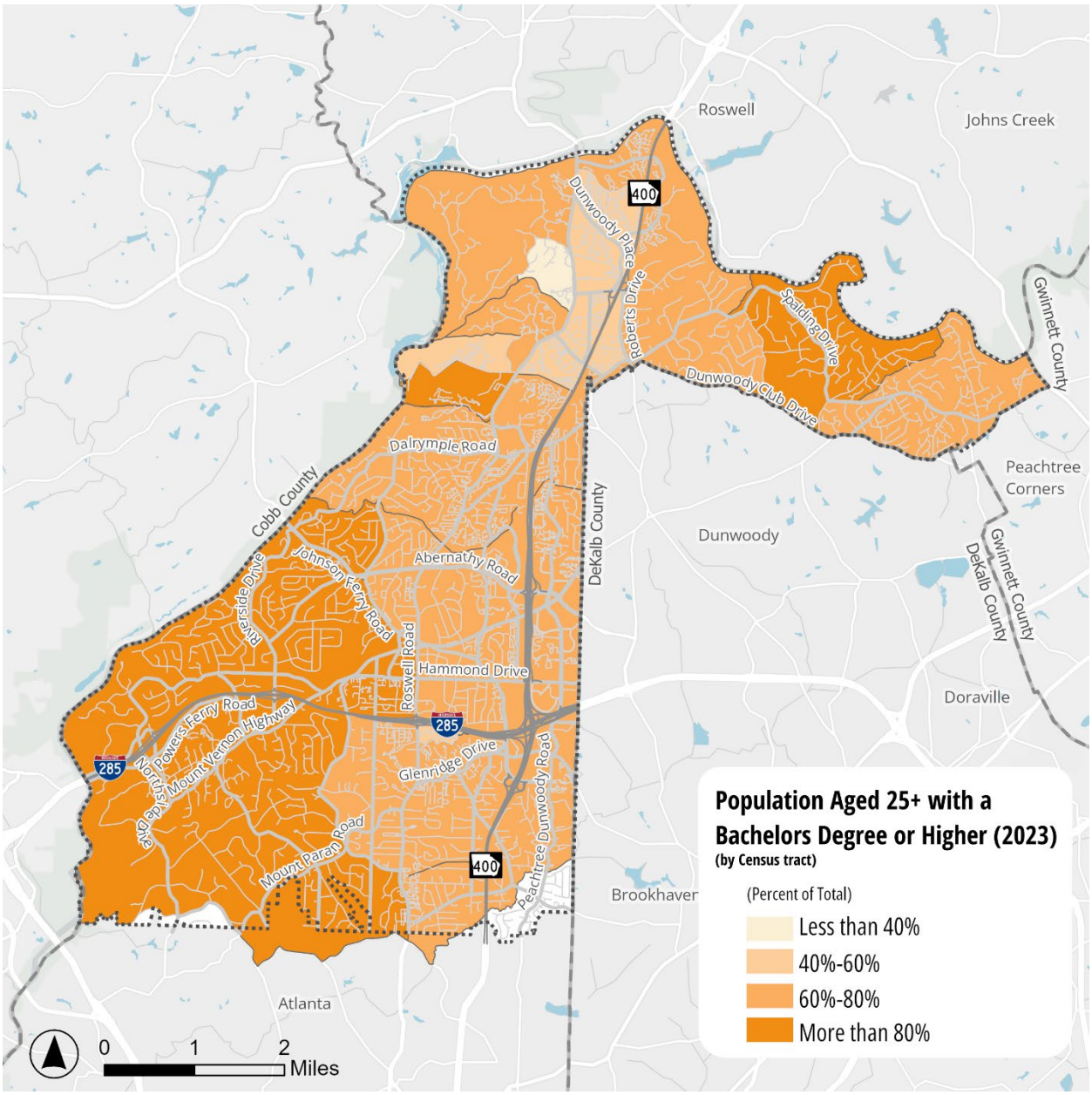


Figure 13. Population with a Bachelor's Degree or Higher (2023)

Median household income

The City's high educational attainment levels show a strong correlation with high median income as shown in **Figure 14.** As of 2023, Sandy Springs had a median household income of approximately $101,593. This is similar to the county-wide figure for Fulton County and notably higher than the metro Atlanta median ($91,490 and $86,505, respectively).

The City's population spans a wide income range, creating varied transportation requirements. In 2023, around 7.4% of Sandy Springs residents fell below the federal poverty threshold. This was lower than the state-wide, county-wide and region-wide poverty rates, which were 13.6%, 13% and 11% respectively.

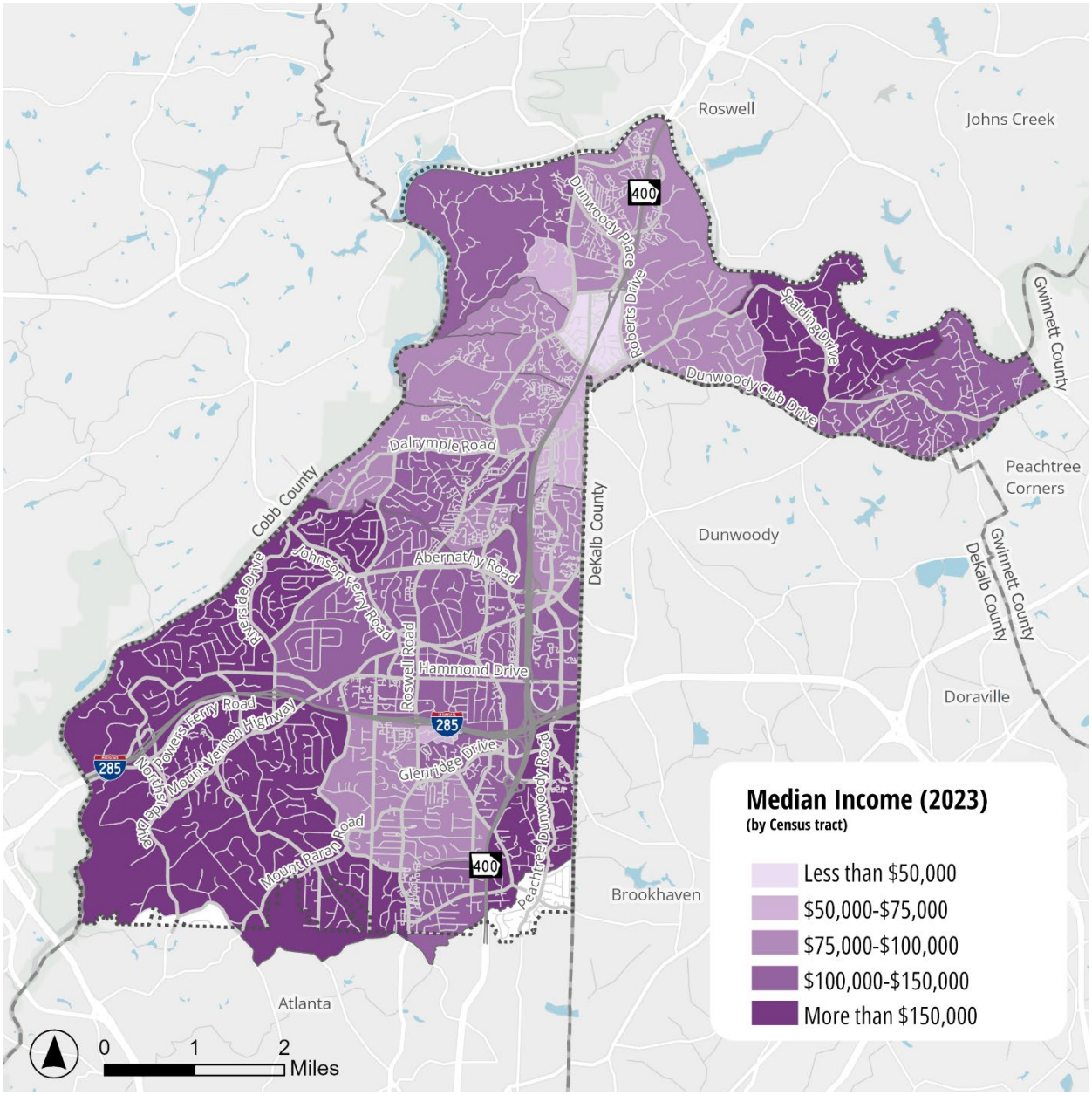


Figure 14. Median Income (2023)

Owner-occupied dwelling units

Sandy Springs is a city of both renters and owners**.** The City had a total of approximately 56,000 housing units in 2023, with an occupancy rate of approximately 93% and an average occupancy of 2.1 persons per household. In 2013, 53% of Sandy Springs' total housing units were occupied by renters, and 47% by owners. By 2023, this balance had changed to 49% renter-occupied units and 51% owner-occupied units. Owner-occupied units are illustrated in **Figure 15**.

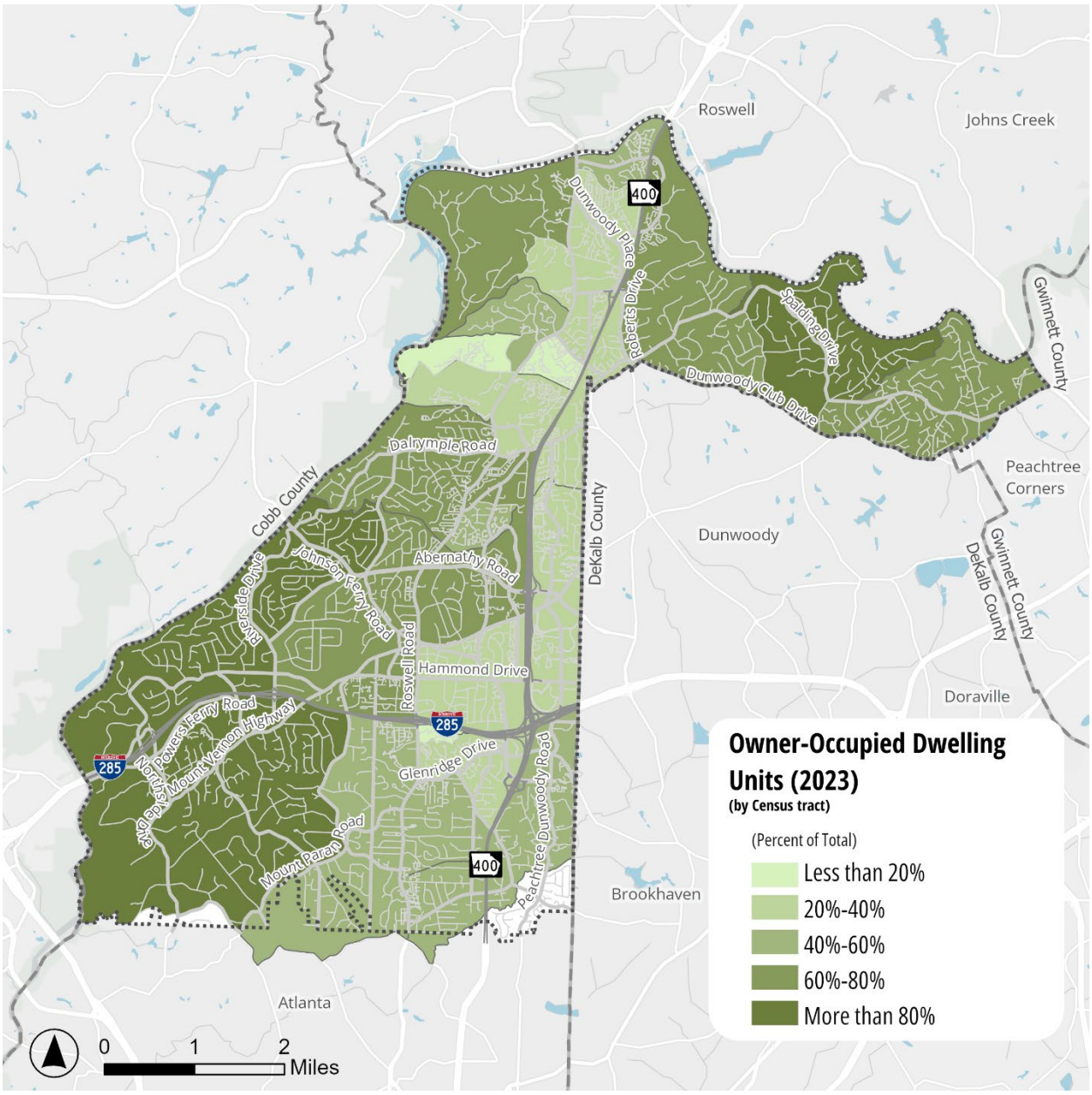


Figure 15. Owner Occupied Dwelling Units (2023)

These patterns reveal significant demographic and socioeconomic variations across Sandy Springs. The City's western and eastern panhandle areas differ markedly from the central district, exhibiting lower population density, smaller populations of racialized minority, and greater concentrations of youth (under 19) and seniors (65 and older). These same areas also demonstrate higher vehicle ownership rates, educational levels, and median household incomes. As the City experiences more growth, these demographic patterns can guide how transportation investments can support its residents' needs.

Employment

Introduction

Sandy Springs is situated between several of the region's major employment centers and is home to a portion of one of these centers, "Perimeter Center", located on the border of Sandy Springs and Dunwoody. In addition to employment centers, the City is also anchored by world-class medical facilities in the Medical Center area. The three MARTA stations within Sandy Springs (and one just outside) provide strong connections to the region's employment core in Atlanta's Downtown, Midtown, and Buckhead. Much of the City's workforce commutes from outside the City, and only 6% of the jobs located in Sandy Springs are held by its own residents. As the region continues to experience employment growth, the City's transportation system will need to provide connections for workers commuting through all modes.

Employment Density

As shown in **Figure 16**, the majority of the jobs in Sandy Springs are located in the Perimeter Center area and along the SR-9/Roswell Road corridor. Other employment clusters include those around the North Springs MARTA Station, along Powers Ferry Road and Dunwoody Place, and along the I-285 corridor, including the Medical Center area.

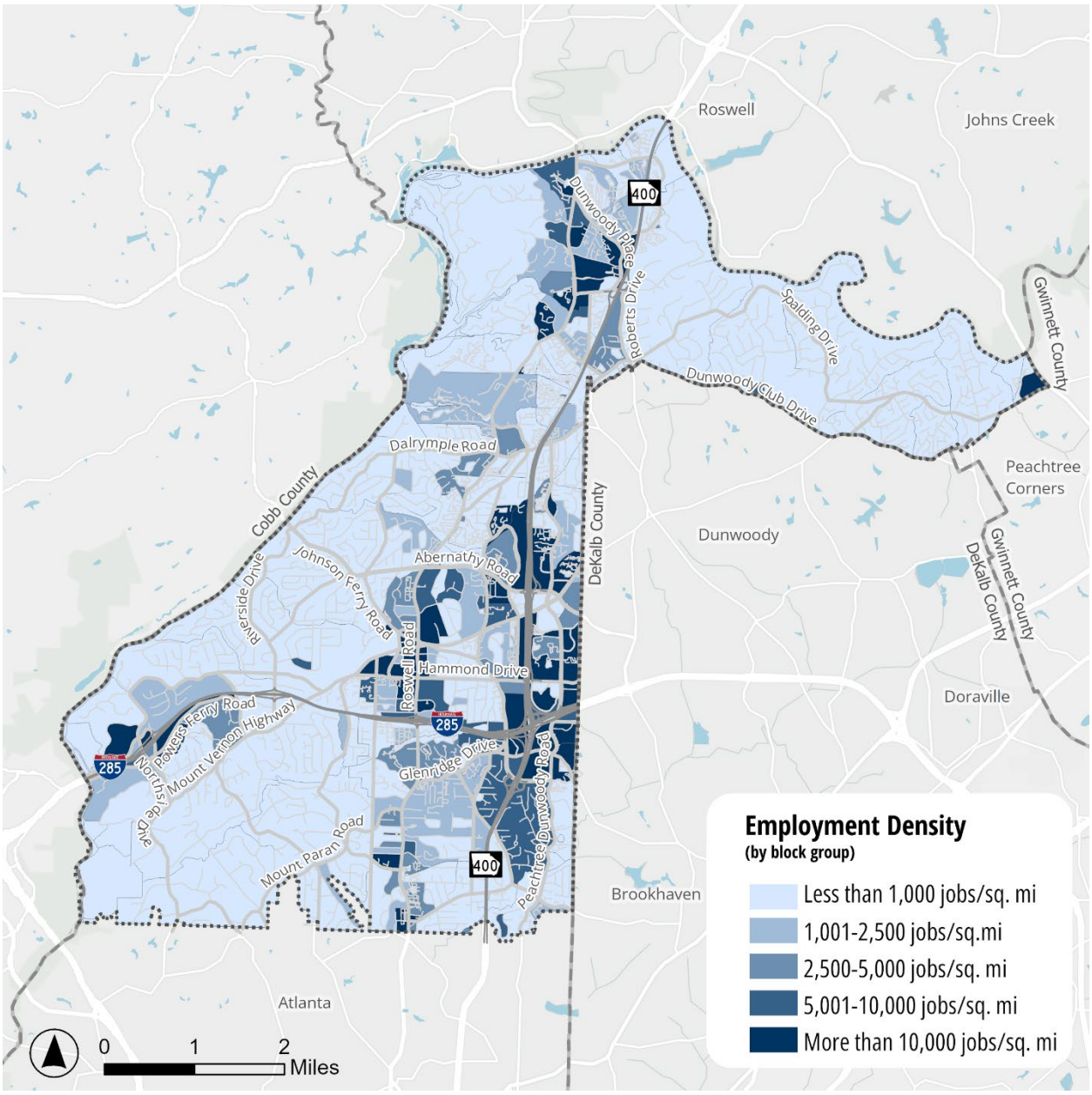


Figure 16. Employment Density

Note: Map data is based on LODES 2022 and shows employment density by block groups.

Employment Trends (LEHD)

According to the Longitudinal Employer-Household Dynamics (LEHD) data, as of 2022, approximately 132,000 jobs are available in Sandy Springs.[3] As shown in **Figure 17**, only 6% of these jobs, totaling 7,802, are held by Sandy Springs' residents. This means around 124,000 jobs are held by individuals living outside Sandy Springs. It should be noted that for the LEHD data, a job is counted if a worker is employed with positive earnings during the reference quarter as well as in the quarter prior to the reference quarter in the specific geography. The job data includes wage and salary jobs in Sandy Springs, as reported by state labor market.[4] The City's transportation network needs to support these individuals commuting into Sandy Springs to meet the City's transportation demand management goals.

A similar pattern is observed among residents who commute to work outside the city. Among the 52,459 workers living in Sandy Springs, 85% or approximately 45,000 workers hold jobs outside the city. Atlanta's Downtown and Midtown serve as the employment core for Metro Atlanta, but job clusters are dispersed throughout the region. This underscores the importance of regional transportation connections, and Sandy Springs can play an essential role as a transit hub for workers.

[3] U.S. Census Bureau. (2024, November 19). *LODES 2022 Data Release (Version 8.3)*. Census.gov. Retrieved from https://lehd.ces.census.gov/data/.

[4] US Census Bureau. (2025). LODES Design and Methodology Report: Methodology Version 7. Retrieved from: https://www2.census.gov/library/working-papers/2025/adrm/ces/CES-WP-25-52.pdf

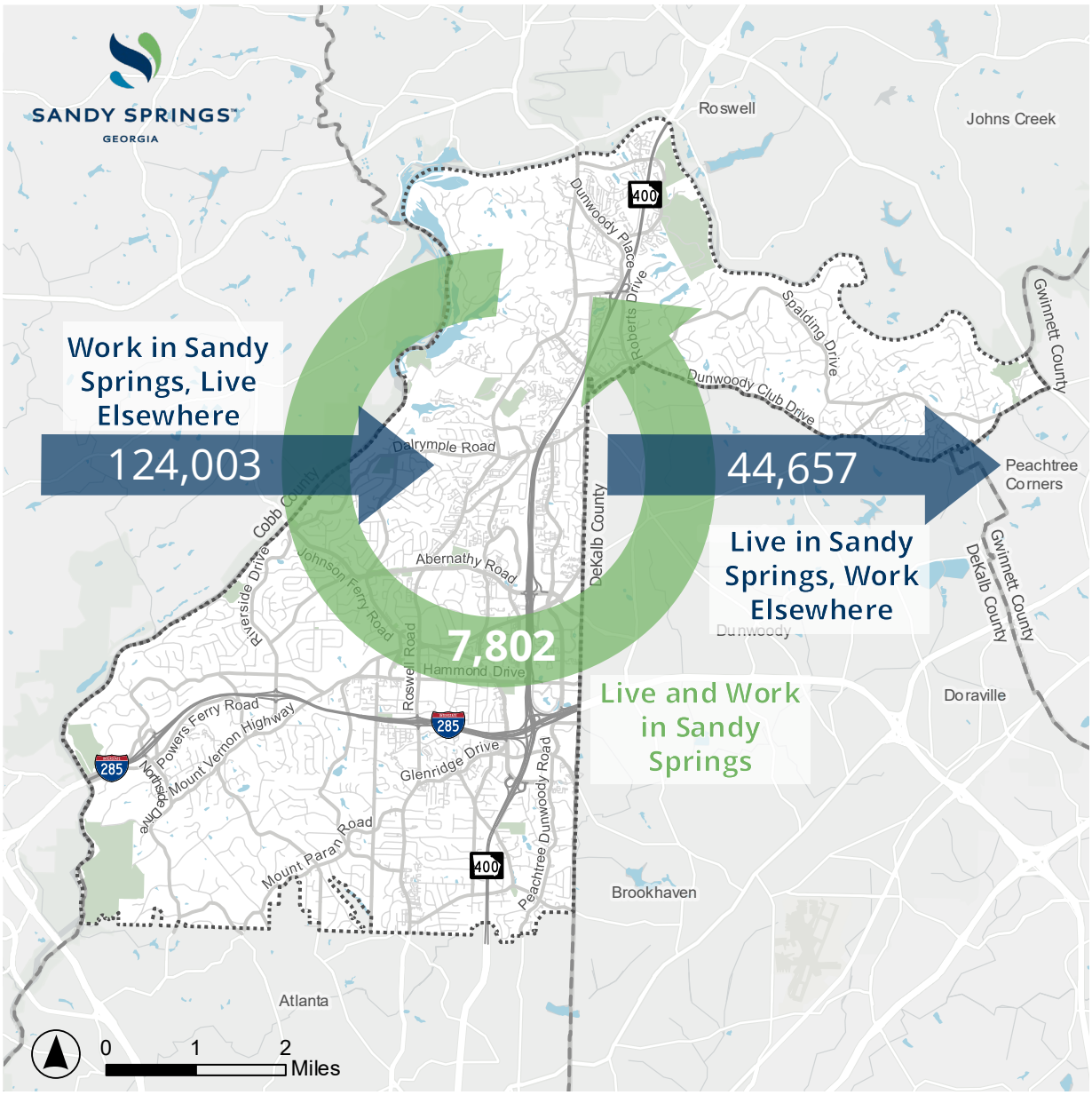


Figure 17. Worker and Residential Commute Patterns

Where Workers Live

Employees who work in Sandy Springs typically reside in the Atlanta metro area. **Figure 18** represents the residence location of employees working in Sandy Springs. A large portion of these workers reside in the City of Atlanta, especially the Midtown area.

Other areas with high concentrations of employees include Dunwoody, Alpharetta, Roswell, Johns Creek, as well as portions of southern Forsyth County, and eastern Cobb County.

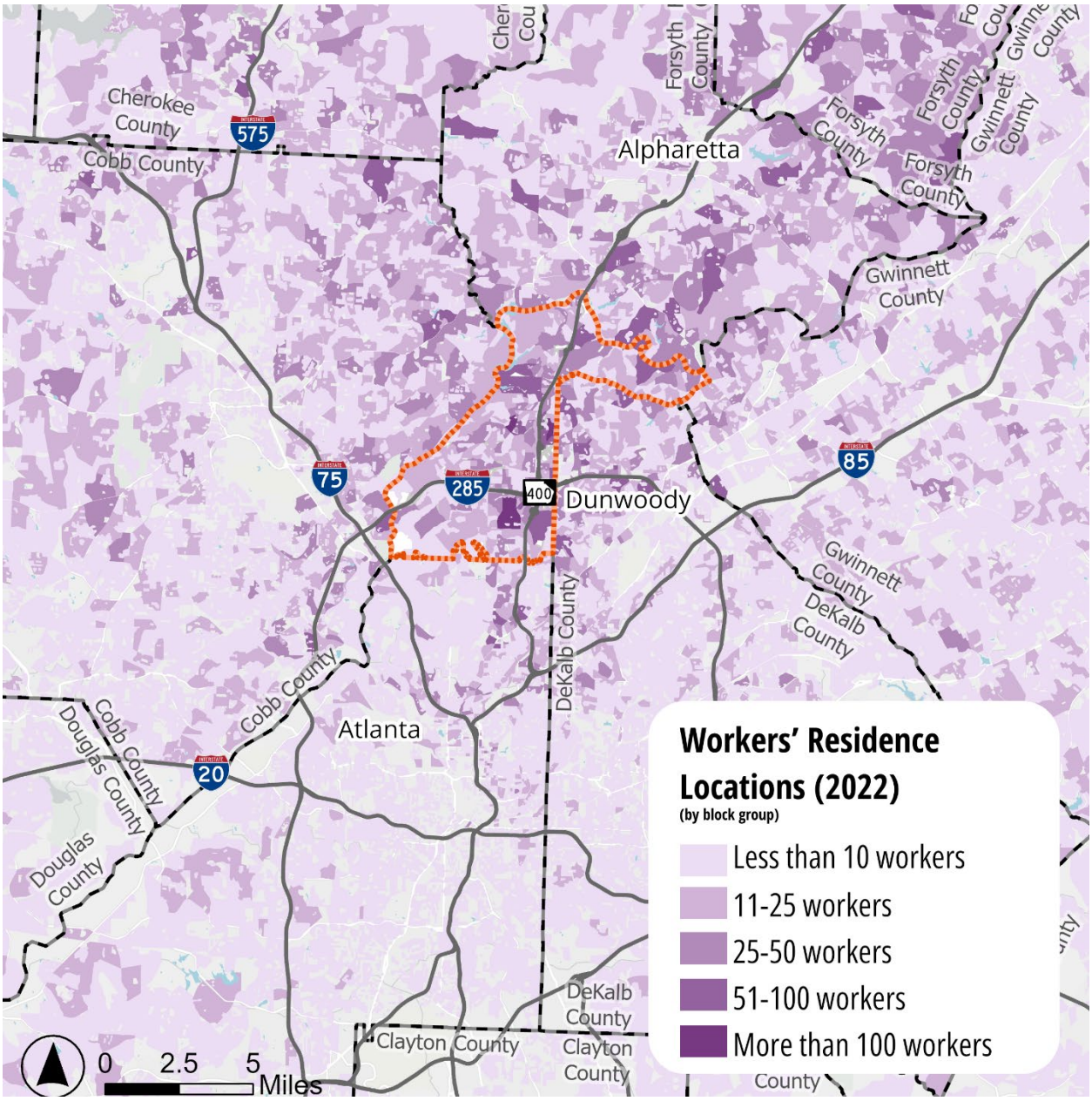


Figure 18. Workers' Residence Locations

Where Residents Work

Sandy Springs residents work in job clusters across the Metro Atlanta region. As shown in **Figure 19**, most of these job clusters are located along SR-400, I-85 and I-75. A majority of residents work in the Perimeter Center area or in core Atlanta neighborhoods such as Buckhead, Midtown, and Downtown. All of these communities are accessible by MARTA, providing residents, especially those living around the stations, easy and reliable commute options. Other notable job locations include Alpharetta in northern Fulton County, as well as the Smyrna and Cumberland areas in Cobb County.

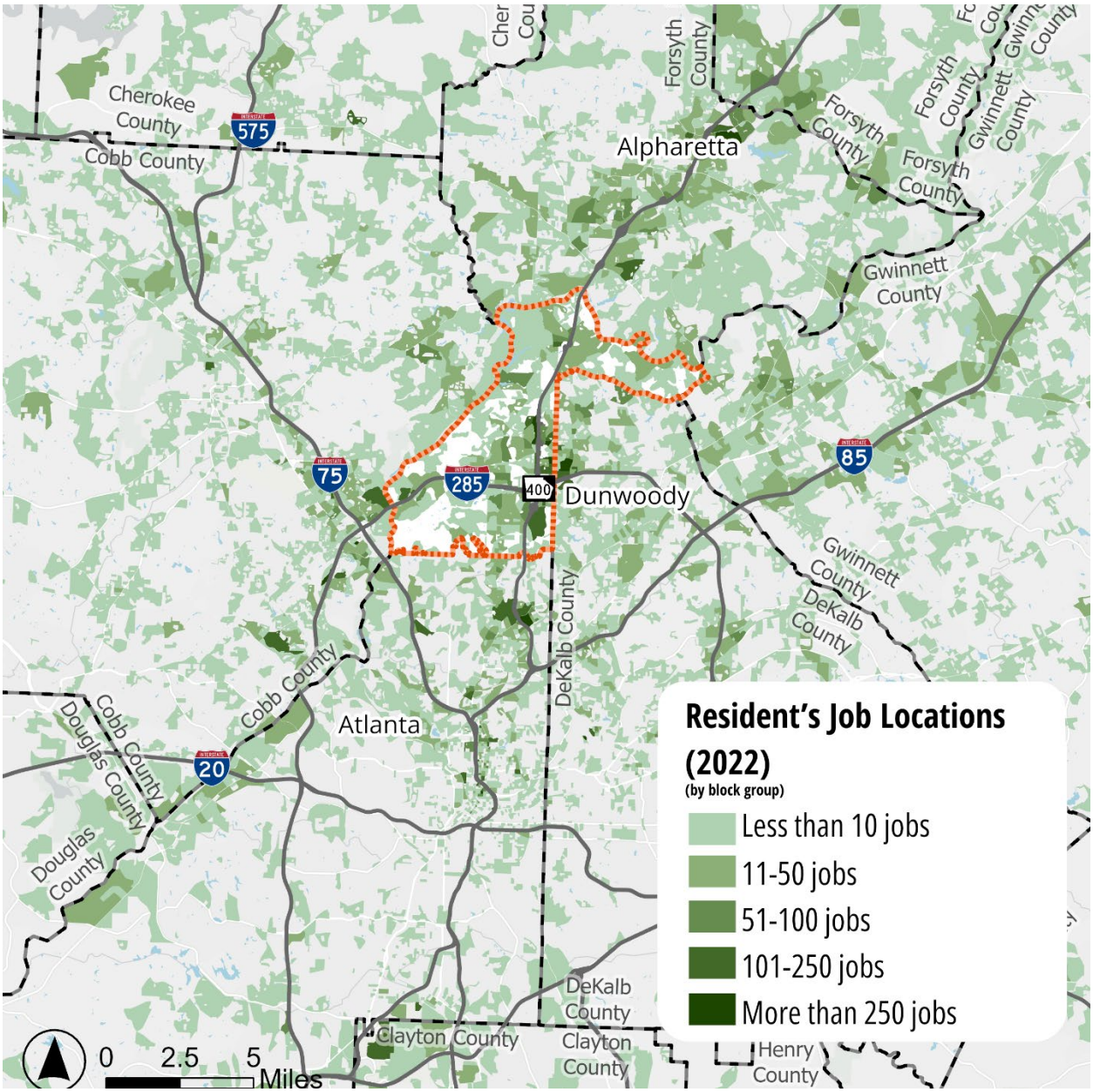


Figure 19. Residents' Job Locations

How Residents Get to Work

According to the 2023 ACS 5-year estimates data, the average commute time for Sandy Springs residents traveling to work was 26.6 minutes. This is lower than Fulton County as well as Georgia's averages of 28 minutes and 29 minutes respectively. **Figure 20** represents the breakdown of Sandy Springs resident's commute modes, as listed in **Table 1**. Almost 60% of Sandy Springs residents commuted to work by driving alone, approximately the same percentage as Fulton County (59%). This represents a significant reduction from the 2018 ACS estimates referenced in the City's 2021 Transportation

Master Plan, which indicated that approximately 75% of residents drove alone to work. The most common alternative to driving alone was telecommuting, or working from home, which represented 29% of residents. This usually entails individuals working 2 to 3 days from home. This is a significant increase from 2018, when telecommuting represented only 9% of the city's mode of commute to work. Teleworking has increased throughout metro Atlanta as well as Georgia, with 33.3% of the state's employers reporting that employees work at least once remotely per two weeks.[5]

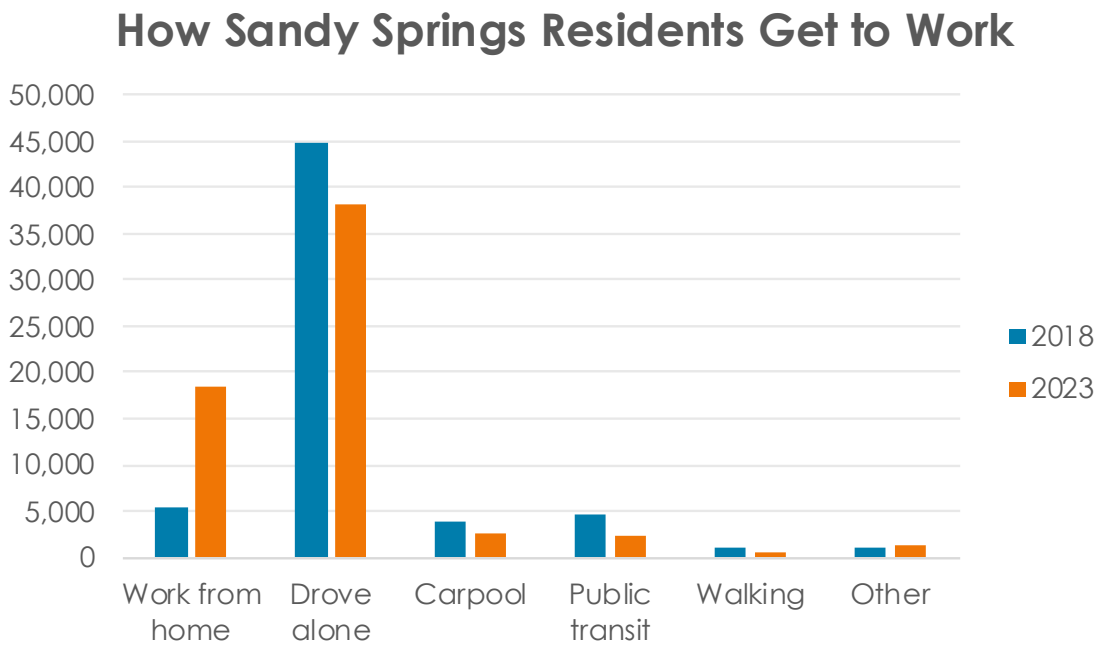


Figure 20. Sandy Springs Resident Commute Modes

Table 1. How people traveled

Travel Mode (comparison)	2018	2023
Drove Alone	74%	60%
Worked from Home	9%	29%
Other	2%	2%
Walking	2%	1%
Public Transit	7%	3%
Carpool	6%	5%

[5] Georgia Commute Options. (n.d.). Remote Work Remains Strong in Georgia. Retrieved from: https://gacommuteoptions.com/uncategorized/remote-work-remains-strong-in-georgia-new-data-shows

Employment Growth Projections

The ARC estimated a total of 125,379 jobs in Sandy Springs in 2020.[6] According to LEHD data, this grew to approximately 132,000 jobs in 2022. As reflected in **Figure 21**, the ARC estimates that the number of jobs in Sandy Springs is expected to grow to 139,663 by 2030, 145,260 jobs by 2040, and 150,150 jobs by 2050. These statistics include jobs for employers with an administrative address in Sandy Springs, but are not necessarily an estimate of the number of people physically working in the City. Also, people who work from home or telework within the City for an employer with an administrative address elsewhere are not included in the estimate of jobs within the City. Compared to 2020 levels, the City is expected to create approximately 25,000 new jobs, representing a 20% increase in employment over the 30-year period. In comparison, Fulton County is expected to see a 23% increase in employment over the 30-year period.

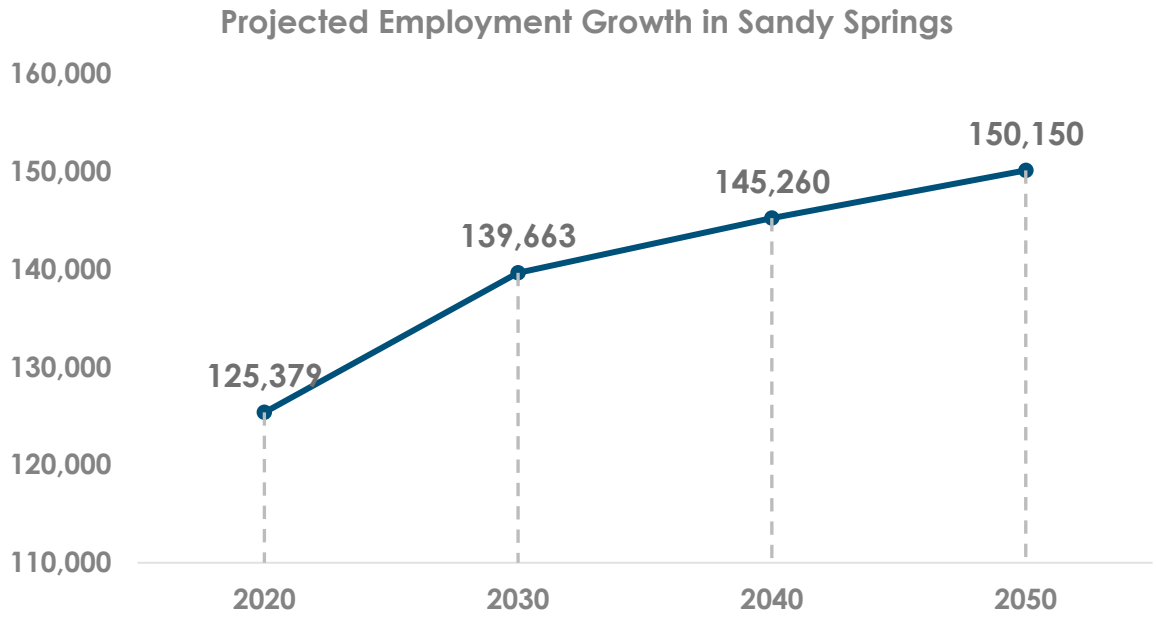


Figure 21. Projected Employment Growth in Sandy Springs

[6] Atlanta Regional Commission. (). *Population and Employment Forecasts.* Retrieved from https://atlantaregional.org/what-we-do/research-and-data/population-employment-forecasts/

Land Use

Introduction

Land use in Sandy Springs is largely driven by the Next Ten Comprehensive Plan (Next Ten plan), which was adopted in 2022 and builds on the City's 2017 Comprehensive Plan. The plan identifies the City's desires to balance the needs of a densifying and maturing community with the preservation of neighborhoods and lays out priorities for each of its character areas, shown in **Figure 22**. Priorities identified through the Next Ten plan include preserving the neighborhood character while allowing targeted growth in appropriate areas; creating connected, walkable places through street networks, trails, and pedestrian infrastructure; supporting multiple transportation modes to reduce automobile dependence; focusing growth around MARTA stations; and revitalizing key corridors such as SR 9/Roswell Road and Peachtree-Dunwoody Road as multimodal boulevards. This section highlights the City's land use characteristics and their relation to its transportation needs.

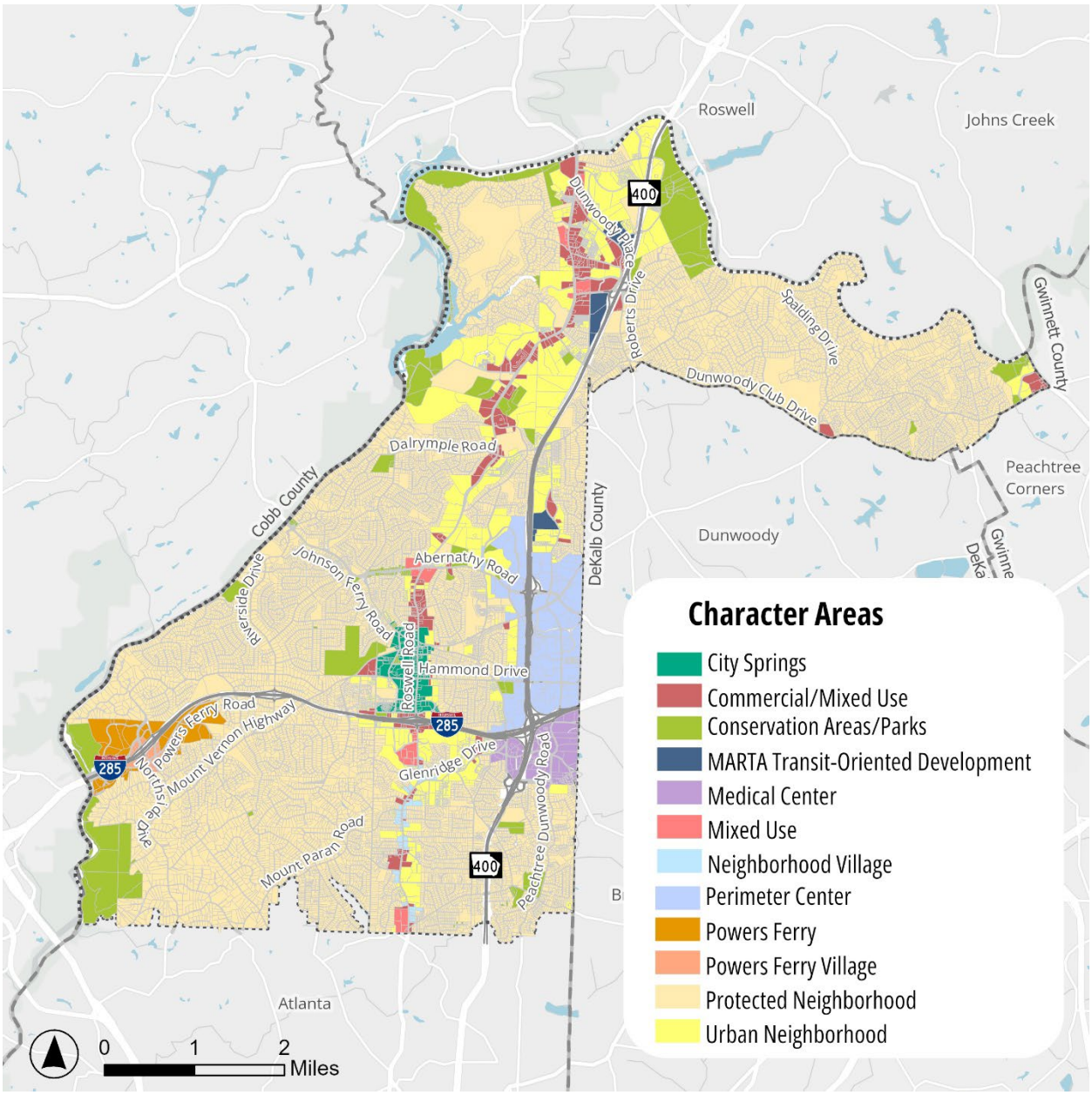


Figure 22. Sandy Springs Character Areas (adopted in 2021).

Land Use and Environment

Future growth in Sandy Springs will largely occur in the form of redevelopment, with new land uses replacing aging and underutilized buildings. This redevelopment strikes a balance between the pressures of growth and the city's natural character. This will help better protect neighborhoods and conserving land for parks, recreation, and other public green spaces.

The greatest land use area in Sandy Springs is low-density single-family residential development. Commercial, retail, and employment uses are concentrated along the Roswell Road corridor and within the Perimeter business district. The land patterns have resulted in a transportation system anchored by the use of private vehicles as the primary form of travel. Residential uses account for roughly half of the developed land in Sandy Springs, while commercial uses are focused in the Perimeter Center area, SR-9/Roswell Road corridor, and Powers Ferry area. The Next Ten plan aims to limit new development in existing single-family neighborhoods and leverage growth to replace existing auto-centric commercial areas with denser nodes that enable residents to live, work, and play without relying on automobiles. Specific target areas include Perimeter Center, the SR-9/Roswell Road and Peachtree-Dunwoody Road corridors, and areas near MARTA rail stations (including the Medical Center area).

Sandy Springs' future development patterns and physical form will support transportation choices—including walking, bicycling, and transit—while accommodating an expanded range of high-quality housing options. The Next Ten plan promotes higher-density, transit-oriented growth around MARTA stations. It also encourages pedestrian-friendly streetscapes, especially on SR-9/Roswell Road and Peachtree-Dunwoody Road, and aims to transform Perimeter Center into a walkable live-work area. The city has limited East-West mobility, which it aims to address by providing connections over and across SR-400, pursuing a high-occupancy managed lane strategy for Johnson Ferry Road-Abernathy Road Corridor, and assessing long-term enhancements to Hammond Drive and Mount Vernon Highway.

Considering growth pressures, it will be vital to protect the City's extensive tree canopy and rolling terrain, which facilitate the City's strong connection to nature and its commitment to conservation. The Next Ten plan aims to preserve and enhance the City's tree canopy, particularly in areas with limited coverage, such as SR-9/Roswell Road and Perimeter Center. The plan also prioritizes the development of an expanded trail network to connect neighborhoods to green spaces and natural areas, as well as the construction of at least one footbridge over the river to enhance mobility and enable residents to experience car-free mobility throughout the City. The proposed and planned trails in the Trail Master plan will also connect Sandy Springs to neighboring cities and counties.

Community Resources

In addition to the parks and the river, Sandy Springs has a range of community resources as shown in **Figure 23** and **Figure 24**.

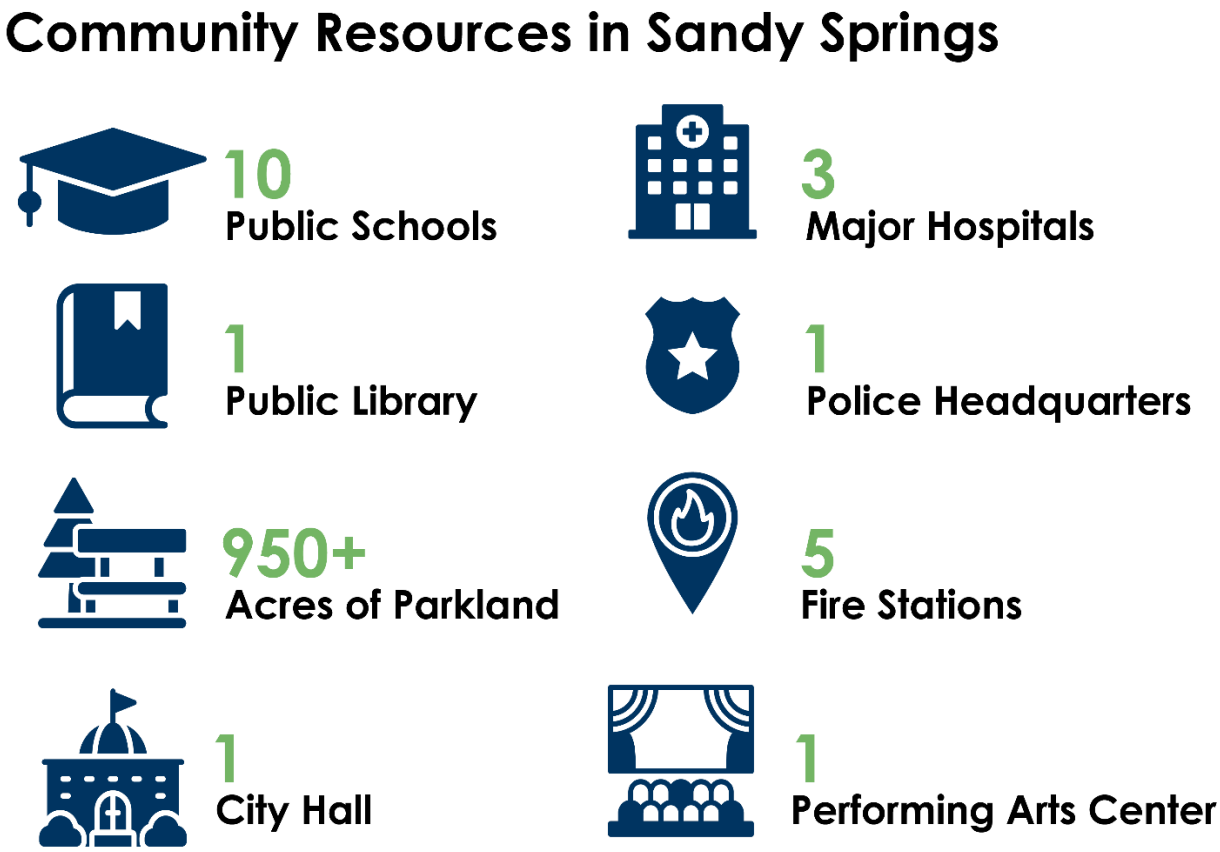


Figure 23. Community Resources in Sandy Springs

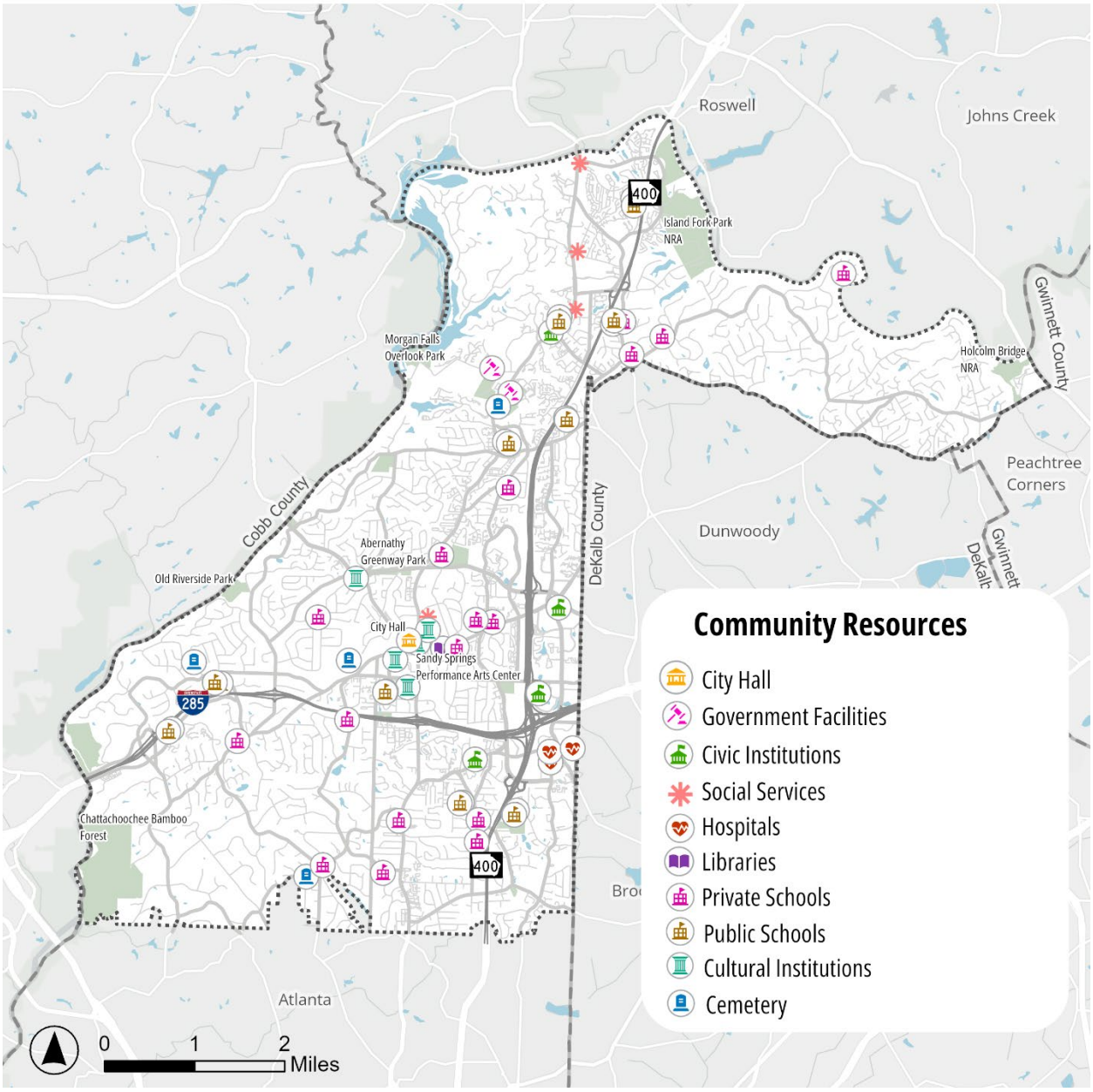


Figure 24. Map of Community Resources in Sandy Springs

Activity Centers

The ARC's Unified Growth Policy Map (UGPM) provides direction for future growth in the region based on local plans as well as ARC's PLAN 2040 policies. The UGPM defines Regional Centers as places that have 10,000 jobs or more in approximately four squared-miles and attract people from around the region for employment, shopping, and entertainment. As shown in **Figure 25**, two regional centers are located fully or partially in Sandy Springs: Perimeter, which covers the Perimeter Center and Medical Center areas, and Sandy Springs, which largely covers commercial development along the SR-

9/Roswell Road corridor.[7] Community activity centers are smaller than regional centers but serve a similar function. In Sandy Springs, these include City Springs, Powers Ferry Village, SR-9/Roswell Road, and the surrounding areas near the three MARTA stations within the city limits. These places play a pivotal role in ARC's land-use and transportation framework, serving as focal points for growth, transit investment, and mixed-use development.

ARC's Livable Centers Initiative (LCI) was created to reduce vehicle miles traveled and improve air quality in the region. The LCI study areas are eligible to receive funding for transportation projects that support ARC's goal of encouraging local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles, and provide improved access to jobs and services. As shown in **Figure 25**, three LCI study areas are fully or partially within Sandy Springs: Perimeter and Sandy Springs (both regional activity centers), and Roswell Road. The Roswell Road LCI area is located directly south of the Sandy Springs activity center area.

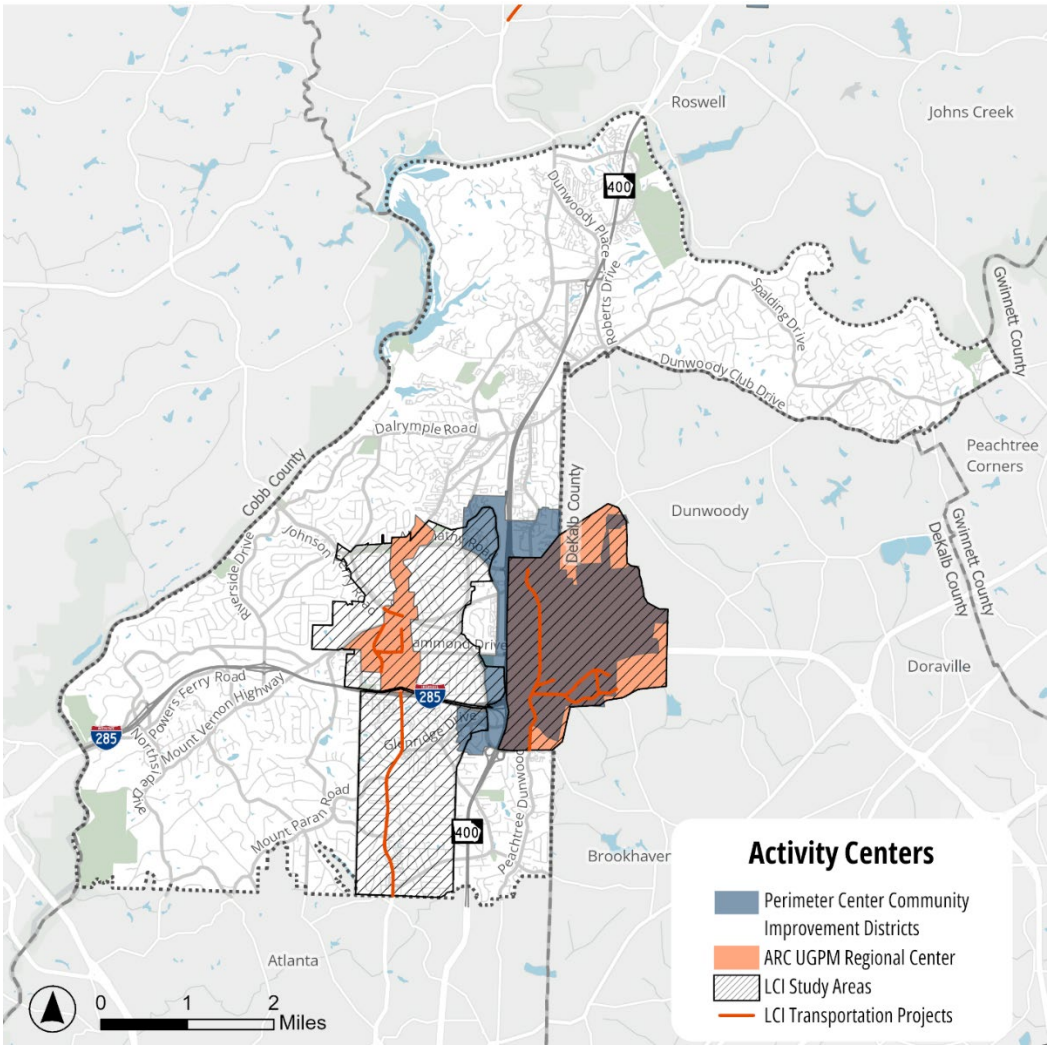


Figure 25. Sandy Springs Activity Centers

[7] ARC Unified Growth Policy Map. (2021).

The Next Ten plan identified a need to create a greater sense of place in Sandy Springs, which the existing built environment currently lacks. The Perimeter Center, despite being a vibrant employment hub remains a "drive in, drive out" place instead of functioning as an activity center. The City has opportunities to transform or enhance major activity centers by encouraging a mix of land uses at key nodes, as well as along major commercial corridors.[8]

The City is preparing design guidelines for six primary commercial and mixed-use areas in the city, as identified in the Next Ten plan (**Figure 26**). The guidelines will address the character of development in the following areas, as shown in:

1. Greater City Springs
2. Central Perimeter
3. North End
4. Powers Ferry
5. Neighborhood Village
6. Crossroads[9]

Future transportation initiatives should prioritize improving access to and within each of these focus areas.

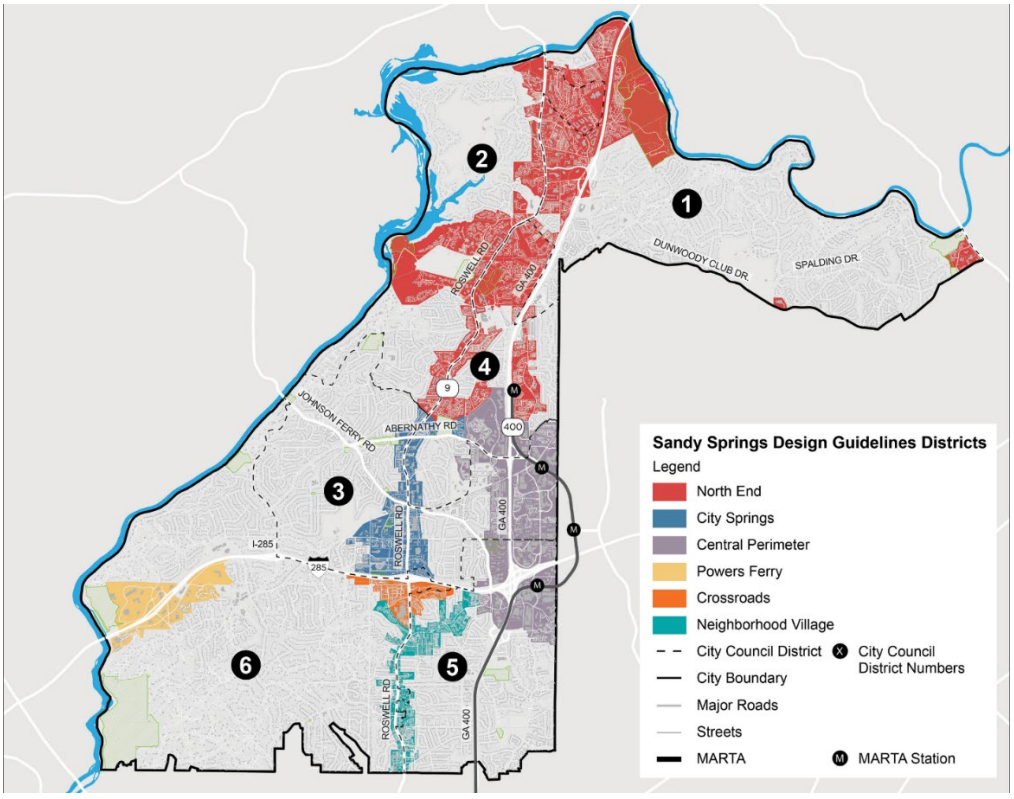


Figure 26. Development Focus Areas for Design Guidelines

[8] The Next Ten Comprehensive Plan. (2022).

[9] City of Sandy Springs. (2025). Design Guidelines. Retrieved from: https://www.sandyspringsga.gov/designguidelines

Roadways

The City's transportation network incorporates traditional infrastructure with new and emerging technologies to enhance system performance. This section covers the existing elements of roadways within the City of Sandy Springs, which encompass physical characteristics of the street network, conditions of related infrastructure (including bridges and pavements), and the utility of the roadways, including the freight network.

Street Network

The street network category focuses on the physical characteristics of the roadway, which include functional classification, facility ownership, number of lanes, and street typology.

Functional Class

Sandy Springs defines functional classifications of roadways based on guidance from GDOT and the Federal Highway Administration (FHWA), as follows:

- Interstates are federally designated highways by the Unites States Department of Transportation (USDOT), are limited access, and are constructed to maximize mobility.
- Expressways are like interstates as they are designed and constructed to maximize mobility, abutting land uses are not directly served by them, and they have limited on-and off-ramp locations.
- Principal Arterials serve major centers of metropolitan areas and provide high mobility, like interstates and expressways. Unlike interstates and expressways, Principal Arterials are not limited access, have more at-grade intersections, and serve abutting land uses directly.
- Minor Arterials are typically used for moderate-length trips and serve smaller geographic areas.
- Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling it to the arterial network. Collectors can be Minor or Major, and are used for shorter distance travel.
- Minor Streets, also known as local roads, are intended for short-distance travel and provide direct access to abutting land. Local roads make up the largest portion of the roadway network and are not intended for through-traffic.[10]

There are approximately 314 centerline roadway miles within the City boundary; minor Streets cover two-thirds of all roadways in Sandy Springs. **Table 2** below provides an overview of the percentage of total centerline roadway miles included within each functional class category. Note that this total does not include interstates, freeways, and ramps, or private streets and driveways, as they are not managed by Sandy Springs.

[10] Highway functional classification concepts, criteria, and procedures. FHWA, February 2023. https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

Table 2. Roadways by Functional Class

Functional Class	Total Miles (centerline)	Percent of Total Roadway-Miles	Example Facilities
Principal Arterial	12.9	4%	Abernathy Road
Minor Arterial	36.2	12%	Hammond Drive
Collector	46	15%	Spalding Drive
Minor Street	219.1	70%	Neighborhood Streets
Total	**314.2**	**100%**	

**Note: Excludes private streets and interstates and freeways*

Figure 27 on the following page illustrates roads in Sandy Springs based on functional class. The Sandy Springs functional classification system does not exactly match the statewide system developed by GDOT and ARC. GDOT has 7 categories, as shown in **Figure 28** – interstate, freeways/expressways, principal arterial, minor arterial, major collector, minor collector, and local roadways – that differ from the COSS approach, which groups interstates with freeways and expressways, identifies major and minor collectors as simply collectors, and refers to minor streets as local streets.

The minor differences between the two systems allow Sandy Springs to have more granular control over roadway typologies in the City. For example, Sandy Springs has designated Johnson Ferry Road as a minor arterial west of Peachtree Dunwoody Road and a collector east of Peachtree Dunwoody Road, while GDOT has designated Johnson Ferry Road as a minor arterial for the entirety of the road's length within Sandy Springs.

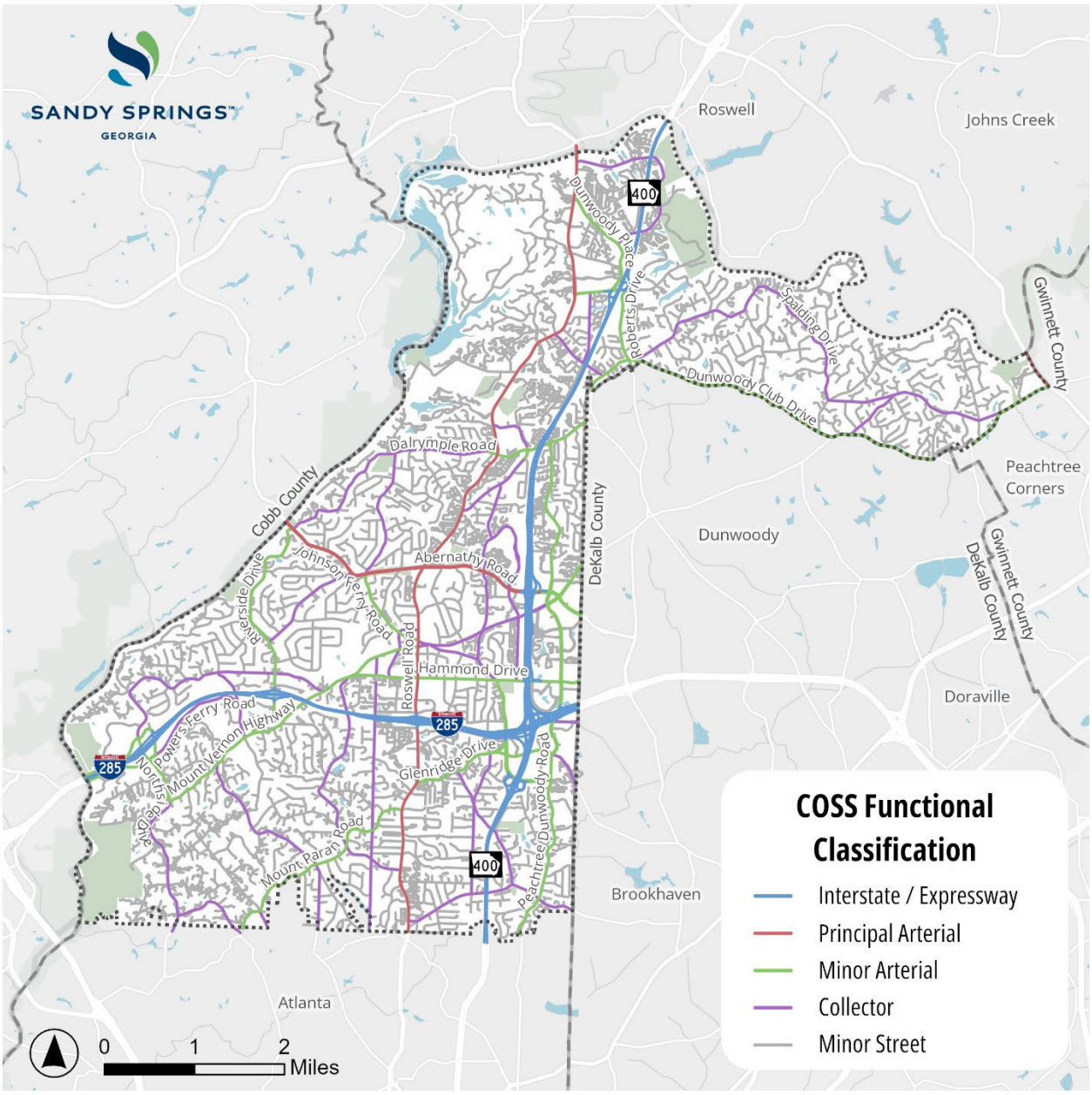


Figure 27. COSS Roadway Functional Classification

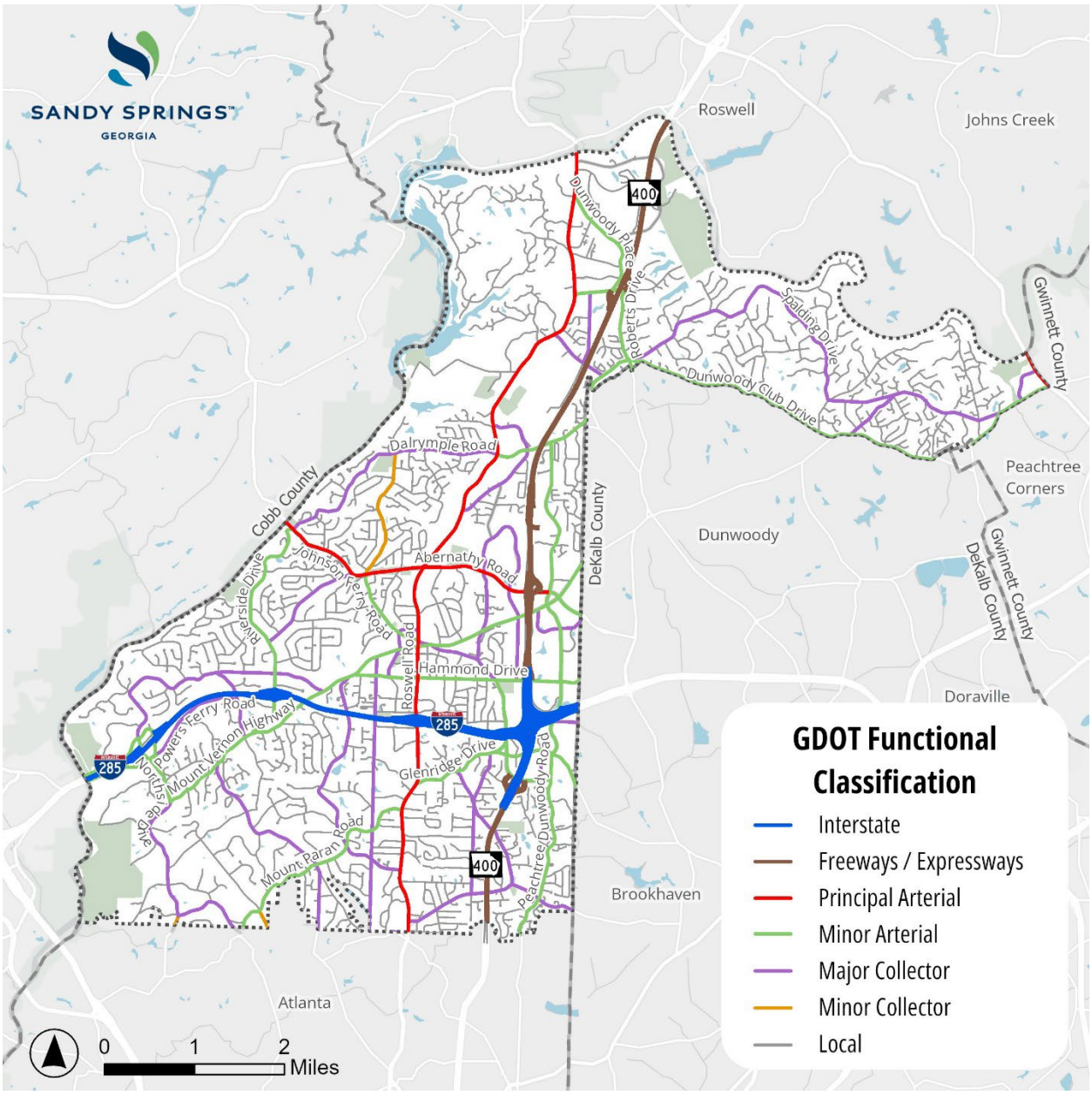


Figure 28. GDOT Roadway Functional Classification

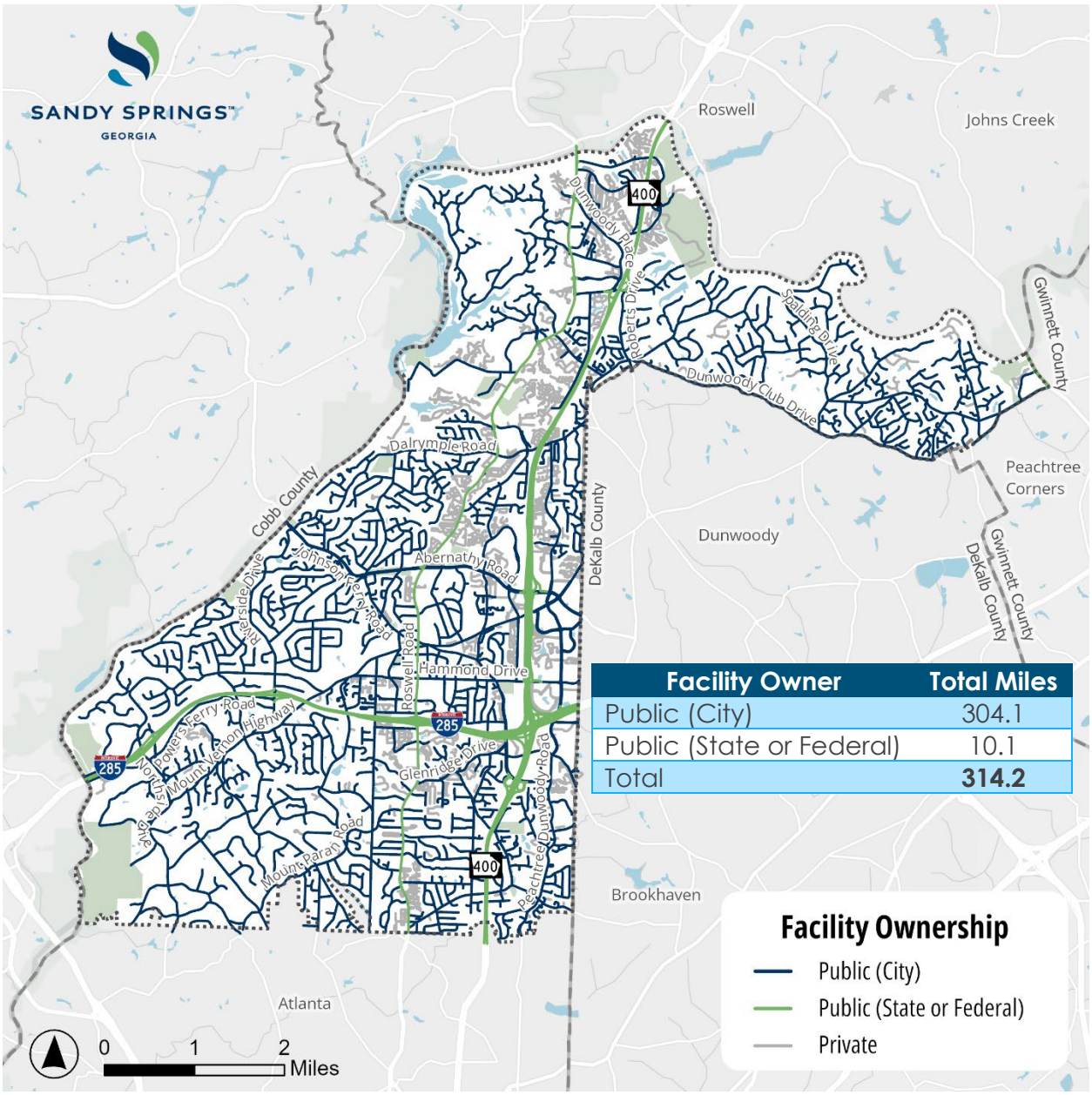
Street Typology

The City of Sandy Springs developed and adopted a street typology system, outlined in the City's development code, designed to establish a vision for street function within the context of land use and to provide guidance on street design at a more granular level than the functional classification. The code includes a street framework map that assigns a Type A-F to major streets within the city boundary.[11]

[11] City of Sandy Springs Technical Manual. 2024. https://library.municode.com/ga/sandy_springs/codes/technical_manuals?nodeId=S2STFRMOMATYSEDEST

Facility Ownership

Within the City of Sandy Springs, the majority of roadways are publicly owned by the City of Sandy Springs or the State of Georgia. The remaining roadways are privately owned and are often classified as minor streets, but are often located within apartment complexes, gated neighborhoods, or commercial developments. **Figure 29** displays the various types of facility owners, along with the total number of centerline roadway miles each owner has jurisdiction over.



Facility Owner	Total Miles
Public (City)	304.1
Public (State or Federal)	10.1
Total	**314.2**

Figure 29. Roadway Ownership

Laneage

The number of lanes on a given roadway typically correlates with the functional class of the corridor, however, other factors such as traffic volume, freight designation, or proximity to key destinations can also play a role. Bi-directional facilities can be counted in a single direction or in both directions. In Sandy Springs, as shown in **Figure 30**, local roads usually have 2-3 lanes, whereas interstates and expressways may have 8 or more lanes. The total number of lanes on expressways is for the mainline only. The collector/distributor lanes along I-285 and SR-400 are not included in the total number of lanes being displayed in **Figure 30**.

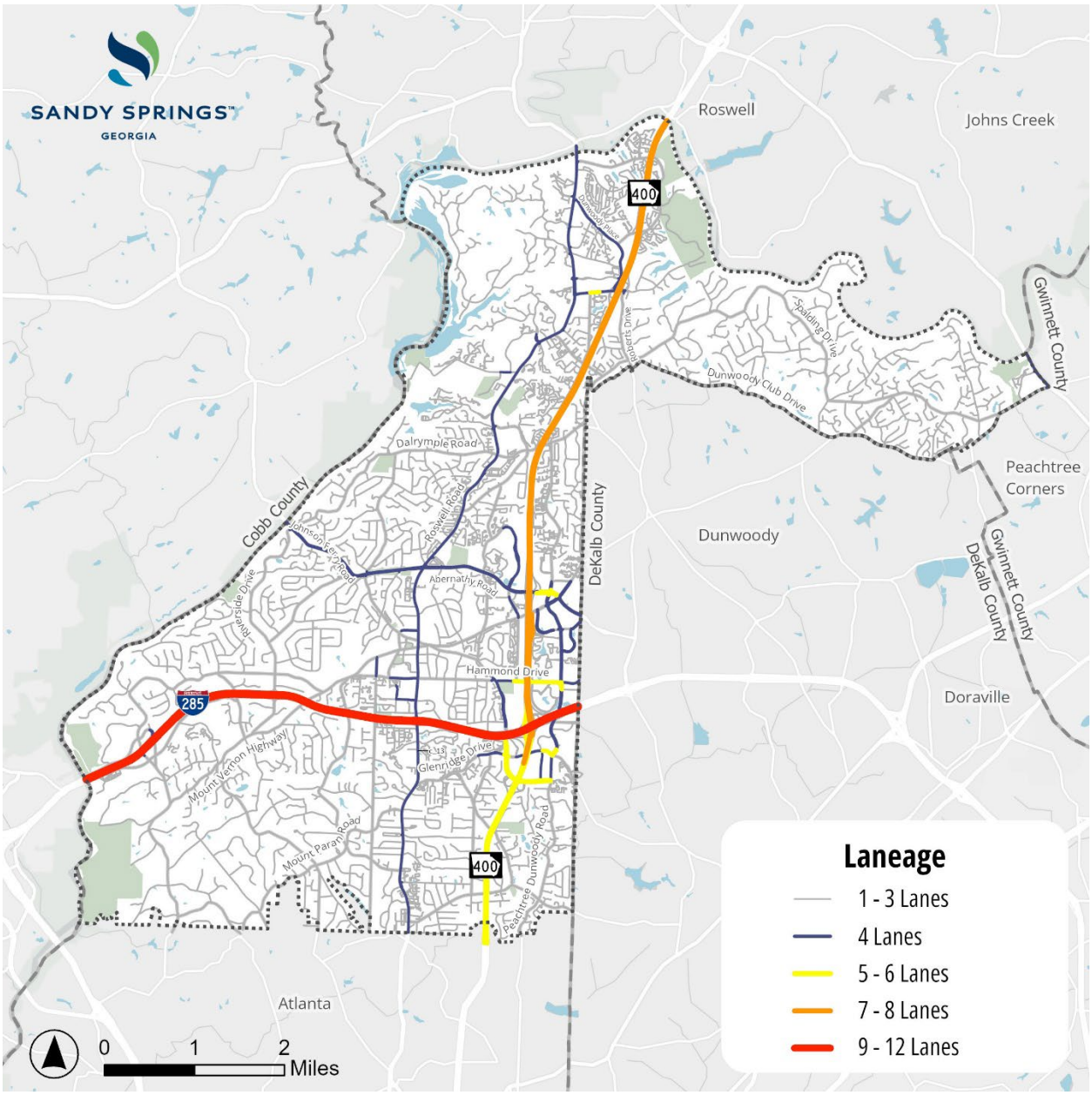


Figure 30. Roadway Laneage

Truck Routes

In 2026, the City of Sandy Springs adopted a new truck route ordinance. A truck is considered a commercial vehicle that may be a single-unit or combination axle vehicle that carries freight, supplies, or cargo. Approximately 30% of all jobs in the Atlanta region are in freight-dependent industries, and 60% of freight is moved via trucks.[12] There were some issues identified with the previous version of the ordinance, which included a lack of a database of truck routes or maps showing their locations. The ordinance was revised to ensure that truck definitions were consistent with state and federal law, and a designated truck route map was adopted. The new truck route network includes federal and state routes, as shown in **Figure 31**.

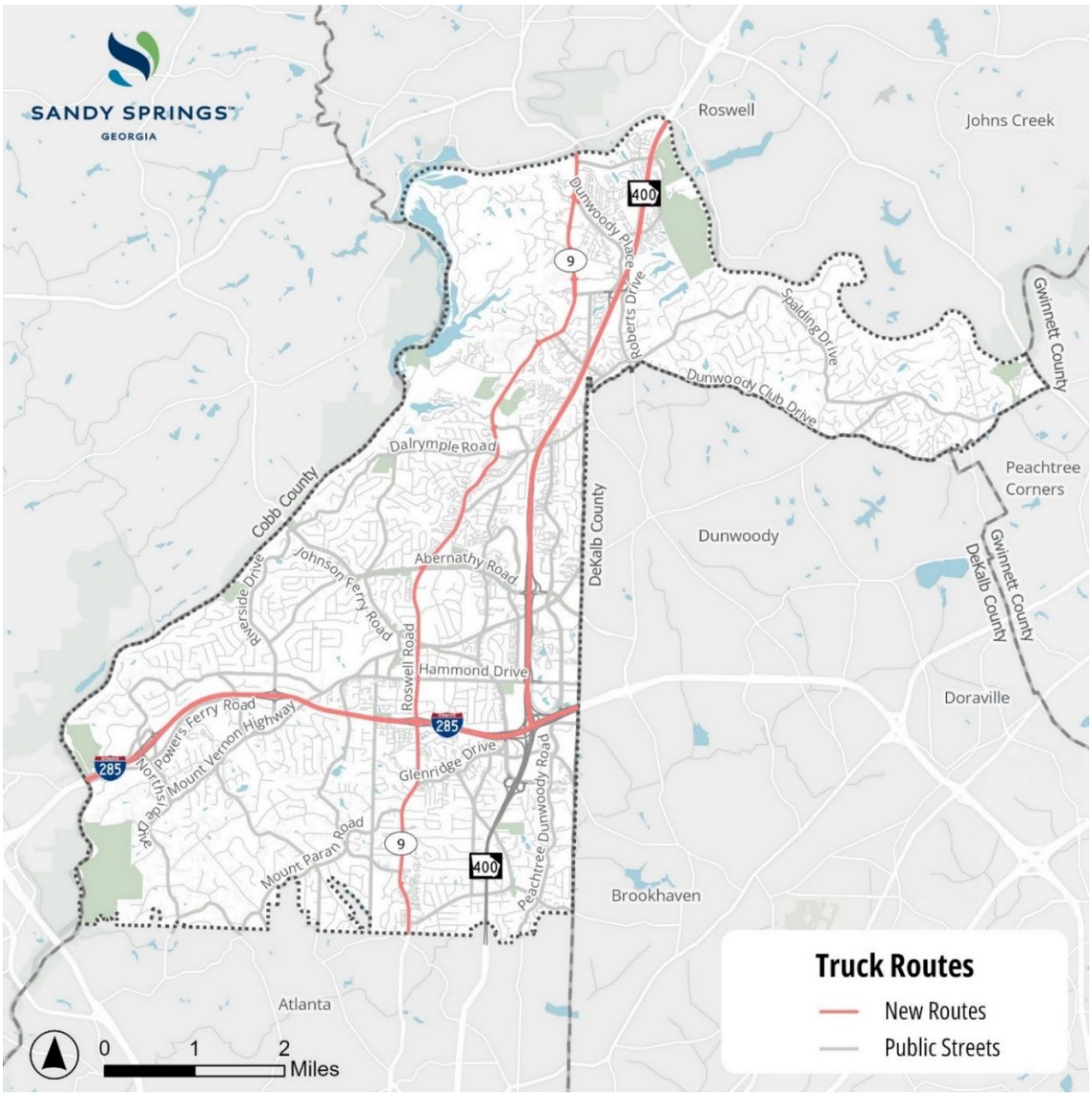


Figure 31. Map of the roadways included in the new truck route network

[12] Sandy Springs Public Meetings. City Council Work Session, February 3, 2026. https://sandyspringsga.portal.civicclerk.com/event/2085/files/attachment/6747

Bridge Inventory

There are a total of 45 bridges in Sandy Springs, of which 24 are owned and maintained by the Georgia Department of Transportation and 21 are owned and maintained by the City of Sandy Springs. Over time, bridge conditions deteriorate, and some bridges have been repaired to improve their condition. The FHWA maintains a National Bridge Inventory (NBI), which categorizes bridge structures, including all types of bridges and culverts, as either good, fair, or poor based on inspections.[13] Out of the 21 bridges that are owned and maintained by the City of Sandy Springs, 11 are in good condition, and 10 are in fair condition. There are no bridges currently in poor condition based on the NBI substructure condition data. **Table 3** outlines the city-owned structures and their condition, and the locations are shown in **Figure 32**.

Table 3. Bridges in Sandy Springs

Bridge Number	Location	Condition
121-5423-0	Spalding Dr. over Crooked Creek	Good
121-0293-0	Dunwoody Club Dr. over Ball Creek	Fair
121-0443-0	Northside Dr. over Long Island Creek	Fair
121-0451-0	Powers Ferry Rd. over Long Island Creek	Fair
121-0453-0	Riverside Dr. over Chattahoochee River Trib.	Good
121-0456-0	Long Island Dr. over Long Island Creek	Fair
121-0457-0	Johnson Ferry Rd. over Chattahoochee River	Fair
121-0458-0	Windsor Pkwy. over Nancy Creek	Fair
121-0592-0	Peachtree Dunwoody Rd. Over Nancy Creek Trib.	Good
121-0593-0	Hammond Dr. over Nancy Creek Trib.	Good
121-5030-0	Spalding Dr. over Ball Mill Creek	Good
121-5034-0	Brandon Mill Rd. over Marsh Creek	Fair
121-5035-0	Glenridge Rd. over Marsh Creek	Good
121-5036-0	Lake Forest Dr. over Long Island Creek	Fair
121-5093-0	Tanacrest Drive over Chattahoochee River Trib.	Good

[13] National Bridge Inventory (NBI). FHWA, 2023. https://www.fhwa.dot.gov/bridge/nbi.cfm

121-5176-0	Jett Rd. over Long Island Creek	Fair
121-5187-0	Kingsport Dr. over Long Island Creek	Fair
121-5217-0	Coles Way over Chattahoochee River Trib.	Good
121-5289-0	Glenlake Pkwy. over Marsh Creek	Good
121-5329-0	Peachtree Dunwoody over Nancy Creek	Good
121-5330-0	Riverside Dr. over Marsh Creek	Good

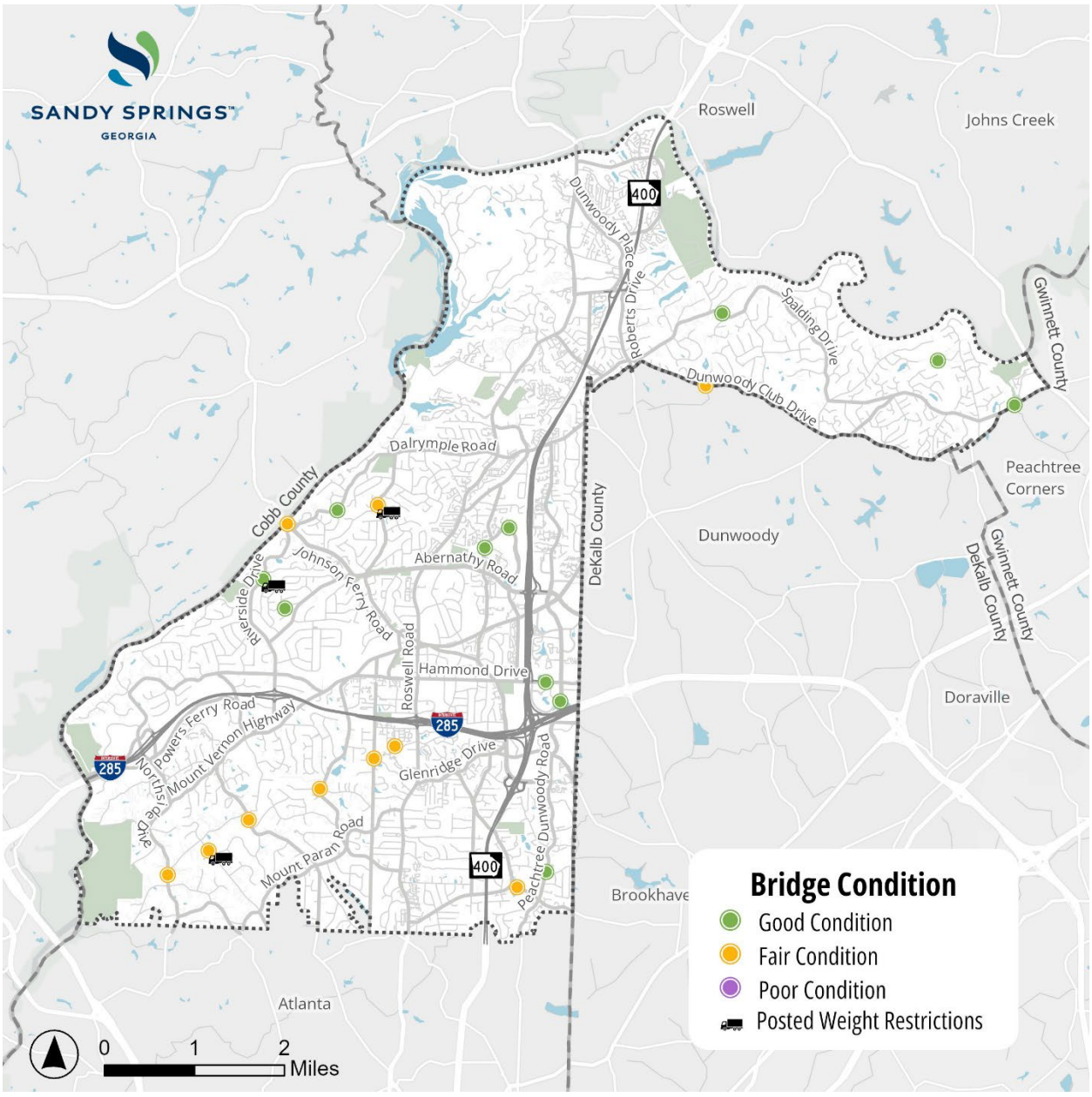


Figure 32. City-Owned Bridge Locations

Pavement Condition

The City of Sandy Springs conducts a road condition evaluation on a periodic basis and uses the Pavement Condition Index (PCI) score to determine the priority of roadways requiring resurfacing.[14] In 2023, the City employed a consultant to update the pavement condition inventory, develop a road rehabilitation program, and provide an estimate of the required budget to implement the rehabilitation efforts. The PCI score assesses distress that may be load-, materials-, or environment-related. The PCI includes seven ranges of scores, on a scale from 0 to 100, with 0 being the worst and 100 being the best. The PCI evaluation was used to develop a 3-year condition assessment and maintenance plan, and the data is displayed in **Figure 33**. The data used for **Figure 33** includes roads paved since 2023, but there is no change to the methodology.

[14] Practical Guide for Quality Management of Pavement Condition Data Collection. FHWA, 2013. https://www.fhwa.dot.gov/pavement/management/qm/data_qm_guide.pdf

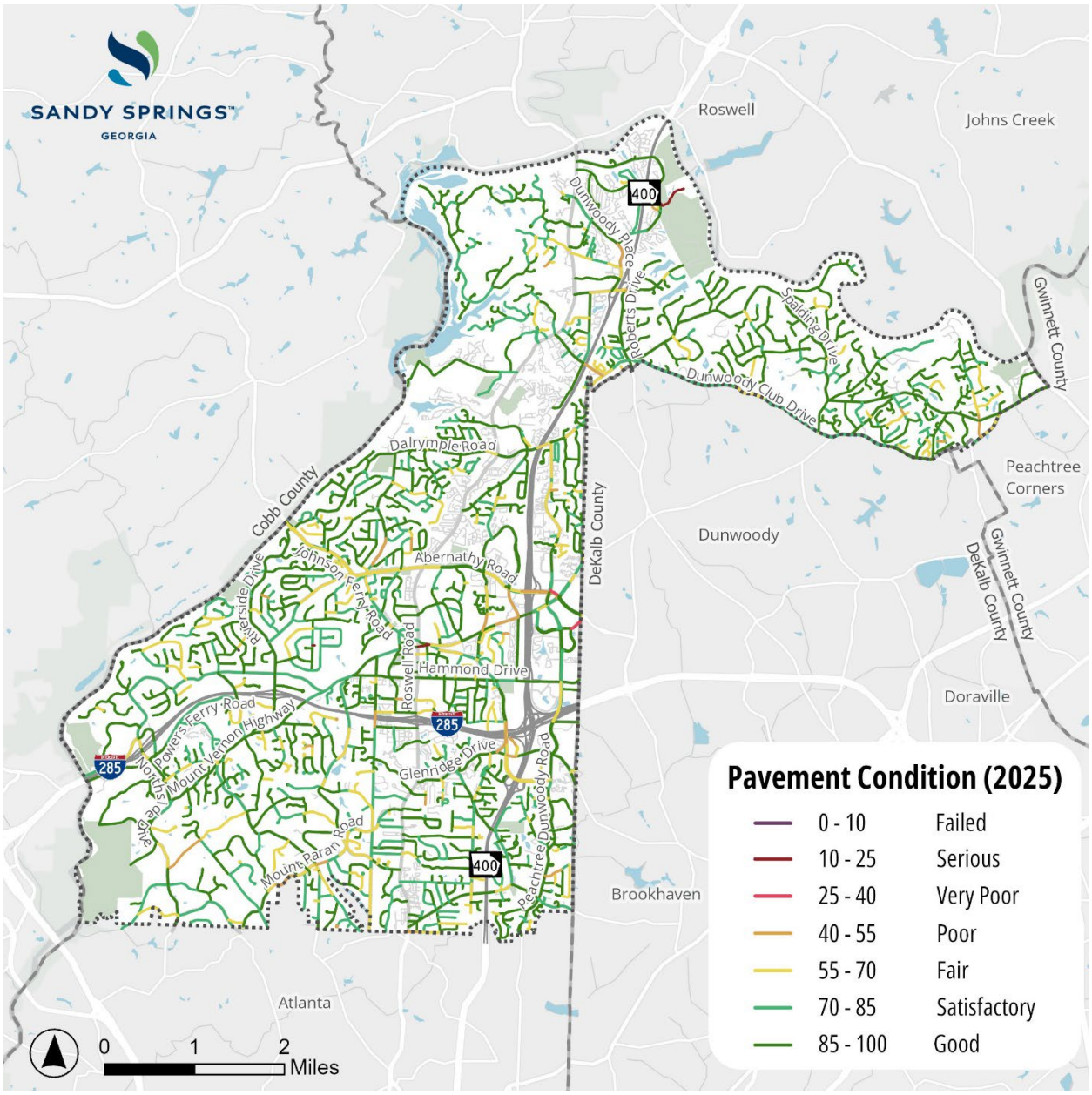


Figure 33. Roadway Pavement Condition

Safety

In 2025, the city made a public commitment to transportation safety by adopting the Safe Streets 4 Sandy Springs Safety Action Plan. To provide a comprehensive view of safety impacts within Sandy Springs, this section addresses three key areas:

- Crash History: Analysis of incident types and severity levels across all transportation modes from 2020 to 2024
- Traffic Calming: Standards for deploying traffic calming interventions on residential streets
- Safety Targets: Prospective safety objectives and focus areas for Sandy Springs

Crash History

Surface street crashes in Sandy Springs totaled 11,649 during the 2020-2024 period, according to GDOT Numetric data (this figure excludes crashes on I-285, SR-400, and associated ramps, as these facilities fall outside City jurisdiction).[15] Nearly 90% of surface street crashes were concentrated on ten major corridors within the City, with Roswell Road alone accounting for over one-third of all incidents. **Table 4** presents the top ten corridors experiencing the highest crash frequencies during this timeframe.

Table 4. High Crash Corridors

Corridor	Crashes*	Percent of Total**
SR-9/Roswell Road	3,880	33%
Peachtree Dunwoody Road	1010	9%
Abernathy	990	9%
Hammond Drive	890	8%
Glenridge	650	6%
Dunwoody Place	590	5%
Johnson Ferry	580	5%
Northridge	570	5%
Mount Vernon	410	4%
Riverside	290	2%

**Crash counts are estimations and not exact values, given the margin of error with crash reporting*
***Percentage is based on the top 10 corridors against the citywide total, so it is not intended to total 100%*

During the 2020-2024 timeframe, rear-end collisions were the predominant crash category, accounting for just over 37% of all surface street incidents. Such crashes generally occur under congested traffic conditions. Angle crashes constituted the second-largest category, accounting for nearly 37% of surface street crashes, which may be attributed to limited sight distances, problematic intersection configurations, or inadequate signal control at uncontrolled intersections. Additional crash types documented in Sandy Springs included same-direction sideswipes (14% of surface street crashes), collisions with non-vehicular objects (8%), head-on collisions (2%), and opposing-direction sideswipes (2%). **Table 5** below presents crash data organized by incident type for 2020-2024.

[15] GDOT AASHTOWare Safety, Numetric Database, 2020-2024.

Table 5. Crash Type by Year
** Crash counts are estimations and not exact values, given the margin of error with crash reporting*

Year	Crash Type*							Total Crashes
	Angle	Head On	Rear End	Sideswipe -Same	Sideswipe -Opposite	Collision not with Vehicle	Not Specified	
2020	750	41	921	287	32	188	1	2,220
2021	940	47	908	343	50	216	0	2,504
2022	928	60	943	356	39	203	0	2,529
2023	838	54	805	333	41	159	1	2,231
2024	813	44	766	318	39	185	0	2,165
Total	**4,269**	**246**	**4,343**	**1,637**	**201**	**951**	**2**	**11,649**
Percent	**36.6%**	**2.1%**	**37.3%**	**14.1%**	**1.7%**	**8.2%**	**0.01%**	**100%**

During the 2020-2024 period, property damage was the primary result of 77% of surface street crashes within the City, with the remaining 23% resulting in at least one personal injury. Seven crashes resulted in fatalities. **Table 6** displays surface street crashes categorized by severity level.

Table 6. Percent Property Damage Only Crashes
** Crash counts are estimations and not exact values, given the margin of error with crash reporting*

Year	PDO	Injury	Fatal	Unknown	Total Crashes*
2020	1,704	498	2	16	2,220
2021	1,914	575	2	13	2,504
2022	1,938	574	1	16	2,529
2023	1,697	533	1	1	2,232
2024	1,686	475	1	4	2,166
Total	**8,939**	**2,653**	**7**	**50**	**11,649**
Percent	**76.7%**	**22.8%**	**0.1%**	**0.4%**	**100%**

Serious Injury and Fatal Crashes

From 2020-2024, there were 116 crashes resulting in serious injuries or fatalities (KA crashes) in Sandy Springs. As shown in **Figure 34**, the most pronounced concentrations of KA crashes were observed along SR-9/Roswell Road in two segments: between Johnson Ferry Road and Maryeanna Drive (immediately south of I-285), and between Dalrymple Road NE and Morgan Falls Road. Serious injury crashes were also clustered in the vicinity of Dunwoody Place and portions of SR-9/Roswell Road in the northern end of the City.

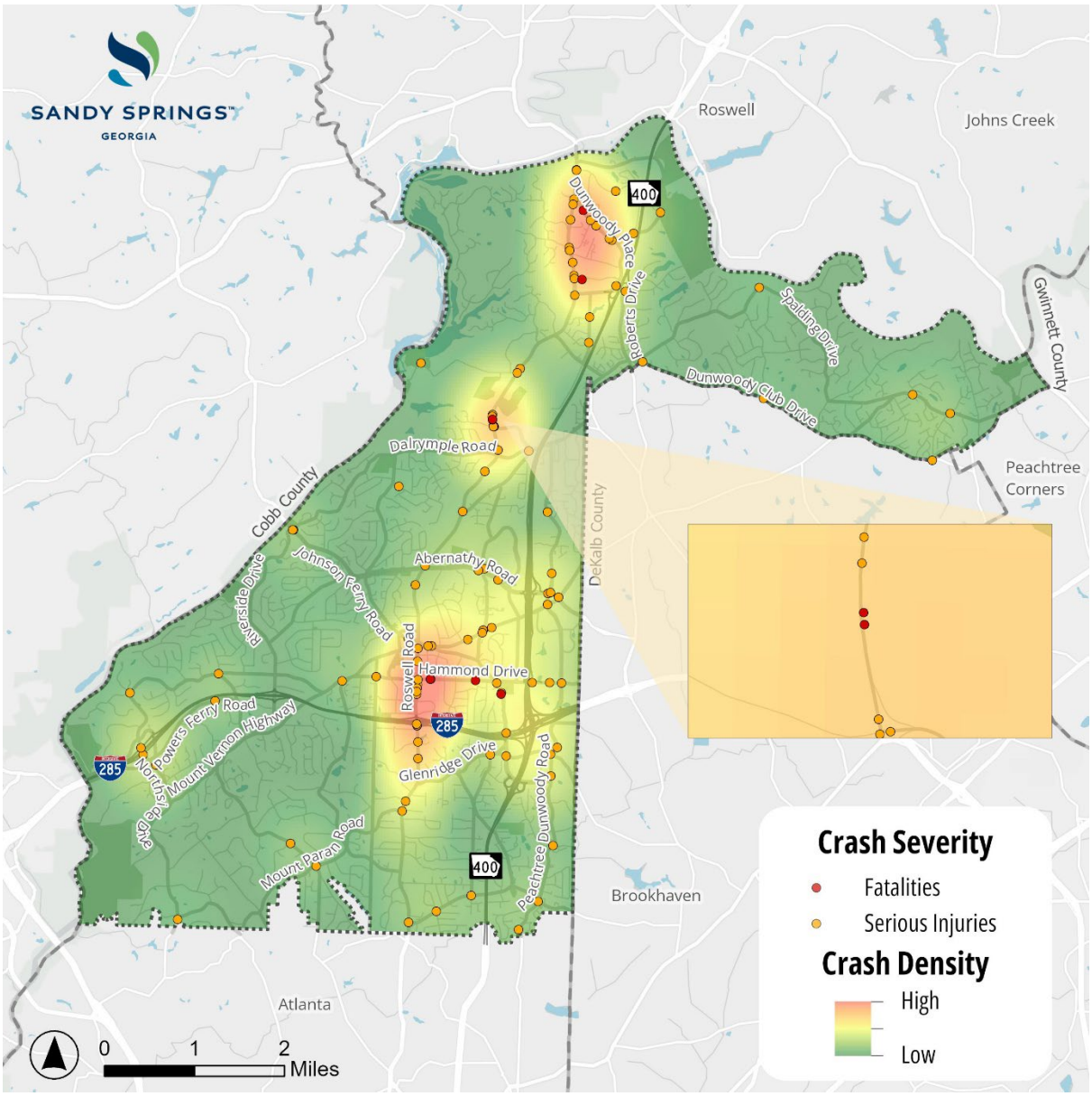


Figure 34. Crash Severity for all Crashes from 2020 to 2024
Note: Source data included multiple sources, including Numetric and Sandy Springs crash data. During analysis, some discrepancies were detected in the crash data, and the analysis relied upon city data. This data does not include crashes on the expressways (I-285 or SR-400).

Bicycle and Pedestrian Crashes

Bicycle- and pedestrian-involved crashes encompass collisions between motor vehicles and individuals walking or using micromobility devices. During the 2020-2024 period, Sandy Springs surface streets recorded 107 pedestrian-involved and 3 bicycle-involved crashes. Of these, there were 2 pedestrian fatalities and 1 bicyclist fatality. SR-9/Roswell Road had more than 40% of all pedestrian-involved crashes and nearly 30% of bicycle-involved crashes. Crashes involving bicyclists and pedestrians had higher rates of serious injuries and fatalities than automobile-only incidents. Whereas approximately one percent of motor vehicle-only crashes produced severe injuries or fatalities, 16% of pedestrian-involved crashes and 13% of bicycle-involved crashes resulted in severe injuries.

Traffic Calming

Sandy Springs' location near major regional corridors and commercial hubs benefits residents and businesses; however, this connectivity also creates challenges for neighborhood livability. When main thoroughfares experience heavy congestion, drivers often divert onto local residential streets in search of faster routes. The Chattahoochee River, which bounds the city to the west, exacerbates this problem by limiting crossing points and funneling traffic through a limited network of available corridors.

The City's Neighborhood Traffic Calming Manual provides residents with a structured avenue to advocate for speed reduction and traffic mitigation measures on local streets (that receive non-local traffic) experiencing these issues.[16] Eligible streets must meet the classification of a minor street, display posted limits at or below 30 miles per hour (MPH), and comply with multiple safety standards outlined in the policy.

After safety criteria are met and at least three-quarters of the affected property owners sign a petition for a neighborhood agreement, the City can proceed with physical interventions to modify roadway features and enforce lower speeds, including radar speed feedback signs, chicanes, mini-roundabouts, splitter islands, and speed cushions. For areas that do not fully meet safety standards, alternative options are available, such as radar speed feedback signs that display real-time speed violations, improved pavement markings, and raised markers to visually encourage slower speeds.

Safety Targets

As noted previously, there were 12,092 crashes on surface streets in Sandy Springs between 2020 and 2024. Of these, 2,726 crashes resulted in at least one injury, and 11 resulted in a fatality. To help reduce the frequency of KA crashes, many local governments establish safety targets, accompanied by a framework to help strategically reduce the number of crashes. The Safe Streets 4 Sandy Springs Safety Action Plan is a foundation for the expansion of the City's Safety Program, which seeks to reduce the rate of KA crashes in the city.[17] The Safety Action Plan identifies two key goals (listed below) for reducing fatal & serious injury crashes in Sandy Springs:

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[16] Neighborhood Traffic Calming Manual. City of Sandy Springs Public Works Department, 2020. https://up.sandyspringsga.gov/sites/default/files/2021-07/Traffic%20Calming%20Manual.pdf

[17] Safe Streets 4 Sandy Springs Safety Action Plan. November 21, 2024 Public Meeting. https://up.sandyspringsga.gov/sites/default/files/2024-11/Combined%20Boards.pdf

City-Owned Streets

- Adopt a goal for the City of Sandy Springs to achieve zero fatal and serious injury crashes by 2040 on City-owned streets[18]

State Routes

- Work with Georgia DOT to establish safety goals for state routes and limited access facilities within the City to achieve a 5 percent annual reduction in fatal and serious injury crashes[18]

Technology

Sandy Springs has invested in comprehensive intelligent transportation systems (ITS) that strengthen current transportation network performance and prepare infrastructure for future technological advancements by enhancing "safety, mobility, connectivity, and efficiency throughout all modes of travel."[19]

Existing ITS Network

The existing municipal ITS architecture integrates traffic management equipment, data collection units, and communication systems into a unified operational framework. A centralized Traffic Management Center (TMC) functions as the command hub for monitoring and controlling these interconnected systems. The Sandy Springs TMC coordinates with the GDOT SigOps program and adjacent jurisdictions for traffic operations.

Signalized intersections are the most visible part of the City's ITS platform. In total, the city operates 136 traffic signals, as shown in **Figure 35**. Of the 136 signals, 132 are within the Sandy Springs jurisdiction, and 131 are operated and maintained by Sandy Springs. One signal, located at the intersection of Riverside Drive and Johnson Ferry Road, is maintained by Sandy Springs but is part of Cobb County's operational system. Four of 136 signals are located in the City of Atlanta, are owned and maintained by GDOT, but are operated by Sandy Springs. Most intersections operate on standard timing plans, including fixed-time, actuated, and traffic-responsive modes, utilizing conventional hardware. Approximately two-thirds of the sites use Split Cycle Offset Optimization Technique (SCOOT), representing advanced adaptive signal control technology.

Given Sandy Springs' location along major regional travel corridors, signal performance optimization has broader implications beyond city limits. The City formerly utilized the GDOT Regional Traffic Operations Program (RTOP), which has recently migrated (rebranded) into the GDOT "SigOps" program, to address this regional coordination issue. Through SigOps (GDOT) involvement, all 136 signals benefit from coordinated timing

[18] Resolution to Adopt the Safety Action Plan and to Set a Goal and Timeline to Eliminate Roadway Fatalities and Serious Injuries in the City of Sandy Springs on City Owned Streets as part of the Safe Streets and Roads for All Program, State of Georgia, County of Fulton, 2025. https://live-unified-platform.pantheonsite.io/sites/default/files/ordinances/2025-04-042%20RES_To%20Adopt%20the%20Safety%20Action%20Plan%20%26%20to%20Set%20a%20Goal%20%26Timeline%20to%20Eliminate%20Roadway%20Fatalities%20%26%20Serious%20Injuries%20in%20the%20COSS%20as%20Part%20of%20the%20SS4A%20Program_0.pdf

[19] ITS Master Plan, City of Sandy Springs, 2019.

strategies, upgraded equipment installations, and ongoing performance monitoring that help ensure smooth regional traffic flow.

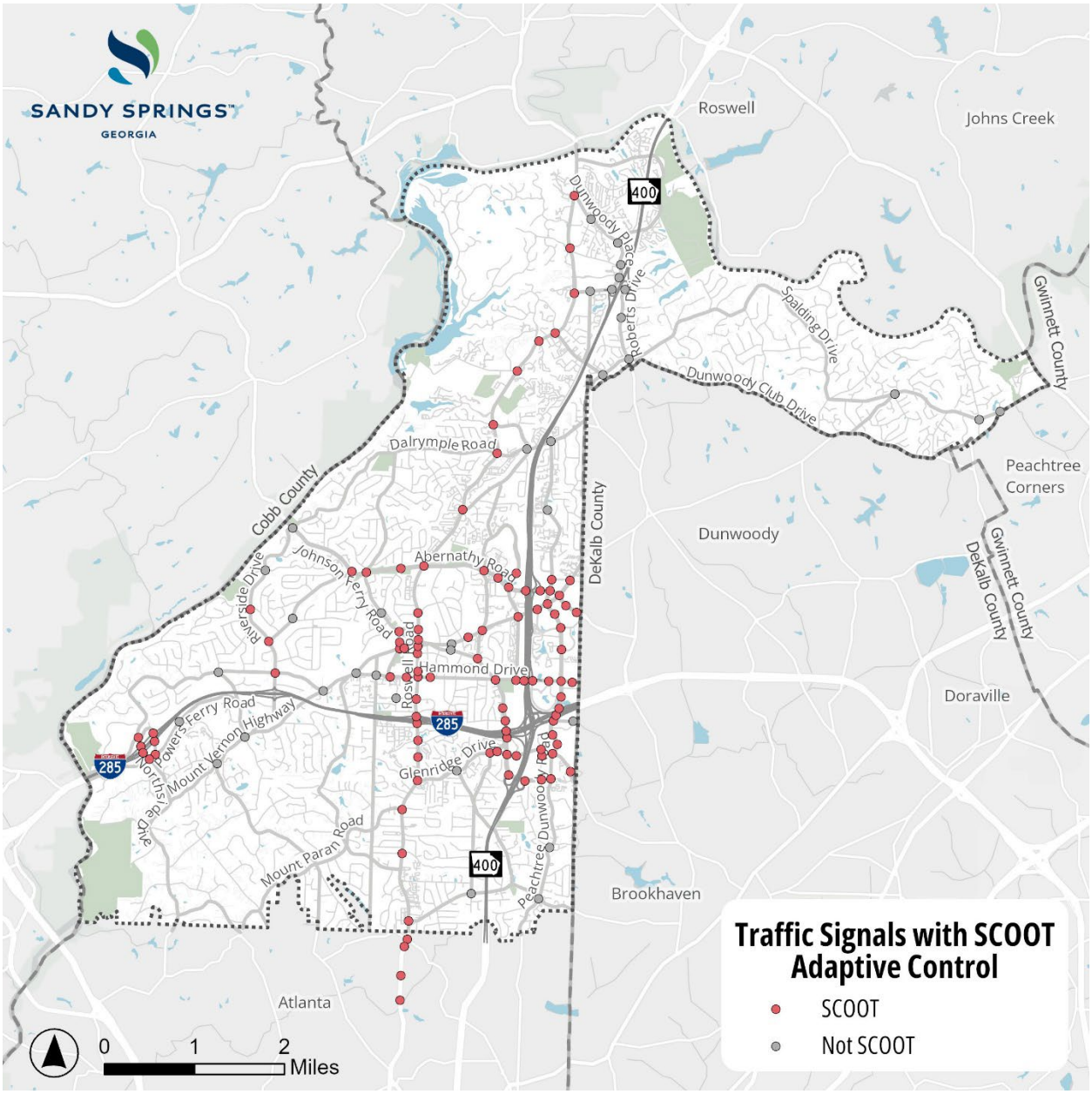


Figure 35. Traffic Signals with SCOOT adaptive control

In addition to traffic signals, **Figure 36** highlights the other specialized traffic control applications utilized throughout the city, such as Pedestrian Hybrid Beacons (PHBs), formerly known as High-Intensity Activated Crosswalk (HAWK) beacons, as well as school zone radar speed feedback signs, speed advisory signs, and vehicle approaching warning flashers.

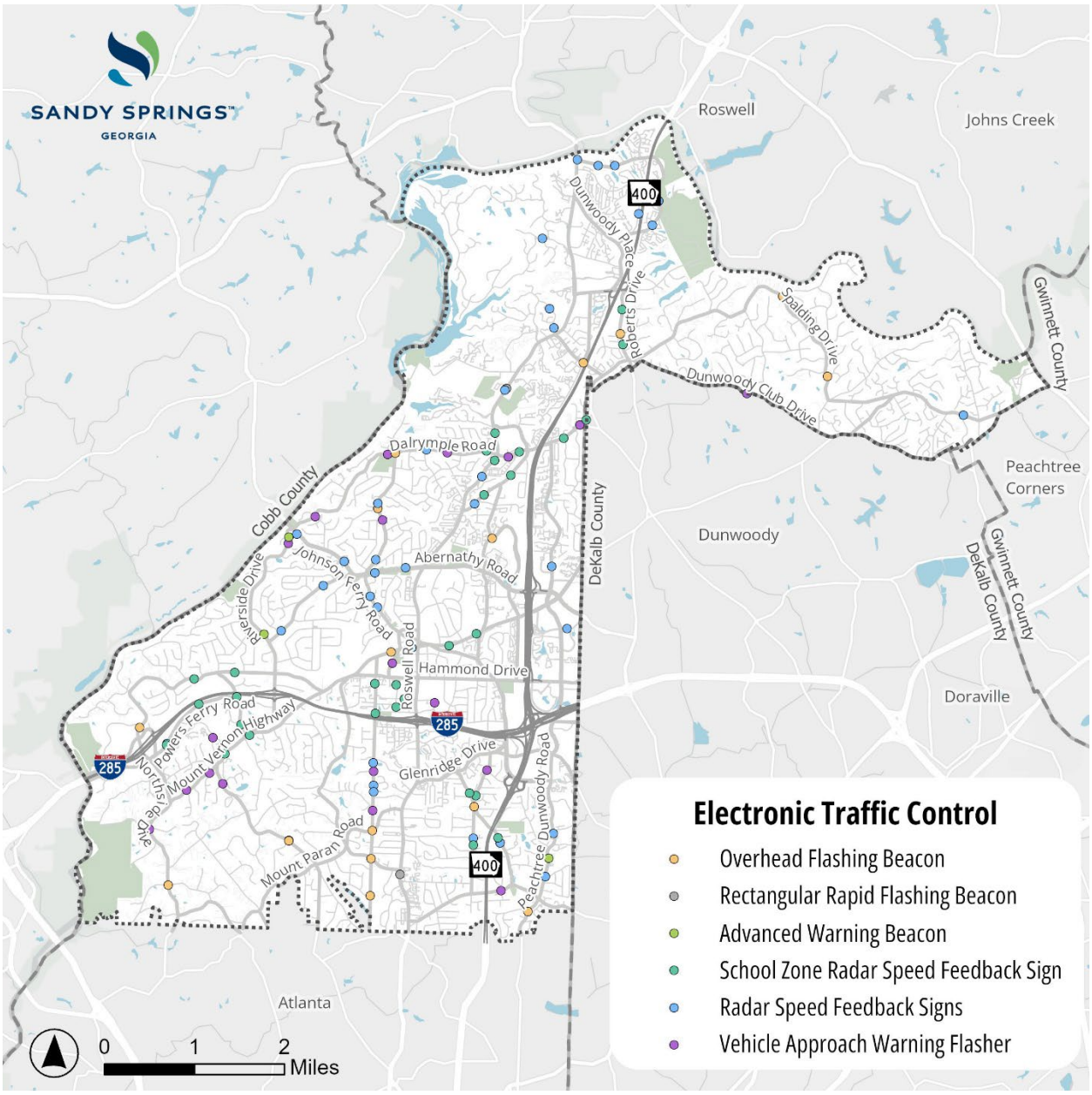


Figure 36. Electronic Traffic Control Types

Real-time operational intelligence serves as the foundation for responsive signal management. As highlighted in **Figure 37**, a 139-camera closed-circuit television (CCTV) traffic monitoring system that allows TMC operators to visually verify field conditions, facilitating incident detection, confirmation, and equipment status checks. Remote camera controls from the TMC enable flexible monitoring throughout the network.

Corridor travel time tracking is monitored by 81 BlueTOAD sensor nodes installed at signalized locations throughout the system. These sensors detect Bluetooth signals from passing mobile devices, creating datasets that show travel speed, travel time, and origin/destination patterns.

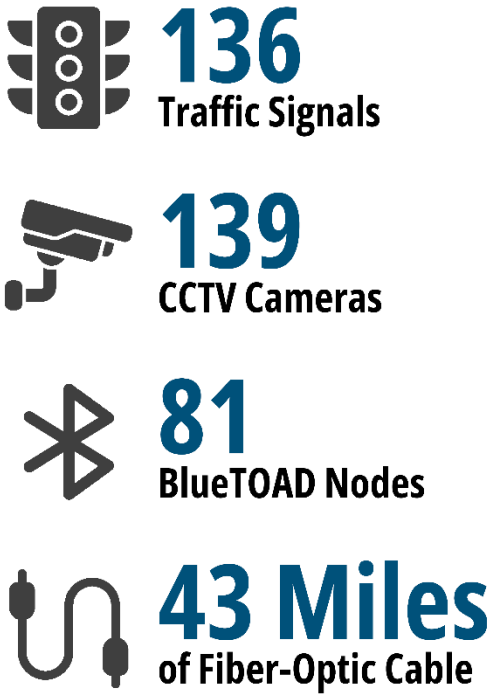


Figure 37. Sandy Springs ITS Network

Queueing data at individual intersection approach lanes is also required for proper signal operation. To collect this data, the city uses a variety of detection methods. Other examples include push buttons at crosswalks for pedestrian detection, or emergency vehicle preemption at every signal in the city.

Traffic signals and data collection units are linked to the TMC via a network of fiber-optic cables and other communication equipment. This connectivity supports the operation of the entire City's ITS infrastructure, including traffic control systems, CCTV cameras, Bluetooth nodes, and detection devices. The locations of these devices are shown in **Figure 38**.

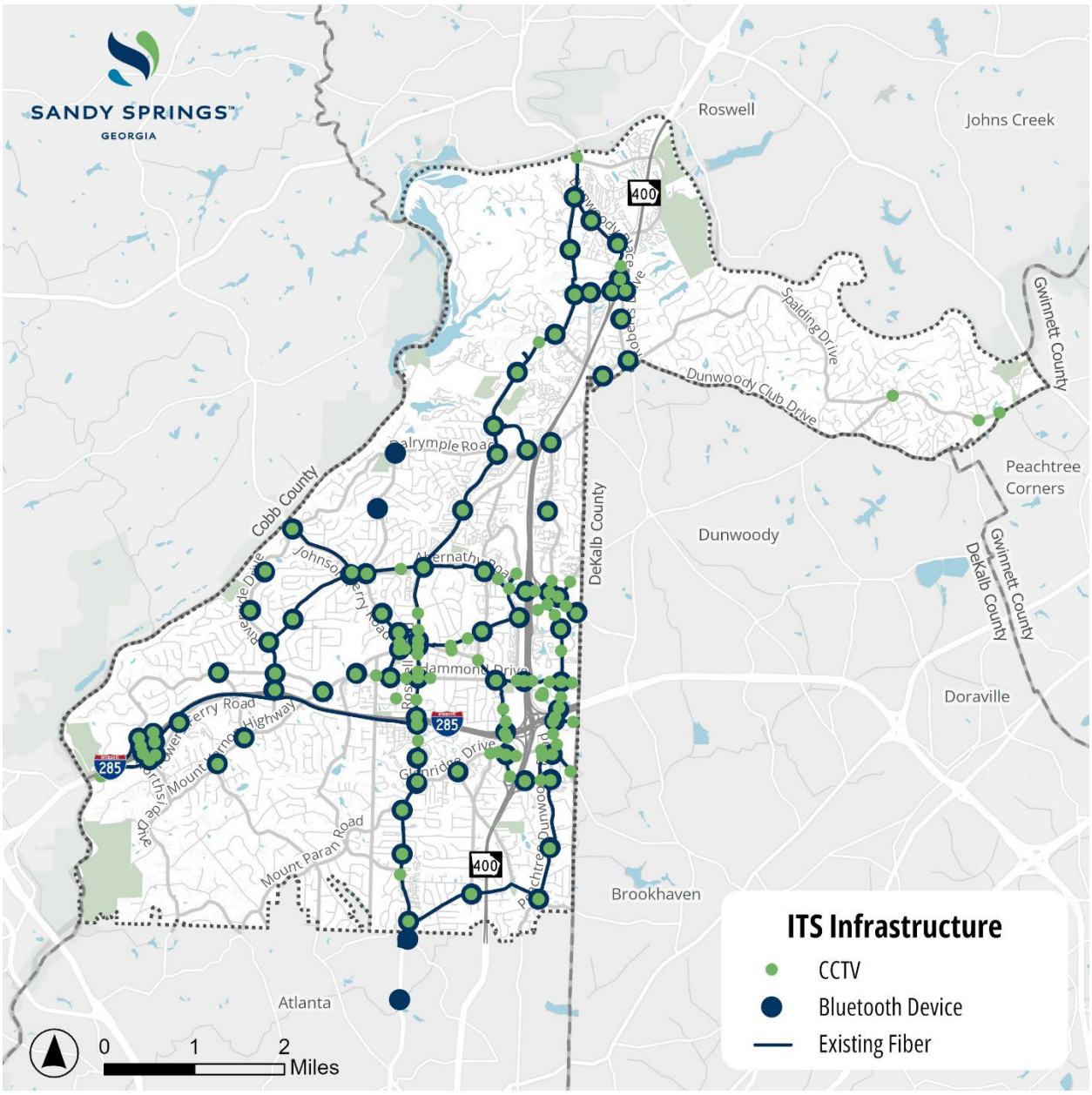


Figure 38. Sandy Springs ITS Infrastructure

Level of Service (LOS)

LOS is a standard transportation metric of roadway congestion to describe operating conditions experienced by automobile users. LOS is calculated through volume-to-capacity (V/C) ratios, which is based on the ratio of traffic demand (volume) to the maximum sustainable flow rate (capacity). **Figure 39** presents the worst LOS conditions of the morning and the afternoon peak periods in the City of Sandy Springs based on the Atlanta Regional Commission's Activity-Based Model (ARC ABM). It is calculated LOS A/B to LOS F indicate roadway conditions ranging from free-flow operations to severe congestion.

The current spatial distribution of LOS shows strong commuter travel patterns associated with regional employment centers. The most congested roadways with LOS E or F are concentrated along state routes, such as I-285 and SR 400. Major arterials that provide access to these highways also experience severe congestion, including Riverside Drive, Johnson Ferry Road, Hammond Drive, Abernathy Road, Dalrymple Road, and Roberts Drive. These facilities serve high volumes of commuter traffic traveling to the major employment centers in Perimeter Center and Downtown and Midtown Atlanta. Roads with lower levels of congestion (LOS A/B and C) are mainly collectors and local roads, serving and connecting the residential neighborhoods.

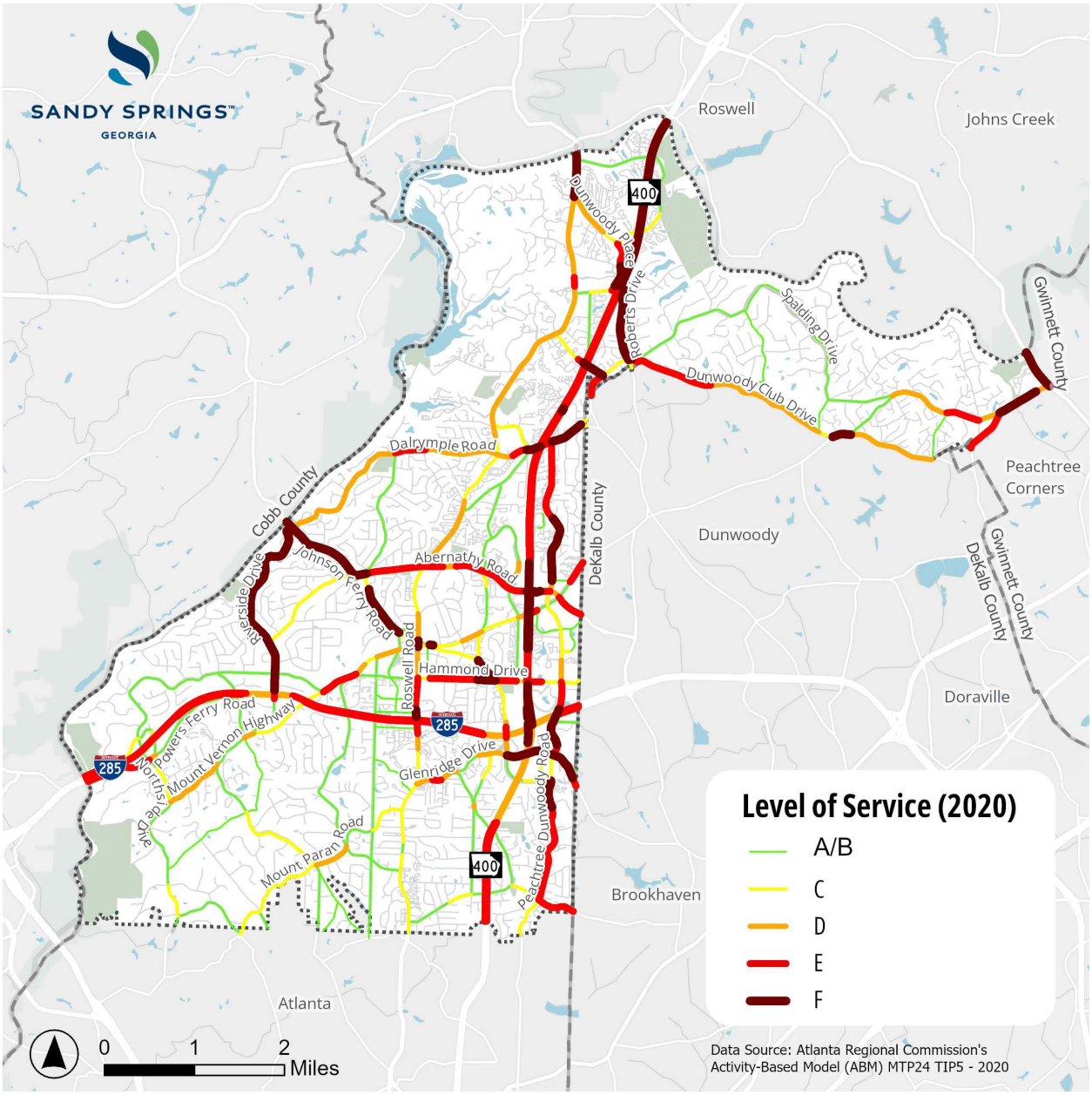


Figure 39. Sandy Springs LOS in 2020

Annual Average Daily Volume (AADT)

AADT is a basic measurement that indicates vehicle traffic load on a road segment. Retrieved from ARC ABM, **Figure 40** shows the AADT conditions in the City of Sandy Springs in 2020. High-volume roadways correspond closely with those exhibiting poorer LOS. Highways, including SR 400 and I-285, have the highest traffic volumes, over 150,000, including commercial freight. Major arterials intersecting with the highways, such as Roswell Road, Abernathy Road, Dunwoody Place, and Holcomb Bridge Road, have an AADT higher than 25,000. Certain segments in these corridors carry volumes exceeding 50,000 per day. In the residential neighborhoods, collectors and local roads have the lowest volume, with most of them having less than 10,000 vehicles per day.

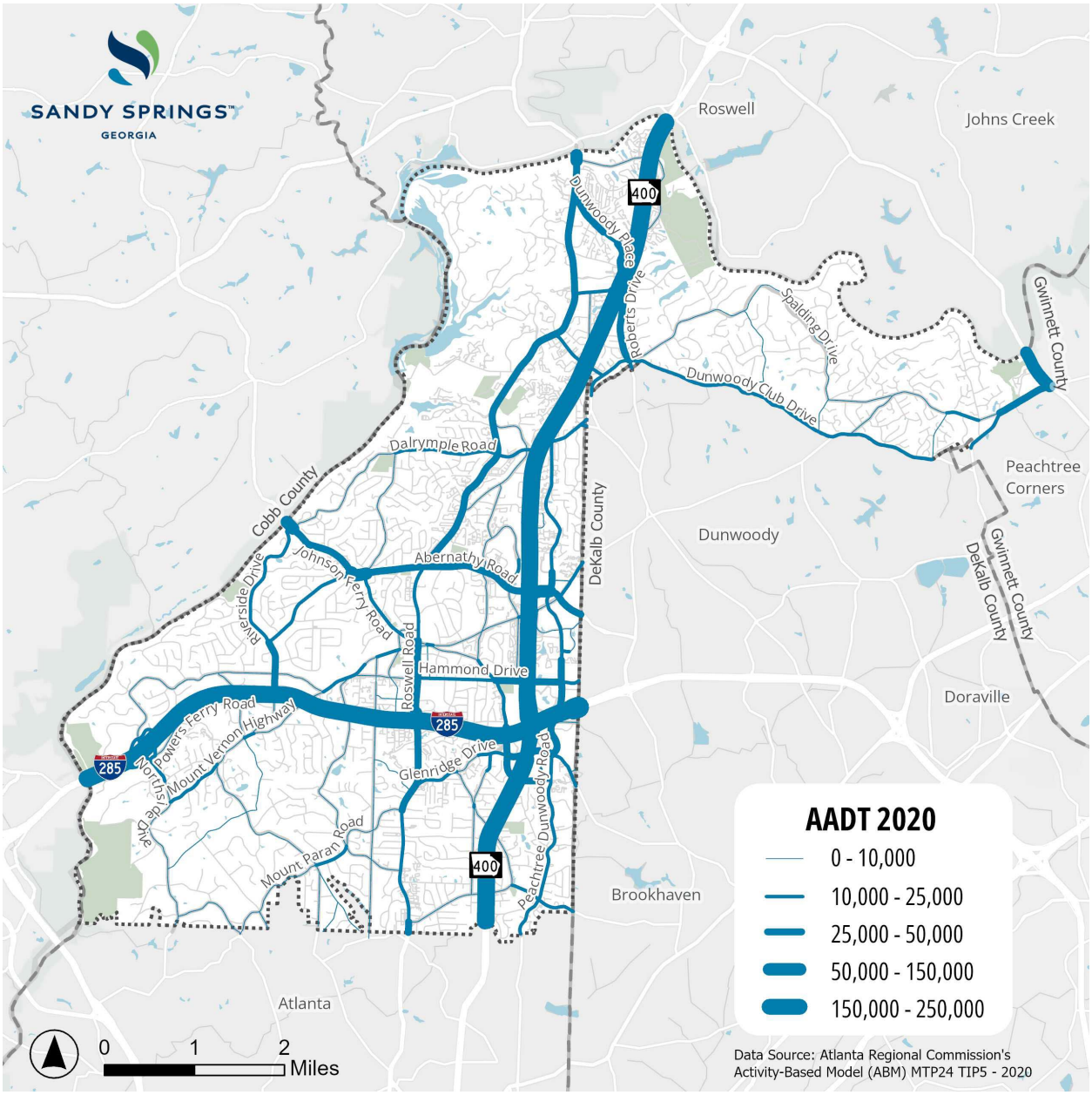


Figure 40. Sandy Springs AADT in 2020

Active Transportation

Active transportation includes travel by walking, biking, or micromobility (such as e-scooters).

Infrastructure

Sandy Springs' existing active transportation network includes shared-use paths, trails, bike lanes, and sidewalks. The Next Ten plan and Safe Streets 4 Sandy Springs Safety Action Plan both prioritize increasing access, availability, and safety of transportation modes beyond driving. There are over 40 miles of bicycle infrastructure in Sandy Springs. **Figure 41** shows the city's dedicated bicycle infrastructure.

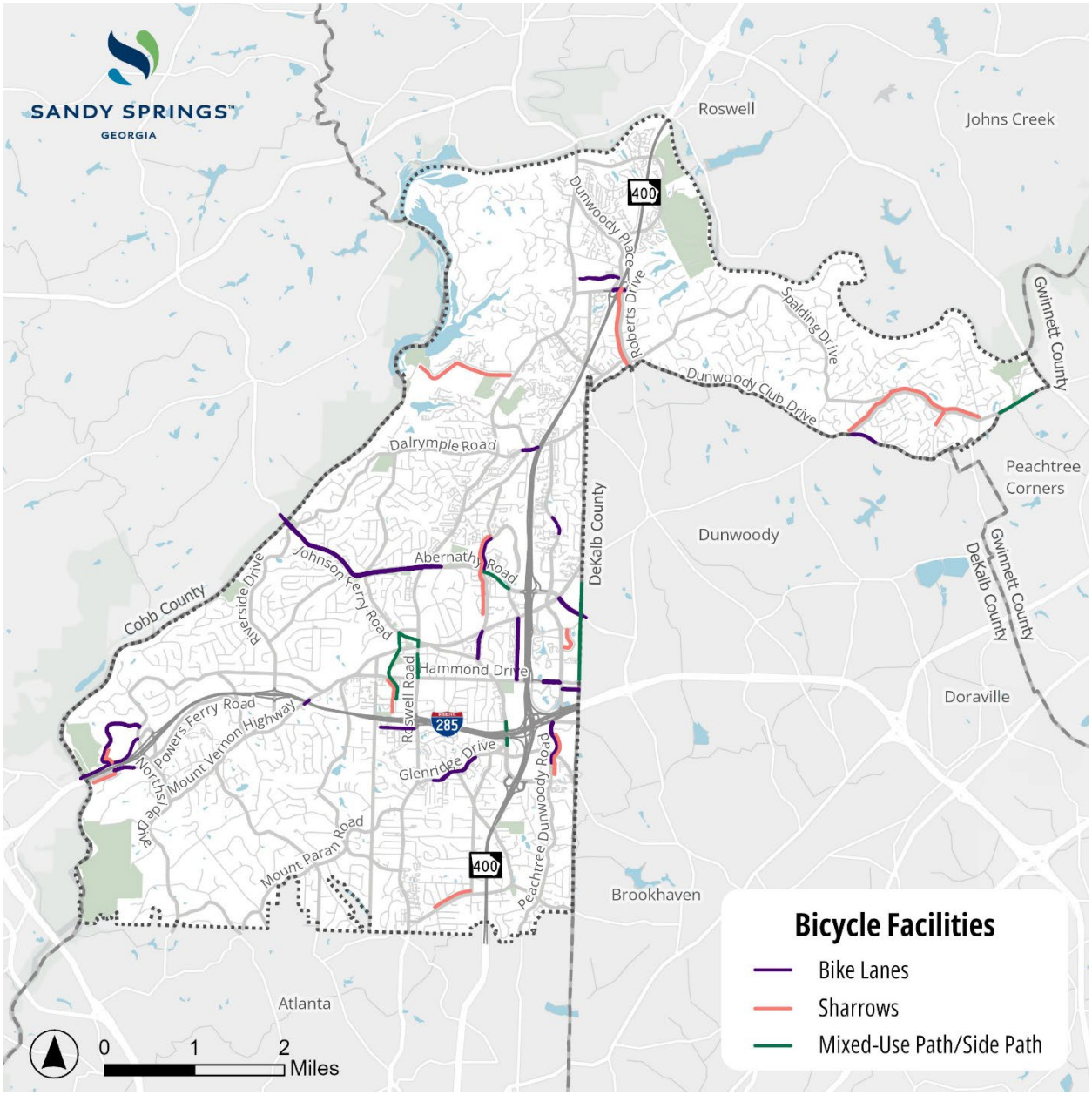


Figure 41. Bicycle Facilities

While the City's active transportation network is still progressing, improvements have been made since the last TMP update. Between the 2021 TMP and today, Sandy Springs has added 2.5 miles of bike lanes and striped 5.4 miles of roadways with sharrows. Bike lanes and sharrows make up most of the bike network, with fewer side paths and bikeable shoulders with supplementary sharrows.

Connections to Adjacent Networks

Sandy Springs' bicycle network has some opportunities to fill in some remaining gaps in the system. Except for the bikeable shoulder on Northside Drive, the nearby Riveredge Parkway bike lane, and the Glenridge Drive shared lanes, all bike infrastructure is located along stretches of roadway with sidewalks.

Shared-Use Paths

Shared-use paths offer connections for pedestrians and other active transportation users through boundaries created by specific types of development and/or geographic features. Shared-use paths also connect active transportation users to amenities beyond Sandy Springs, such as Path400 in Atlanta.

Sidewalks

There are 142 miles of existing partial or complete sidewalks and trails, and 110 miles of future sidewalks and trails planned. Sandy Springs' existing and programmed sidewalk network is illustrated in **Figure 42** below.

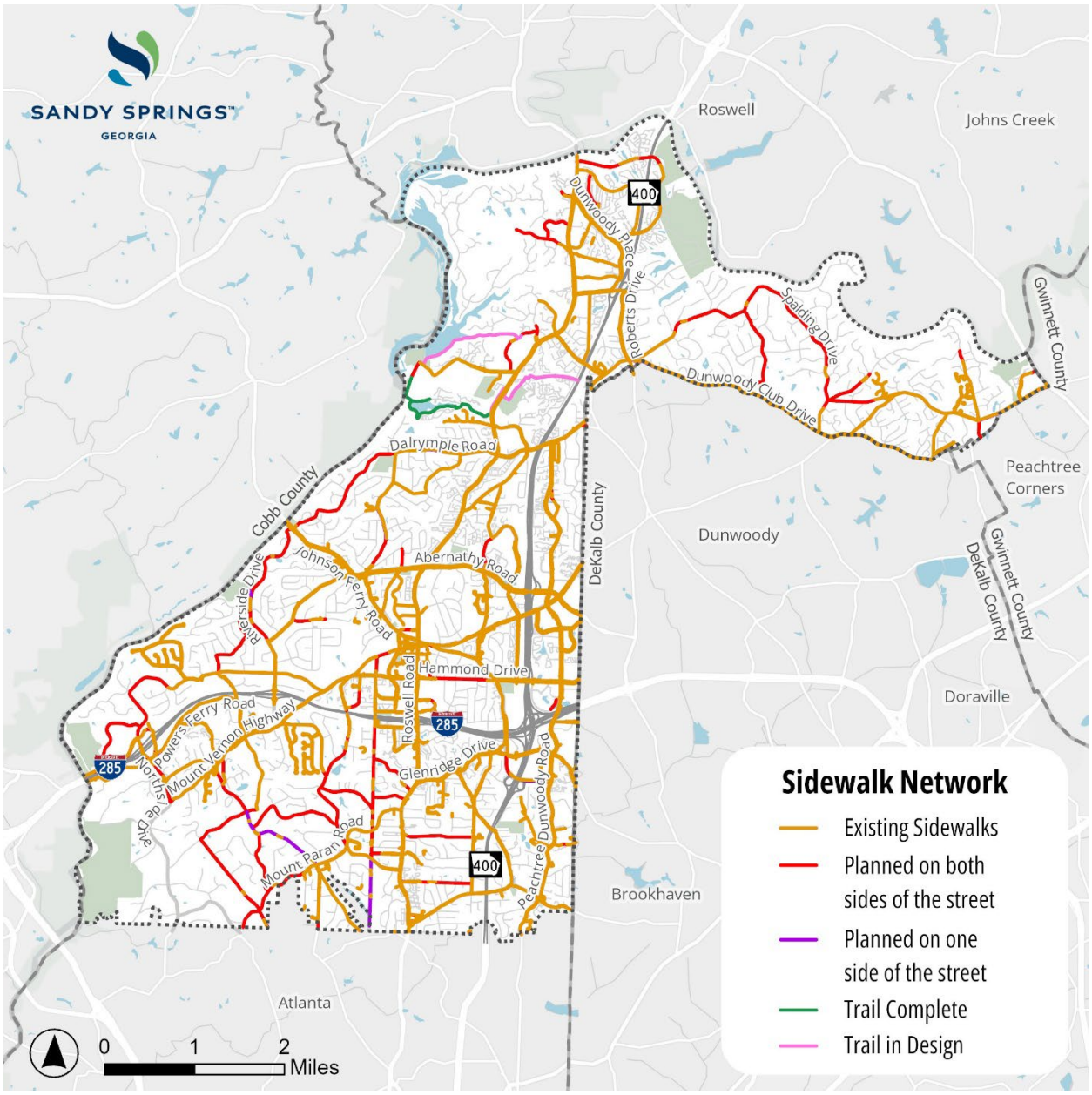


Figure 42. Sidewalk Master Plan and Existing Sidewalks

While most major roads in Sandy Springs have sidewalks, there are still missing connections between community destinations, businesses, and employment centers, and residential areas. Programmed sidewalk projects include both filling gaps in the network and expanding the network on the periphery.

Programmed Active Transportation Projects

Across previously adopted plans, there are over 100 recommended active transportation infrastructure projects. Active transportation projects currently underway or with committed TSPLOST funding are listed in **Table 7**.

Table 7. Programmed Active Transportation Projects by Project Type

Project Name (2021 TMP Project ID)	Project Type
Path 400 Multi-Use Trail (Bike/Ped_009)	Multi-use Path
Glenridge Drive Multi-Use Side Path (Bike/Ped_005)	Multi-use Path
Roswell Road North Boulevard Project (Dunwoody Place to the Chattahoochee River) [contains multi-use side path] (Road_022)	Multi-use Path
Roberts Drive Multi-Use Side Path (Bike/Ped_004)	Multi-use Path
Lake Forrest Drive Sidewalk	Sidewalk
Boylston Drive Side path and Realignment (Bike/Ped_003)	Intersection Improvements
Johnson Ferry Road at Peachtree Dunwoody Road Intersection Improvements (Road_001)	Intersection Improvements
Safety and operational improvements at the Roswell Road and Dunwoody Place intersection. (Road_003)	Intersection Improvements
Paving and roadway maintenance throughout the city. Bicycle striping is added with repaving when it is feasible and there is a need.	Maintenance

Active Transportation Policies

Increasing active transportation options is a policy recommendation identified in both the Next Ten plan and the Safe Streets 4 Sandy Springs plan. The Sandy Springs Code of Ordinances includes regulations requiring bicycle parking for most commercial, civic, industrial, and multifamily residential uses. All development permits, land disturbance permits, and building permits for non-single-family residential development types require the installation of a sidewalk. The Sandy Springs Technical Manual includes detailed requirements for the roadway frontage improvements, which can include sidewalk or allocation of a shoulder for future improvements. [20]

[20] Sandy Springs. (2017). Technical Manual. https://library.municode.com/ga/sandy_springs/codes/technical_manuals?nodeId=TECHNICAL_MANUAL

Transit

There is an extensive heavy rail and bus network serving Sandy Springs. Rail, local bus, and paratransit service is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA). In addition to MARTA, commuter bus service is provided by Xpress, which is operated by the Georgia Transportation Efficiency Authority (GTEA), which was formerly called the Atlanta-region Transit Link Authority (ATL), and last-mile connectivity is provided through Perimeter Connects and the expanding bike network. **Figure 43** illustrates the various transit options currently available for residents and workers commuting in and out of the city.

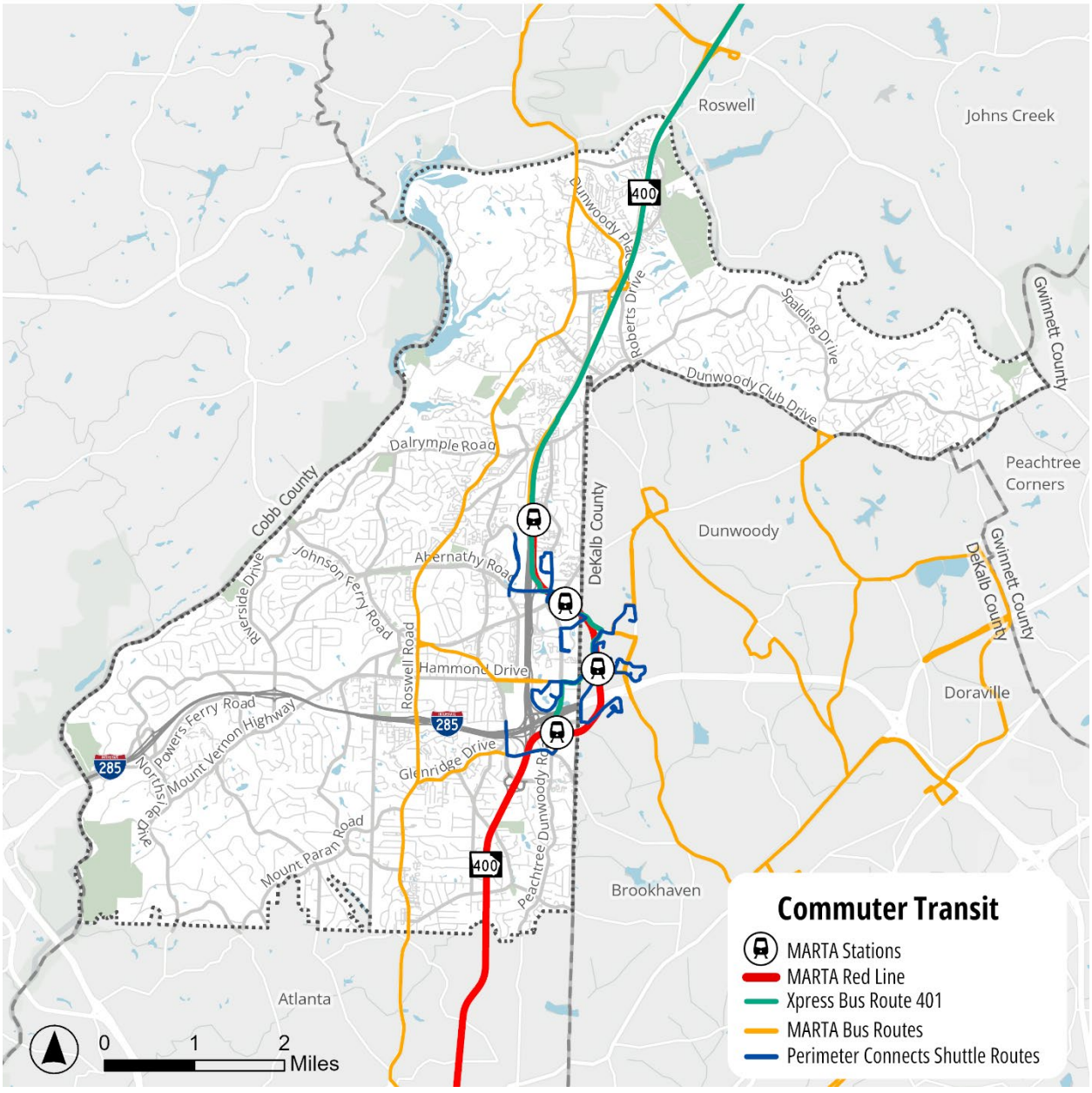


Figure 43. Existing transit Infrastructure in Sandy Springs

Rail

Sandy Springs is served by the MARTA Red Line, with three stations located within the city: Sandy Springs, Medical Center, and North Springs, as well as a fourth station just outside the city within the City of Dunwoody. The MARTA Red Line offers direct connections to key locations in Atlanta, including Buckhead, Midtown, Downtown, and Hartsfield-Jackson International Airport.

The Sandy Springs, Dunwoody, and Medical Center stations serve the Perimeter Center area. The Medical Center station also serves the cluster of healthcare campuses located just south of I-285 and east of SR-400. The North Springs station is currently the northern terminus for MARTA's Red Line. It is also anticipated to serve as the South terminus for the proposed SR-400 bus rapid transit (BRT) service, which will connect Alpharetta to Sandy Springs. This service will utilize the SR-400 Express Lanes and operate at a similar frequency to the current MARTA rail service.

Figure 44 shows the average weekday ridership at MARTA rail stations, indicating North Springs as the busiest station among the four stations in the city. Post-COVID MARTA ridership numbers still lag. Compared to 2020 levels, all four stations serving the city ranked in the lower third of all MARTA stations in terms of average weekday peak ridership.[21] SR-400, Roswell Road, and the Chattahoochee River limit east-west mobility in Sandy Springs; accessing MARTA stations from across these barriers largely depends on car travel. All four of MARTA rail stations offer connections to additional bus or shuttle services and provide parking spaces to facilitate multimodal journeys for commuters. The Next Ten plan recommends many strategies to improve mobility and connections within the city to fully utilize the benefits of its transit opportunities.

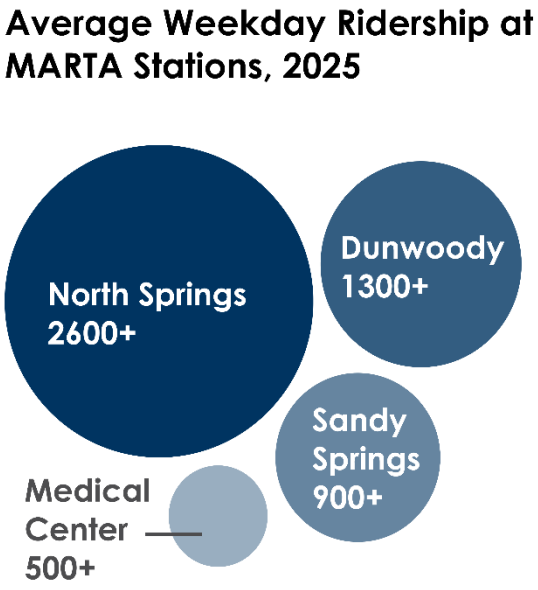


Figure 44. MARTA Station Ridership, 2025

Local Bus

A total of seven MARTA bus routes serve Sandy Springs, with two additional routes providing service through the Dunwoody MARTA station, as shown in **Figure 45**. These routes provide critical connections to employment, education, and health facilities for Sandy Springs residents, and enable multimodal travel in the city by having stops at the MARTA rail stations. These routes, their connecting rail stations, and peak period headways are shared in **Table 8**.

In summer 2025, MARTA's Board of Directors approved the NextGen Bus Network (NextGen) redesign. This redesign, which launched in April 2026, represents the most comprehensive bus system overhaul since MARTA's founding, with routes being

[21] MARTA FY2025 Adopted Budget Book. (2024).

streamlined from 113 to 81 fixed routes. As shown in **Figure 45**, some existing bus routes in Sandy Springs were modified since NextGen went into effect. **Table 9** outlines the impact of NextGen on the transit in the city.

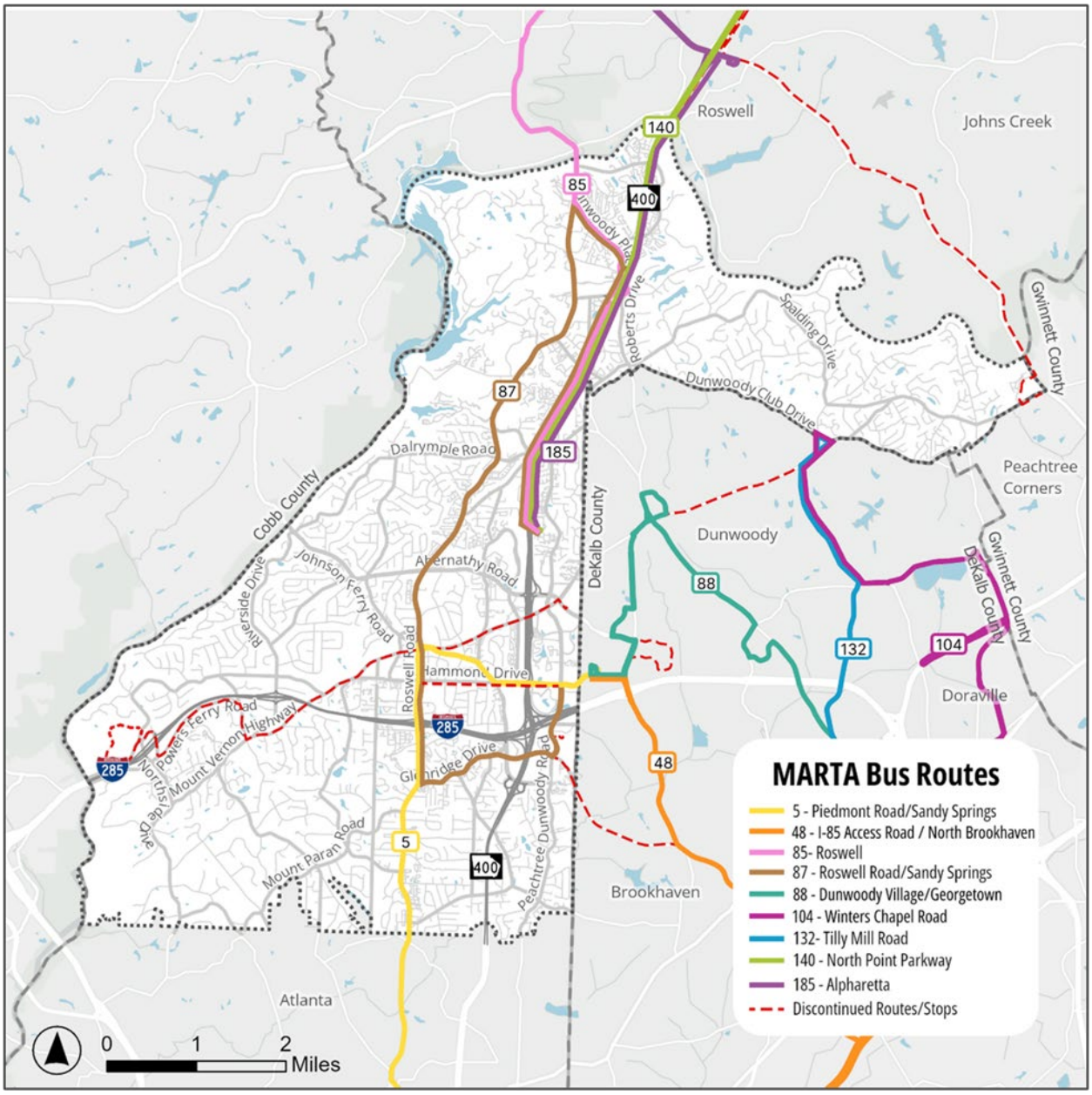


Figure 45. Existing MARTA Bus Routes in Sandy Springs

Table 8. MARTA Bus Routes Serving Sandy Springs

MARTA Bus Route (# and route)	Connecting Rail Station	Peak Period Headway
Routes Operating in Sandy Springs		
5 – Piedmont Road / Sandy Springs	Dunwoody	20 minutes
85 – Roswell	North Springs	40 minutes
87 – Roswell Road / Sandy Springs	Dunwoody; North Springs	30 minutes
104 – Winters Chapel Road	Doraville	40 minutes
132 – Tilly Mill Road	Chamblee	60 minutes
140 - North Point Parkway	North Springs	40 minutes
185 – Alpharetta	North Springs	40 minutes
Routes Connecting to Sandy Springs via Dunwoody Station		
48 - I-85 Access Road/North Brookhaven	Dunwoody	60 minutes
88- Dunwoody Village/ Georgetown	Dunwoody	60 minutes

Before the NextGen launch (April 2026), there were three MARTA bus routes that covered large portions of Sandy Springs:

- Bus Route 87, which runs north-south along Roswell Road, and serves important locations such as the City Hall, Abernathy Square, Sandy Springs Plaza, Police Department, Municipal Court, and Dunwoody Place Shopping Center.
- Bus Route 148, which runs east-west between the medical district and the Northside Drive business district, and serves the Heard Ferry Elementary School, Fulton County School Administration Building, and the City Hall.
- Bus Route 5, which connects Sandy Springs with Buckhead to the south, and serves the Powers Ferry Square, Chastain Square, the City Hall, Sandy Springs Plaza and the Perimeter Mall.

As shown in **Table 9,** the NextGen redesign has retained Routes 87 and 5. However, Route 148 has been discontinued, which may disrupt the East-West mobility in the city. Discontinued routes also include Routes 141, 142, and 143, which provided service to points north on GA-400.

Table 9. NextGen Bus Network Changes[22]

MARTA Bus Route (# and route)	NextGen Bus Network Route Change	Updated Headways
Routes Operating in Sandy Springs		
5 - Piedmont Road / Sandy Springs	Unchanged	20 minutes
85 - Roswell	Route 85 will run between North Springs Station and Mansell Park & Ride along GA-400, Dunwoody Pl., Roswell Rd., Alpharetta St., and Mansell Rd.	40 minutes
87 - Roswell Road / Sandy Springs	Route 87 will now run between Dunwoody and North Springs Stations along Hammond Dr., Peachtree Dunwoody Rd., Johnson Ferry Rd., Glenridge Dr., Roswell Rd., Dunwoody Pl., and GA-400	30 minutes
104 – Winters Chapel	New; Route 104 will run from Doraville Station to an end-of-line loop along Mt. Vernon Rd., Jett Ferry Rd., and Dunwoody Club Dr., via New Peachtree Rd., Winters Chapel Rd., Peeler Rd., and Tilly Mill Rd.	40 minutes
132 – Tilly Mill Road	Route 132 will run from Chamblee Station to an end-of-line loop along Mt. Vernon Rd., Dunwoody Club Dr. and Jett Ferry Rd., via Peachtree Blvd., N Peachtree Rd., and Tilly Mill Rd.	60 minutes
140 - North Point Parkway	Modified; Route 140 will now run from North Springs Station to Windward Park & Ride via GA 400, North Point Pkwy., Haynes Bridge Rd., Westside Pkwy., Webb Bridge Rd., and North Point Pkwy. Alternating trips will provide service to Georgia State University's Alpharetta Center. Refer to 140a, 140b, and 140ax140b	-
140a - North Point Pkwy / Deerfield	Key destinations include: North Springs Station, Mansell Park & Ride, North Point Mall, Avalon,	40 minutes

[22] NextGen Bus Network Redesign, 2025. https://experience.arcgis.com/experience/e4c50139fb5a49b79139f1e2e211789c#data_s=id%3AdataSource_1-190926a8efb-layer-14-196c62f279d-layer-16%3A77

MARTA Bus Route (# and route)	NextGen Bus Network Route Change	Updated Headways
	Windward Park & Ride, Alpharetta High School, Georgia State University Alpharetta Center	
140b - North Point Pkwy / Brookside	Key destinations include: North Springs Station, Mansell Park & Ride, North Point Mall, Avalon, Windward Park & Ride, Alpharetta High School, Georgia State University Alpharetta Center	40 minutes
140ax140b - 140ax140b North Point Pkwy	This route segment is a combination of Routes 140A and 140B from MARTA's North Springs Station to Windward Park and Ride.	20 minutes
185 – Alpharetta/Old Milton Parkway	Route 185 will now run from North Springs Station to Windward Park and Ride, along GA-400, Holcomb Bridge Rd., Alpharetta Hwy., N Main St., and Windward Pkwy.	40 minutes
141 – Haynes Bridge Road/Milton	Discontinued	-
143 – Windward Park-and-Ride	Discontinued	-
148- Mount Vernon Highway	Discontinued	-
Routes Connecting to Sandy Springs		
48 - I-85 Access Road North	New; Route 48 will run between Dunwoody Station to an end-of-line loop along the I-85 Access Rd. via Ashford Dunwoody Rd., Clairmont Rd., Dresden Dr., Plaster Rd., and the I-85 Access Rd.	60 minutes
88 - Sandy Springs Doraville	New; Route 88 will run between Doraville and Dunwoody Stations along Motors Industrial Way, Peachtree Blvd., N Peachtree Rd., N Shallowford Rd., Dunwoody Park, Chamblee Dunwoody Rd., Dunwoody Village Pkwy, and Ashford Dunwoody Rd.	60 minutes
142- East Holcomb Bridge Road	Discontinued	-

MARTA Bus Route (# and route)	NextGen Bus Network Route Change	Updated Headways
150 – Dunwoody Village	Discontinued	-
825 – Johnson Ferry Road	Discontinued	-

Average weekday and weekend boardings at busy bus stops (pre-NextGen implementation) are tallied in **Table 10** and illustrated in **Figure 46.** This was the latest available data provided by MARTA (prior to the NextGen transition). Ridership data after the NextGen transition occurred will not be available until a later date.

Table 10. Average Weekday and Weekend Boardings by Stop

MARTA Transit Stop Name	Average Weekday Ridership April 2025	Average Weekend Ridership April 2025
North Springs Station	1,185	618
Dunwoody Station	681	404
Roswell Rd NE at Lake Placid Dr NE	164	130
Dunwoody Pl at Northridge Rd	137	110
Roswell Rd NE at Sandy Springs Pl NE	55	46

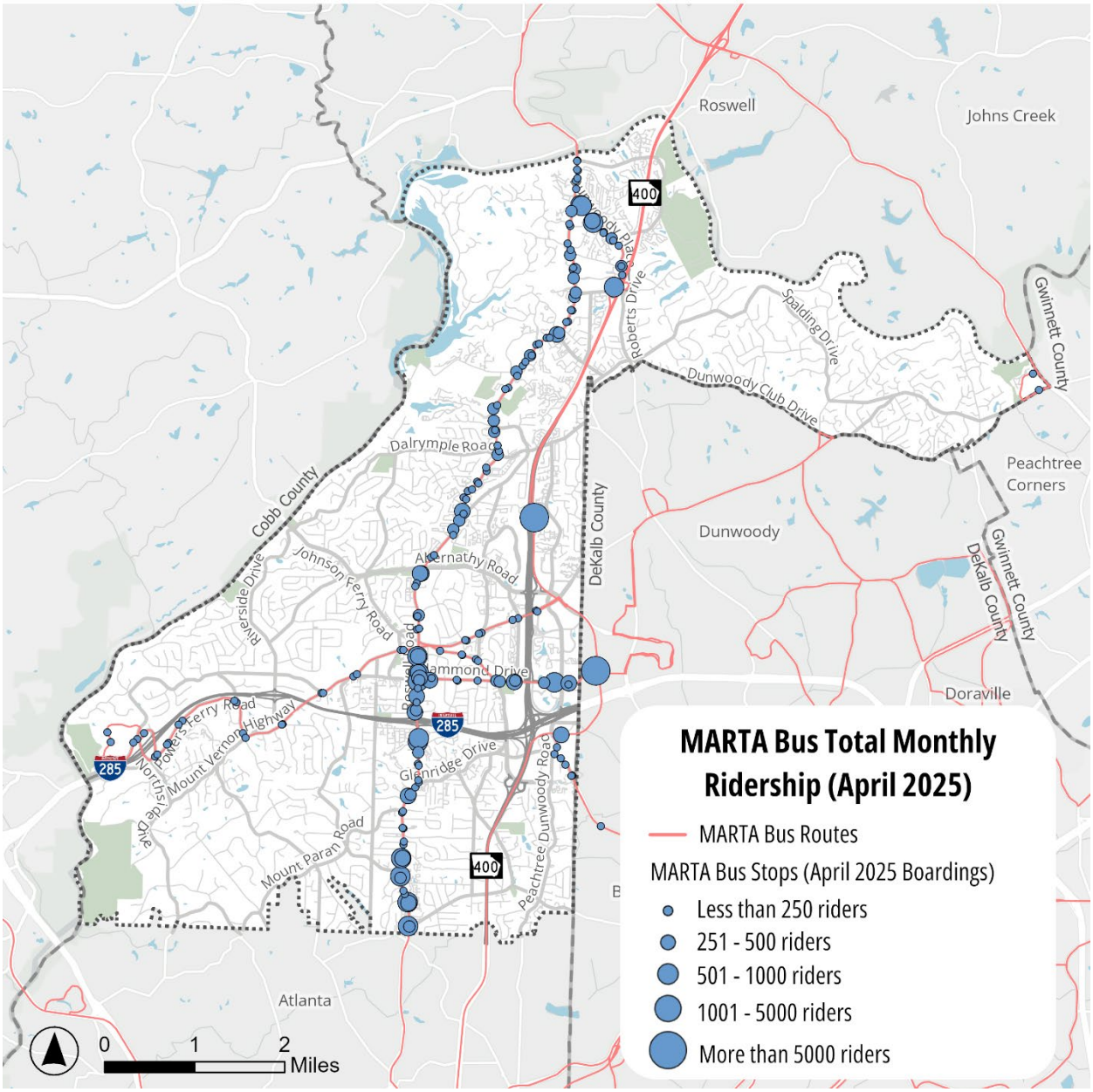


Figure 46. MARTA Ridership by Stop prior to NextGen taking effect

Commuter Bus

The Xpress Bus routes offer direct, high-quality service to commuters traveling within the Atlanta metropolitan area. These routes originate at park-and-ride facilities around the region. Sandy Springs was served by four Xpress routes in the Perimeter area until June 2025. These four routes included:

- Route 401: Cumming (Forsyth County) to Perimeter Center
- Route 417: Sugarloaf Mills (Gwinnett County) to Perimeter Center
- Route 428: West Conyers / Panola (I-20 East Corridor) to Perimeter Center
- Route 482: Town Center (Cobb County) to Perimeter Center

System-wide changes were implemented for the Xpress Bus system in June 2025 to optimize operations and cost. Since these changes, Sandy Springs is now served only by Route 401: Cumming (Forsyth County)/Perimeter to Medical Center, as shown in **Figure 47**. This route originates at the Cumming Park and Ride and serves the Sandy Springs, Dunwoody, and Medical Center MARTA stations. Riders using the Xpress bus for access to Atlanta's Midtown/Downtown make connections at the MARTA stations using the Red Line, which runs every ten minutes.

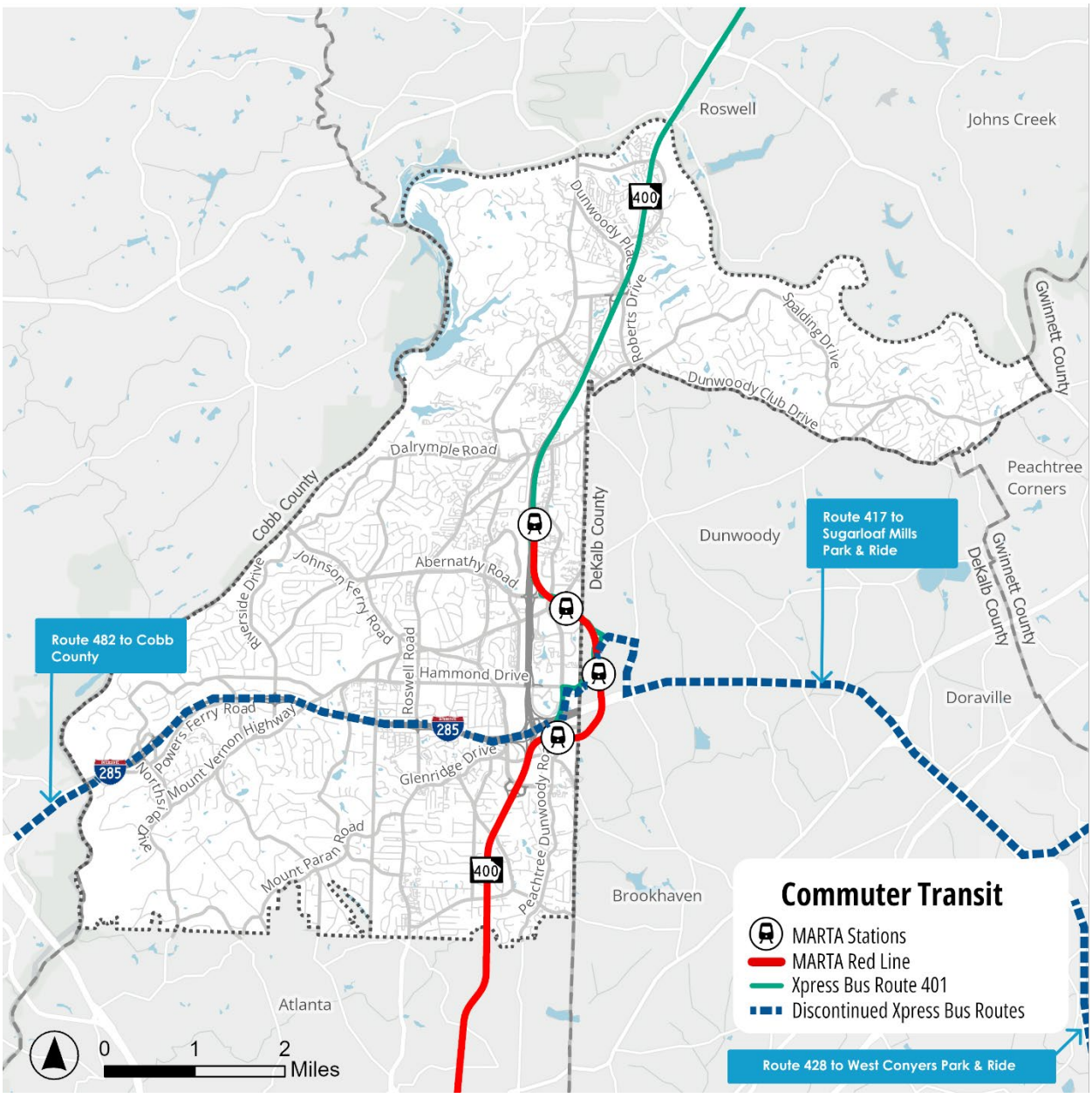


Figure 47. Xpress Routes

Perimeter Connects Shuttles

Perimeter Connects is the Transportation Management Association for the Perimeter Center business district, helping employers and commuters reduce travel by single-occupancy vehicle. Currently, local businesses operate nine free shuttle routes to Perimeter destinations and provide last-mile connectivity from the Medical Center, Dunwoody, and Sandy Springs MARTA stations to offices in the Perimeter Center area (**Figure 48**).

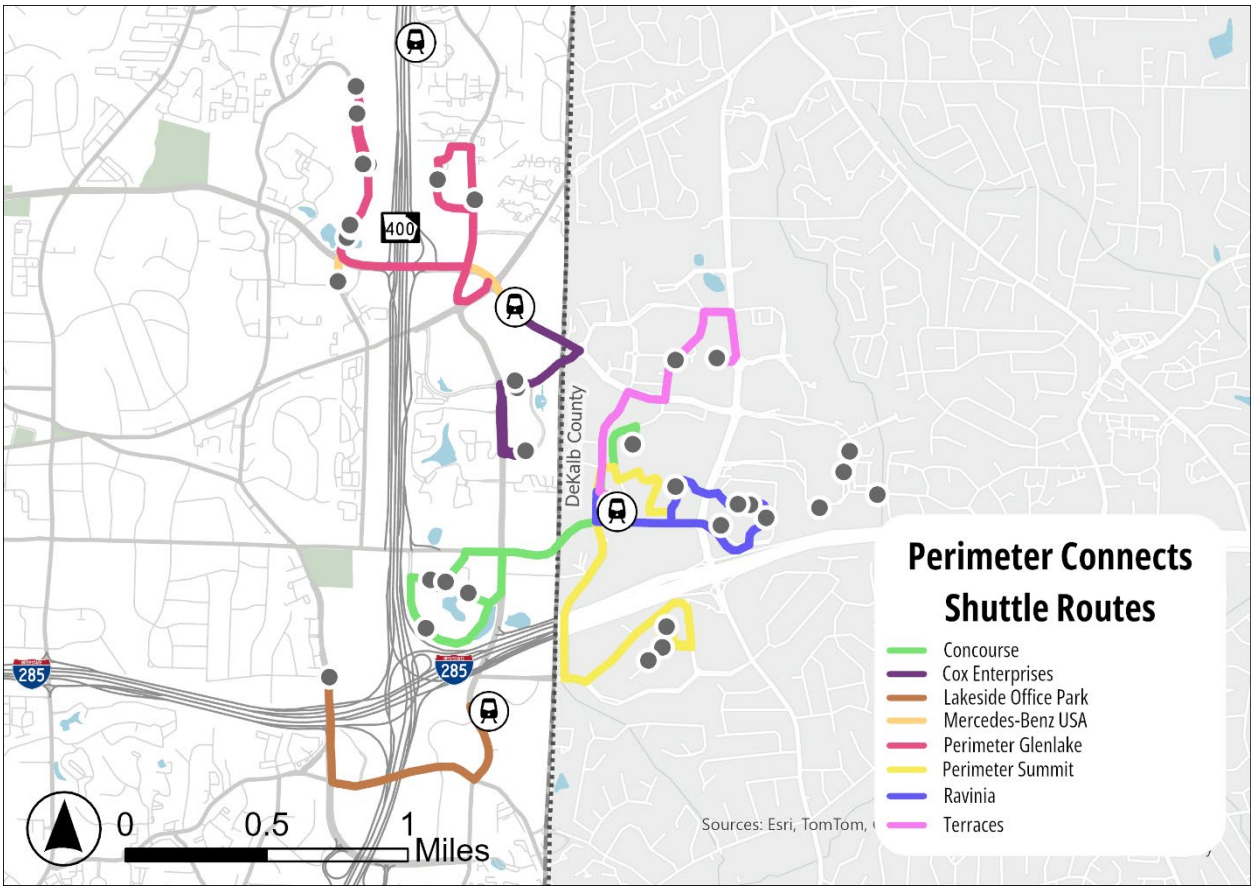


Figure 48. Perimeter Connects Routes

Paratransit

MARTA Mobility Services offers Americans with Disabilities Act (ADA)-compliant paratransit service for individuals who are unable to access bus stops and use regular MARTA services. The service operates within the same service area as fixed route bus and rail services. Riders are required to have a MARTA Mobility Photo ID Breeze Card to request this service. This curb-to-curb service must be booked in advance and is provided within three-quarters of a mile from any MARTA bus route or the MARTA rail station. Approximately 80% of Sandy Springs residents live within the paratransit service area.

Fulton County provides additional transportation services through Uber/Lyft and Transdev. The Uber/Lyft program serves Fulton County seniors aged 60 and above. With a one-time registration fee of $15, and one dollar ($1) per trip, seniors can take up to eight trips per month, with two additional one-way medical-related trips as needed. The

Transdev service provides shared-ride transportation to Fulton County seniors, offering access to non-emergency medical services, neighborhood senior centers, adult daycare centers, and Fulton County Behavioral Health Training Centers.

Transportation Demand Management

Transportation Demand Management (TDM) refers to incentive-based practices used to shift travel demand away from peak periods and encourage non-personal vehicle travel. Driving alone is still the primary mode of transportation in the city. The Next Ten plan prioritizes establishing a TDM program to enable the City and local stakeholders to meet existing and rising travel demands by better utilizing existing networks and services while retaining Sandy Springs' high quality of life and community.

Commuter-Focused Programs

Commuter-focused programs, such as those outlined below, can support the city's TDM goals.

Perimeter Connects

The Perimeter Center Community Improvement District (PCID) delivers TDM services to major employers in Sandy Springs and the neighboring city of Dunwoody. Perimeter Connects is a transportation demand program sponsored by the PCID and ARC, which is open to the public and has served over 40,000 commuters to date, and partners with 50 employers and properties in the area including State Farm and Mercedes-Benz. This program helps employers in the PCID to implement commuter programs to reduce employees' dependence on single-occupancy vehicles, including vanpool, transit pass discounts, flexible hours, telework policies, and consulting services for commute plans for employers. One such initiative is the 'Rapid Ride' vanpool program pilot, initiated in June 2025, in partnership with the ATL through Commute with Enterprise for employees commuting to the Perimeter. This offers subsidized vanpools (4 to 8 riders) for a flat monthly rate. Rapid Ride is anticipated to ramp up operations later in 2026.

Georgia Commute Options

Georgia Commute Options (GCO) is an ARC program that currently partners with three Transportation Management Associations in the Metro Atlanta Region to reduce the number of trips being made by single-occupancy vehicles. These TMAs include Clifton Corridor TMA (Emory TMA), Perimeter Connects, and Livable Buckhead. GCO programs cover a wide range of commute modes, including transit, carpooling, vanpooling, telework, compressed work week/flex time, and bike/walk.

In Sandy Springs, GCO collaborates with Perimeter Connects to assist employers in developing customized commute options plans, including TMA teleworking and flexible scheduling options. Parts of the city not covered by Perimeter Connects are under the Northeast and Northwest employer service organizations for GCO. GCO offers commute programs for commuters (carpool and vanpool) where they can sign up for shared rides with other commuters living and working in the same area. Participants are also eligible for the Guaranteed Ride Home component of the GCO, which offers five free rides home or to the commuters' car. This program is designed to support participants in the event of an unexpected occurrence where they need to use a different mode of transportation to commute outside the shared-ride schedule. The Next Ten plan encourages the city to support GCO in expanding its reach.

ATL Vanpool Program

The ATL Vanpool program is offered across the 13-county Atlanta metropolitan area and provides vanpool subsidies to support commuters in cooperation with Commute with Enterprise. Participants in the ATL Vanpool program are eligible for the Georgia Commute Options (GCO) Guaranteed Ride Home Program. Sandy Springs residents working within the 13-county metro area are eligible to participate in the ATL Vanpool program through their company or as part of a match group on their own.

Parking Policy

Parking policy is a key factor in the city's transportation strategy, particularly given its high employment concentration and status as a transit hub. The Sandy Springs Development Code (adopted in 2025) outlines parking requirements for new construction, maintenance and repair (in the event of expansion), renovations of buildings or sites, and for buildings or sites where there is a change in use. The Code also establishes requirements for short-term and long-term bike parking for various residential, public and civic, commercial, recreational, industrial, and open (agricultural) uses.[23] These bicycle parking requirements support the use of the city's planned bicycle network and a shift to alternative modes of transportation.

Within the Perimeter Center, parking charges are required to be unbundled from residential, office, commercial, or industrial space occupancy fees, allowing potential renters or buyers to rent or buy a residential unit or commercial space at a price lower than if the vehicle parking were included, promoting the use of alternative modes of transportation. The Code permits reductions of minimum parking ratios for buildings or sites that are within walking distance of a transit stop, have affordable housing or senior living centers, or have an active on-site car-sharing program.

Emerging Transportation Technologies

Emerging transportation technologies encompass a diverse range of innovations that enhance mobility options while maintaining the highest standards of safety. These include autonomous vehicles (self-driving cars), electric vehicles (EVs), electric bikes (e-bikes), and ITS. The Next Ten plan calls for attention towards emerging technologies to assess their potential in reducing the need to drive alone and to support traffic and congestion management.

Micromobility

Micromobility solutions such as bicycles, e-bikes, scooters (kick and electric), skateboards, and small mopeds, provide an alternative to driving for short-distance trips, supporting mode shift. The City can encourage and enable the use of micromobility solutions to support "first-mile" and "last-mile" mobility for residents using transit, which can help in meeting the City's TDM goals.

For cities, safety can be a major concern as micromobility solutions are adopted by more residents, as these devices share the same space as pedestrians and vehicles. Electric micromobility vehicles pose a greater threat of crashes and injuries due to their higher

[23] Sandy Springs Development Code, Article 8. (2025).

speeds. Cities can collaborate with micromobility providers to establish geofencing, which can enable speed restrictions in specific zones with high levels of pedestrian traffic to make micromobility solutions safer for all users. Cities can also amend ordinances and require providers to include safety features such as headlights and reflectors. Appropriate road signage indicating where e-scooters are permitted or prohibited can also make using micromobility solutions safer for all road users.

Sandy Springs does not operate in isolation. It is part of the larger Atlanta metro area, and many micromobility services in Atlanta are accessible to people living in Sandy Springs (depending on their destination). As micromobility devices, including those beyond bikes and scooters, such as skateboards, hoverboards, and pedal-less bikes, gain popularity in the city, Sandy Springs will need to carefully consider how to accommodate a diverse mix of users.

Shared Micromobility Services

Sandy Springs does not currently partner with any micromobility providers. Many cities in the US have a shared-bike rental system where they contract micromobility vendors to provide bikes or scooters at a shared station. Users can rent these for short periods of time (usually in increments of minutes or an hour) via a mobile app. Besides municipal bike share systems, micromobility solutions are also available as private services (or Mobility-as-a-Service), which offer dockless sharing options. This means users can use their smartphone app to find and unlock a bike or scooter, and park it in a dedicated location when they are done using it, to ensure there is no obstruction. Atlanta and Cobb County have partnered with services like Lime and Tandem Mobility for their respective dockless and docked bike-sharing models. If Sandy Springs considers implementing a bike share program, it can enhance mobility throughout the metro area by utilizing shared stations for a docked program and increasing the geo-fenced service area for a dockless program.

Ridesharing

The two market leaders in ridesharing, Uber and Lyft, both operate in and around Sandy Springs. Both Uber and Lyft provide service from Hartsfield-Jackson International Airport to metro Atlanta and have dedicated pick-up locations at the airport. Transit agencies may partner with ridesharing services to provide discounted or fee-free "last-mile" connections between transit stations and major destinations, incentivizing transit use. Local governments may collaborate with these service providers to supplement local transit and provide on-demand services, especially for eligible paratransit users. For example, Fulton County's Uber/Lyft program provides transportation to eligible senior residents who are 60 years old and above. Uber Health also offers a HIPAA-enabled platform for healthcare providers in Sandy Springs to request and monitor patient rides, allowing them access to non-emergency medical transportation services. Businesses can also partner with ridesharing services, offering corporate pricing and packages for their clients and employees.

Relevant Programs and Planning Context

Several transportation programs continue to affect mobility in Sandy Springs, with significant progress and updates since the previous planning cycle. Overviews of selected major transportation programs and their current impact on the City are presented in the following chapter.

Federal Funding Legislation

Through the Federal Aid Highway Program, the FHWA provides federal funding for the construction, maintenance, and operation of the nation's road infrastructure at all levels—federal, state, and local. The program operates under congressional authorization, which establishes funding levels and defines eligible project types. The Infrastructure Investment and Jobs Act (IIJA)(also known as the Bipartisan Infrastructure Law), signed into law in November 2021, replaced the Fixing America's Surface Transportation (FAST) of 2015, as the most recent highway authorization bill. The IIJA represents the most significant federal investment in transportation infrastructure in decades. This law provides $1.2 trillion in total funding, including approximately $550 billion in new federal investment in infrastructure over five years (2022-2026). The IIJA continues and expands key programs including the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and establishes new competitive grant programs such as the BUILD (Better Utilizing Investments to Leverage Development) grants, Safe Streets and Roads for All (SS4A) program, and enhanced funding for active transportation through the Transportation Alternatives Program.

For Sandy Springs to leverage federal dollars for transportation projects, projects must be approved by the ARC and included in the Atlanta Region's Regional Transportation Plan, the region's long-range transportation plan. The typical federal-local funding split remains at 80 percent federal and 20 percent local match for most programs, though some competitive grants offer higher federal shares. This funding structure continues to be optimal for major infrastructure projects where total costs would be prohibitive for local governments to fund independently. However, federal funding comes with stricter requirements including FHWA or FTA oversight and NEPA compliance.

Major Mobility Investment Program (MMIP)

Through its Major Mobility Investment Program (MMIP), GDOT advances major transportation improvements that increase roadway capacity, enhance freight mobility, improve safety, and reduce travel times across Georgia's most congested corridors. The MMIP portfolio includes interchange reconstructions, express lane construction, interstate widening, dedicated commercial vehicle lanes, and bridge replacements.

Once construction is completed, likely within the next decade, Sandy Springs will benefit from two upcoming MMIP projects: the **I-285 Top End Express Lanes** and the **SR-400 Express Lanes**. The proposed I-285 Top End Express Lanes project would add two new, barrier-separated express lanes in both directions of a portion of I-285 with some portions on SR-400 to better connect I-285 to the new express lanes on SR-400. The proposed East Phase 1 project limits include I-285: Henderson Rd to Northside Dr (westbound direction

only) and SR-400: Johnson Ferry Rd to Abernathy Rd NE (northbound direction only).[24] The SR-400 Express Lanes (Connect 400) project extends barrier-separated express lanes along SR-400 from North Springs MARTA Station northward to McFarland Parkway in Forsyth County, passing through the heart of Sandy Springs. The SR-400 Express Lanes project financing was secured in 2025, allowing the project team to move forward with final design plans and preliminary site preparation in advance of construction. As of September 2025, tree removal had begun on portions of the corridor.[25]

Regional Safety Task Force and Regional Safety Strategy (2022)

The ARC's Regional Safety Task Force (RSTF) is a collaborative group of multidisciplinary professionals committed to reducing traffic fatalities and serious injuries across the Atlanta metropolitan region through data-driven and proactive strategies. Since the last TMP, the RSTF has expanded its focus on systemic safety approaches and has worked to align regional safety targets with local jurisdiction efforts, culminating in the Regional Safety Strategy, adopted in 2022. ARC has enhanced its safety data analysis capabilities and has worked with jurisdictions including Sandy Springs to identify high-injury networks and prioritize safety investments. Facilities prioritized through the RSS are highlighted in **Figure 49**. **Figure 50** highlights the ARC safety target proposed by the RSTF for 2026.[26]

FOCUS FACILITY TYPE	INTERSECTION	ROADWAY DEPARTURE	PEDESTRIAN	BICYCLE
Urban, GDOT-owned Interstates with 6+ lanes		✓		
Urban, GDOT-owned other principal arterials with 6+ lanes			✓	
Urban, GDOT-owned other principal arterials with 4 lanes	✓		✓	✓
Urban, GDOT-owned minor arterials with 4 lanes	✓		✓	✓
Urban, GDOT-owned minor arterials with 2 lanes	✓	✓		✓
Urban, County-owned minor arterials with 4 lanes			✓	
Urban, County-owned minor arterials with 2 lanes		✓		
Urban, County-owned major collectors with 2 lanes	✓	✓		
Urban, City-owned major collectors with 2 lanes				✓

Figure 49. Focus Facility Types by Focus Crash Type

Performance Criteria	2025 Statewide Target	2025 ARC Target*	2026 Statewide Target	2026 ARC Target*
Fatalities	1,680	662	1,631	629
Serious Injuries	8,966	3,707	7,826	3,522
Fatality Rate	1.360	1.141	1.350	1.084
Serious Injury Rate	7.697	6.373	6.055	6.054
Non-Motorized Fatalities and Serious Injuries	802	444	1,000	422

Figure 50. 2026 ARC Safety Targets Proposal

[24] GDOT. (2025). *I-285 Top End Express Lanes.* Retrieved from https://i285topendexpresslanes-gdot.hub.arcgis.com/
[25] GDOT. (2025). *SR-400 Express Lanes.* Retrieved from https://0001757-gdot.hub.arcgis.com/
[26] ARC. (2025). *One Great Region*. Retrieved from https://cdn.atlantaregional.org/wp-content/uploads/q4-rstf-presentations.pdf

ATL Regional Transit Plan (adopted 2019)

The ATL was created by the Georgia Assembly in 2018 to enable a more unified regional transit system by improving coordination, integration, and efficiency of transit services throughout the region. ATL continues to advance the vision established in the 2019 ATL Regional Transit Plan (ARTP), which includes $27 billion in total investments, guiding the development of transit projects across the region. The ARTP is the primary source of transit projects that are advanced by ARC's short-range Transportation Improvement Program (TIP) and long-range Regional Transportation Plan (RTP). The three major transit projects identified for Sandy Springs, in the 2019 ARTP, have evolved as follows:

- **GA 400 Transit Initiative BRT:** Bus rapid transit development along SR-400 from North Springs MARTA Station to Windward Parkway in Alpharetta remains a priority to secure funding. The project envisions dedicated stations, transit signal priority, and enhanced passenger amenities. Since the last TMP, planning and environmental studies have advanced for SR-400 express lanes. As of December 2025, tree-clearing work has begun and construction on the project is scheduled to begin in the third quarter of 2026. GDOT expects the new express lanes to open to traffic in 2031. [27] Funding for the BRT transit operation along the corridor is still uncertain, and regional agencies are still working to secure funding before an operational start date can be determined.
- **SR 9/Roswell Road Arterial Rapid Transit (ART):** The arterial rapid transit corridor along Roswell Road between Abernathy Road and points north remains part of the long-term transit vision for the region. This project remains on the 20-year project list. Planning studies continue to evaluate alignment options, station locations, and integration with local land use plans along the Roswell Road corridor.
- **I-285 Top End Transit in Express Lanes:** This project proposes rubber-wheeled rapid transit operating within the GDOT Express Lanes along I-285, with BRT stations in Sandy Springs at Roswell Road (SR 9) and just outside the city at Perimeter Center Parkway. With the completion of I-285 express lanes infrastructure, planning has advanced for this transit service. The project remains on the 20-year list, with ongoing public engagement and evaluation of operational models, station designs, and integration with the Medical Center MARTA station and surrounding development.

Fulton County TSPLOST Program (created 2016, extended in 2021)

The Fulton County Transportation Special Purpose Local Option Sales Tax (TSPLOST) referendum was initially approved in November of 2016, allowing for the collection of the 0.75 percent (3/4 of a cent) sales tax beginning in April 2017 to fund the T-SPLOST transportation projects. The majority of Sandy Springs 2016 TSPLOST projects have been completed or are nearing their construction phases.

In 2021, Fulton County voters approved a five-year extension to the TSPLOST to fund transportation projects throughout the city. This TSPLOST II initiative renewal is funding sidewalks, traffic safety and congestion relief, road maintenance and paving, multiuse paths, and pedestrian and bike improvements, with tax collection period from April 1,

[27] Urbanize Atlanta. (2025). *Billion-dollar highway overhaul, BRT project officially barreling ahead.*

2022 to March 31, 2027. The projects are divided into three tiers, with Tier 2 and Tier 3 projects only being funded if revenues exceed projections. The 2021 TSPLOST project list included 15 projects with a total cost of $114,680,000. **Table 11** shows the 35 projects that are included in TSPLOST II (2022-2027).

Table 11. TSPLOST Project List from Fulton County

Project	TSPLOST IDs	Stage	Completion Year
Allen Road at Sandy Springs Circle	S2188-1	Completed	2023
Brandon Mill Road - Lost Forest Dr. to Brandon Ridge Dr.	S2187	Completed	2025
Design for Tier 2 Sidepath / Walk Design	S2123-1	Design	TBD
Evergreen Drive Sidewalk (Ex SW at Greenwood Close to PDR)	S2164	Completed	2025
Glenridge Dr., Hammond to south of Wellington Trace	S2122	Design	2027
Glenridge Drive at Messina Way	S2188-3	Completed	2024
Glenridge Drive Sidewalk (Canopy Drive to Glenridge Close Court)	S2172	Design	TBD
Hammond Drive Widening	S2193	Land	2029
Hilderbrand Police gym to Roswell Road (both sides)	S2168	Completed	2025
Intelligent Transportation System Fire Station 3	S2102	Construction	2026
Intelligent Transportation System Ring A	S2101	Bidding	2026
Jett Ferry Road/Spalding Drive (Jett Ferry Court to Dunvegan Close)	S2184	Construction	2026
Johnson Ferry Rd at Peachtree Dunwoody Rd Improvements	S2103	Concept	TBD
Johnson Ferry Rd. Sidepath, Glenridge Dr. to Peachtree Dunwoody Rd	S2222	Planning	TBD

Project	TSPLOST IDs	Stage	Completion Year
Lake Forrest Sidewalk Phase 1	S2185-1	Completed	2025
Lake Forrest Sidewalk Phase 2	S2185-2	Land	2027
Mt. Paran Road and Powers Ferry Road (Rebel Trail to Carol Lane)	S2186	Bidding	2027
Mt Vernon Bridge Enhancement	S2131	Construction	2026
Mt. Vernon Highway Sidewalk (Ex. SW at DeClaire Court to Long Island Drive)	S2170	Completed	2024
Mt. Vernon Highway Sidewalk (Glen Errol Road to Ex. SW at 500 Mt. Vernon Highway)	S2167	Completed	2024
Northland Drive (Landmark Drive to Ex. SW at Northland Ridge Trail)	S2163	Completed	2024
Powers Ferry Road (New Northside Drive to 6201 Powers Ferry Road)	S2177	Completed	2025
Powers Ferry Sidepath, City Limits to Dupree	S2321	Planning	TBD
River Exchange Drive Sidewalk	S2188-4	Completed	2024
Riverside Road Bridge Over Chattahoochee Tributary	S2132	Design	TBD
Riverside Sidewalk (South of I-285 to Mt Vernon Highway)	S2165	Land	2028
Roadway Maintenance and Paving	S2391	Planning	TBD
Roberts Drive Sidepath, Roswell Rd to Dunwoody Pl	S2221	Planning	TBD
Roswell Road North Boulevard Project (2030)	S2105	Design	2030
South Johnson Ferry Road at Brookhaven City Limit	S2188-2	Completed	2023

Project	TSPLOST IDs	Stage	Completion Year
Spalding Drive (Nesbit Ferry to Spalding Lake Court)	S2179	Completed	2025
SR-400 Multi-Use Trail	S2121	Construction	2028
Trowbridge Road Sidewalk (Spalding Trail to Trowbridge Lake Drive)	S2175	Completed	2024
Windsor Parkway Sidewalk - Gap Fills	S2161	Land	2028
Windsor Parkway, YMCA to Peachtree Dunwoody Road	S2188-5	Completed	2024

Fulton County Transit Master Plan (adopted 2019)

The Fulton County Transit Master Plan identified transit expansion opportunities for Sandy Springs and 13 other municipalities. Four Sandy Springs corridors were evaluated: SR-400, I-285, SR-9/Roswell Road, and Abernathy Road/Johnson Ferry Road. Based on employment and population density, ridership projections, and stakeholder input, the plan recommended a market-based transit scenario for Sandy Springs that continues to inform regional transit planning discussions. The envisioned transit network includes:

- Heavy rail extensions along SR-400 from North Springs MARTA Station
- Light rail or high-capacity transit along I-285
- Arterial rapid transit along Roswell Road/SR 9
- Enhanced frequent local bus service on Johnson Ferry Road

The focus of plan implementation has shifted toward more immediate and achievable improvements, including enhanced bus service and planning for BRT corridors. The county continues to coordinate with The ATL and MARTA on prioritization and phasing of transit investments.

Sandy Springs Comprehensive Plan (adopted 2022)

Adopted in 2022, The Next Ten Comprehensive Plan is an update for the 2017 Comprehensive Plan, which established Sandy Springs' land use and development vision for a 20-year planning horizon, with concentrated focus on immediate ten-year actions. The 2022 plan is structured around ten overarching themes that continue to shape city planning: preserving neighborhoods, improving citywide mobility, creating a connected city, expanding and making open space more accessible, creating a balanced community by diversifying housing options and community amenities, economic competitiveness, maximizing the potential of the city's transit infrastructure, promoting redevelopment, creating a sense of place, and developing tools to manage and implement the city's vision.

The plan establishes the following priority actions, based on the 2021 TMP, pertinent to transportation for the next decade:

- Establish a transportation demand management program for the City and integrate it into the City's development review and traffic management efforts
- Increase the person-capacity of major corridors by expanding travel choices for residents and commuters
- Work with partners to provide a range of improved transit services including additional regional transit, new bi-county transit, and high-quality local circulators
- Enhance both street and bicycle/pedestrian connections from the Roswell Road corridor to its surrounding neighborhoods
- Expand street connectivity to reduce the burden on major corridors
- Incorporate parking in the City Springs area as part of an integrated transportation strategy
- Complete the sidewalk network on major corridors and expand pedestrian facilities citywide
- Invest in and implement planned bicycle facilities
- Enhance the visibility of, and connections to, MARTA stations

The Next Ten plan is accompanied by four small area plans. These plans (Roswell Road, Perimeter Center, MARTA Station Areas, and Powers Ferry) provided specific land use and development guidelines for focus areas. In 2023, the city adopted the Roswell Road Access Management Plan and Crossroads Small Area Plan, both of which build on the Roswell Road Small Area Plan. The Powers Ferry Transportation Study Mobility and Implementation Plan, adopted in 2024, builds on the Powers Ferry small area plan. These area plans emphasize multimodal connectivity, pedestrian and bicycle infrastructure, and transit-supportive development patterns.

North Springs MARTA Corridor Study (adopted 2025)

The North Springs MARTA Corridor Study builds on the MARTA Station Areas Small Area Plan (2016), which focused on enhancing connectivity and transit-oriented development at the North Springs MARTA station and planning for a proposed future MARTA station at Northridge Road. As shown in **Figure 51**, the study addresses 1.75 miles of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive and the North Springs MARTA Station property, with the goal of making the station a more walkable destination through multimodal safety improvements, PATH 400 trail extension, and transit-oriented development. The redesign for Peachtree Dunwoody Road has an estimated cost of $29.9M and will include 12-foot shared-use path for pedestrians and cyclists, sidewalks with landscaped buffers and street trees, median refuges for safer pedestrian crossings, shortening or removal of right-turn lanes at several intersections and new signalized crossings. Plans for TOD around the station include developing approximately 13 acres of currently vacant MARTA-owned land with 488-504 residential units, 42,000 square feet of ground-floor retail creating an active street frontage and 6 acres of parks and greenspace.

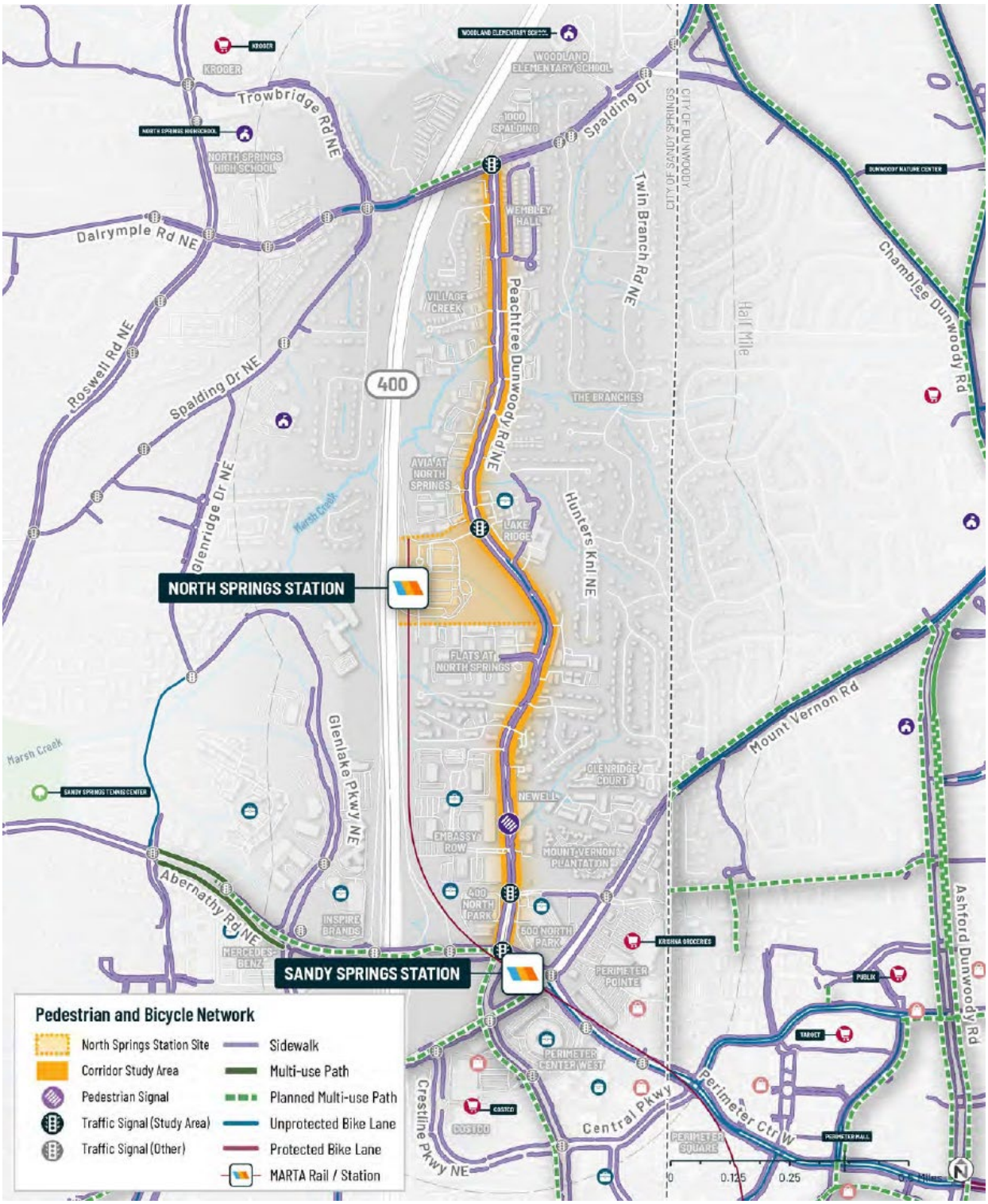


Figure 51. Study Area Map for North Springs MARTA Corridor Study

Powers Ferry Transportation Study Mobility and Implementation Plan (adopted 2024)

The Powers Ferry area is the western gateway to Sandy Springs, an area characterized by residential neighborhoods, small-scale retail, office, and hospitality uses, and access to natural resources, including the Chattahoochee River and National Park Service lands. The Mobility and Implementation Plan builds on the 2016 Powers Ferry Small Area Plan and analyzes the Northside Drive/ New Northside Drive one-way pair for reconfiguration ideas and prioritizes bicycle, pedestrian, transit, and roadway project recommendations. **Figure 52**, **Figure 53** and **Figure 54** highlight the short-, mid- and long-term recommendations for the study area.

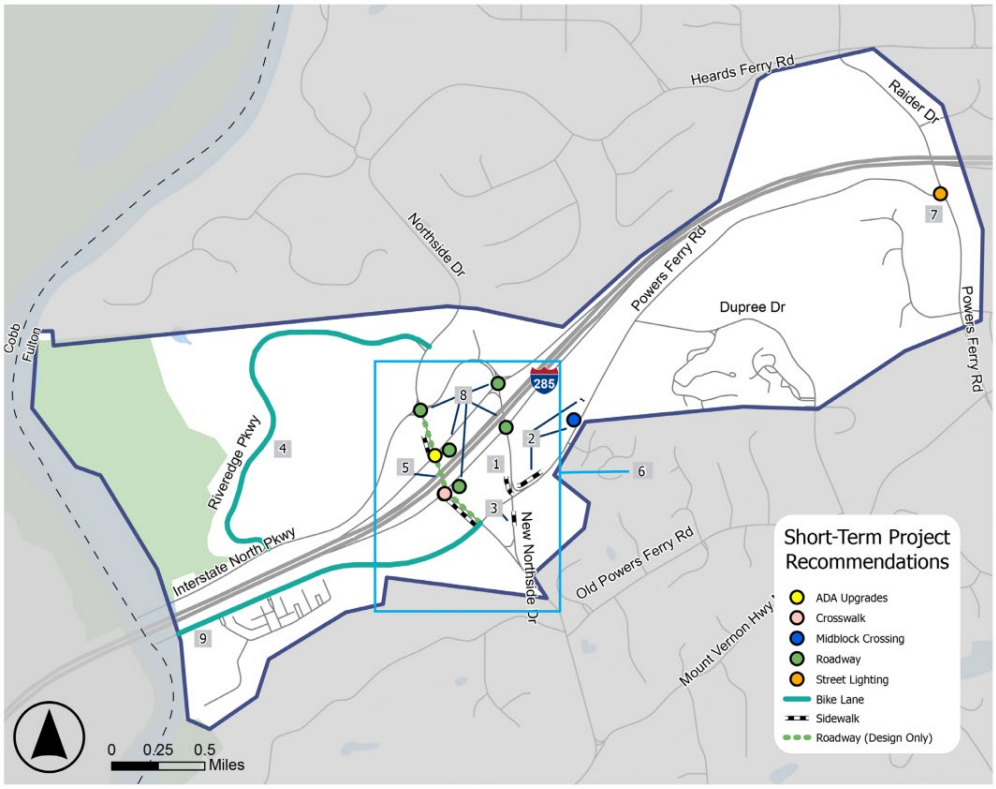


Figure 52. Short-Term Project Recommendations for Powers Ferry Area

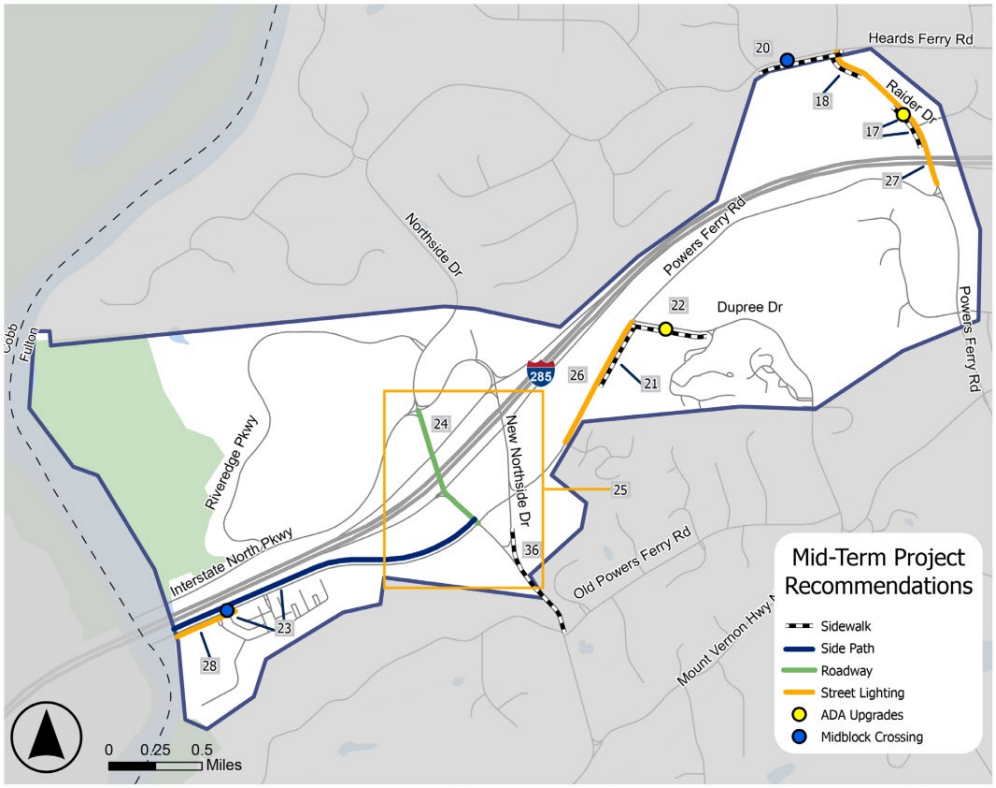


Figure 53. Mid-Term Project Recommendations for Powers Ferry Area

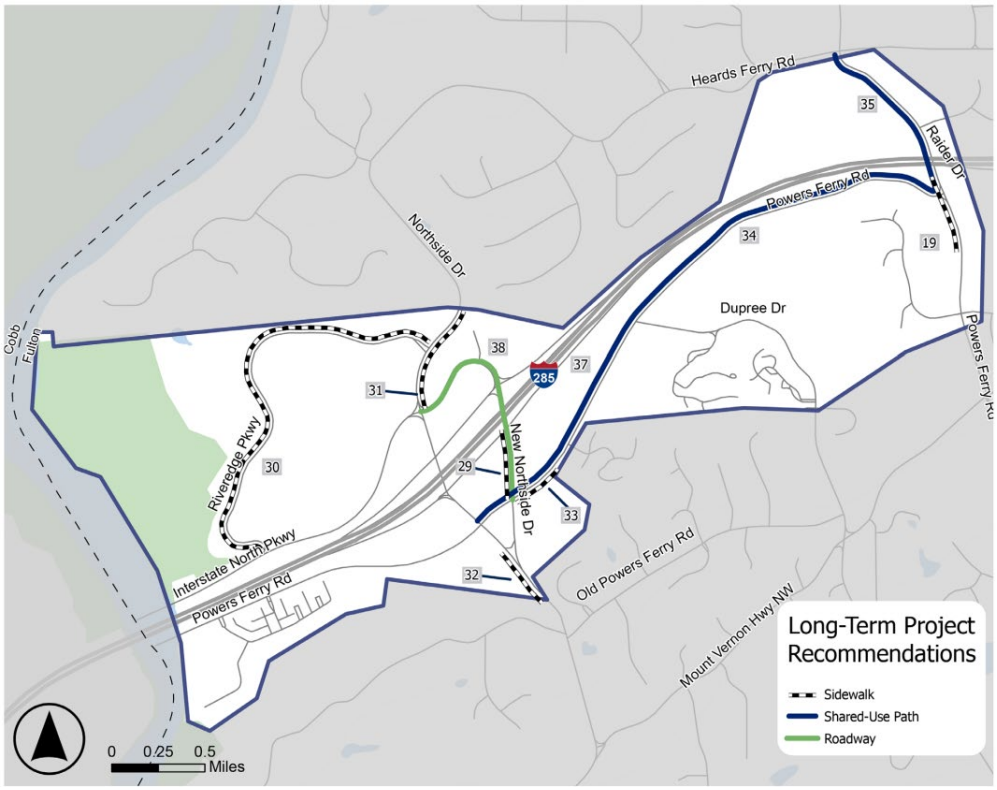


Figure 54. Long-Term Project Recommendations for Powers Ferry Area

Roswell Road Access Management Plan (2023)

The Roswell Road Access Management Plan builds upon the Roswell Road Small Area Plan, which focused on transforming the nine-mile SR-9/Roswell Road corridor through Sandy Springs from an auto-centric thoroughfare into a pedestrian and bicycle-friendly boulevard with walkable, mixed-use activity centers. The small area plan identified critical needs for expanded travel options, improved multimodal connectivity between Roswell Road and adjacent neighborhoods, and better connections to greenways, other multimodal corridors, and MARTA stations. To achieve this vision, the plan established design guidelines for street connections and block spacing, raised landscaped medians, major intersection treatments, parking management strategies, transit infrastructure, Complete Streets implementation, and public realm improvements.

The Roswell Road Access Management Plan advances these ideas by conducting a comprehensive safety analysis and identifying specific improvements for the benefit of all road users. This plan includes a phased list of projects, costs, and other implementation guidance for helping the city achieve its vision for the corridor.

Crossroads Small Area Plan (adopted 2023)

The "Crossroads" area is located along Roswell Road just south of I-285. It acts as an important gateway for the city's core area, City Springs. Crossroads is also close to the Perimeter business district, medical center, and Medical Center and Dunwoody MARTA stations, and is close to I-285 and SR-400. The Crossroads area was one of the areas studied as part of the Roswell Road Small Area Plan. The plan has three transportation related recommendations:

- **Establish a connected street grid.** Connect and expand the network of streets to provide additional routes and street connections for all modes of transportation, with an emphasis on providing more east-west connections through the planning area.
- **Enhance pedestrian and bicycle connections to and from destinations, parks and open spaces, and transit facilities.** Construct new sidewalks, bicycle facilities and trails, while enhancing the quality and safety of existing facilities, to provide both more and higher-quality routes through the area and improved access to transit.
- **Improve the safety and comfort of the pedestrian environment** through a combination of traffic calming measures, pedestrian crossing improvements, and public realm enhancements.

Perimeter Center Small Area Plan (adopted 2016)

The Perimeter Center Small Area Plan provides a comprehensive vision and priority actions for one of the Atlanta region's largest employment centers. At the time of plan adoption, Perimeter Center functioned primarily as an auto-oriented employment hub with significant gaps in "last mile" connections between major land uses and active transportation/transit networks, as well as limited multimodal connectivity to surrounding areas. The plan established a transformative vision for Perimeter Center as a vibrant, well-connected, mixed-use district with land uses better integrated with the surrounding Medical Center and Dunwoody MARTA stations. An update to this plan is currently underway.

Sandy Springs Trail Master Plan (adopted 2019)

The 2019 Trail Master Plan reestablished a vision for approximately 31 miles of trails for the city. This plan continues to guide trail development in Sandy Springs. The plan's following six segments provide connectivity between neighborhoods, employment centers, parks, and regional trail systems:

- **Segment #1: North End Connector (9 miles)** - Trail loop connecting Chattahoochee River National Recreational Area (CRNRA), Island Ford Park, North River Shopping Center, five schools, and the Roswell Greenway, including a trail along Roswell Road/SR 9 with bicycle/pedestrian crossing of SR-400.
- **Segment #2: Morgan Falls Park Connector (5 miles)** - Trail loop linking Morgan Falls Overlook Park, Big Trees Forest Preserve, and North Fulton Government Service Center, featuring a proposed pedestrian bridge across the Chattahoochee River to connect with Cobb County trails and an at-grade crossing of SR-9/Roswell Road.
- **Segment #3: Colquitt Road to Glenridge Drive (5 miles)** - North-south connection between North Springs MARTA Station and eastern Sandy Springs schools, including a side path on the Spalding Drive bridge over I-285 that was coordinated with GDOT's SR-400 Express Lanes project (completed 2022).
- **Segment #4: Glenridge Drive to Johnson Ferry Road (3 miles)** - Connects Abernathy Greenway, Tennis Center, future Glenridge Park, CRNRA, and Glenridge employment center.
- **Segment #5: City Springs/Perimeter Center Connectors (3.5 miles)** - Links city's two major activity centers via side paths and neighborhood greenways; significant progress including Mt. Vernon Highway Multi-Use Path (TSPLOST, Oct 2023), Transform 285/400 shared-use path (~1 mile, 2023-2024), and additional side path segments; includes connection to PATH 400 at Glenridge Connector.
- **Segment #6: East/South Connectors - Four regional connections:**
    - 6A (Peachtree Corners): East connection under coordination
    - 6B (Cumberland): West connection via Powers Ferry bridge over I-285
    - 6C & 6D (PATH 400): Two connections to future regional trail; coordination ongoing with regional PATH 400 development

The city committed to completing ten miles of the trails in the first ten years. The first segment prioritized for development is the Morgan Fall Connector, as shown in **Figure 55**. The first section of this trail, which has been named the "Springway", opened in 2025 with a 1.88-mile trail connecting Morgan Falls Overlook Park to Roswell Road at Cimarron Parkway.

Figure 55. Prioritized trail segment at Morgan Falls Overlook Park

Sandy Springs Bike, Ped, Trail Plan (adopted 2014)

The 2014 Sandy Springs Bike, Ped, Trail Plan established the foundation for the city's multimodal network development, identifying critical gaps in a roadway system that scored just 26 out of 100 on WalkScore. The plan's key recommendations—adopting Complete Streets policies and bicycle parking requirements—have been implemented and are now standard practice in Sandy Springs' transportation planning. Since 2014, the city has made substantial progress through TSPLOST infrastructure investments (2017-2024).

Sidewalk Programs

The City's Sidewalk Improvement Policy was established to provide a consistent and objective method for prioritizing sidewalk projects. The scoring criteria includes factors such as right-of-way availability, proximity to schools, parks, and activity centers, roadway classification and traffic volumes, evidence of pedestrian demand, connection to existing sidewalk network, and safety considerations and crash history. The city continues to update its sidewalk prioritization annually based on public input and technical analysis.

The 2024 Sidewalk Network Master Plan addresses the most pressing and significant mobility and safety concerns which are funded through the Capital Improvement

Program (CIP), and the TSPLOST. The Neighborhood Sidewalk Program addresses community desires for sidewalks that serve primarily recreational purposes and function as neighborhood amenities rather than essential transportation infrastructure. This program enables residents to request sidewalk projects through a cost-sharing model that requires neighborhood financial contributions and demonstrated community support via petition, ensuring projects reflect genuine local priorities and shared investment.

Project Sheets

Sandy Springs Transportation Master Plan

June 2026

Hammond Drive Corridor Improvements

Project ID: COR-1

Project Description and Location

Improve safety, mobility and pedestrian/bicycle access along Hammond Drive from Boylston Drive to Roswell Road and from Barfield Road to Glenridge Drive.

Project Cost *TSPLOST allocation*

$44,600,000

Project Need and Purpose

The project is located within the High Injury Network, with 353 crashes recorded between 2020 and 2024. The project is needed to reduce crash frequency and severity and enhance safety for all users. It aims to reduce congestion and provide more efficient travel options between SR-9 / Roswell Road and SR-400. The project will also provide better access to the employment areas in downtown Sandy Springs and within the Perimeter CID area.

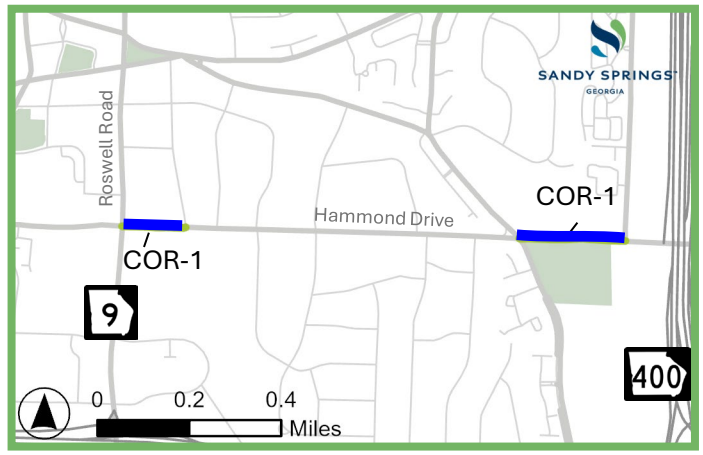
Source Plan

Sandy Springs TMP (2021)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- CIE

Implementation Considerations

- Public support
- TSPLOST and other funding availability
- Utility relocation
- Construction timeline

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Northside Drive at I-285 Corridor Improvements

Project ID: COR-2

Project Description and Location

Northside Drive from Interstate North Parkway to New Northside Drive south of I-285 by installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, alternative side path on the east side of Northside Drive, and sidewalks, or crosswalks

Project Cost *TSPLOST allocation*

$1,100,000 (Concept only)

Project Need and Purpose

The project is located within the High Injury Network, with 268 crashes recorded between 2020 and 2024. The purpose of the project is to improve pedestrian safety and connectivity by offering choices for alternative modes, including bicycling and walking to destinations.

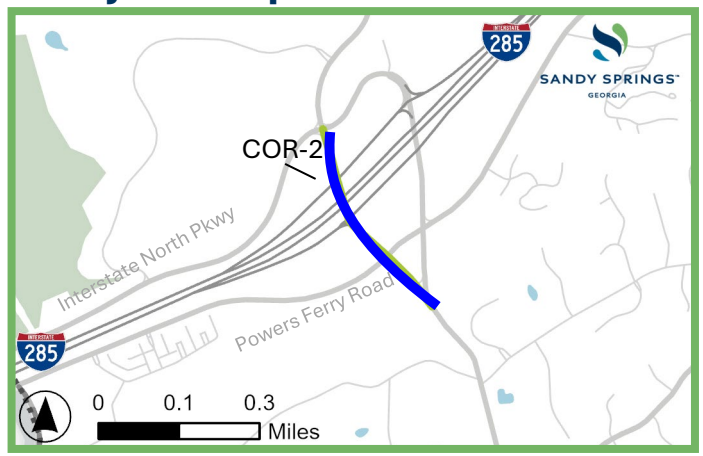
Source Plan

Sandy Springs Safety Action Plan (2025)

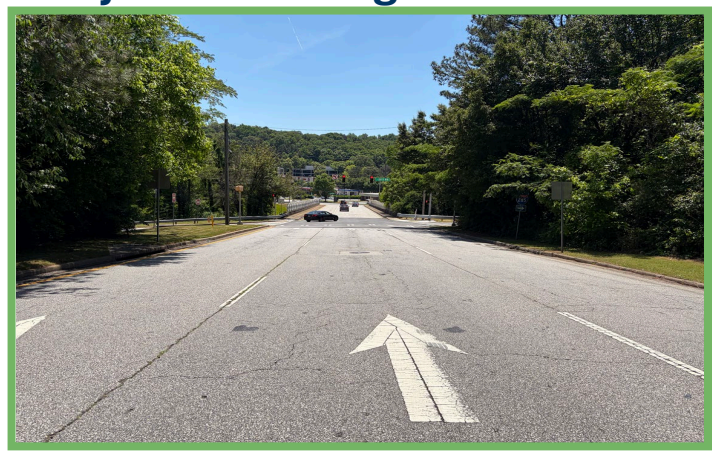
Programmed Tier

Short Term

Project Map



Project Site Image



Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- Federal (TA, CMAQ, STBG, SS4A, Carbon Reduction)

Implementation Considerations

- TSPLOST and other funding availability

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Riverside Drive Operational Improvements

Project ID: COR-3

Project Description and Location

Riverside Drive Operational improvements, including intersection improvements at Heards Ferry Road, River Valley Road, and I-285.

Project Cost *TSPLOST allocation*

$1,500,000 (Design only)

Project Need and Purpose

The corridor is exceeding capacity as it receives a significant amount of commuter traffic from nearby Cobb County, trying to access I-285. The project is located within the High Injury Network, with 190 crashes recorded between 2020 and 2024. The project aims to reduce crash frequency and severity and improve operational efficiency.

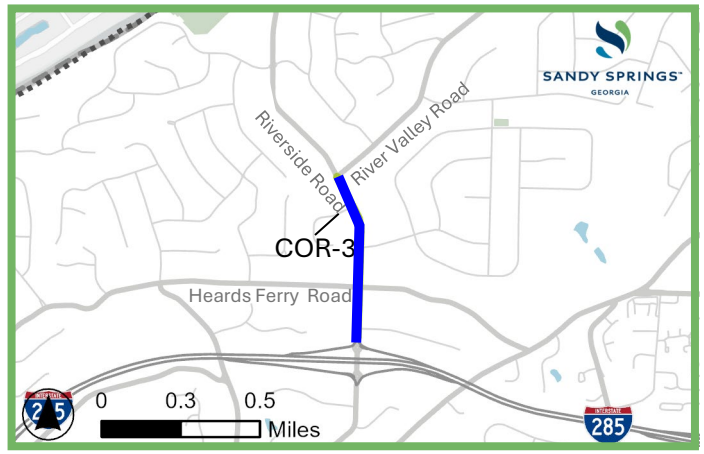
Source Plan

2026 Transportation Master Plan (New Project)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST*

Implementation Considerations

- TSPLOST and other funding availability
- Utility relocation
- ROW impacts
- Construction timeline

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

SR-9 / Roswell Road - Raised median near Northridge Road and various signal enhancements.

Project ID: COR-4

Project Description and Location

Raised median on the northbound approach to Northridge Road and upgrade traffic signal equipment as needed.

Project Cost *2029 inflated*

$3,009,000

Project Need and Purpose

The project is located within the High Injury Network, with 145 crashes between 2020 and 2024, including three involving pedestrians. The corridor is exceeding capacity as it receives a significant amount of commuter traffic and experiences congestion in peak periods. The project aims to reduce crash frequency and severity and improve operational efficiency.

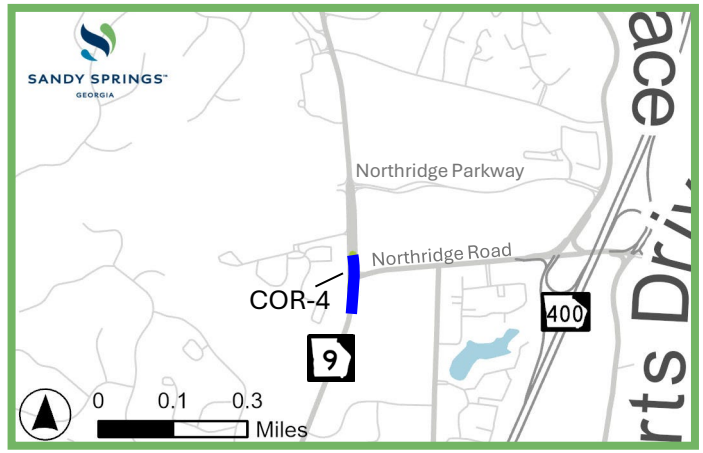
Source Plan

North End Roadway Safety Study (2022)

Programmed Tier

Short Term

Project Map



Potential Funding Sources other than the Annual City Budget

- Federal (TA, CMAQ)
- State (D7 quick response)

Implementation Considerations

- Funding availability
- Utility relocation
- GDOT permitting
- Construction timeline
- Possible opportunity to combine with mid-block crossing project at Northridge Parkway

Peachtree Dunwoody Road Corridor Improvements

Project ID: COR-5

Project Description and Location

Reconstruct Peachtree Dunwoody Road between Abernathy Road and Spalding Drive to have new bicyclist and pedestrian amenities.

Project Cost *TSPLOST allocation*

$2,000,000 (Concept only)

Project Need and Purpose

The corridor is located within the High Injury Network, with 273 crashes recorded between 2020 and 2024. The purpose of the project is to improve pedestrian / bicyclist safety and local regional connectivity by offering choices for alternative modes, including bicycling and walking to destinations and provides enhanced access to North Springs and Sandy Springs MARTA stations.

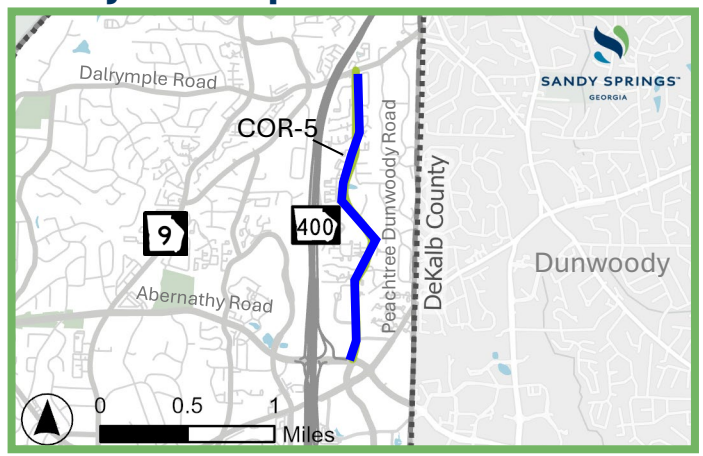
Source Plan

North Springs MARTA Corridor Study (2025)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- Federal (TA, CMAQ, STBG, Carbon Reduction, SS4A)

Implementation Considerations

- TSPLOST and other funding availability

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Glenridge Drive/Johnson Ferry Road Corridor Enhancements

Project ID: COR-6

Project Description and Location

Enhance corridor safety and accessibility along the corridor from High Point Road to Glenridge Connector by closing lighting gaps, upgrading signal hardware with flashing yellow arrows (as needed) and retroreflective backplates.

Project Cost *2029 inflated*

$1,670,000

Project Need and Purpose

The corridor is located within the High Injury Network, with 174 crashes between 2020 and 2024. It is in proximity to the Medical Center campus. The purpose of the project is to reduce the frequency and severity of crashes and to improve accessibility and pedestrian visibility along this corridor.

Source Plan

Sandy Springs Safety Action Plan (2025)

Programmed Tier

Short Term

Project Map

Project Site Image

Potential Funding Sources other than the Annual City Budget

- Federal (TA, CMAQ, SS4A, Carbon Reduction)

Implementation Considerations

- Funding availability
- Utility relocation
- Construction timeline

SR-9 / Roswell Road Safety Project from Cliftwood Drive / Carpenter Drive to Hammond Drive

Project ID: COR-7

Project Description and Location

Operational and access management improvements on the SR-9 / Roswell Road corridor between Cliftwood Drive / Carpenter Drive and Hammond Drive.

Project Cost *TSPLOST allocation*

$4,000,000 (Concept and Design only)

Project Need and Purpose

The Roswell Road corridor is approaching capacity, and is within the High Injury Network, with 593 crashes recorded between 2020 and 2024. This project enhances roadway intersection operations and improves access management by managing roadway access points to reduce conflict points and overall safety.

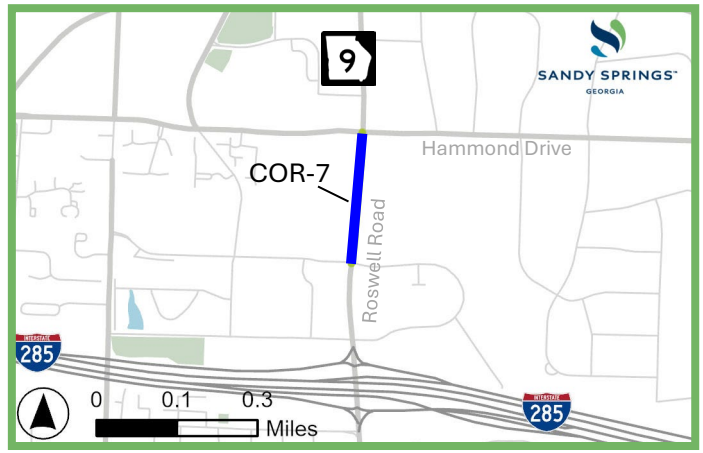
Source Plan

Sandy Springs Safety Action Plan (2025)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- Federal (TA, CMAQ)
- State (D7 quick response for operational improvements)
- CIE

Implementation Considerations

- TSPLOST and other funding availability
- Utility relocation
- GDOT permitting
- Construction timeline

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

SR-9 / Roswell Road and Morgan Falls Road Intersection Improvement

Project ID: INT-1

Project Description and Location

Intersection improvements at the intersection of Roswell Road and Morgan Falls Road.

Project Cost *TSPLOST allocation*

$6,100,000

Project Need and Purpose

The project is currently identified within the High Injury Network and had 79 crashes between 2020 and 2024. It aims to improve intersection operations, reduce conflict points, and enhance safety for all users. The intersection is also the primary access point to the City's Police Department Headquarters and multiple City park facilities.

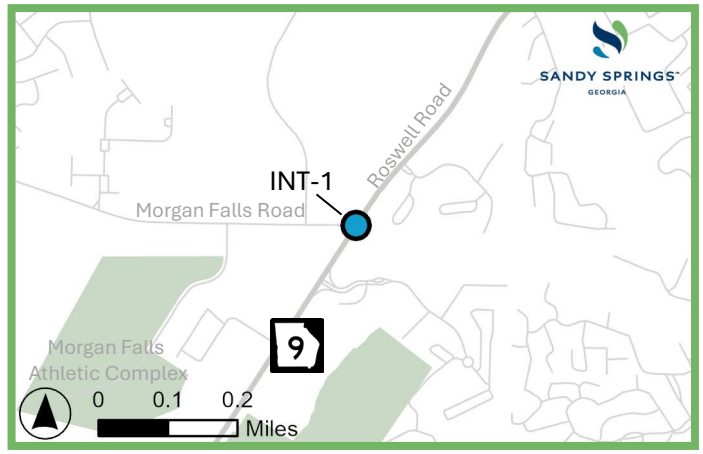
Source Plan

2026 Transportation Master Plan

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST*
- Federal (TA, CMAQ)
- CIE

Implementation Considerations

- TSPLOST and other funding availability
- Utility relocation
- GDOT permitting
- Construction timeline

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Peachtree Dunwoody Road at Johnson Ferry Road Intersection Improvements

Project ID: INT-2

Project Description and Location

Safety and operational improvements at the intersection of Peachtree Dunwoody Road and Johnson Ferry Road in the heart of the Medical Center Campus.

Project Cost *TSPLOST allocation*

$3,589,679

Project Need and Purpose

The intersection is currently identified within the High Injury Network, with 106 crashes between 2020 and 2024. The project is needed to improve intersection operations to reduce crash frequency and severity, reduce conflict points, and enhance safety for all users near activity centers.

Source Plan

Medical District Safety Study (2021)

Programmed Tier

Short Term

Project Map

Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST*
- Federal (TA, CMAQ)

Implementation Considerations

- TSPLOST and other funding availability
- Availability of Right-of-Way
- Utility relocation
- Construction timeline

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Glenridge Connector and Johnson Ferry Road Intersection Improvement

Project ID: INT-3

Project Description and Location

Safety and operational improvements at the intersection of Glenridge Connector and Johnson Ferry Road.

Project Cost *TSPLOST allocation*

$3,300,000 (Design & ROW only)

Project Need and Purpose

The project is in proximity to an activity center and is currently identified within the High Injury Network, with 122 crashes recorded between 2020 and 2024. It aims to improve intersection operations, reduce conflict points, and enhance safety for all users.

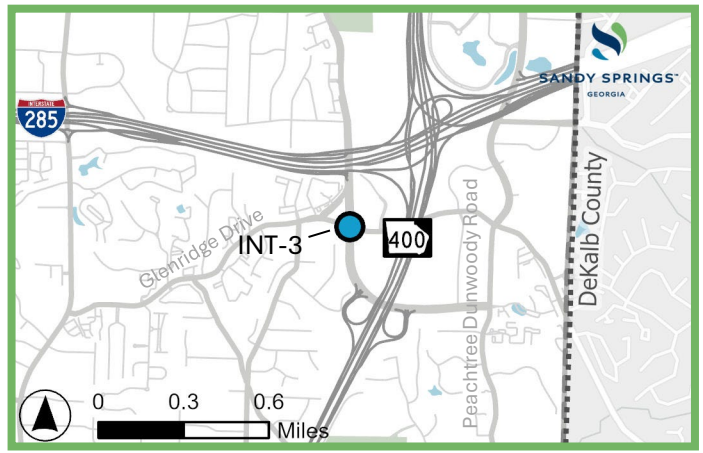
Source Plan

Sandy Springs Safety Action Plan (included in a larger corridor project)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- Federal (TA, CMAQ if non-capacity adding, STBG)

Implementation Considerations

- TSPLOST and other funding availability
- Availability of Right-of-Way
- Utility relocation

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Nesbit Ferry Road at Spalding Drive Intersection Improvement

Project ID: INT-4

Project Description and Location

Intersection improvements at Nesbit Ferry Road and Spalding Drive, including geometric enhancements, pedestrian facility upgrades, and new traffic signal equipment upgrades.

Project Cost *2029 inflated*

$2,500,000

Project Need and Purpose

The project is needed to improve intersection operations to reduce crash frequency and severity, reduce conflict points, and enhance safety for all users near activity centers.

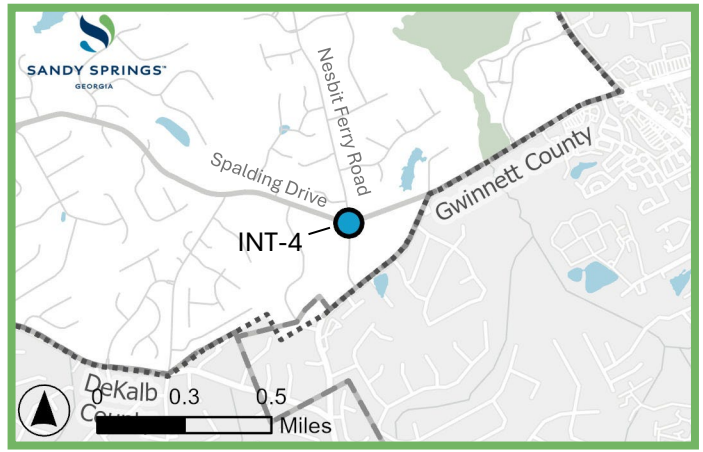
Source Plan

2026 Transportation Master Plan (New Project)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources

- Federal (TA, CMAQ)

Implementation Considerations

- Funding availability
- ROW impacts
- Utility relocation
- Construction timeline

Outcome if not implemented

No improvements may lead to additional crashes in the future and operational issues will remain unaddressed.

SR-140 / Holcomb Bridge Road Side Path

Project ID: BP-1

Project Description and Location

Side path along SR-140 / Holcomb Bridge Road that connects to side paths in Roswell and Peachtree Corners.

Project Cost *TSPLOST allocation*

$4,300,000

Project Need and Purpose

This area lacks multimodal connectivity leaving users who do not drive at significant safety risks. The project improves local / regional connectivity (or "system linkages") by offering choices for alternative modes, including bicycling and walking to destinations, and provides access to the Chattahoochee River.

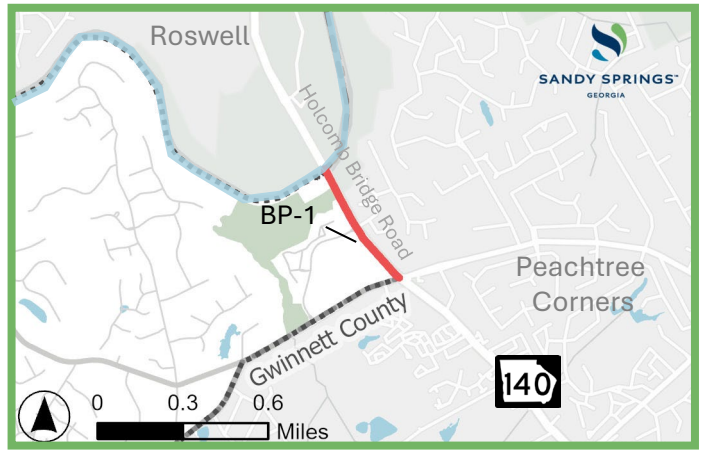
Source Plan

2026 Transportation Master Plan (New Project)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- Federal (TA, CMAQ, STBG / SS4A)

Implementation Considerations

- TSPLOST and other funding availability
- Utility relocation
- GDOT permitting
- Construction timeline
- GDOT bridge over Chattahoochee River future replacement timeline

SANDY SPRINGS
Transportation Master Plan

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Johnson Ferry Road Bicycle and Pedestrian Improvements

Project ID: BP-2

Project Description and Location

Add bicycle and pedestrian improvements to Johnson Ferry Road between Glenridge Drive and Peachtree Dunwoody Road (improved sidewalk pedestrian lighting).

Project Cost *2029 inflated*

$4,900,000 (Design & ROW only)

Project Need and Purpose

The project is located within the High Injury Network, with 301 crashes between 2020 and 2024. This area lacks multimodal connectivity, leaving users who do not drive at significant safety risks. The purpose of the project is to improve pedestrian/bicyclist safety and create new facilities for enhanced mobility, and to also offer alternative modes to relieve congestion near the medical center campus.

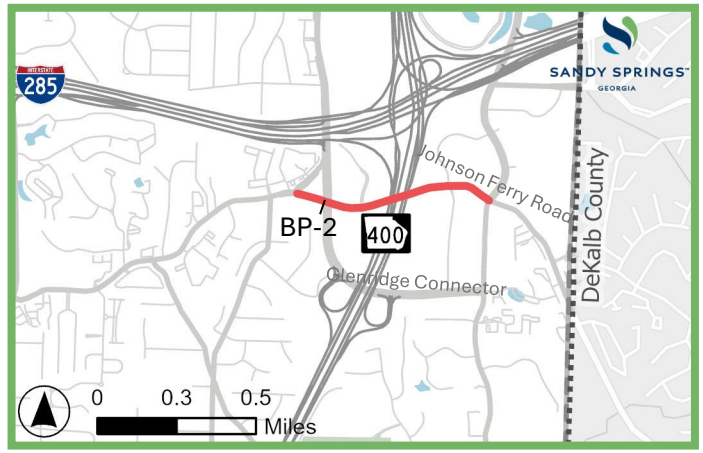
Source Plan

Sandy Springs TMP (2021)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources

- Federal (TA, CMAQ, SS4A, Carbon Reduction)

Implementation Considerations

- Funding availability
- ROW impacts
- Utility relocation
- Construction timeline

SANDY SPRINGS

Transportation Master Plan

Sandy Springs Circle Bicycle and Pedestrian Improvements

Project ID: BP-3

Project Description and Location

Add bicycle and pedestrian improvements to Sandy Springs Circle between Johnson Ferry Road and SR-9 / Roswell Road.

Project Cost *2029 inflated*

$950,000 (Design and ROW only)

Project Need and Purpose

The project is located within the High Injury Network, with 150 crashes. The purpose of the project is to improve pedestrian/bicyclist safety and create new facilities for enhanced mobility, and to offer alternative modes to relieve congestion near the downtown Sandy Springs area.

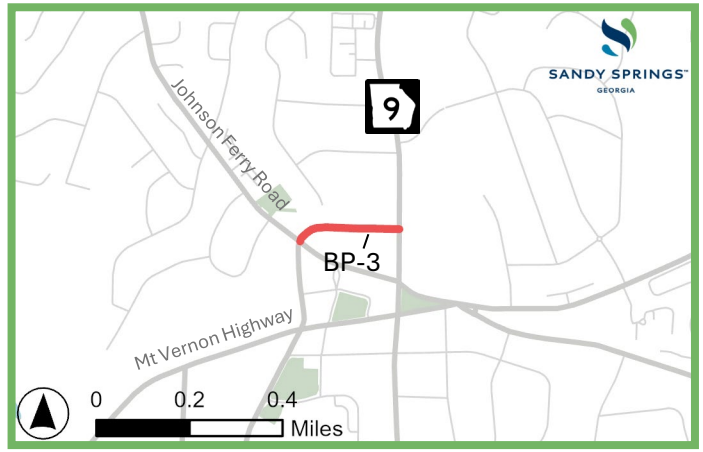
Source Plan

City Springs Master Plan Update (2022)

Programmed Tier

Short Term

Project Map



Project Site Image

Potential Funding Sources

- Federal (TA, CMAQ, SS4A, Carbon Reduction)

Implementation Considerations

- Funding availability
- ROW impacts

SANDY SPRINGS
Transportation Master Plan

Capital Sidewalk Program

Project Description and Location
Improve pedestrian access and safety by completing sidewalks throughout the city.

Project Cost *TSPLOST allocation*
$16,000,000

Project Need and Purpose
This program is needed to improve the lack of pedestrian connectivity from neighborhoods, enhance connections to businesses and jobs using alternate modes, and repair existing sidewalk facilities.

Programmed Tier
Short Term

Lack of pedestrian facilities at Hammond Drive

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*

Implementation Considerations

- TSPLOST passage
- Priority for projects under $200,000
- Sidewalk gaps
- Sidewalk scores based on the city's Sidewalk Improvement Policy

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Intelligent Transportation Systems (ITS) Program

Project Description and Location

City-wide ITS deployments, including but not limited to an integrated network of cameras, real-time connectivity to traffic signals, and advanced traffic management technologies.

Project Cost *TSPLOST allocation*

$4,300,000

Project Need and Purpose

This project will reduce congestion and improve operations along various city corridors. A modern up-to-date citywide ITS program is needed to provide real-time monitoring, adaptive signal control, improve emergency response times, and improve coordination of incident management across the city's complex multimodal network.

Programmed Tier

Short Term

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*

Implementation Considerations

- TSPLOST or other funding availability
- Utility relocation
Construction timeline

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Intersection Program

Project Description and Location

Improve traffic operations and safety by upgrading and modernizing intersections throughout the city through infrastructure such as signals, turn lanes, crosswalks, etc.

Project Cost *TSPLOST allocation*

$4,300,000

Project Need and Purpose

Several intersections in the city are within the High Injury Network and experience congestion in peak hours. The project scope will vary by location, but will aim to reduce crash frequency and severity, enhance pedestrian crossing facilities at needed locations, and improve the operational efficiency of selected intersections.

Programmed Tier

Short Term

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*

Implementation Considerations

- Public support
- TSPLOST and other funding availability
- Availability of Right-of-Way
- Utility relocation challenges
- Construction timeline

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Mid-block Crossing Program

Project Description and Location

Design and construction of safe pedestrian access at key mid-block location to improve safety and connectivity.

Project Cost *TSPLOST allocation*

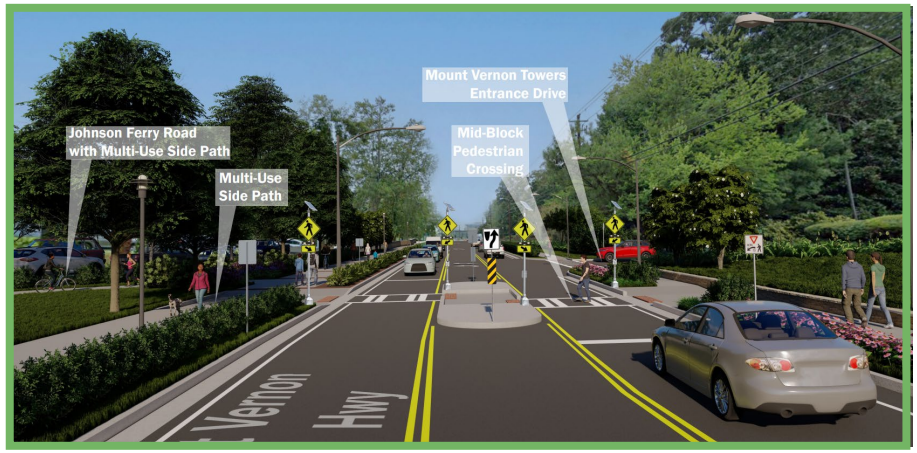
$4,000,000

Project Need and Purpose

The program is needed to enhance safety, reduce pedestrian crash risk, and improve non-motorized connectivity for pedestrians and other vulnerable road users throughout the city. The program is intended to respond to new requests from residents across the city to improve safety. The program may design and install a variety of improvements, including marked crosswalks, pedestrian refuge islands, pedestrian hybrid beacons (PHBs), and adequate lighting.

Programmed Tier

Short Term



Proposed mid-block crossing at Mt. Vernon Highway

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*

Implementation Considerations

- Public support
- TSPLOST and other funding availability
- Utility relocation challenges
- Construction timeline

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

Bridge Program

Project Description and Location

Improves, repairs, or replaces existing bridges on local roads throughout the city.

Project Cost *TSPLOST allocation*

$5,000,000

Project Need and Purpose

Sandy Springs maintains several bridges** and culvert structures spanning its creeks and that are subject to ongoing deterioration from aging infrastructure, increased load factors, and environmental stressors. This program will systematically rehabilitate or reconstruct existing structures to modern design standards, as well as explore opportunities to expand bicycle and pedestrian

Programmed Tier

Short Term

*This project is anticipated to be funded through TSPLOST. Depending on the outcome of the TSPLOST referendum in November 2026, alternative funding sources may need to be identified.

**Note – GDOT maintains bridges within Sandy Springs that are located on their state route network (including I-285, SR-400, SR-9 / Roswell Road, and at interchanges)

Potential Funding Sources other than the Annual City Budget

- TSPLOST 2026*
- State (Bridge Replacement program funding)

Implementation Considerations

- Public support
- TSPLOST and other funding availability
- Availability of Right-of-Way
- Utility relocation challenges
- Construction timeline

Update Planning Studies or Scoping / Concept Development

Project Description and Location

The project is intended to allocate resources for future planning studies and/or project scoping initiatives to review project feasibility and develop future project concepts prior to engineering work commencing.

Project Cost

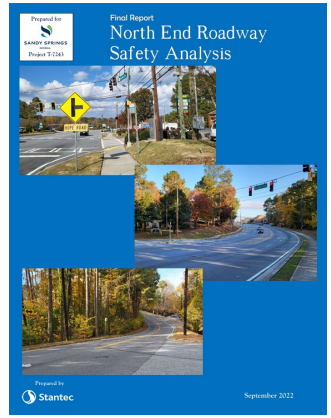
$1,000,000

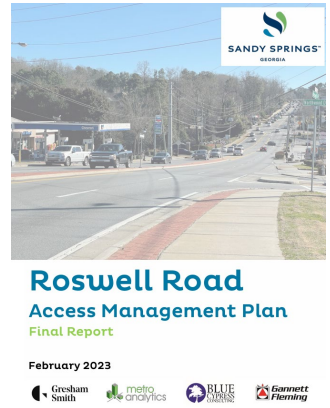
Project Need and Purpose

The City routinely needs to update its planning documents to examine and revisit project needs and feasibility based on the latest data. Before requesting federal or state funding or grants, GDOT and ARC expect any project funding request to be identified in a recently adopted plan. Project Scoping of Concept development is also valuable to determine the feasibility of a project and to determine the best scope prior to investing in design and engineering.

Programmed Tier

Varies by Study or Plan (project scope and duration will vary)





Potential Funding Sources other than the Annual City Budget

- Federal Aid (TA, CMAQ) for Scoping or Concept

Implementation Considerations

- City Leadership support
- Public support
- Funding availability

Community Engagement Materials

Sandy Springs Transportation Master Plan

June 2026

Sandy Springs Transportation Master Plan (TMP)

Public Engagement Listening Sessions

Event Summary

North Fulton Government Annex

Tuesday, February 24, 2026, 5:30PM – 7:30PM

Sandy Springs City Hall

Wednesday, February 25, 2026, 11:00AM – 12:30PM, 5:30PM – 7:30PM

Church of the Redeemer

Thursday, February 26, 2026, 5:30PM – 7:30PM

Objectives

- Present high-priority projects to the public for feedback
- Integrate public feedback into project scoring and prioritization
- Inform people about upcoming TSPLOST public engagement

Number of People Engaged at Listening Sessions (total): 58

Top 5 themes based on overall comments

1. **Pedestrian and Bicycle Safety / Connectivity** - This was by far the most frequently raised concern. Residents frequently cited sidewalks, protected bike lanes, multi-use paths, safer crossings, and better connections to trails.
2. **Roswell Road Improvements** Roswell Road was the most mentioned roadway corridor. Concerns included traffic volume, unsafe U-turns, wide/dangerous lane geometry, pedestrian crossings, and business access.
3. **Intersection Safety** Multiple residents commented on specific intersections as dangerous or poorly designed, these include: SR-9/Roswell Road at Morgan Falls Road and also at the I-285 interchange.
4. **Signal Timing and Operational Improvements** Several commenters noted signals that cycle inefficiently, don't respond to actual traffic demand, or have poorly sequenced turn arrows.
5. **Mode Shift — Getting People Out of Cars** Another recurring comment was that adding vehicle capacity alone won't solve congestion. Multiple commenters explicitly called for better bus stops, trail connections, and investments that don't just accommodate more cars.

Listening Session 1: Sandy Springs North

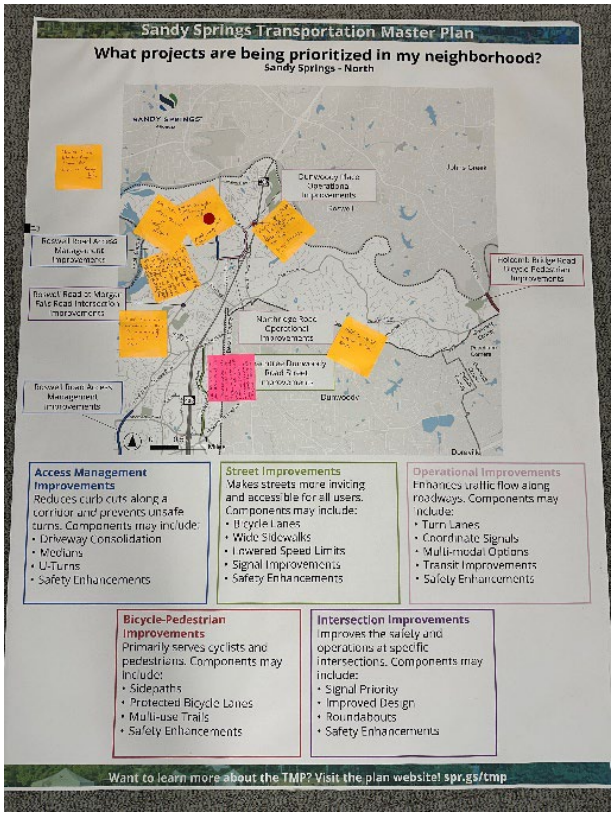
North Fulton Government Annex

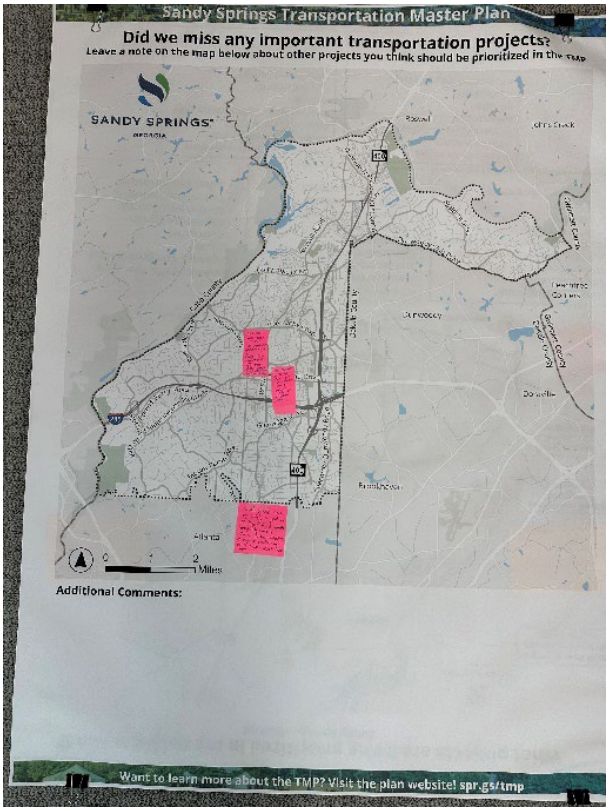
Tuesday, February 24, 2026

5:30PM – 7:30PM

Number of People Engaged: 15

This Listening Session was the first of four public engagement sessions throughout the city aimed at presenting priority TMP projects to the public. This Listening Session was hosted in the northern part of the city, which approximately includes council districts 1 and 2. Members of the community appreciated the opportunity to engage with the city in their neighborhood. Representatives from the media were also present at this event.





Listening Session 2: Sandy Springs Central

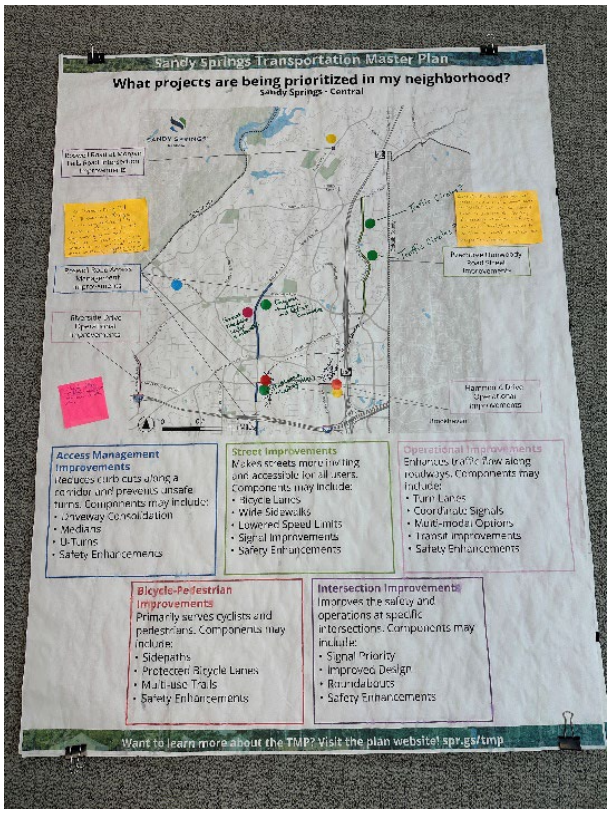
Sandy Springs City Hall

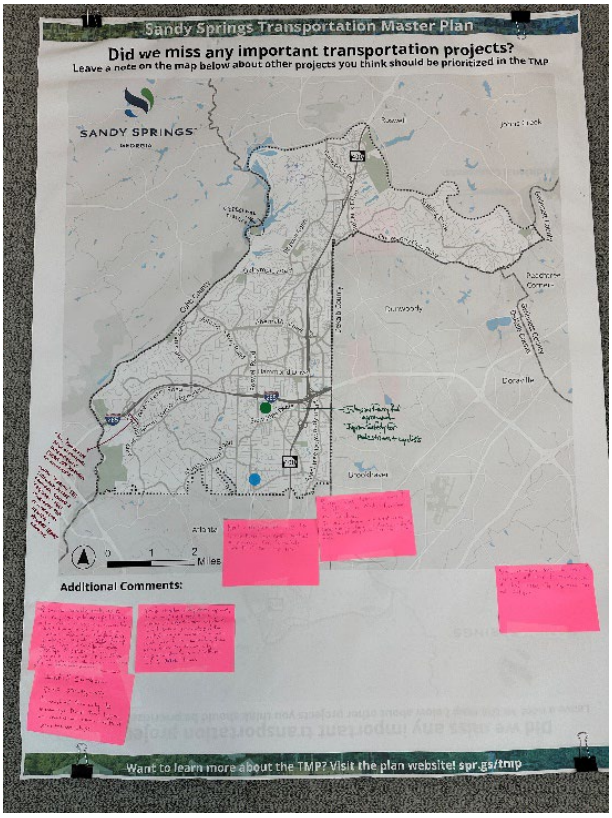
Wednesday, February 25, 2026

11:00 AM – 12:30 PM, 5:30 PM – 7:30 PM

Number of People Engaged: 38 (25 AM, 13 PM)

The Central Listening Sessions were the most successful across all geographies. People especially appreciated the daytime session, with many community members citing rush-hour traffic as a deterrent to attending evening events. Many City staff members also attended the daytime session, as it was during many employees' lunch breaks. Councilmember Melissa Mular (District 3) was also present at the daytime Listening Session.





Listening Session 3: Sandy Springs South

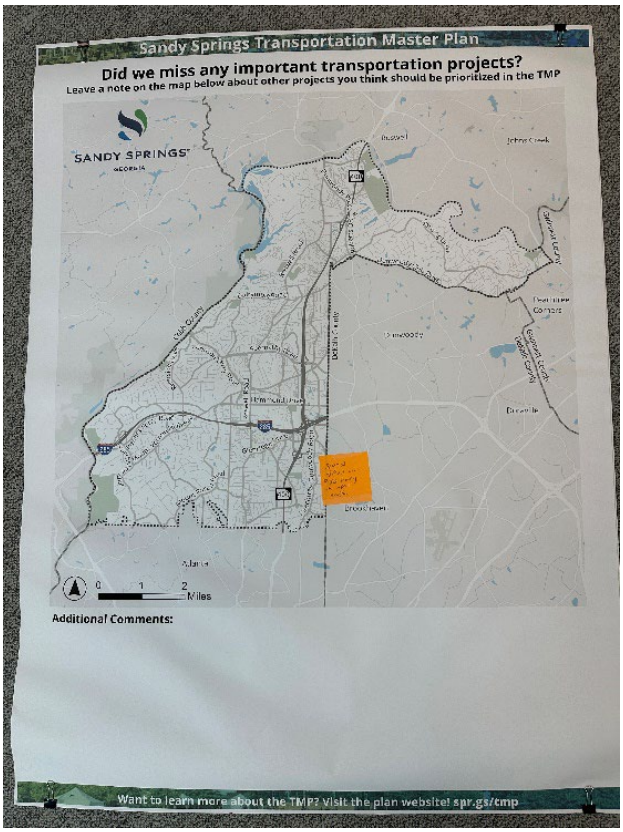
Church of the Redeemer

Thursday, February 26, 2026

5:30 PM – 7:30 PM

Number of People Engaged: 5

The South Listening Session had the fewest attendees, likely due to inclement weather that evening. The community members who attended stayed for a longer duration than attendees at previous events (1 hour or more) and had meaningful conversations with project staff.



Since attendance at the South Listening Session was low, community members preferred to share their feedback with project staff directly. One person left a comment on the citywide board stating they would like to see better signal timing along Peachtree Dunwoody Road to improve traffic flow.

At all Listening Sessions, members of the public were encouraged to share their feedback by marking up boards, speaking with the TMP team, or submitting comment cards (virtual or in-person). Feedback from the Listening Session Boards and virtual comment cards and online comments is included below. Please note that some comments below come from comments made verbally, or post-it notes placed on maps, or comment cards written by residents. Staff assigned the comment based on the placement on the map or any relevant projects associated with the comment. This is noted as some comments by themselves don't provide the full context the resident was trying to convey. Also, some comments did not tie to a previously reviewed project, so those areas in the table below are intentionally left blank.

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
North	Neighborhood	Add a roundabout to this area (Jett Ferry Road and Spalding Drive)	
North	Neighborhood	Assess speed/safety at the bridge on Roberts Drive over GA 400 (school safety)	
North	Neighborhood	Huntcliff Senior Center – EMS and Public Safety access	c_37
North	Neighborhood	Connect Hightower to Hope Road	in_21
North	Neighborhood	Eliminate 2-way left turn lanes on Roswell Road	
North	Neighborhood	Make Morgan Falls Road intersection with Roswell Road more perpendicular versus the current angle	INT-1 (in_34)
North	Neighborhood	The light at Roswell Road and Grogans Ferry Road – it would be more sensible for people waiting to turn left from Grogans Ferry and the left arrow should start as green, since 99% of the traffic turns left or right (not straight)	it_34

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
North	Neighborhood	Use sensitivity on Peachtree Dunwoody when considering using additional ROW or taking more. The loss of mature trees and screening would completely change its complexion.	COR-5 (c_43)
North	Citywide	Add "do not block the box" at Abernathy and Cherry Tree and Abernathy and Williamson	
North	Citywide	Add "do not block the box" on Mount Vernon Highway at Vernon Woods Drive and Hunting Creek	c_32
Central	Neighborhood	Nice bus stops with shade + seating + lights near community gathering places	
Central	Neighborhood	On Johnson Ferry Road at Breakwater Ridge, it is very difficult to make a left turn onto [Johnson Ferry] Road. Cars coming from Cobb [County] go too fast, cannot see because of the sun, and change lanes suddenly – please put lane dividers, too	
Central	Neighborhood	Greater need for wider sidewalks (along Roswell Road)	
Central	Neighborhood	Dangerous turning in and out of businesses (along Roswell Road)	
Central	Neighborhood	4 curb cuts + left turn (at Roswell Road and Hammond Drive)	COR-1 (c_44)
Central	Neighborhood	Bottleneck + safety issues (at Roswell Road and Hammond Drive)	COR-1 (c_44)
Central	Neighborhood	Big project will not address – will be worse! (at Roswell Road and Hammond Drive)	COR-1 (c_44)
Central	Neighborhood	Traffic Circles (Peachtree Dunwoody Road Street Improvements project)	COR-5 (c_43)

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
Central	Neighborhood	Currently, [Peachtree Dunwoody Road] is very wide at certain sections. How about some designated "cut outs" for school buses to pull off for loading and unloading students? Thusly, allowing North/South lanes to continue in motion & relieve the congestion/backup	COR-5 (c_43)
Central	Neighborhood	Prioritize connecting north Sandy Springs to the city center to make participation in the city's events more accessible without having to get into your car. Either create a wide walking path for bikes, scooters, walking, or perhaps Sandy Springs can have its own tram system with some stops on Roswell Road that just goes north and south… this would be particularly beneficial during summer concerts that have trouble with parking	
Central	Citywide	Install outdoor gyms strategically throughout the city to encourage those who have no access or cannot afford gym memberships	
Central	Citywide	Traffic congestion is a problem, especially as so many cut through our city. However, to make Sandy Springs more desirable and increase the sense of community and the health/well-being of residents, the city must provide more walking/bike paths connecting all our city decrease particulates in air pollution, and increase fitness	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
Central	Citywide	For Northside Drive Operational Improvements, please add sidewalks to the roundabouts. When scoring this sidewalk, please consider adding a category that considers the commercial center… Powers Ferry Landing	COR-2 (c_41)
Central	Citywide	Johnson Ferry Road Improvement	BP-3 (bp_13), bp_15
Central	Citywide	Improve safety for pedestrians and cyclists	
Central	Citywide	Need crash protection along this turn on Roswell near mystic. Guardrails or concrete. Cars constantly crash off of the road here	
Central	Citywide	Speeding up vehicle traffic to reduce congestion will never be enough because of induced demand. This plan needs more mode shifting.	
Central	Citywide	Pedestrian Bridge (across Chattahoochee River near Morgan Falls Overlook Park)	
Central	Citywide	Mid-block crossing at Roswell Road and Hightower Trail. There is jaywalking	mb_04
South	Citywide	Improve signal timing along Peachtree Dunwoody Road (inside the Perimeter)	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
South	Citywide	Build bike lanes to connect to Path400 on Windsor, High Point, and Northland. This area is underserved with recreational facilities. Current roads and sharrows are dangerous, including for children here. It needs protected bike lanes to protect people	
South	Citywide	Possible greater focus on safety in the portion of Roswell Road immediately north of Windsor Parkway intersection, as multiple residents have voiced concerns about that area	c_13
Online		In upcoming transportation projects, I would very much like to see a focus on improving the safety and usefulness of bicycle and pedestrian transportation options. Integrating more aspects of the master trail plan into transportation projects and providing more funding for the sidewalk plan would greatly improve the options for people to get out of their cars. In addition, as projects are considered, designing spaces for public art is important.	
Online		I want safety. I drive up and down Roswell Road multiple times a day in the North End and see things that people who don't live in this area don't. Please take these things into account in your planning.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		First and foremost, people do not know how to drive, make U-turns, and pedestrians crossing Roswell Road are either lazy or time crunched and won't walk to traffic crossings. Roswell Road's lanes apparently are not wide enough for drivers to turn into the left lane when making a U-Turn, and/or drivers do not know how to properly make U-Turns. Accidents have happened and will happen if you continue on the median of North Roswell Road. For example, there are currently medians on the Southbound side of Roswell Road at Northridge and at Grogan's Bluff. Here is what I have seen at these intersections on a regular basis. 1)Northridge People making a U-Turn from the left Southbound lane into the right Northbound lane while people are making a right turn from Northridge onto Roswell Road. 2)Grogan's Bluff People in the Northbound left-hand turn lane of Roswell Road edging into the left lane of flowing traffic in order to make the U-Turn into the right Southbound lane. The Grogan's Bluff intersection has had to be redesigned due to the unintended consequences of the original design. I am against additional medians on Roswell Road between Northridge and Hightower Roads and forcing U-Turns.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		Huntcliff Summit - The median would be a nightmare at Huntcliff Summit. The only way to access the main entrance, parking lot and half of the resident parking of Huntcliff Summit is the Roswell Road entrance. There is no entrance from Hightower to the front of the building. Asking very elderly licensed drivers to make U-Turns will cause accidents. Roswell Road doesn't need to be a Boulevard. It is a functional, utilitarian road. Who cares how pretty it is.	
Online		I am a resident on the west side of Brandon Mill with only unsafe ways to cross over to the newly constructed (thank you!) sidewalks. Please prioritize safe pedestrian crossings at River Court Parkway, North Mill Road, and Wyndham Hills Drive. The winding roadway, elevation changes, and limited sight lines make it unsafe to access the sidewalks, though people do. I wouldn't want an accident or injury to be the catalyst for making this a priority. Thank you.	
Online		In November 2026, you are asking the voters to vote for another percentage increase to the current sales tax rate. Our sales tax is getting higher to the point that you are chasing voters to live, work, and play in another area with lower taxes. It is becoming too expensive to live in Sandy Springs.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		I attended the meeting at the North Fulton Annex building. The meeting was about the north end of Roswell Road. Currently, the middle lane, between the north and southbound traffic, is a turning lane, and you plan to place a median in its place. Looking at the map, the median will be from Northridge Parkway, just north of the Chick-fil-A on Roswell Road to Hightower Trail. This will impact the businesses along this section of Roswell Road. Currently, their customers can easily make a right or left turn into or out of their business. Your plan will force their customers to go to the next break in the median and make a dangerous U-Turn. Those customers may choose to shop at businesses that are easier to access and/or have a lower sales tax. This change could lead to businesses closing, and that will impact the tax basis of Sandy Springs. Safety at this section of Roswell Road includes the Hellenic Tower, Sunrise at Huntcliff, and Huntcliff Summit, and at all senior living centers. By placing a median in the middle of Roswell Road, you are forcing medical units to go to the nearest traffic light or break in the median to turn. This would add additional time for those medical (police, fire, and ambulance) units and could cause the medical team to arrive too late. Please do not put a median down this or any other section of Roswell Road.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
Online		Thank you for the opportunity to provide input on the Transportation Master Plan Update. I would like to highlight the following transportation concerns and potential project needs for consideration: 1. Hammond Drive corridor should be addressed as follow-on improvements. As the City advances the Hammond Drive Corridor project, it is important to also plan for improvements at the two ends of the corridor so the full benefits of this major investment can be realized. Barfield Road to Glenridge Drive (westbound): A dedicated right-turn lane onto Glenridge Drive is needed. Currently, that turn lane effectively ends at the office park, which creates a bottleneck. Boylston Drive to Roswell Road: The multiple curb cuts before the southbound left turn onto Roswell Road create conflict points and congestion. In particular, the four curb cuts associated with the shopping center and gas station should be evaluated as part of a larger access-management strategy.	COR-1 (c_44), COR-3 (c_45)

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		The Hammond Corridor project represents one of the most significant transportation investments the City has undertaken. While it is understandable that the project must start somewhere, residents may not experience its full benefit if congestion worsens at the corridor ends. I encourage the City to identify and fund these follow-on improvements now so they can move forward as the larger project is completed. 2. Safe pedestrian crossings should be evaluated along Brandon Mill Road. The new Brandon Mill sidewalk is a welcome and heavily used improvement. However, its completion has also highlighted the need for safer ways to cross Brandon Mill Road so residents can actually access the sidewalk from the opposite side of the street. Key locations that should be evaluated include: North Mill Road River Court Parkway Lost Corner Others?	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		I recognize there may be physical or topographic limitations at some of these locations, but the City should explore lower-cost, lower-impact options where feasible. For example, at North Mill Road, where a blinking light already exists, would a marked crosswalk be possible? Not every location may require a more expensive HAWK-style pedestrian crossing; simpler treatments such as striping, signage, or other low-tech safety enhancements may help improve access. 3. Abernathy Road congestion between Glenridge Drive and Barfield Road has worsened significantly. Traffic on Abernathy Road between Glenridge Drive and Barfield Road has become increasingly congested in both directions, even during non-peak hours. Weekend traffic in this area is now often nearly as heavy as weekday rush-hour conditions. Having lived in this area for 15 years, I have seen this congestion worsen incrementally, with a noticeable decline over the past year. One contributing issue appears to be the frequency with which the signal at Aria North and Aria South is triggered. While that signal appropriately serves exiting traffic, it now seems to interrupt the mainline flow on Abernathy so frequently that overall corridor performance has deteriorated. This segment should be evaluated for operational improvements.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		4. The signal at Barfield Road / Mt. Vernon Highway should function more efficiently. The traffic signal at Barfield Road and Mt. Vernon Highway still appears to operate on a fixed cycle rather than responding efficiently to actual traffic demand. It continues to cycle through left-turn phases even when no vehicles are present on Barfield Road or Mt. Vernon Highway. I have previously submitted multiple tickets regarding this issue, and it remains unresolved. This intersection should be reviewed to determine whether signal timing, detection, or smart signal functionality can be improved. 5. Riverside Drive corridor improvements remain important, particularly because of River Valley Road backups. The proposed Riverside Drive Corridor improvements are much needed. In particular, backups on River Valley Road are significant and appear to have worsened over time. This corridor should remain a priority within the TMP because the traffic impacts are substantial for nearby neighborhoods. 6. Hammond Drive restriping may need to be revisited after the new signals are operational.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		I understand that the new traffic signals associated with the Hammond Drive changes are not yet operational and that it is appropriate to allow time to evaluate real-world traffic flow once the full system is in place. That said, I want to flag now that the current restriping pattern may ultimately need adjustment. After the signals are operational and sufficient data is available, the City should revisit whether the striping configuration is functioning as intended or whether further modifications, as part of a larger project, are warranted.	
Online		Project Powers Ferry Road (Carol Lane to Mt. Paran Road) Please continue to have this sidewalk project as a high priority in the upcoming Master Plan. We live off Powers Ferry and currently cannot safely walk or jog from our home to Chastain Park, even though we live less than a mile from the park. We want to be able to safely access the park without having to get in our car and find parking at the park.	COR-2 (c_41)
Online		Street Improvements	
Online		Finish the beautiful Springway Trail at Morgan Falls Overlook Park. Continue with 2C and eventually connect to the Roswell river trails.	
Online		Operational Improvements	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
Online		When turning left onto Roswell Rd from Grogan's Ferry Rd, please make the arrow first green, and then, after 10 seconds or so, have it switch to blinking yellow. Thanks!	
Online		Bicycle-Pedestrian Improvements, Intersection Improvements	
Online		The intersection of Roberts Rd and Roswell Rd needs a traffic light.	
Online		Access Management Improvements, Bicycle-Pedestrian Improvements, Intersection Improvements, Operational Improvements, Street Improvements	
Online		Create a restricted U-turn or ban left turns and straight traffic coming off Northridge Parkway to Roswell Road. Implement sidewalks for Adair Lane connecting apartments and condos to trails and the main street. Raise curbs along sidewalks on Roswell Road for safety.	

Online		For your consideration. Projects are organized from largest to smallest in scale, scope, or complexity. This ordering reflects project size only and does not indicate prioritization, funding sequence, or recommended order of implementation. Intersection Improvements: 1. Convert the Roswell Road / I-285 interchange to a Diverging Diamond Interchange (DDI) 2. Convert the intersections at Riverside Dr & Heards Ferry Rd and Riverside Dr & River Valley Rd to roundabouts 3. Realign and signalize the Hope Road / Roswell Road / Hightower Trail intersection 4. Convert the four-way stop at Pitts Road and Colquitt Road to a roundabout 5. Expand the intersection at Dunwoody Place and North River Drive/Hope Road to add left turn lanes 6. Add a second southbound left turn lane on Dunwoody Place at Northridge Road 7. Add a dedicated northbound right turn lane on Dunwoody Place at Roberts Drive _____ Operational Improvements: 1. Construct auxiliary lanes on GA 400 northbound and southbound between Abernathy Road and Northridge Road 2. Request GDOT extend the distance for the final merge between the Abernathy Road northbound C/D lane and GA 400 _____ Bicycle Pedestrian Improvements: 1. Engage with the City of Roswell's new administration to revive the pedestrian bridge over the Chattahoochee River along Roswell Road 2. Maintain the full width and length of the Roberts Drive multi-	

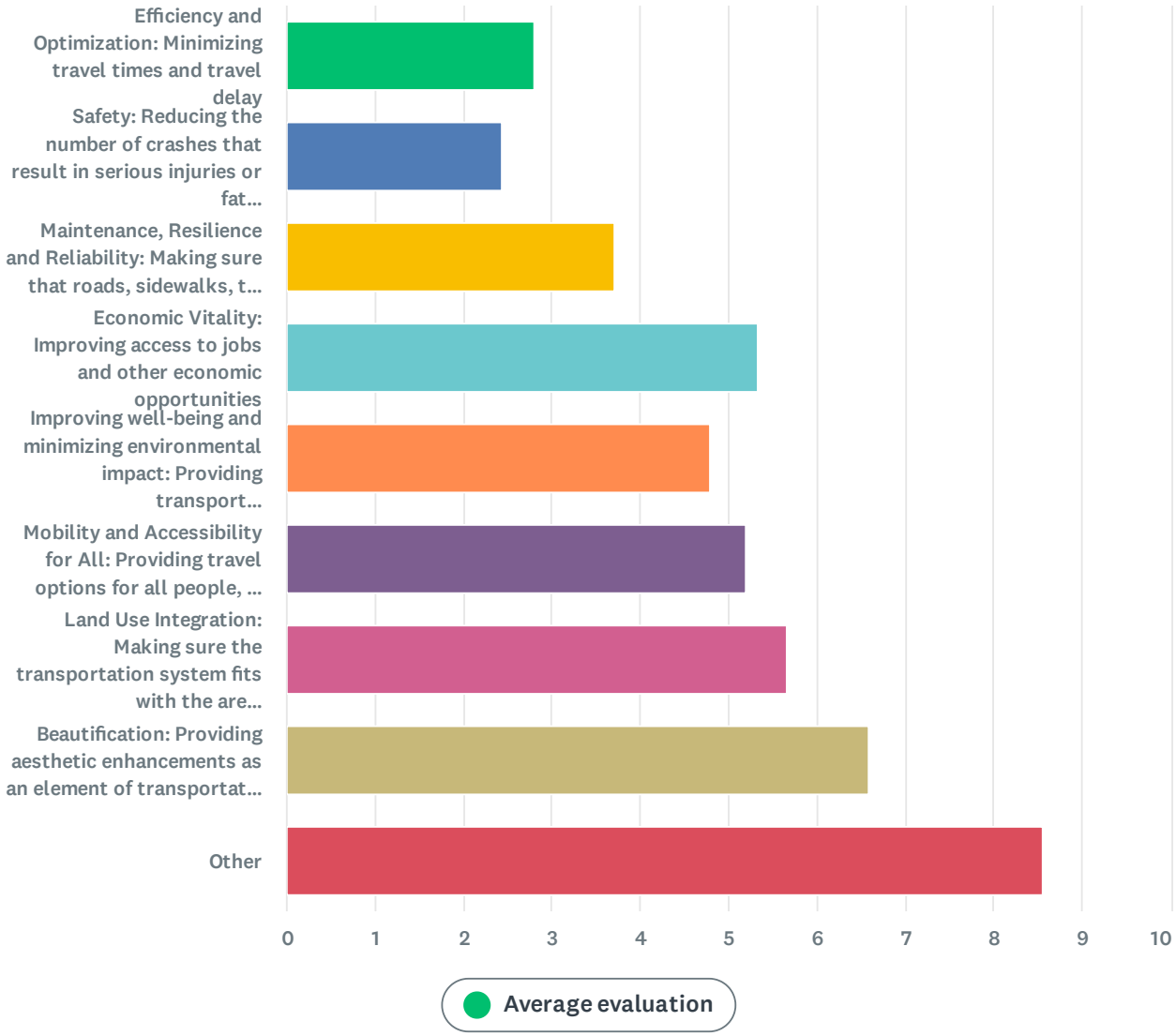
Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
		use path 3. Add a multi-use path and roadway lighting along the west side of North River Drive and Winding River Drive 4. Prioritize citywide trail expansion (2019 master plan approaching horizon) _____ Street Improvements: 1. Advance all applicable recommendations from the North End Safety Study 2. Keep up the great work!	
Online		Access Management Improvements, Bicycle-Pedestrian Improvements, Intersection Improvements, Operational Improvements, Street Improvements	
Online		Why was the sidewalk segment on Northside between Old Powers Ferry & Mount Vernon REMOVED from the master plan? Every day, people are walking on the shoulder of this heavily traveled road, between the two sidewalk segments of the two cross streets. I see cross-country teams from the private school, dog walkers, and joggers. I do not want to see an injury or fatality to force the city to add this back to the master plan. Do the right thing & add it back in.	

Geography	Board	Comment	Relevant Project(s) Project ID (data analysis project #)
Online		In upcoming transportation projects, I would very much like to see a focus on improving the safety and usefulness of bicycle and pedestrian transportation options. Integrating more aspects of the master trail plan into transportation projects and providing more funding for the sidewalk plan would greatly improve the options for people to get out of their cars. In addition, as projects are considered, designing spaces for public art is important.	

This public feedback was reviewed, and projects that received public support received additional scoring consideration, which in many cases resulted in higher scores. The overall public support received was invaluable and is needed to complete any plan update.

Q1 Please drag and drop to rank these transportation-related goals based on how important they are to you. You may add other goals if they are not listed.

Answered: 165 Skipped: 6



	1	2	3	4	5	6	7	8	9
Efficiency and Optimization: Minimizing travel times and travel delay	43.03% 71	17.58% 29	11.52% 19	6.06% 10	4.85% 8	8.48% 14	3.64% 6	2.42% 4	2.42% 4
Safety: Reducing the number of crashes that result in serious injuries or fatalities	30.91% 51	35.76% 59	12.12% 20	7.88% 13	8.48% 14	2.42% 4	2.42% 4	0% 0	0% 0
Maintenance, Resilience and Reliability: Making sure that roads, sidewalks, transit stops, and bicycle lanes are clean, and well-maintained	3.64% 6	19.39% 32	35.15% 58	13.33% 22	11.52% 19	9.09% 15	6.67% 11	1.21% 2	0% 0

	1	2	3	4	5	6	7	8	9
Economic Vitality: Improving access to jobs and other economic opportunities	2.42% 4	3.64% 6	7.27% 12	26.67% 44	13.33% 22	16.97% 28	14.55% 24	12.73% 21	2.42% 4
Improving well-being and minimizing environmental impact: Providing transportation options that promote wellness, preserve natural resources, and reduce emissions	8.48% 14	7.27% 12	12.12% 20	8.48% 14	27.27% 45	15.76% 26	12.12% 20	7.88% 13	0.61% 1

	1	2	3	4	5	6	7	8	9
Mobility and Accessibility for All: Providing travel options for all people, including children, seniors, and people with disabilities	2.42% 4	7.88% 13	10.30% 17	18.79% 31	15.15% 25	15.15% 25	15.76% 26	13.33% 22	1.21% 2
Land Use Integration: Making sure the transportation system fits with the area it serves and that major new destinations are planned with easy access in mind	5.45% 9	4.85% 8	5.45% 9	11.52% 19	9.09% 15	20.00% 33	28.48% 47	12.73% 21	2.42% 4
Beautification:	0.61%	3.03%	5.45%	6.06%	10.30%	12.12%	15.15%	44.85%	2.42%

Q2 What other transportation related goals, if any, are important to you? (if this does not apply, please put N/A in the box)

Answered: 99 Skipped: 72

#	RESPONSES	DATE
1	Integrated sidewalks and paths	2/15/2026 9:39 PM
2	Specifically: sidewalks, running/bike path expansions. Walkability in areas where there are things to walk to.	2/12/2026 9:52 PM
3	N/A	2/12/2026 5:36 AM
4	N/A	2/11/2026 2:26 PM
5	Public transit- increase access and options	2/11/2026 2:10 PM
6	Make more modes of transit available to reduce necessity of cars (e.g bike lanes, sidewalks)	2/11/2026 11:55 AM
7	As much possible to improve pedestrian access and safety. The walk lights should be longer for people with disabilities or cannot walk quickly across with confidence. There is a large elderly population near city center.	2/11/2026 9:24 AM
8	Improving connection between the Sandy Springs Marta Station and the city of Sandy Springs. No shuttle currently exists.	2/10/2026 12:27 PM
9	Getting GA 400 bike path complete, so we can bike to the gym.	2/9/2026 10:18 PM
10	Finish the damn Mt Vernon/JFR project in this decade! Are you trying to challenge the duration of the I285/SR 400 interchange project? Time the major corridor traffic signals for progression and adjust for events (don't you have a traffic management system in SS?)	2/9/2026 10:24 AM
11	Neighborhood bloc between Roswell Road, east to Hilderbrand, and Hammond Drive north to Johnson Ferry, are one of the least safe and most unwalkable areas in all of Sandy Springs. Lack of sidewalks, insufficiently marked crosswalks, and overall lack of awareness for driver/pedestrian safety makes this highly desirable living area unsafe for families with kids or the elderly.	2/9/2026 8:57 AM
12	N/a	2/8/2026 7:07 PM
13	Safety would be less of a problem if there was more investment directed toward the daily enforcement of existing traffic laws.	2/8/2026 5:55 PM
14	Optimizing for walking: Transforming the built environment comprehensively to make walking the optimal transportation mode for all trips under a quarter-mile.	2/8/2026 5:40 PM
15	if you are going to build something make it "future proof". Look at accident rates and instal barriers to prevent accidents (Roswell Road north of Northridge, in front of Chick Fil A).	2/7/2026 4:18 PM
16	N/A	2/7/2026 12:30 PM
17	Minimizing multi-axel, pass-through commercial truck traffic on non-arterial roadways, including collectors, that are along either single-family residences or adjacent to such single-family community access streets. For ALL CITY-OWNED roadways and all City-controlled and maintained roadways, make 33 MPH the ONLY SANDY SPRINGS SPEED LIMIT, period! This can readily be done within the State of Georgia’s laws and would better distinguish and brand our City. That, plus long-term safety, would fully justify the one-time cost of replacing all existing speed signage. “See Sandy Springs Safely At 33”	2/7/2026 12:23 PM
18	Enforce speed limits on Roswell Road, especially in North Sandy Springs.	2/7/2026 11:36 AM
19	Na	2/7/2026 11:21 AM
20	Pedestrian safety.	2/7/2026 11:10 AM

21	North Springs focus	2/7/2026 10:39 AM
22	if only sandy springs would embrace less traffic by LESS paving. MORE Public train transport- anything that makes it where LESS cars are MORE important. PAVE the way with streetcars or something that starts a trend rather than more paving, more inconvenience etc. The amount of time the widening of Mt Vernon/ Johnson's Ferry has taken Is silly. I've heard the comments about why- well if Sandy Springs needed to rely on GA Power, etc for this project to complete I'd think alternative options would have been considered. This is silly how long it's taking. NOT TO mention the lack of attention to the bottle necks at Mt. Vernon School. just silly.	2/6/2026 10:31 AM
23	I would like to see crosswalks work without pushing a button. The “walk” signal should always turn on giving the pedestrian the right of way when it’s their turn to walk, regardless of whether they pushed the button or not. The buttons should only be to perhaps accelerate the cocky to get their right of way faster.	2/6/2026 8:20 AM
24	N/A	2/6/2026 12:27 AM
25	N/A	2/5/2026 10:03 PM
26	N/a	2/5/2026 5:52 PM
27	Improving rush hour congestion on Abernathy rd. particularly for rush hour through traffic in the pm.	2/5/2026 3:59 PM
28	Bike lanes - include them in your design.	2/4/2026 11:18 PM
29	N/A	2/4/2026 6:15 PM
30	Reduce traffic, synchronize lights.	2/2/2026 3:34 PM
31	Well marked, logical, intuitive	2/2/2026 1:14 PM
32	N/A	2/2/2026 12:23 PM
33	Relating to #2 - Timely repair of pot holes and not leaving metal plates on for extended periods of time!!!	2/2/2026 11:45 AM
34	na	2/2/2026 8:11 AM
35	Safety for pedestrians	2/2/2026 7:57 AM
36	Reducing traffic - fix that, and you solve a litany of other problems	2/1/2026 11:28 PM
37	Na	2/1/2026 10:54 PM
38	n/a	2/1/2026 10:48 PM
39	N/A	2/1/2026 9:29 PM
40	Stop building more condos near Roswell Rd. that increase more traffic on Roswell Road. Think ahead before okaying new projects and how that will affect the traffic. Help keep the businesses we currently have active instead of taking more property to build new businesses. In other words, fill the current spaces before looking to build new spaces.	2/1/2026 1:18 PM
41	Charge a toll at the Chattahoochee river / Johnson Ferry crossing to raise the funds needed to maintain roads in Sandy Springs.	1/31/2026 3:34 PM
42	N/A	1/28/2026 11:12 AM
43	Transit, cycling, walking, and other non-car transportation are the highest priorities to me. All of the above goals should be viewed through a non-car lens; e.g., - Efficiency and Optimization = trains, buses, cycling, and walking should be made more time-efficient even at the expense of efficiency when traveling by car. - Mobile and Accessibility for All = those who cannot drive (e.g., elderly, children, disabled, etc.) should have high quality means of transportation in the form of frequent trains and buses, protected bike lanes, and a continuous network of high-quality sidewalks. - Safety = by minimizing car-based infrastructure, Sandy Springs can reach Vision Zero. - Land Use Integration = land should be used for people-scale facilities (green spaces, plazas, and other third spaces) and NOT used parking lots. - Economic Vitality = non-car transportation should be as attractive an option as cars for people to access jobs and other attractions in Sandy Springs.	1/27/2026 11:33 PM
44	If a person cannot drive due to a handicap they are in an awful position because Uber/Lyft cost	1/27/2026 11:43 AM

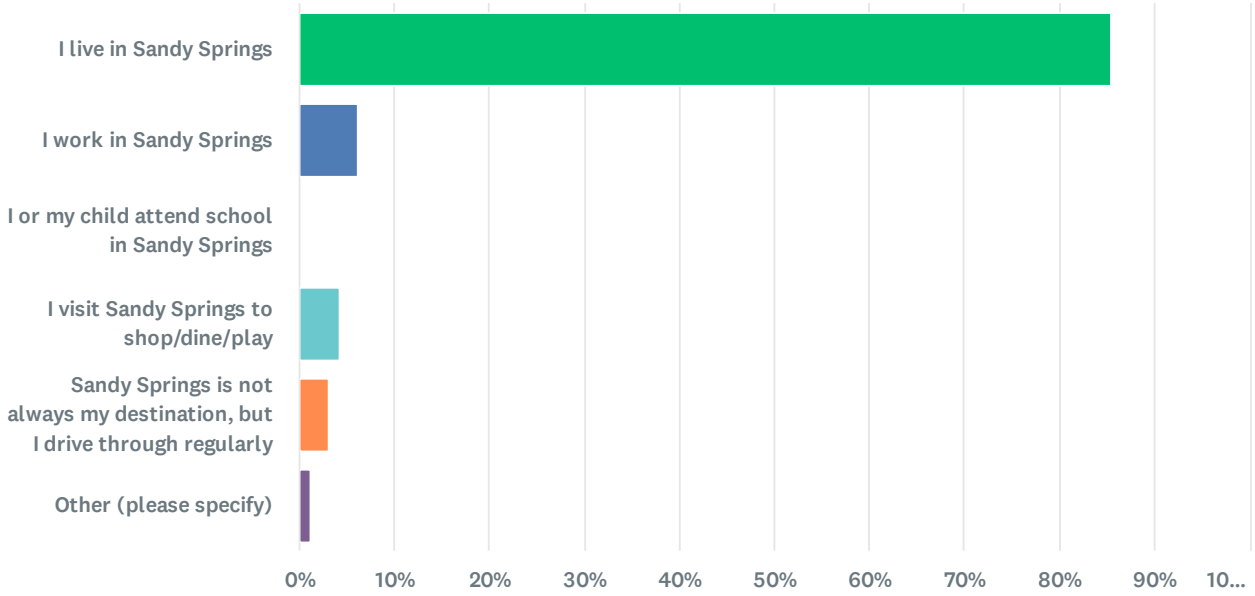
	too much & MARTA Mobility is unreliable as a ride option to & from work.	
45	Make sure traffic lights are properly synched with times of increased traffic	1/27/2026 8:32 AM
46	n/a	1/27/2026 5:32 AM
47	N/A	1/26/2026 11:22 PM
48	PLEASE INSTALL A STOP LIGHT AT ROSWELL ROAD AND LONG ISLAND. THIS INTERSECTION BACKS UP AND NEEDS THE LIGHT IN ORDER TO BETTER FACILITATE TRAFFIC FLOW	1/26/2026 4:28 PM
49	Targeting high accidents areas by adding traffic lights or traffic calming devices. Speed monitoring.	1/25/2026 4:59 PM
50	In all these words above, some very basics are missing. How about a plan that serves the tax payers 1st, commuters 2nd. For example, if I'm half mile from Chastain park or restaurants, why isn't there a way I can walk? I know I'm paying the taxes for it and this practicality would drive many of the benefits above. 2. Safety- start by the basics. Enforcement. We've got great police. Let them help. Start by Ticketing the hell out of Roswell road speeders especially inside 285. I've been here 25 years and enforcement is the problem 3. Priorities should be economics driven. That does not need $$. That means social and commercial benefits case should be weighted heavily. The issue I see with these goals is that transportation plan execution is an enabler. It's not the primary capability.	1/24/2026 6:17 PM
51	NOT spending a zillion dollars to get two cents worth of improvements.	1/24/2026 2:30 PM
52	N/A	1/24/2026 1:34 PM
53	side walk installation on one side of allroads with double yellow lines . for pedestrian safety and recreational benefits. prioritize areas with the least accessibility to city parks and known intersections that are unsafe to pedestrains	1/24/2026 12:16 PM
54	Sidewalks on Roswell Road south of Glenrides	1/24/2026 9:27 AM
55	Alleviating traffic flow.	1/23/2026 4:40 PM
56	Congestion, should not take 20 minutes to go 4 miles	1/23/2026 3:04 PM
57	NA	1/23/2026 2:31 PM
58	Ensure there are properly designed bike lanes for cyclists that do not co-locate with pedestrian multiuse paths/sidewalks along roadways.	1/23/2026 1:45 PM
59	AI/smart traffic signals (not just rote timed). More public transport - expand MARTA	1/23/2026 1:22 PM
60	promote walkability	1/23/2026 1:02 PM
61	Covered bus stops with seating.	1/23/2026 11:17 AM
62	Integrate with Public Transportqtion	1/23/2026 11:06 AM
63	Connectivity of transportation. Right now it is a patchwork. Example- Roswell Road interchange with I-285- bridge needs widening for 2 left lanes or diverging diamond. 2) Hammond Drive needs widening.	1/23/2026 10:29 AM
64	Route traffic to major roadways ie Roswell road and keep unnecessary traffic off of residential streets and roadways. Sandy Springs streets should not be a cut through for residents from other counties to get to their destination.	1/23/2026 10:28 AM
65	Improved and expanded multi-modal options.	1/22/2026 11:25 AM
66	Add sidewalks, protective barriers along roadways, signaled crosswalks, and traffic lights at low visibility intersections to improve walkability and provide for pedestrian safety.	1/17/2026 10:53 AM
67	Non-vehicular options that are safe and useful	12/10/2025 8:51 AM
68	N/A	12/5/2025 2:16 PM
69	Increasing options for access and travel that are just cars	12/4/2025 12:51 PM
70	It is concerning that neighborhoods of family homes are seeing way more traffic than last year.	11/27/2025 12:12 AM

	Now you're going to add busses to the mix, its going to be terrible! Busses should be on Abernathy, Hammond, Roswell and Costco's, Peachtree Dunwoody rd. This is where commercial activity already has heavy traffic and was built to accommodate the heavy traffic including busses. I dont want to feel like I live in NY! If I liked Manhattan NY I would move there, yuckey, thats why I moved here. It used to be allot more peaceful. Im concerned traffic is going to be crazy bad on Mount Vernon rd with added busses, cars, schools, Library and added businesses. What to do? Put the busses on the wider roads built for heavy traffic not the smaller roads. People who take busses walk and dont mind. For Handy caped, use smaller 10 passenger busses that only accommodate the handicapped on smaller roads like Mount Vernon, Barfield, etc., also please make the busses electric or natural gas to cut back on bad air from added traffic in the housing areas. Since the freeway got wider the air has gotten worse off Mount Vernon Hwy. Note: CA Orange county has made natural gas maintenance trucks that were efficient, just in case your interested. Reality check, more people do not take busses because they dont accommodate the majority and FREEDOM to travel. Busses will be operating at a loss to taxpaying city folk. Its not financially prudent to run busses all day and night with 2-5 riders. Another concern would be vagrants, homeless and youngin gangs looking for trouble, that happens all the time. There is issues on the Marta line, your going to have to pay for more security to keep the lawful eldery and others safe. Also there are dangers for bike riders and cars. There isn't enough room given for bikers to ride. They are too close to curbs and cars which fear hitting them. It's hard for both. But I am glad to see sidewalks going in that is very helpful and much safer for everyone. Some sidewalks have beautiful retaining walls, stone seating and trash cans are a welcoming addition. Thank you for all of the beautification being done. It is very nice.	
71	minimize traffic signals and create more ways for traffic to flow parallel to main streets to traffic signals	11/23/2025 6:32 PM
72	Better connections to MARTA	11/22/2025 12:18 PM
73	#1 Other - Add additional Sound Barriers along 285 between Roswell Rd going west to and including the 285 overpass on Lake Forrest. Give it the same degree of attention as was done on the 285 overpass on Long Island. The current state is not only unsightly but also degrades the neighboring communities as there is clear visibility of the traffic and the constant noise created by the constant traffic on 285! Take a look for yourselves, as you drive south on Lake Forrest from Hammond Drive to Allen Rd.	11/21/2025 8:11 PM
74	Mode shifting to safer, more widely accessible, and environmentally responsible modes of transportation like transit, biking, walking, away from driving.	11/20/2025 11:56 AM
75	N/A	11/20/2025 10:24 AM
76	Reduce taking down homes /clear cutting trees to enlarge roadways unnecessarily	11/20/2025 8:25 AM
77	Minimizing traffic disruptions by construction and utility work. Educate drivers - so many people drive unsafely.	11/20/2025 7:27 AM
78	N/A	11/20/2025 7:25 AM
79	Make public transport the easy choice.	11/19/2025 9:52 PM
80	More sidewalks, especially on Hammond	11/19/2025 9:41 PM
81	I live on Peachtree Dunwoody Road. ANY decision to add ANY housing other than single family homes should be rejected.	11/19/2025 9:40 PM
82	Na	11/19/2025 8:45 PM
83	N/A	11/19/2025 6:34 PM
84	Enforce traffic laws, such as illegal uturns, illegal blocking of streets, illegal parking.	11/19/2025 6:16 PM
85	Minimizing neighborhood cut-through traffic	11/19/2025 5:53 PM
86	Bike lanes that actually go somewhere, being able to traverse the city on bikes	11/19/2025 5:47 PM
87	Increase bike and personal transportation ways (as in lanes etc) and safety.	11/19/2025 5:46 PM
88	N/A	11/19/2025 5:45 PM
89	N/A	11/19/2025 5:38 PM

90	Na	11/19/2025 5:26 PM
91	Multi use paths	11/19/2025 4:33 PM
92	N/A	11/19/2025 4:27 PM
93	Fixing traffic light timing so that traffic is able to flow faster. Adding a second left turn lane from hammond to roswell to fix congestion	11/19/2025 4:18 PM
94	n/a	11/19/2025 4:18 PM
95	N/A - this seems to cover it well	11/19/2025 4:17 PM
96	Sidewalks on Hammond (safety)	11/15/2025 11:20 AM
97	Sidewalks	11/15/2025 11:10 AM
98	N/a	11/15/2025 9:14 AM
99	N/a	11/15/2025 8:55 AM

Q3 What primarily brings you to Sandy Springs?

Answered: 164 Skipped: 7

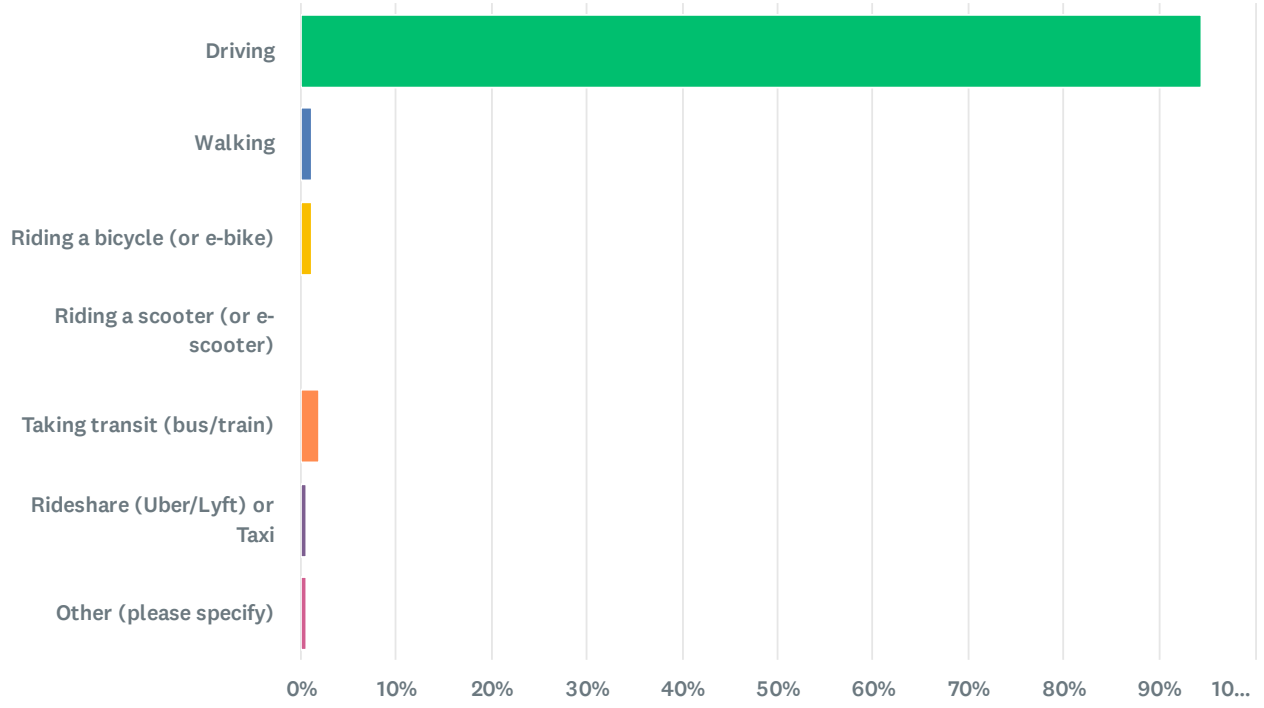


Answer Choices	Percentage	Responses
I live in Sandy Springs	85.37%	140
I work in Sandy Springs	6.10%	10
I or my child attend school in Sandy Springs	0%	0
I visit Sandy Springs to shop/dine/play	4.27%	7
Sandy Springs is not always my destination, but I drive through regularly	3.05%	5
Other (please specify) Show responses	1.22%	2
Total		**164**

#	OTHER (PLEASE SPECIFY)	DATE
1	I live AND work in Sandy Springs.	2/6/2026 10:32 AM
2	Previous residence in SS	11/19/2025 4:35 PM

Q4 How do you usually get around Sandy Springs?

Answered: 164 Skipped: 7

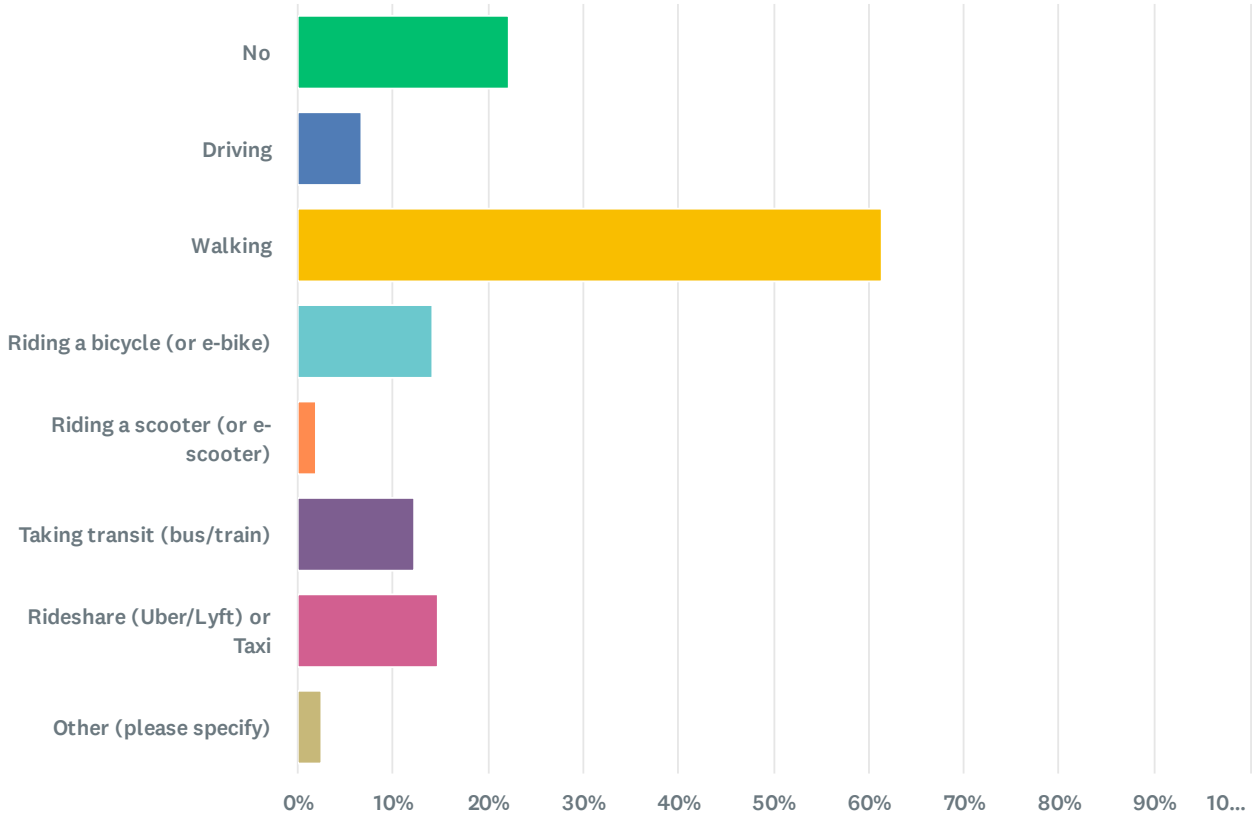


Answer Choices	Percentage	Responses
Driving	94.51%	155
Walking	1.22%	2
Riding a bicycle (or e-bike)	1.22%	2
Riding a scooter (or e-scooter)	0%	0
Taking transit (bus/train)	1.83%	3
Rideshare (Uber/Lyft) or Taxi	0.61%	1
Other (please specify) Show responses	0.61%	1
Total		**164**

#	OTHER (PLEASE SPECIFY)	DATE
1	Driving, cycling	1/23/2026 10:16 AM

Q5 Are there any other ways you sometimes get around Sandy Springs? (check all that apply)

Answered: 163 Skipped: 8



Answer Choices	Percentage	Responses
No	22.09%	36
Driving	6.75%	11
Walking	61.35%	100
Riding a bicycle (or e-bike)	14.11%	23
Riding a scooter (or e-scooter)	1.84%	3
Taking transit (bus/train)	12.27%	20
Rideshare (Uber/Lyft) or Taxi	14.72%	24

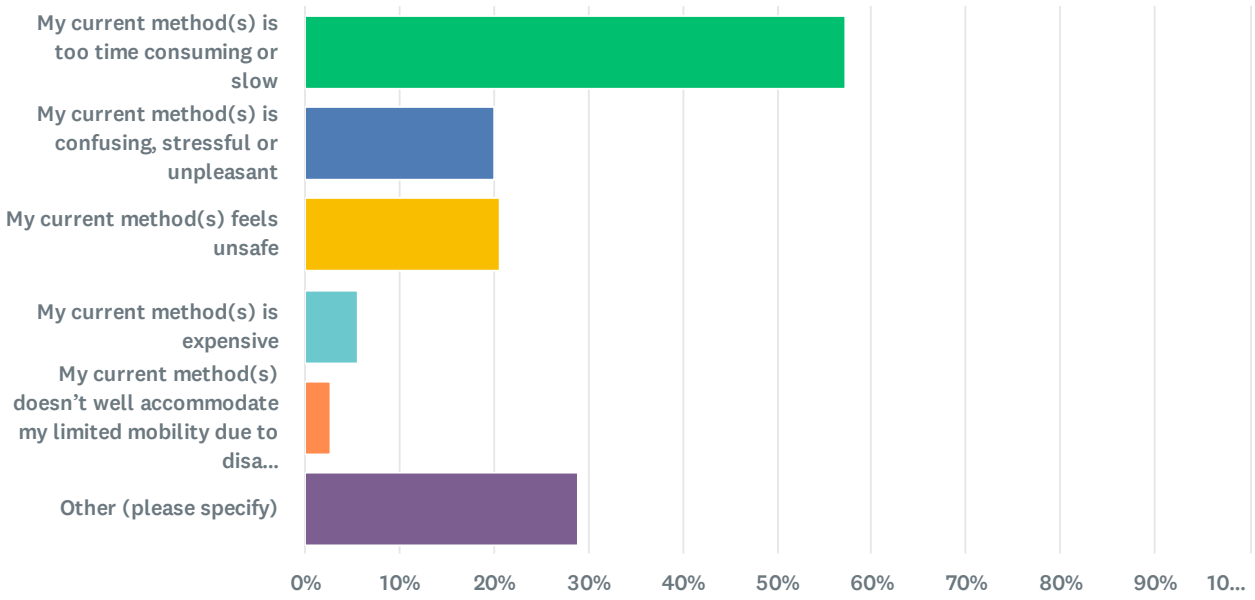
Total	**221**

Answer Choices	Percentage	Responses
Other (please specify) Show responses	2.45%	4
Total		**221**

#	OTHER (PLEASE SPECIFY)	DATE
1	I park and walk	2/7/2026 10:42 AM
2	We are forced to drive because the walkability is ignored	1/24/2026 6:20 PM
3	Friends	1/24/2026 3:23 PM
4	Please stop using precious real estate by adding bike lanes. A tiny percentage of cyclists are infringing on space that should be reserved for motor vehicles.	11/19/2025 9:42 PM

Q6 What issues do you face with the methods of travel you currently use to get around Sandy Springs? (check all that apply)

Answered: 145 Skipped: 26



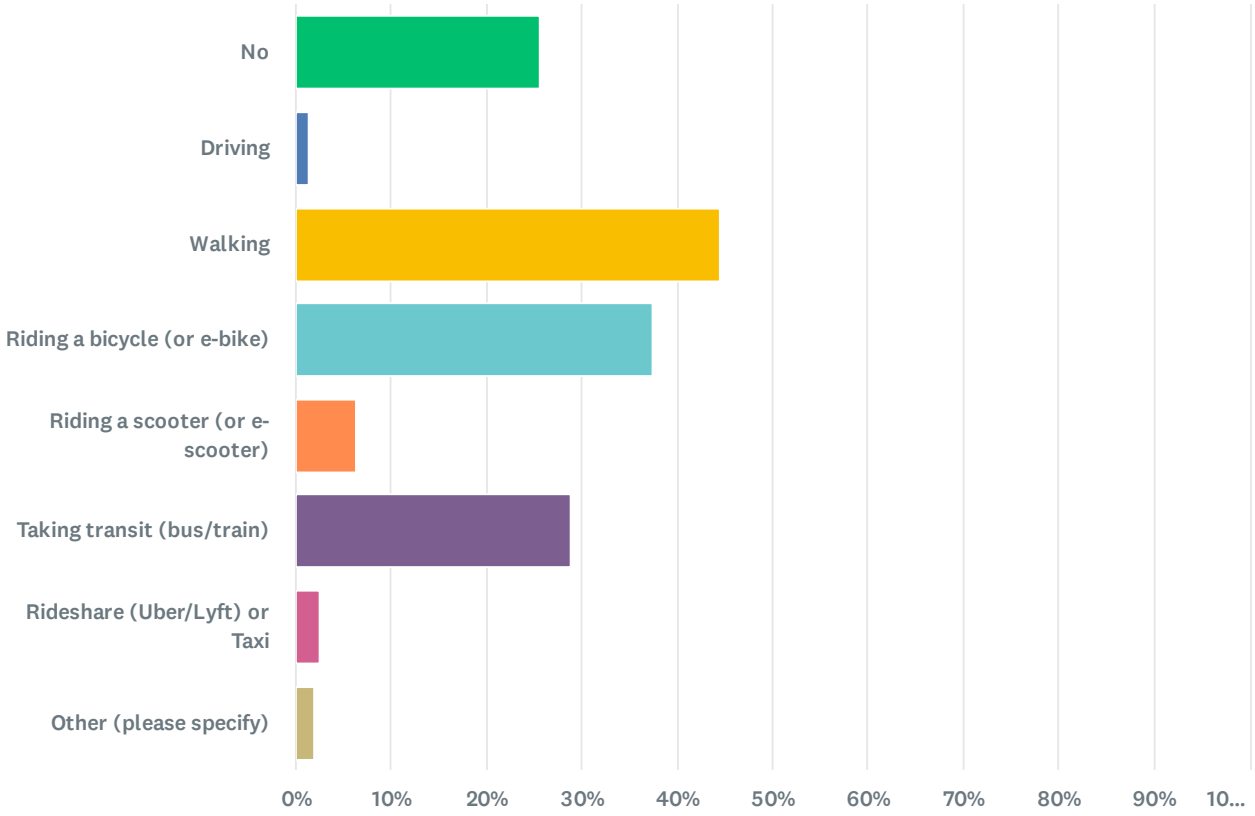
Answer Choices	Percentage	Responses
My current method(s) is too time consuming or slow	57.24%	83
My current method(s) is confusing, stressful or unpleasant	20.00%	29
My current method(s) feels unsafe	20.69%	30
My current method(s) is expensive	5.52%	8
My current method(s) doesn't well accommodate my limited mobility due to disability, age or other factors	2.76%	4
Other (please specify) Show responses	28.97%	42
Total		**196**

#	OTHER (PLEASE SPECIFY)	DATE
1	Walking in our neighborhood is very dangerous	2/15/2026 9:40 PM
2	N/A	2/11/2026 2:28 PM
3	Every thing is too spread apart. We need nodes sprinkled amongst residential areas that don't necessarily provide parking or very limited parking that is designed to help the community. This is not unlike many other communities in United States, as well as in Europe. The way the zoning is designed or designations are made it makes it very, very inconvenient and not a great quality of life. we no longer are a suburb, but we are very urban area and we need to think that way. This will attract younger people to want to live here as they do downtown cause my idea is very much represent what goes on in town. Property value will go up. Good example is Windsor Parkway at the intersection of 400 and where the new parkway pathway excuse me will be situated. It'll be nice if there is a little note for commercial space there.	2/11/2026 1:28 PM
4	None	2/8/2026 5:57 PM
5	My current method (driving) is overkill for short trips	2/8/2026 5:42 PM
6	Crossing the river is an issue and we need alternatives.	2/7/2026 12:31 PM
7	My current method, driving my car at the Speed Limit, is along such speedy, truck-accessed, non-traffick-calmed street, such as the Riverside-Dalrymple route from the Isakson Bridge to the planned GA400 access ramp at the Spalding Drive Bridge. This route is solely single-family residences and is increasingly unsafe for entering from the driveways or neighborhood access streets. Reduce ALL SPEED LIMITS to 33 MPH to save our City and our neighborhoods!	2/7/2026 12:30 PM
8	I don't see how the Mt. Vernon project is going to help reduce the time it takes me to get from my home to Roswell Rd. They didn't actually add any lanes but added traffic lights. They should have put the traffic circle but let a few loud neighbors shut it down.	2/7/2026 11:12 AM
9	outside commuter volume,	2/7/2026 10:42 AM
10	None	2/7/2026 10:37 AM
11	No desirable amenities are walkable	2/5/2026 11:43 PM
12	Just tired of the constant construction	2/5/2026 11:01 PM
13	No problem	2/5/2026 5:53 PM
14	N/a	2/4/2026 11:19 PM
15	Traffic	2/2/2026 12:26 PM
16	No major issues	2/2/2026 7:58 AM
17	No issues	2/2/2026 7:46 AM
18	My current method isn't convenient	2/1/2026 11:16 PM
19	traffic	2/1/2026 9:33 PM
20	Rude drivers. Speeding.	1/28/2026 11:14 AM
21	My current method is unsafe due to cars and the high speed drivers drive (e.g., Hammond Drive, Roswell Road, Peachtree Dunwoody Road, etc.)	1/27/2026 11:36 PM
22	commuter congestion	1/27/2026 9:09 AM
23	Do what I can to avoid high traffic areas and high risk accident areas.	1/25/2026 5:01 PM
24	Driving is required, Roswell road is too dangerous to walk along	1/24/2026 6:20 PM
25	Too much traffic and speeding on Roswell Rd	1/24/2026 1:35 PM
26	the main issue is the congestion and slow travel on Roswell Rd from Glenridge north to Mount Vernon. so many lights and intersections....and the pedestrians crossing mid block just south of 285 so dangerous	1/24/2026 9:29 AM

27	Speeding by cars impacts walkability in some areas Control speeding better.	1/23/2026 1:04 PM
28	Traffic congestion	1/23/2026 12:47 PM
29	There is too much cut through traffic and too many cars driving at excessive speeds. I would like to see more sidewalks and crosswalks.	1/23/2026 10:32 AM
30	There are unnecessary choke points	1/23/2026 10:30 AM
31	I don't face any of these issues	1/23/2026 10:16 AM
32	Sandy Springs area along the South end of Roswell Road is not safely walkable so I don't even bother trying.	1/17/2026 10:54 AM
33	I wish there was more transit access. I can take the train to work but then can't get anywhere else around.	12/4/2025 12:52 PM
34	Sometimes there isnt enough parking and the worst complaint I have is traffic engineers! Lights ar badly times and out of sink causing worse traffic. The city needs to time all lights properly.	11/27/2025 12:16 AM
35	Bus/rail does not provide reliable access to the burgeoning business district around the new City Hall.	11/20/2025 1:28 PM
36	To many construction zones and road blocks making it difficult to get around	11/20/2025 8:26 AM
37	I live close to lots of grocery stores but there's no sidewalk on Hammond	11/19/2025 9:44 PM
38	Yes, there's traffic. The key is to time one's travels to minimize the traffic, which for some is not possible.	11/19/2025 9:42 PM
39	Wish I had a bus close by.	11/19/2025 8:46 PM
40	It has too much volume!	11/19/2025 5:53 PM
41	Bike lanes are almost nonexistent	11/19/2025 5:48 PM
42	No real issues	11/15/2025 8:56 AM

Q7 Are there any methods of travel you wish you could use more often? (check all that apply)

Answered: 160 Skipped: 11



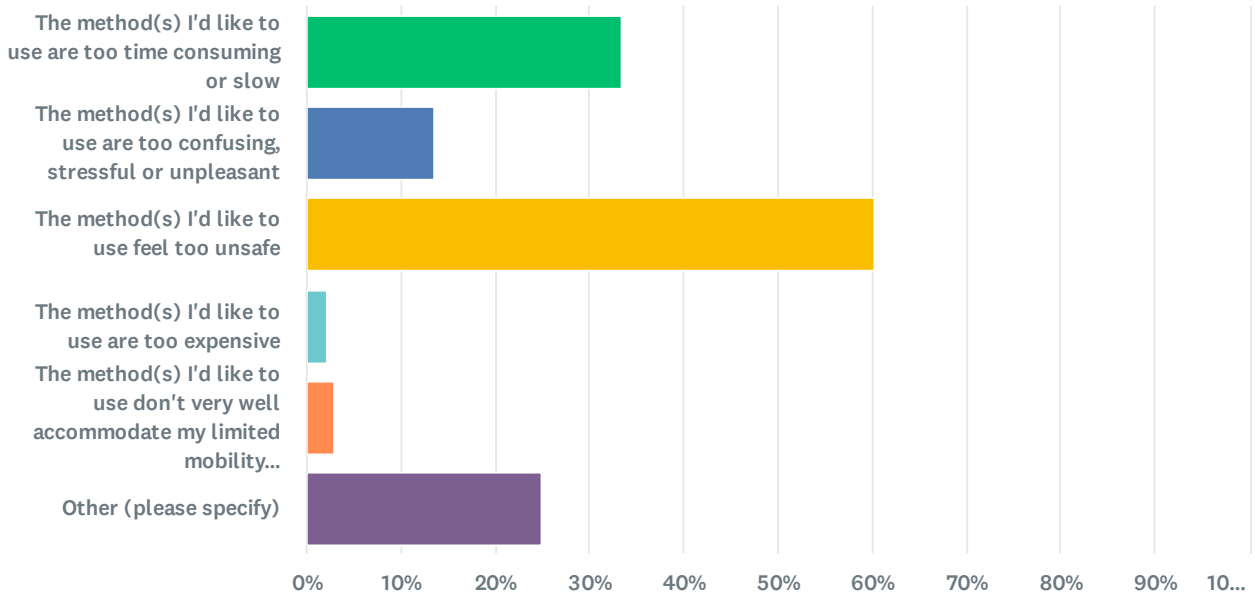
Answer Choices	Percentage	Responses
No	25.62%	41
Driving	1.25%	2
Walking	44.38%	71
Riding a bicycle (or e-bike)	37.50%	60
Riding a scooter (or e-scooter)	6.25%	10
Taking transit (bus/train)	28.75%	46
Rideshare (Uber/Lyft) or Taxi	2.50%	4
Total		**237**

Answer Choices	Percentage	Responses
Other (please specify) Show responses	1.88%	3
Total		**237**

#	OTHER (PLEASE SPECIFY)	DATE
1	Specifically, public transportation that loops around Sandy Springs. For example, if you could come up Roswell Road north and then drive down Peachtree Dunwoody Road swing back around again that's just an example. Maybe coordinate with Dunwoody and try to think of them plan that helps the individuals who live here.	2/11/2026 1:30 PM
2	Street Car	1/28/2026 11:15 AM
3	Self-driving Uber's	1/23/2026 1:23 PM

Q8 What barriers do you face in using these methods more often? (check all that apply)

Answered: 141 Skipped: 30



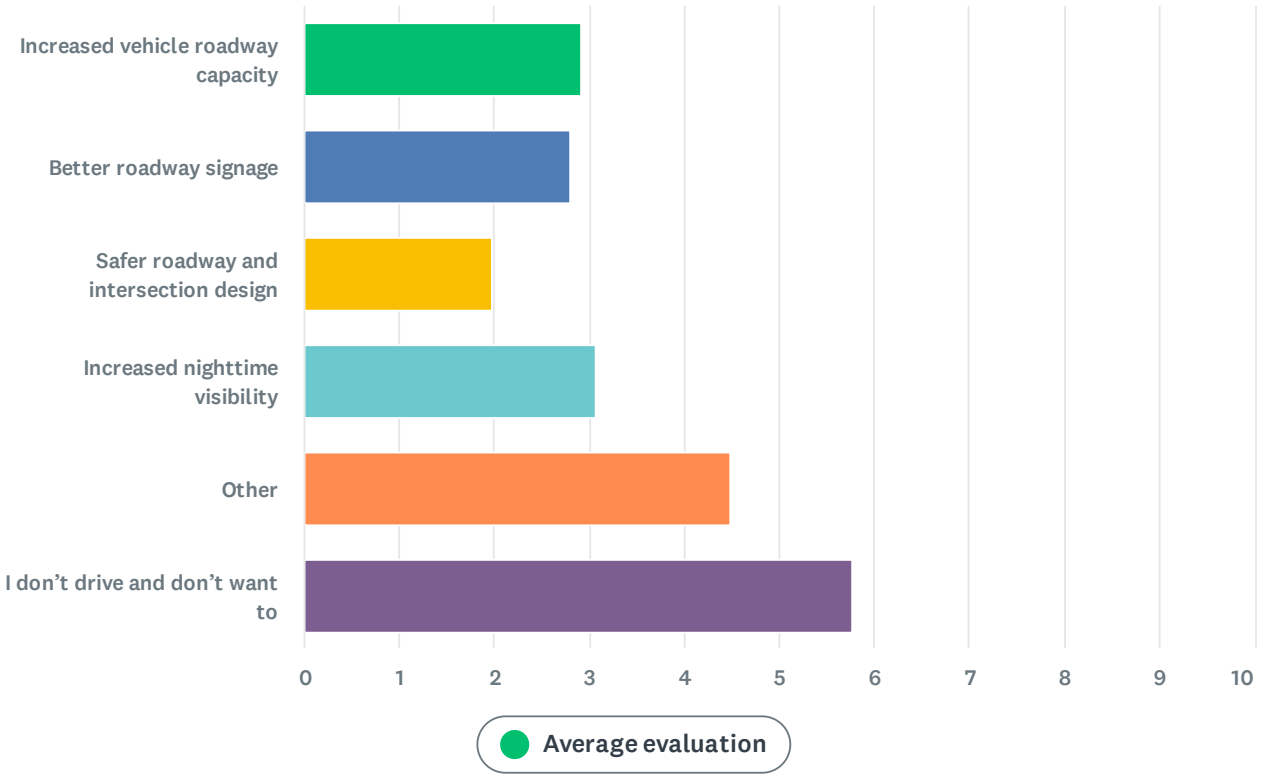
Answer Choices	Percentage	Responses
The method(s) I'd like to use are too time consuming or slow	33.33%	47
The method(s) I'd like to use are too confusing, stressful or unpleasant	13.48%	19
The method(s) I'd like to use feel too unsafe	60.28%	85
The method(s) I'd like to use are too expensive	2.13%	3
The method(s) I'd like to use don't very well accommodate my limited mobility due to disability, age or other factors	2.84%	4
Other (please specify) Show responses	24.82%	35
Total		**193**

#	OTHER (PLEASE SPECIFY)	DATE
1	Bus routes	2/11/2026 2:29 PM
2	The methods I suggest don’t really exist. Except for the train that goes down to the airport, which I use exclusively when I have to use that facility. Other than that, the cities, transportation infrastructure is so antiquated and uneventful.	2/11/2026 1:30 PM
3	Terrible signal timing	2/9/2026 10:26 AM
4	No great transit options for my usual routes	2/9/2026 7:54 AM
5	Transit does not come close to my residential area.	2/8/2026 5:58 PM
6	The planes I need to get to are too far away	2/7/2026 2:46 PM
7	Lack of walkability and connectivity	2/7/2026 1:04 PM
8	None	2/7/2026 12:32 PM
9	Barriers? Hahaha. seriously I don't think this survey is serious. this sounds like checking the box. IF Sandy Springs were serious about transportation the people creating the plan would drive during rush hour and see how poorly it's designed.	2/6/2026 10:34 AM
10	MARTA doesn't go where we want it to	2/5/2026 5:56 PM
11	Methods unavailable in area	2/2/2026 8:17 PM
12	Marta doesn’t go far enough (north)	2/2/2026 3:36 PM
13	Inconsistent sidewalks along with inconsistent quality shopping along Roswell prevent regularly walking	2/2/2026 1:16 PM
14	Lack of sidewalks	1/31/2026 3:35 PM
15	I rarely cycle because Sandy Springs has few protected bike lanes. I sometimes cannot walk to a destination because of missing sidewalks.	1/27/2026 11:37 PM
16	not practical	1/27/2026 9:09 AM
17	public transportation doesn't exist in my neighborhood	1/27/2026 5:34 AM
18	SEE MY COMMENT ABOUT A NEW LIGHT AT ROSWELL AND LONG ISLAND	1/26/2026 4:30 PM
19	sidewalk issues or no bike lanes	1/25/2026 5:01 PM
20	There are a lot of choices here when accessibility, not cost is the barrier. Walkability and public transport is the way for everyone. Rich and poor. This is coming from someone who can afford all options	1/24/2026 6:25 PM
21	Not available	1/23/2026 1:23 PM
22	Not available alternatives to getting around Sandy Springs that aren't very time consuming	1/23/2026 12:14 PM
23	Lack of routes	1/23/2026 11:18 AM
24	Road construction projects	1/23/2026 10:17 AM
25	Bicycling on the street	11/27/2025 12:17 AM
26	MARTA does not access the areas I frequent with expediate service	11/22/2025 5:35 AM
27	Insufficient transit service. Sandy Springs should pay MARTA for bus lines running from Medical Center, rather than the 5 bus getting stuck in traffic within the City of Atlanta.	11/20/2025 12:13 PM
28	Sidewalks don't link all SS areas together.	11/20/2025 7:27 AM
29	Unreliable, no communication	11/19/2025 9:54 PM
30	More sidewalks on Hammond	11/19/2025 9:44 PM
31	Not nearby	11/19/2025 8:46 PM

32	The methods don’t get you where you want to go	11/19/2025 5:54 PM
33	Lack of sidewalks	11/19/2025 5:48 PM
34	Na	11/19/2025 5:28 PM
35	We need side walks on Hammond from glenridge to roswell	11/19/2025 4:19 PM

Q9 Drag and drop to rank these potential changes to driving in the order you feel would make it better for you. (with 1 being the most important change and 5 being the least important change)

Answered: 149 Skipped: 22



	1	2	3	4	5	6	Total	Weighted ...
Increased vehicle roadway capacity	29.53% 44	18.12% 27	10.74% 16	23.49% 35	9.40% 14	8.72% 13	149	2.91
Better roadway signage	9.40% 14	23.49% 35	46.31% 69	19.46% 29	1.34% 2	0% 0	149	2.80
Safer roadway and intersection design	42.95% 64	31.54% 47	14.09% 21	8.05% 12	3.36% 5	0% 0	149	1.97
Increased nighttime visibility	10.07% 15	21.48% 32	26.17% 39	36.91% 55	5.37% 8	0% 0	149	3.06
							894	**3.50**

	1	2	3	4	5	6	Total	Weighted ...
Other	6.04%	5.37%	2.01%	11.41%	71.14%	4.03%		

Q10 If you have a potential change you marked as "other" above, please specify here (if this does not apply, please put N/A in the box)

Answered: 71 Skipped: 100

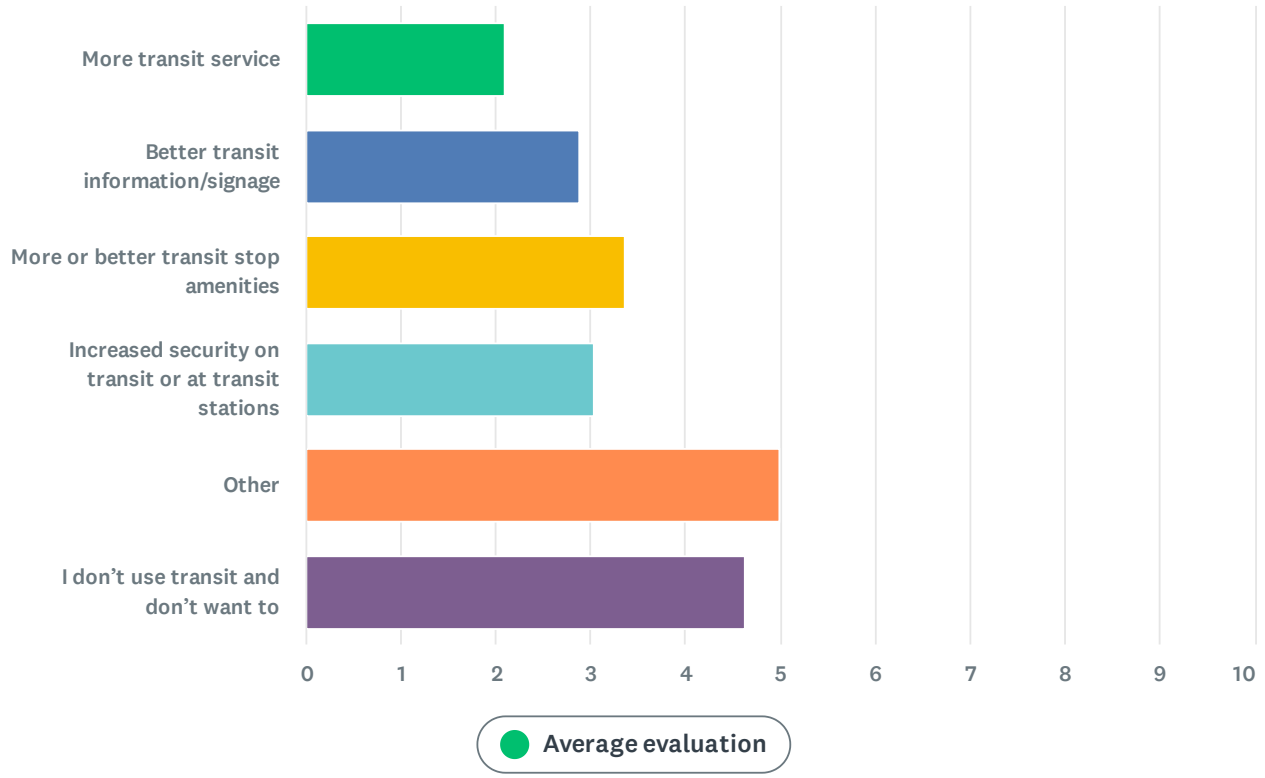
#	RESPONSES	DATE
1	Do a better job of creating safe sidewalks or designated walk/ride lanes where not available. Disjointed and unconnected sidewalks make walking impossible with kids	2/15/2026 9:44 PM
2	Smarter traffic flow / car detection at intersections.	2/12/2026 9:56 PM
3	N/A	2/12/2026 5:40 AM
4	GA400 needs better markings on the ground to divide lanes.	2/11/2026 2:33 PM
5	Dedicated bus and bike lanes	2/11/2026 12:01 PM
6	More alternative modes of transportation will decrease # of vehicles on the roadways.	2/10/2026 12:36 PM
7	N/A	2/9/2026 9:00 AM
8	Consider painting the sides of concrete curbs at and within intersections for better night visibility -- particularly when it rains.	2/8/2026 6:03 PM
9	Roswell road lanes wider, particularly between Mt. Vernon and Abernathy.	2/7/2026 4:23 PM
10	See prior suggestion to REDUCE ALL SANDY SPRINGS SPEED LIMITS TO 33 MPH…ALL!! “See Sandy Springs Safely At 33”	2/7/2026 12:36 PM
11	Na	2/7/2026 11:25 AM
12	NA	2/7/2026 10:47 AM
13	NA	2/7/2026 10:37 AM
14	TRAINS, Street Cars, ANYTHING that would make it desirable and easy and forward looking. LESS CARS. LESS TRAFFIC. LESS PAVING.	2/6/2026 10:37 AM
15	Stop making improvements for commuters that are driving through SS. If you expand that capacity, you only promote more drive through and not necessarily a destination while making it worse for residents.	2/6/2026 8:28 AM
16	N/A	2/6/2026 12:30 AM
17	More multi use or walking options.	2/5/2026 10:06 PM
18	N/a	2/5/2026 4:08 PM
19	1 - Perhaps one way streets to improve traffic flow near and around City Springs. 2 - I'd like bike lanes besides the main roads. The hilly terrain limits visibility.	2/4/2026 11:23 PM
20	N/A	2/4/2026 10:26 PM
21	N/A	2/4/2026 6:20 PM
22	N/A	2/2/2026 5:35 PM
23	Roadway capacity, yes. But. There must be ways to NOT cut down all the trees or “steal” homeowners’ property	2/2/2026 1:20 PM
24	More efficient timing of traffic lights	2/2/2026 11:50 AM
25	n/a	2/1/2026 11:35 PM
26	Na	2/1/2026 11:21 PM
27	N/A	2/1/2026 9:37 PM

28	I would like to see a street car line that runs from Roswell into Atlanta. It would run down the middle of the street. It would be quiet, electric and greatly reduce the number of cars on the road.	1/28/2026 11:19 AM
29	N/A	1/27/2026 11:42 PM
30	n/a	1/27/2026 9:12 AM
31	n/a	1/27/2026 5:37 AM
32	N /A	1/26/2026 11:51 PM
33	A NEW STOP LIGHT AT ROSWELL ROAD AND LONG ISLAND	1/26/2026 4:32 PM
34	na	1/25/2026 5:06 PM
35	1. Slow every one down inside 285 on Roswell. This could be a Wilshire Blv for the city, or a corridor or restaurants And community gathering spots. Instead it's like a country highway serving commuters and no regard for the people that live here, like off Mount Paren or Long Island. 2. If capacity is the problem, charge commuters go using it. Use that to fund improvements. 3. You would take some congestion out of Roswell Road from the Prado to the gateway was walkable. Sidewalks and cars not speeding.	1/24/2026 6:47 PM
36	N/a	1/23/2026 3:07 PM
37	repainting road striping with reflective or new paint	1/23/2026 1:58 PM
38	AI/smart traffic signals	1/23/2026 1:25 PM
39	N/A	1/23/2026 12:51 PM
40	Better integration of successive traffic lights to avoid getting caught at each one.	1/23/2026 12:02 PM
41	The selections above are too vague. My answers depend on the exact location of the potential change. I would like the ease and use of Roswell Road and I 285 to increase in order to reduce traffic on residential roads such as Mount Paran Road and other streets with established homes.	1/23/2026 10:44 AM
42	Reduce vehicle roadway capacity	1/22/2026 11:28 AM
43	Lower speed limits and traffic calming along Roswell Road.	1/17/2026 10:57 AM
44	N/A	1/13/2026 10:00 AM
45	Intersection of Windsor Pkwy and Roswell Rd - heading west on Windsor - there should be a right turn only lane.	1/6/2026 5:51 AM
46	More features to slow traffic on neighborhood streets and make walking and biking safer.	12/10/2025 9:00 AM
47	N/A	12/5/2025 2:19 PM
48	N/A	12/4/2025 12:58 PM
49	More transit stops	12/4/2025 12:16 PM
50	I mentioned bicycling in the street. As far as driving goes its important to not have lanes your driving in vanish and turn into turn lanes without warnings. It crazy that happens on the freeway too, its a danger!	11/27/2025 12:28 AM
51	less traffic signals. Have developers install more street traffic off main streets to make intersections with traffic signals more efficient.	11/23/2025 6:42 PM
52	Fix timing of lights for better traffic flow esp Abernathy	11/22/2025 5:38 AM
53	#2 Other - Add an additional left turn lane on Roswell Rd to access 285 E / 400.	11/21/2025 8:32 PM
54	Enforcement. Retain our speed cameras and expand automated enforcement as much as state law allows. Clearly communicate to the SSPD that the city council takes traffic safety seriously, because there is currently a message that council members complain when their misbehaving friends get fines.	11/20/2025 12:39 PM
55	N/A	11/20/2025 10:27 AM

56	Decrease proposed roundabouts on hammond drive . Placing residents to deal with unsafe conditions and loud traffic	11/20/2025 8:30 AM
57	Better traffic lights management. Many lights either don't have sensors, or the light sequence is suboptimal (sometimes nonsensical). Avoid constructing medians - they create hassles by eliminating left turns. They also create dangers in heavy traffic - needing to make U-turns.	11/20/2025 7:50 AM
58	Na	11/19/2025 10:00 PM
59	Stop wasting precious road space with bike lanes.	11/19/2025 9:46 PM
60	Na	11/19/2025 8:49 PM
61	N/A	11/19/2025 6:38 PM
62	Enforce traffic laws like no uturns, blocking of streets, using turn signals...	11/19/2025 6:26 PM
63	Na	11/19/2025 5:53 PM
64	N/A	11/19/2025 5:51 PM
65	Increasing dedicated bike lanes	11/19/2025 5:50 PM
66	N/A	11/19/2025 5:41 PM
67	N/A	11/19/2025 4:38 PM
68	N/A	11/19/2025 4:31 PM
69	Fix the traffic light timing. Traffic light from Hammond onto 400 is not properly timed	11/19/2025 4:20 PM
70	Separation of modes (i.e. vehicles from bicyclists/pedestrians)	11/19/2025 4:19 PM
71	N/A	11/15/2025 11:13 AM

Q11 Drag and drop to rank these potential changes to transit in the order you feel would make it better for you? (with 1 being the most important change and 5 being the least important change)

Answered: 128 Skipped: 43



	1	2	3	4	5	6	Total	Weighted ...
More transit service	43.75% 56	27.34% 35	13.28% 17	7.81% 10	6.25% 8	1.56% 2	128	2.10
Better transit information/signage	8.59% 11	25.78% 33	39.06% 50	22.66% 29	3.13% 4	0.78% 1	128	2.88
More or better transit stop amenities	3.13% 4	20.31% 26	24.22% 31	43.75% 56	7.81% 10	0.78% 1	128	3.35
							768	**3.50**

	1	2	3	4	5	6	Total	Weighted ...
Increased security on transit or at transit stations	20.31% 26	17.97% 23	20.31% 26	21.88% 28	17.97% 23	1.56% 2	128	3.04
Other	0.78% 1	4.69% 6	2.34% 3	3.91% 5	63.28% 81	25.00% 32	128	4.99
I don't use transit and don't want to	23.44% 30	3.91% 5	0.78% 1	0% 0	1.56% 2	70.31% 90	128	4.63
							768	**3.50**

Q12 If you have a potential change you marked as "other" above, please specify here (if this does not apply, please put N/A in the box)

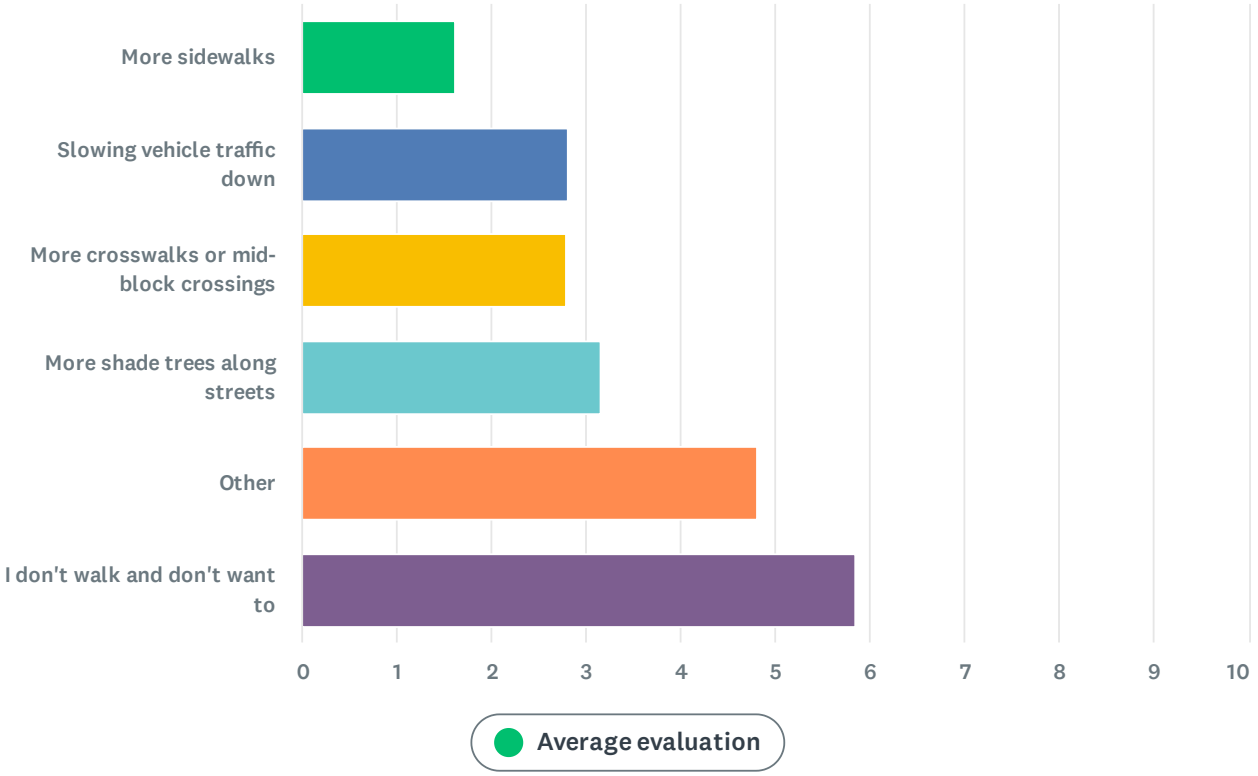
Answered: 51 Skipped: 120

#	RESPONSES	DATE
1	N/a	2/12/2026 9:56 PM
2	N/A	2/12/2026 5:40 AM
3	MARTA needs realtime arrival information on phone app	2/11/2026 7:10 PM
4	N/A	2/11/2026 12:01 PM
5	Be more tuff on crime.. have not felt safe on Marta since Biden and the BLM fiasco	2/9/2026 10:29 PM
6	N/A	2/9/2026 9:00 AM
7	N/A	2/8/2026 6:03 PM
8	Na	2/7/2026 11:25 AM
9	TRANSIT IS INEFFICIENT, TIME CONSUMING AND DIRTY	2/7/2026 10:47 AM
10	N/A	2/6/2026 12:30 AM
11	Transit seems to be limited to Roswell rd on west side of 400	2/5/2026 4:08 PM
12	MARTA is only good for going to the airport and sporting events and even then it isn't the best option.	2/4/2026 11:23 PM
13	N/A	2/2/2026 5:35 PM
14	N/A	2/2/2026 11:50 AM
15	There should be more rail connectivity to serve the apartments on Roswell Road so those residents don't need to rely on buses/cars.	2/1/2026 11:35 PM
16	Na	2/1/2026 11:21 PM
17	N/A	2/1/2026 9:37 PM
18	N/A	1/27/2026 11:42 PM
19	Make MARTA more reliable.	1/27/2026 11:47 AM
20	n/a	1/27/2026 9:12 AM
21	n/a	1/27/2026 5:37 AM
22	N/A	1/26/2026 11:51 PM
23	SEE MY OTHER POSTS ABOUT A NEW LIGHT	1/26/2026 4:32 PM
24	1. I don’t use transit but it’s in the interest of the city to be top tier here. If it was usable, I might. Right now I’ll stick with the low bar and vote walkability, transit second. Very important 2. Here’s another example of random items…Why is safety even mentioned?it should already be safe. That’s not an extra option. It’s like doors, roof on the bus.	1/24/2026 6:47 PM
25	N/a	1/23/2026 3:07 PM
26	Better marketing/advertising of transit services	1/23/2026 1:58 PM
27	Expanded train options	1/23/2026 1:25 PM
28	N/A	1/23/2026 12:51 PM
29	N/A	1/23/2026 10:44 AM

30	Improved transit & modal options	1/22/2026 11:28 AM
31	N/A	12/5/2025 2:19 PM
32	N/A	12/4/2025 12:58 PM
33	N/A	12/4/2025 12:16 PM
34	Dont use transit its not fun when your close to a crazy aggressive person on a transit system etc	11/27/2025 12:28 AM
35	n/a	11/23/2025 6:42 PM
36	Better connections to transit. Design guidelines should emphasize access for transit users on a safe path from the stop to the entrance. E.g., Hammond Park has fencing to block children from the nearest stop getting to the playground.	11/20/2025 12:39 PM
37	N/A	11/20/2025 10:27 AM
38	MARTA's greatest flaw - buses and trains run infrequently resulting in long wait times, missed connections and *very* long travel times. Especially outside rush hours. Sometimes 3-3.5 times longer than driving. Also - buses especially are unpunctual; having to switch trains at Lindbergh Station often ; and many panhandlers begging on trains. Connections between MARTA and other local tansit agencies are confusing. Large parts of the metro area are not properly served but that's a political matter.	11/20/2025 7:50 AM
39	Transit reliability, wait times	11/19/2025 10:00 PM
40	We use Marta from time to time and it's usually fine. Trouble is for many its destinations are limited.	11/19/2025 9:46 PM
41	Ns	11/19/2025 8:49 PM
42	N/A	11/19/2025 6:38 PM
43	The MARTA train signage is awful: lack of maps, not indicating station changes, lack of restrooms	11/19/2025 5:53 PM
44	N/A	11/19/2025 5:51 PM
45	N/A	11/19/2025 5:41 PM
46	N/A	11/19/2025 4:38 PM
47	N/A	11/19/2025 4:31 PM
48	n/a	11/19/2025 4:22 PM
49	More frequent headways	11/19/2025 4:19 PM
50	n/a	11/17/2025 11:57 AM
51	N/A	11/15/2025 11:13 AM

Q13 Drag and drop to rank these potential changes to walking in the order you feel would make it better for you? (with 1 being the most important change and 5 being the least important change)

Answered: 134 Skipped: 37



	1	2	3	4	5	6	Total	Weighted ...
More sidewalks	59.70% 80	24.63% 33	11.94% 16	2.99% 4	0% 0	0.75% 1	134	1.61
Slowing vehicle traffic down	19.40% 26	17.91% 24	31.34% 42	26.87% 36	2.99% 4	1.49% 2	134	2.81
More crosswalks or mid-block crossings	7.46% 10	35.07% 47	30.60% 41	26.12% 35	0.75% 1	0% 0	134	2.78
More shade trees along streets	10.45% 14	19.40% 26	23.88% 32	37.31% 50	8.96% 12	0% 0	134	3.15
							804	**3.50**

	1	2	3	4	5	6	Total	Weighted ...

Q14 If you have a potential change you marked as "other" above, please specify here (if this does not apply, please put N/A in the box)

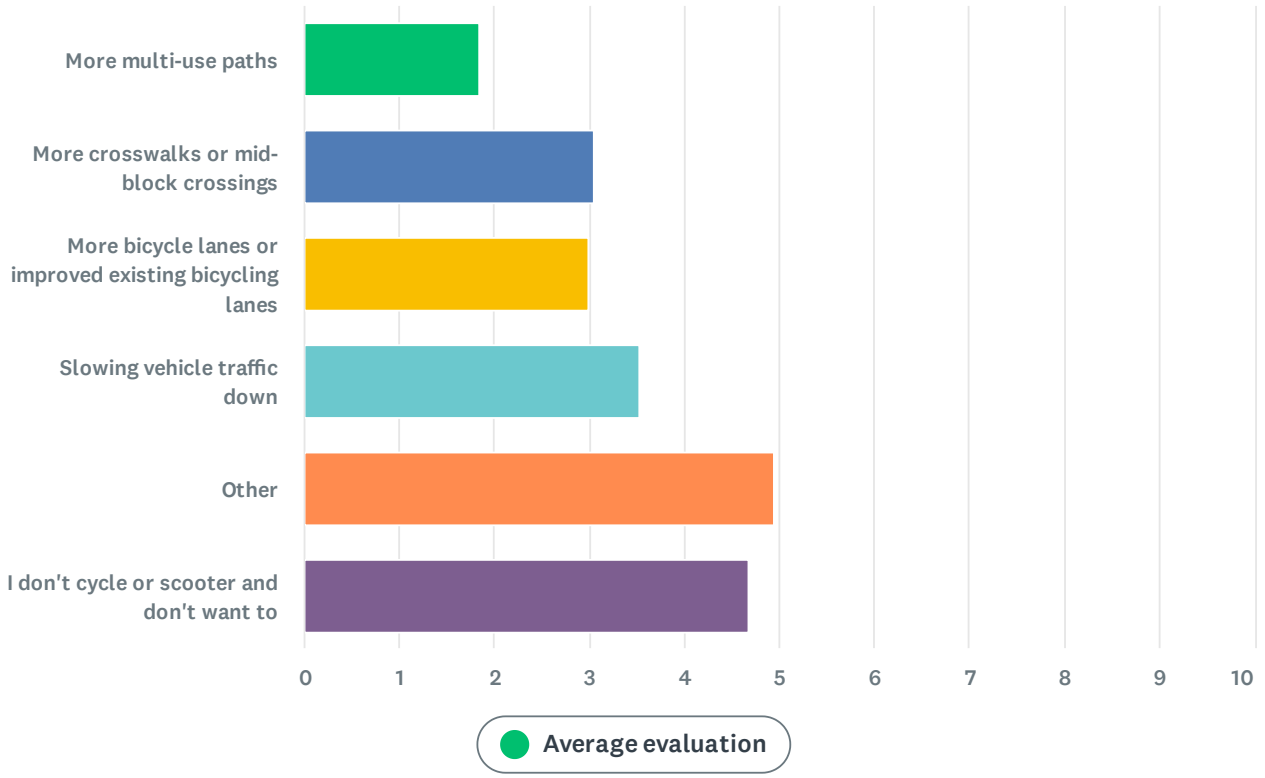
Answered: 57 Skipped: 114

#	RESPONSES	DATE
1	Add designated painted lanes for walking or cycling where sidewalks may take longer to build.	2/15/2026 9:44 PM
2	Better spacing between sidewalk and cars.	2/12/2026 9:56 PM
3	N/A	2/12/2026 5:40 AM
4	More separation between cars and sidewalks	2/11/2026 12:01 PM
5	Safer crosswalks!	2/10/2026 12:36 PM
6	N/A	2/9/2026 9:00 AM
7	N/A	2/8/2026 6:03 PM
8	Fewer fences between properties, fewer car-oriented commercial properties	2/8/2026 5:50 PM
9	having more pathways that are not directly on roadways (like the new area by Morgan Falls, etc) that could be used to connect areas for entertainment, shopping, or exercise.	2/7/2026 4:23 PM
10	Na	2/7/2026 11:25 AM
11	NA	2/7/2026 10:47 AM
12	the city isn't designed to be accessed or accessible any other way than cars. walking isn't an option. train to sidewalk to destination	2/6/2026 10:37 AM
13	The Mt Vernon project removed so many beautiful, old, shady trees. I'd like to see less of that, especially if the city makes it very hard for residents to remove trees from their own properties.	2/6/2026 8:28 AM
14	N/A	2/6/2026 12:30 AM
15	More things to walk to	2/5/2026 11:47 PM
16	More bike lanes	2/5/2026 5:57 PM
17	N/a	2/5/2026 4:08 PM
18	N/A	2/2/2026 5:35 PM
19	N/A	2/2/2026 11:50 AM
20	I have lived in California where the weather is pleasant and walking is desirable. Weather in Atlanta is good for walking maybe 2 months out of the year. Lots of talk about walkability, but I just don't see that many walkers	2/1/2026 11:35 PM
21	Na	2/1/2026 11:21 PM
22	N/A	2/1/2026 9:37 PM
23	N/A	1/27/2026 11:42 PM
24	n/a	1/27/2026 9:12 AM
25	n/a	1/27/2026 5:37 AM
26	N/A	1/26/2026 11:51 PM
27	better lighting on major roads to make sidewalks visable.	1/25/2026 5:06 PM
28	Perfect. 1,2, 3 This is needed and will distinguish the quality of life here in Sandy Springs. We are falling behind, the bar is low as we are still falling G behind. Look at old Roswell or	1/24/2026 6:47 PM

	Alpharetta. Not much, but much better than what we offer in SS. But don't stop progress because more shade is needed. 1,2,3 above are excellent.	
29	More sidewalks on Roswell Rd south of Glenridge and along Franklin	1/24/2026 9:31 AM
30	N/a	1/23/2026 3:07 PM
31	Fill in gaps in sidewalks such as on Glenridge Drive and Abernathy Rd.	1/23/2026 1:58 PM
32	Sleeping Policemen (bumps) in areas where people cross but traffic is fast	1/23/2026 1:25 PM
33	N/A	1/23/2026 12:51 PM
34	N/A	1/23/2026 10:44 AM
35	More pocket parks	1/22/2026 11:28 AM
36	n/a	1/13/2026 10:00 AM
37	Walkable connections between neighborhood streets (i.e. a short path between back to back cul-de-sacs) so that walking along main roads was less necessary to get places.	12/10/2025 9:00 AM
38	N/A	12/5/2025 2:19 PM
39	N/A	12/4/2025 12:58 PM
40	N/A	12/4/2025 12:16 PM
41	I do like to walk and its nice to be able to do that safely	11/27/2025 12:28 AM
42	n/a	11/23/2025 6:42 PM
43	Better sidewalks. Right now many of our sidewalks along Roswell lack a curb, so drivers do not even notice a bumb while they veer off the road. Sidewalks need higher curbs, separation from the road, and to be wide and flat enough for strollers, wheelchairs, etc.	11/20/2025 12:39 PM
44	N/A	11/20/2025 10:27 AM
45	More sidewalks along neighborhood streets and side roads. I avoid sidewalks along major roads due to car exhaust (carcinogenic air pollution) and constant noise. Also - please DO NOT slow down traffic. Traffic is often too slow as is.	11/20/2025 7:50 AM
46	Na	11/19/2025 10:00 PM
47	Na	11/19/2025 8:49 PM
48	N/A	11/19/2025 6:38 PM
49	Na	11/19/2025 5:53 PM
50	N/A	11/19/2025 5:51 PM
51	N/a	11/19/2025 5:41 PM
52	More multi-use paths	11/19/2025 4:38 PM
53	N/A	11/19/2025 4:31 PM
54	n/a	11/19/2025 4:22 PM
55	Additional lighting and visibility enhancements	11/19/2025 4:19 PM
56	n/a	11/17/2025 11:57 AM
57	N/a	11/15/2025 11:13 AM

Q15 Drag and drop to rank these potential changes to cycling or scootering in the order you feel would make it better for you? (with 1 being the most important change and 5 being the least important change)

Answered: 132 Skipped: 39



	1	2	3	4	5	6	Total	Weighted ...
More multi-use paths	45.45% 60	34.09% 45	14.39% 19	3.79% 5	2.27% 3	0% 0	132	1.83
More crosswalks or mid-block crossings	6.06% 8	20.45% 27	43.18% 57	24.24% 32	4.55% 6	1.52% 2	132	3.05
More bicycle lanes or improved existing bicycling lanes	12.88% 17	26.52% 35	21.21% 28	31.82% 42	4.55% 6	3.03% 4	132	2.98
							792	**3.50**

	1	2	3	4	5	6	Total	Weighted ...
Slowing vehicle traffic down	9.85% 13	12.88% 17	18.94% 25	34.09% 45	22.73% 30	1.52% 2	132	3.52
Other	2.27% 3	3.03% 4	2.27% 3	6.06% 8	63.64% 84	22.73% 30	132	4.94

Q16 If you have a potential change you marked as "other" above, please specify here (if this does not apply, please put N/A in the box)

Answered: 48 Skipped: 123

#	RESPONSES	DATE
1	N/a	2/12/2026 9:56 PM
2	N/A	2/12/2026 5:40 AM
3	N/A	2/11/2026 12:01 PM
4	Expedite getting GA 400 bike path complete	2/9/2026 10:29 PM
5	N/A	2/9/2026 9:00 AM
6	N/A	2/8/2026 6:03 PM
7	A police culture that respects cyclists	2/8/2026 5:50 PM
8	having bicycles and cars on the same stretches of road without barriers is unsafe. Too many distracted drivers, and not enough space for widened roadways, bicycle lanes, and walkways.	2/7/2026 4:23 PM
9	Na	2/7/2026 11:25 AM
10	BICYCLE LANES JUST INTERFERE WITH TRAFFIC AND MAKE IT ALL A MESS.TAKE THEM OFF THE ROAD	2/7/2026 10:47 AM
11	N/A	2/6/2026 12:30 AM
12	More MTB oriented trails or micro trails around the city to improve economic impact and community amenities.	2/5/2026 4:08 PM
13	N/A	2/2/2026 5:35 PM
14	N/A	2/2/2026 11:50 AM
15	Bikes and scooters should be on the under-utilized sidewalks instead of having 1 bicycle block the 40 cars behind it. This isn't China and very few Atlantans use bicyles as actual transporation. A very high percentage of bikers (I would guess over 90%) are riding recreationally and their hobby is impeding normal traffic flow, not to mention endangering their own personal safety.	2/1/2026 11:35 PM
16	Na	2/1/2026 11:21 PM
17	N/A	2/1/2026 9:37 PM
18	Bicycle lanes in Sandy Springs should all be protected from car traffic. New bike lanes should be build with lane separators from cars, and existing bike lanes should be retrofitted with lane separators from cars.	1/27/2026 11:42 PM
19	Keep the bikers in their own lane and off the main roads.	1/27/2026 11:47 AM
20	n/a	1/27/2026 9:12 AM
21	n/a	1/27/2026 5:37 AM
22	N/A	1/26/2026 11:51 PM
23	Sandy springs is not bike friendly for many reasons.	1/25/2026 5:06 PM
24	Biking is a good priority. Walking and transit are better. But,,,, That said, if Biking paths were done world class, it could be transformational for the city. Thinking Amsterdam. If there were a few major paths that connected parks, restaurants, nightlife,'etc, that would change lives and quality of living. Critical mass bike routes would supercharge vibrant life in this city. ……. That	1/24/2026 6:47 PM

	said, if not done well or to an extent where it makes a difference, don't bother. Just don't waste the Money.	
25	Ensure there are properly designed bike lanes for cyclists that do not co-locate with pedestrian multiuse paths/sidewalks along ROADWAYS.	1/23/2026 1:58 PM
26	N/A	1/23/2026 1:25 PM
27	We should NEVER allow the rental scooters in our community. They are unsafe for riders and a hazard to drivers as well as unsightly left all over the place like in Atlanta.	1/23/2026 12:51 PM
28	N/A	1/23/2026 10:44 AM
29	More locations to secure bikes when out cycling	1/23/2026 10:21 AM
30	Decreased vehicle capacity	1/22/2026 11:28 AM
31	N/A	12/5/2025 2:19 PM
32	well maintained bike lanes - there are often cars parked or debris in the lane	12/4/2025 12:58 PM
33	I like both, the other, just nix it	11/27/2025 12:28 AM
34	n/a	11/23/2025 6:42 PM
35	Create a bicycling lane network rather than isolated spots. Given the lack of recreational facilities in the southeast of the city, build bike lanes along Windsor and north/south streets so more residents can access Path 400.	11/20/2025 12:39 PM
36	Street lights to see the scouters at night	11/19/2025 10:00 PM
37	STOP wasting precious space with bike lanes. They are dangerous and slow down traffic. Whoever said cyclists should ride in the middle of the road? It's madness.	11/19/2025 9:46 PM
38	Na	11/19/2025 8:49 PM
39	N/A	11/19/2025 6:38 PM
40	Bike lanes that allow you to go somewhere! And avoid traffic	11/19/2025 5:53 PM
41	N/A	11/19/2025 5:51 PM
42	N/A	11/19/2025 5:41 PM
43	N/A	11/19/2025 4:38 PM
44	N/A	11/19/2025 4:31 PM
45	n/a	11/19/2025 4:22 PM
46	Additional lighting and visibility enhancements	11/19/2025 4:19 PM
47	n/a	11/17/2025 11:57 AM
48	N/A	11/15/2025 11:13 AM

Q17 Do you have any other feedback about getting around Sandy Springs? (if this does not apply, please put N/A in the box)

Answered: 103 Skipped: 68

#	RESPONSES	DATE
1	I know it is difficult to retroactively go back and fit sidewalks as there were no design standards, but lets get sidewalks everywhere and make this city walkable. once we get those sidewalks, lets maintain them for trip hazards.	2/18/2026 10:22 AM
2	Sidewalk situation is an absolute travesty and needs to be a higher priority. The decision framework is broken for prioritization that excludes highly used neighborhood routes simply because they don't connect to other major routes - that's the design of Sandy Springs neighborhoods!	2/15/2026 9:46 PM
3	Sidewalks!	2/12/2026 9:57 PM
4	N/A	2/12/2026 5:40 AM
5	N/a	2/12/2026 5:23 AM
6	Reduce and slow down traffic on Roswell Road	2/11/2026 7:11 PM
7	N/A	2/11/2026 2:34 PM
8	Need more trees/green space to cover noise/road signage/etc where major roads intersect around neighborhoods	2/11/2026 2:17 PM
9	Probably nothing will have them from the survey. I did it anyways, but I have no confidence in the government that they will execute anything worthwhile in this area of conversation.	2/11/2026 1:35 PM
10	I would like to see a sidewalk extending from the intersection of Powers Ferry Rd and Mt. Vernon Hwy to Chastain park. It makes no sense that this project has not been addressed.	2/11/2026 11:30 AM
11	Getting around Sandy Springs is increasingly difficult: the traffic is horrendous; the redundant bus lines (5 & 87); lack of bus routes leaving Sandy Springs Station; long waits to cross the street. I am grateful that the city will be addressing these issues.	2/10/2026 12:40 PM
12	More round abouts needed	2/9/2026 10:33 PM
13	Finish Mt Vernon and JFR intersections!!!!!!!	2/9/2026 10:28 AM
14	It's such a beautiful city, and survey anyone that lives in the Roswell Rd/Hammond corridor, and we want to walk more, but the city continues to prioritize cramming more cars into an already cramped infrastructure.	2/9/2026 9:01 AM
15	A lot of the new sidewalk projects are amazing but it still feels unsafe with the amount of fast drivers + pedestrians crossing roads to get to a sidewalk	2/9/2026 7:57 AM
16	Please note that bike lanes must meet standards for access for all. No too-narrow unprotected bike lanes, please. Also, lighting is critical in order to enable women and girls to be able to use public space without risk of danger by those who intend harm.	2/8/2026 7:14 PM
17	Slow the traffic down and enforce existing traffic laws.	2/8/2026 6:04 PM
18	I do not currently live in Sandy Springs, but am considering a move. I appreciate the progress that has been made in the area surrounding the City Springs development, and would very much like to see that continue in its path toward becoming the sort of place I would like to live and raise my family.	2/8/2026 5:52 PM
19	Planning needs to take into account all options. Develop retail and entertainment and then make ways to easily get to them, either with plenty of parking and multi use trails. It would be nice to have areas like Canton Street where it is predominantly foot traffic and you can spend	2/7/2026 4:26 PM

	a few hours walking and eating/shopping. Would be nice to have something closer to the river on the north side of SS, that area should be developed as a "Riverside" area.	
20	Find ways to improve Roswell Road from the state and de-emphasize it's use.	2/7/2026 1:06 PM
21	Create similar concepts as the beltline	2/7/2026 12:35 PM
22	Na	2/7/2026 11:25 AM
23	Traffic lights are not timed well, either too long or too short. Both situations make people run lights. I used to live in California, where traffic lights were carefully timed using the "Disneyland" principle. Keep it moving - time lights so nobody sits too long or misses a light after only 2 cars get to go. Also, at that time in CA there were no "open" left turns on busy roads. The worst intersection in Sandy Springs is Peachtree-Dunwoody at Hammond. Since they added a second NB left turn lane on P-D to WB Hammond, the open left turn from SB P-D to EB Hammond has become extremely dangerous. It's impossible to see cars coming up the hill from NB P-D toward the intersection. I've witnessed many near-misses myself, and routinely get honked at by impatient drivers who want me to jump ahead of oncoming NB cars. There should be a restricted, green arrow only left turn there.	2/7/2026 11:23 AM
24	N/A	2/7/2026 11:03 AM
25	Please consider alternative options other than more paving. Alternative options other than more cars.	2/6/2026 10:38 AM
26	In my area, the main culprit of traffic is Roswell RD and 285 East. Changes in MT Vernon, or the projected Hammond Dr will only add more traffic there. Commuters that just drive through SS should not be incentivized to do so. It should be incentivized SS destination and not a roadway.	2/6/2026 8:34 AM
27	The blinking yellow turn lights are entirely confusing to some people who think it is a dedicated left turn light and not an actual "yield" to oncoming straight traffic. Wish we could do away with the flashing yellow light signal. I've dodged many a narrow accident from people turning in front of me, when I have the right of way.	2/6/2026 12:33 AM
28	Na	2/5/2026 6:04 PM
29	Hammond Road between Roswell and Glenridge is a mess	2/5/2026 5:57 PM
30	N/A	2/4/2026 11:24 PM
31	N/A	2/4/2026 10:26 PM
32	N/A	2/4/2026 6:21 PM
33	Consider adding more roundabouts in key traffic areas.	2/2/2026 5:38 PM
34	Na	2/2/2026 3:38 PM
35	Please stop clear cutting all of our trees! Its one of the things we all love about this area	2/2/2026 1:21 PM
36	N/A	2/2/2026 11:50 AM
37	Do something about the backup that occurs at intersection of glenridge connector and Johnson ferry/glenridge intersection (top of the hill) when turning left.	2/2/2026 8:16 AM
38	N/A	2/2/2026 7:48 AM
39	Atlanta's weather and topography make it a car-centric city. Please don't let people who delusionally desire walkability (but still have a car, don't walk anywhere, and won't walk anywhere even if we implement expensive changes) ruin Sandy Springs	2/1/2026 11:37 PM
40	Na	2/1/2026 11:22 PM
41	More walking trails	2/1/2026 9:37 PM
42	N/A	2/1/2026 1:26 PM
43	Street car lines. Quiet, safe, clean energy. Very quick. Look at Amsterdam, Toronto, New Orleans.	1/28/2026 11:22 AM
44	Sandy Springs in general is entirely too car-dependent. Many sections of the city have	1/27/2026 11:47 PM

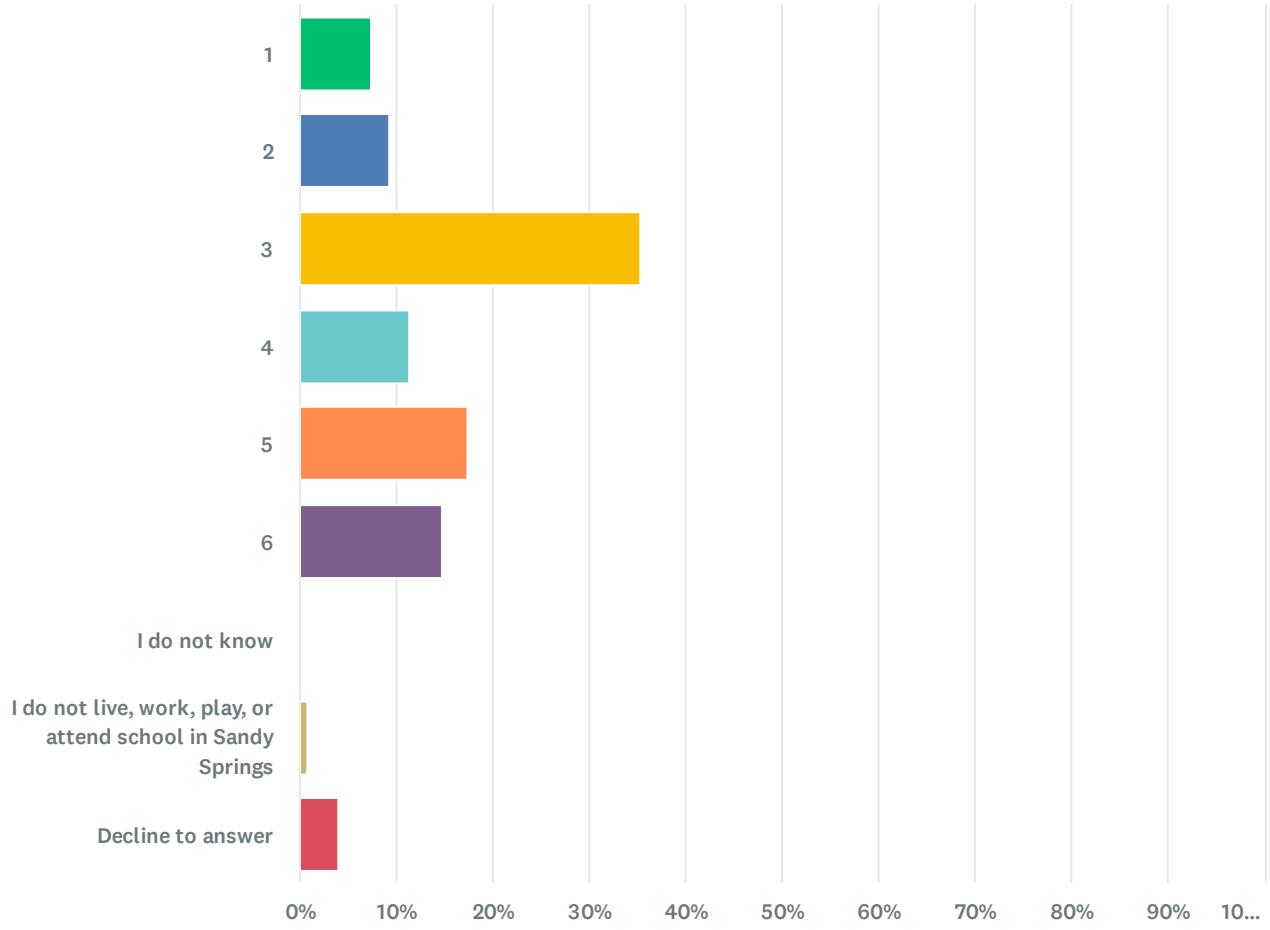
	tremendous promise to be more transit-oriented and accessible, including the 3 Marta stations, the upcoming Johnson Ferry & Mount Vernon multi-use paths, among others. Sandy Springs should continue this momentum to improve non-car infrastructure. This will be an uphill battle because part of the city is bisected by interstates. For example, two important points of interest, Hammond Park and the Medical Center Marta station, are very close when viewed from a bird-eye view on a map. However, due to GA-400 and I-285, walking between the two destinations is a circuitous path that takes >30 minutes, much of which is on dangerous arterial roads with lots of cars traveling at high speeds. All of this is to say that Sandy Springs has tremendous promise and must continue to improve despite the difficulties of building around two interstate highways.	
45	n/a	1/27/2026 9:12 AM
46	Major intersections can be hazardous for pedestrians, cyclist, etc. Drivers often don't pay attention to crosswalks and drive too fast through intersections	1/27/2026 8:37 AM
47	N/A	1/27/2026 8:14 AM
48	n/a	1/27/2026 5:38 AM
49	N/A	1/26/2026 11:51 PM
50	The intersection at Long Island Dr and Roswell Rd really needs some attention in the northern direction	1/26/2026 5:27 PM
51	AGAIN, A NEW LIGHT AT ROSWELL ROAD AND LONG ISLAND DRIVE	1/26/2026 4:33 PM
52	There needs to be center islands at Mystic Place and Roswell Road. So people going south to turn into Creme De La Creme or Windsor Parkway do not get in turn lane north of Mystic Place then race down Roswell Road. Stop signs at Long Island and Kitty Hawk Drive to slow Long Island drivers.	1/25/2026 8:27 PM
53	Traffic lights in major intersections and high traffic areas like Roswell/Long Island.	1/25/2026 5:07 PM
54	I've been as straight forward as possible. The biking idea- connecting the city, restaurants, nightlife, parks, etc could really be a paradigm shift for SS residents You relive many of the issues you brought up. If that's not going to be done like in the Netherlands focus on side walks and speeding on Roswell road inside the perimeter	1/24/2026 6:51 PM
55	Roswell road and weiuca have backups as much to as waiting 2 light changes	1/24/2026 3:27 PM
56	(1)There seem to be a lot of "half-done" roadway projects. (2)Sandy Springs seems to have adopted the GDOT position that NO TREE IS A GOOD TREE. There has been massive tree cutting in the Abernathy/Mt. Vernon/Hammond Dr. area and it appears there is going to be a lot more whacking to come.	1/24/2026 2:35 PM
57	N/A	1/24/2026 1:39 PM
58	more more and more sidewalks please	1/24/2026 12:22 PM
59	The intersection at Highpoint and Glenridge needs to be improved so that the left hand turn lane from Glenridge south onto Highpoint can accomodate more cars. Also - the speeds on Windsor Parkway should be beter managed	1/24/2026 9:32 AM
60	The changes to Hammond Rd between Lake Forrest and Mt Vernon Hwy have made traffic much worse on that stretch and made it difficult to turn from westbound on Hammond to southbound on Lake Forrest	1/23/2026 4:46 PM
61	N/a	1/23/2026 3:07 PM
62	Priority for the construction segments of the multiuse paths in Sandy Springs should shift to those sections closest to downtown and in neighborhoods and not distant parks where paths already exist and do not lead to any retail destination or office buildings/parks.	1/23/2026 2:02 PM
63	Traffic lights should be (1) staggered with traffic, and (2) smart so they adjust based on actual, live conditions.	1/23/2026 1:26 PM
64	Several corners or intersections simply need maintenance, such as tree or bush trimming which will provide better auto visibility - such as the corner of Hammond and Mitchell where bushes block the view of oncoming cars going east on Hammond. Dangerous.	1/23/2026 1:09 PM

65	N/A	1/23/2026 12:51 PM
66	n/a	1/23/2026 12:02 PM
67	Sandy Springs needs to improve walkability and get unnecessary traffic off of residential streets. Improvements must not negatively affect home values. We should be a walkable city and not a cut through city. Homes are very expensive in this area and traffic needs to be reduced on streets with established homes. Traffic should be routed to roads such as Roswell Road which were developed for heavy traffic. Increasing traffic on residential streets will devalue well established homes. Any "improvements" to the roadways should take home values into consideration.	1/23/2026 10:55 AM
68	NA	1/23/2026 10:22 AM
69	The divider on Roswell Road in front of the North Fulton Government Service Center is dangerous. When turning into Dunwoody Square Townhome community, there is not enough time to safely slow down. We have to do a u-turn or back up traffic in order to turn into our neighborhood.	1/22/2026 1:16 PM
70	N/A	1/22/2026 11:28 AM
71	Intersection of Roswell Road and Long Island Drive is extremely dangerous and needs either a roundabout or a traffic signal. If you are trying to turn from Long Island to go North on Roswell Road, visibility is blocked by bushes/landscaping so you can't see cars coming. Hard to believe that this simple problem has not been addressed yet.	1/17/2026 10:59 AM
72	Stop approving all the apartment buildings!!!	1/6/2026 5:54 AM
73	Much too car dependent. Large single family neighborhood blocks make distances to basic commercial services too long for walking.	12/10/2025 9:03 AM
74	N/A	12/5/2025 2:19 PM
75	generally there is just too much car traffic - we need increased transit and other options to reduce some of the volume	12/4/2025 12:59 PM
76	N/A	12/4/2025 12:16 PM
77	I would like to see some blocked off areas where cars aren't allowed so all ages can walk and meander	11/27/2025 12:30 AM
78	n/a	11/23/2025 6:42 PM
79	N/A	11/22/2025 5:39 AM
80	Adding more speed tracking devices to let drivers know they are exceeding the speed limit especially traffic coming down hills. i.e. add one to the hill on Lake Forrest just south of Hammond Dr. Cars frequently fly down that hill at 45 + mph. There are other similar situations on Hammond Dr between Roswell Rd and Glenridge Dr.	11/21/2025 8:37 PM
81	Create a multiuse trail connection from the MARTA stations to the City Hall area.	11/20/2025 1:30 PM
82	The city should be concerned about all people who get around Sandy Springs, not just drivers. This is especially true for getting better feedback. You have still not finished the crosswalk at the North Fulton Government Center so it's frankly unsafe for a non-driver to attend meetings there. Even City Springs subsidizes drivers by validating parking, but with no corresponding support to transit or bike riders.	11/20/2025 12:45 PM
83	Unecessary to impose doubling traffic on hammond drive and using 2 roundabouts in small residential area	11/20/2025 8:31 AM
84	1. Overall Sandy Springs does well on transportation. 2. Despite recent years' overhaul GA 400 is still overly congested. 3. Traffic light sequence at Roswell x Abernathy roads needs major adjustments. E.g. Abernathy is often prioritized even when traffic there is lower than Roswell, and the Roswell light is very short, creating jams on Roswell Road. 4. Roswell Road segment between Abernathy and Dalrymple roads - major need for right-turn bays, better nighttime lighting and possible road widening - very narrow lanes make turns dangerous. 5. Several shopping centers city-wide need right-turn bays (so people entering them don't stop traffic behind them) and other improvements. E.g. the northern exit from the Trader Joe's shopping center near City Springs has a major depression causing cars to bounce.	11/20/2025 8:02 AM

85	Coordinating the stop lights so you don't get caught at every red light should not be that difficult. Also, letting more cars make left turns at intersections would be helpful.	11/19/2025 10:05 PM
86	I appreciate when public events include Marta bus directions	11/19/2025 10:01 PM
87	If you think slowing the speed limit on Peachtree Dunwoody Road will reduce accidents, then why not ban cars entirely. Thirty MPH won't work.	11/19/2025 9:47 PM
88	Na	11/19/2025 8:49 PM
89	NA	11/19/2025 7:56 PM
90	N/A	11/19/2025 6:39 PM
91	I need speed bumps on my street, Greenland Road.	11/19/2025 6:27 PM
92	Your road improvements at Abernathy and 400 are already to little for the volume. You need to do a better job of planning for the future. Also - the city can’t keep putting in apartments just cuz there is a Marta stop. People need cars in this city. The Marta goes no where. Stop filling up the same roads. Find some new places to build apartments	11/19/2025 6:00 PM
93	Traffic lights on Roswell rd should be synced. Pedestrian crossings should coincide with light changes (don’t walk icon for 15 seconds eg), enforce speed limits,	11/19/2025 5:57 PM
94	Focus on improving vehicle delays at intersections by either adding capacity or signal modifications. The intersection of Spalding and Robert’s should be improved.	11/19/2025 5:53 PM
95	N/A	11/19/2025 5:41 PM
96	Add separate off-road multi-use paths	11/19/2025 4:39 PM
97	More law enforcement input to traffic violations.	11/19/2025 4:31 PM
98	Need to improve walk ability or biking to key sandy springs areas. Library, Hammond and Abernathy Park, City Center Need to start and finish johnson ferry and hammond construction	11/19/2025 4:22 PM
99	n/a	11/19/2025 4:22 PM
100	Keep focusing on improving safety and making a more interconnected biking network	11/19/2025 4:20 PM
101	n/a	11/17/2025 11:57 AM
102	Faster completion of road projects	11/15/2025 11:14 AM
103	N/a	11/15/2025 8:58 AM

Q18 Based on the map above, where in Sandy Springs do you spend most of your time?

Answered: 150 Skipped: 21

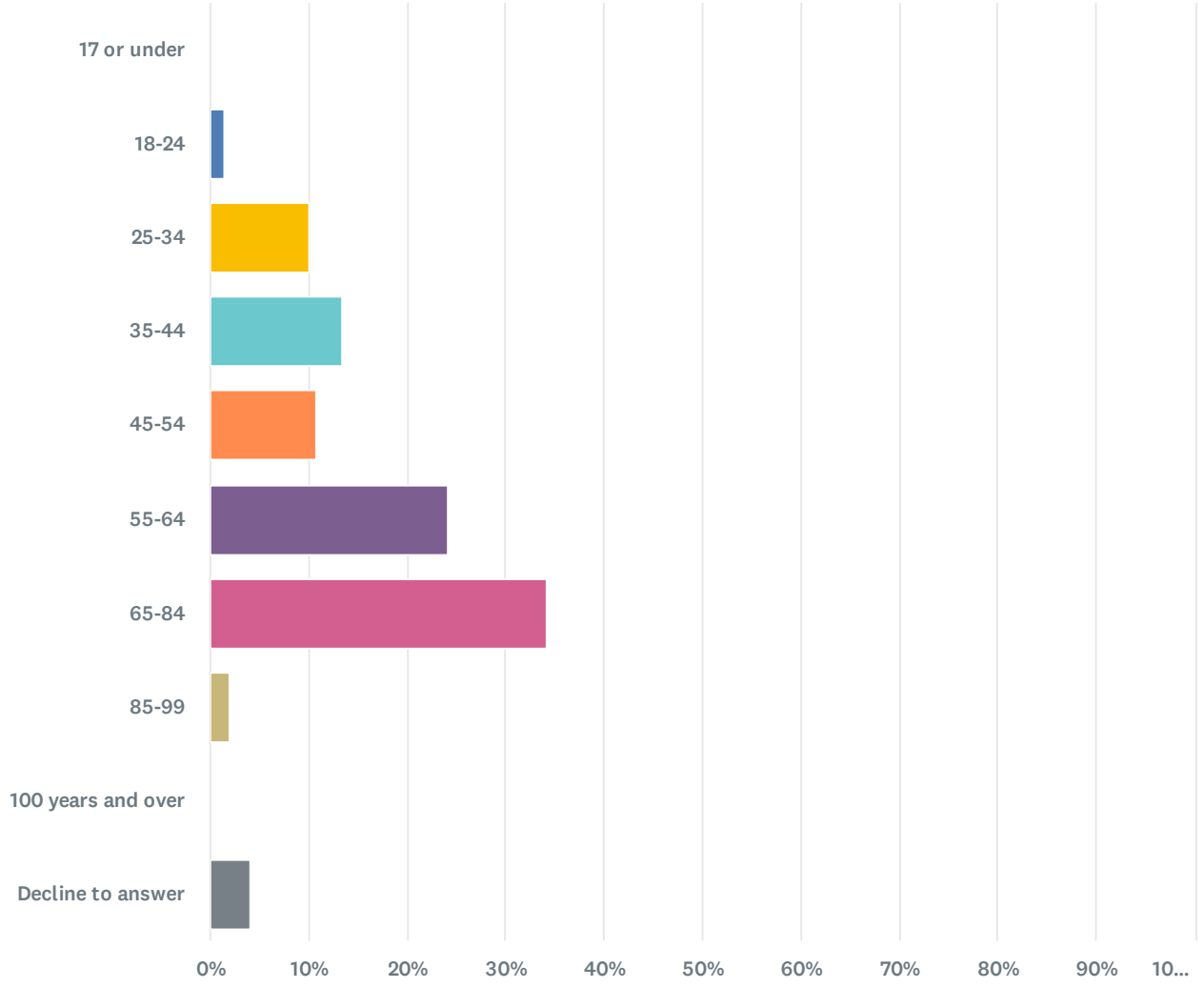


Answer Choices	Percentage	Responses
1	7.33%	11
2	9.33%	14
3	35.33%	53
4	11.33%	17
5	17.33%	26
6	14.67%	22
Total		**150**

Answer Choices	Percentage	Responses
I do not know	0%	0
I do not live, work, play, or attend school in Sandy Springs	0.67%	1
Decline to answer	4.00%	6
Total		150

Q19 Please select your age range.

Answered: 149 Skipped: 22

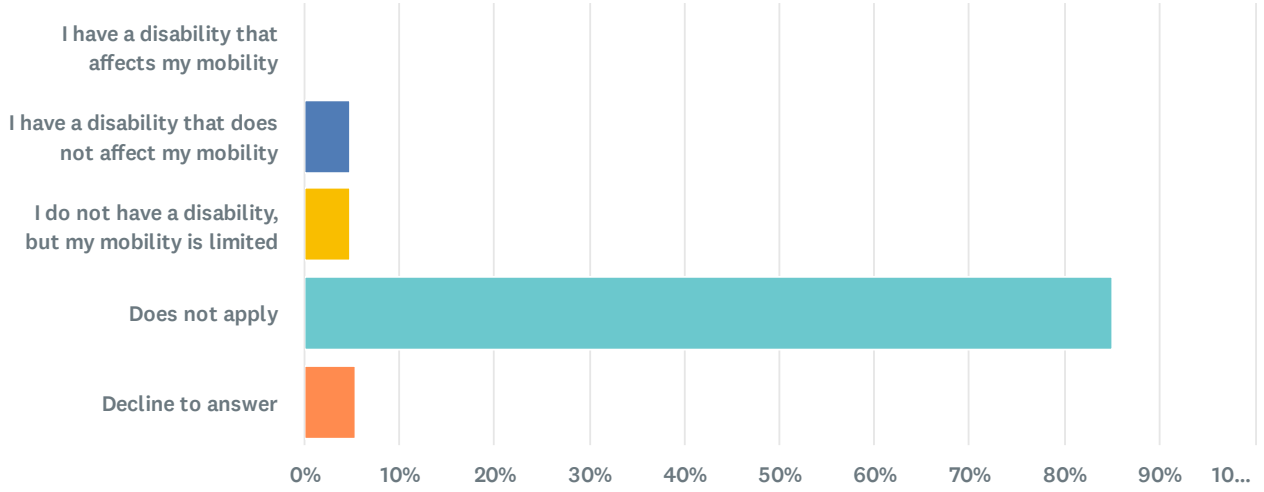


Answer Choices	Percentage	Responses
17 or under	0%	0
18-24	1.34%	2
25-34	10.07%	15
35-44	13.42%	20
45-54	10.74%	16
Total		**149**

Answer Choices	Percentage	Responses
55-64	24.16%	36
65-84	34.23%	51
85-99	2.01%	3
100 years and over	0%	0

Q20 Do you have a disability, or is your mobility limited?

Answered: 147 Skipped: 24



Answer Choices	Percentage	Responses
I have a disability that affects my mobility	0%	0
I have a disability that does not affect my mobility	4.76%	7
I do not have a disability, but my mobility is limited	4.76%	7
Does not apply	85.03%	125
Decline to answer	5.44%	8
Total		**147**

Sandy Springs Transportation Master Plan

What is the Transportation Master Plan?

The Transportation Master Plan (TMP) identifies transportation needs in the City and develops a program of projects and strategies that are intended to improve the safety and operations of the transportation system. This TMP is a five-year update to the previous plan, which was adopted in 2021. The TMP is focused on projects that can be implemented in the next 10 years.

What goals will the TMP achieve?

Efficiency and Optimization
Minimizing travel times and delay

Improving Well-Being and Minimizing Environmental Impact
Providing transportation options that promote wellness, preserve nature, and reduce emissions

Safety
Reducing the number of crashes that result in serious injuries and fatalities

Mobility and Accessibility for All
Providing travel options for all people, including children, seniors, and people with disabilities

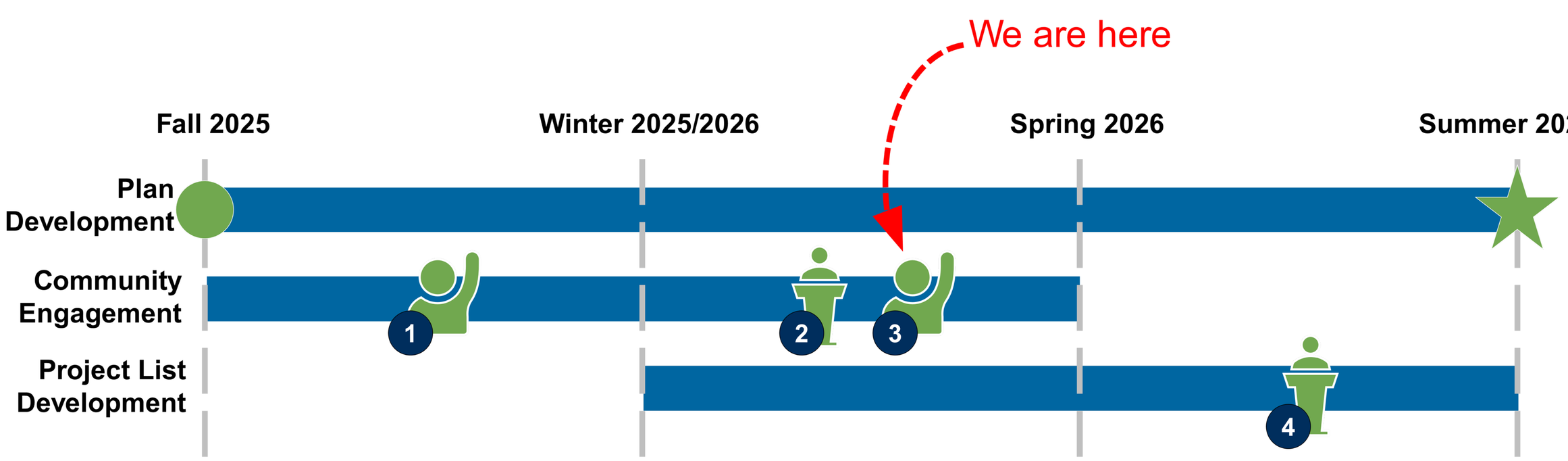
Maintenance, Resilience, and Reliability
Making sure that roads, sidewalks, transit stops, and bicycle lanes are clean and well maintained

Land Use Integration
Making sure the transportation system fits with the area it serves and that major new destinations are planned with easy access in mind

Economic Vitality
Improving access to jobs and other economic opportunities

Beautification
Providing aesthetic enhancements as an element of transportation projects

What does the plan schedule look like?



PUBLIC ENGAGEMENT

1. Pop-Up at Sandy Springs Farmers Market, November 15, 2025
2. City Council Presentation #1, February 6, 2026
3. In-Person Listening Sessions, February 24-26, 2026
4. City Council Presentation #2, Spring 2026

LEGEND

- Plan Kickoff
- Anticipated Plan Adoption
- Leadership Presentations
- In-person Engagement Events

Want to learn more about the TMP? Visit the plan website! spr.gs/tmp

Sandy Springs Transportation Master Plan

How is the Transportation Master Plan being created?

The TMP is a collection of transportation project recommendations from previously adopted local plans, studies, and data. To determine priority transportation projects, these recommendations are compiled and filtered based on the metrics in the graphic below.

Safety Plans

Transit Plans

Regional Studies

Citywide Small Area Plans

Bicycle and Pedestrian Plans

Traffic Congestion

Recent Crash History

Ideas from the Public

Safety

Efficiency & Optimization

Improve Well-Being & Minimize Environmental Impact

Maintenance, Resilience & Reliability

Land Use Integration

Mobility & Accessibility for All

Public survey responses

Economic Vitality

Public feedback from Listening Sessions

Maintenance and resurfacing projects are not considered in this evaluation process and will be evaluated separately.

Some project types are evaluated using additional or special metrics. These project types are indicated with an asterisk (*).

Draft TMP Project List categorized into the following project types:

- Bicycle-Pedestrian Improvements
- Intersection Improvements
- Access Management Improvements
- Operational Improvements
- Street Improvements
- Bridge Improvements*
- Signage, Marking, or Lighting Enhancements
- Transit Improvements
- Mid-Block Crossing Improvements
- Intelligent Transportation Systems*
- Non-Location Specific Projects*

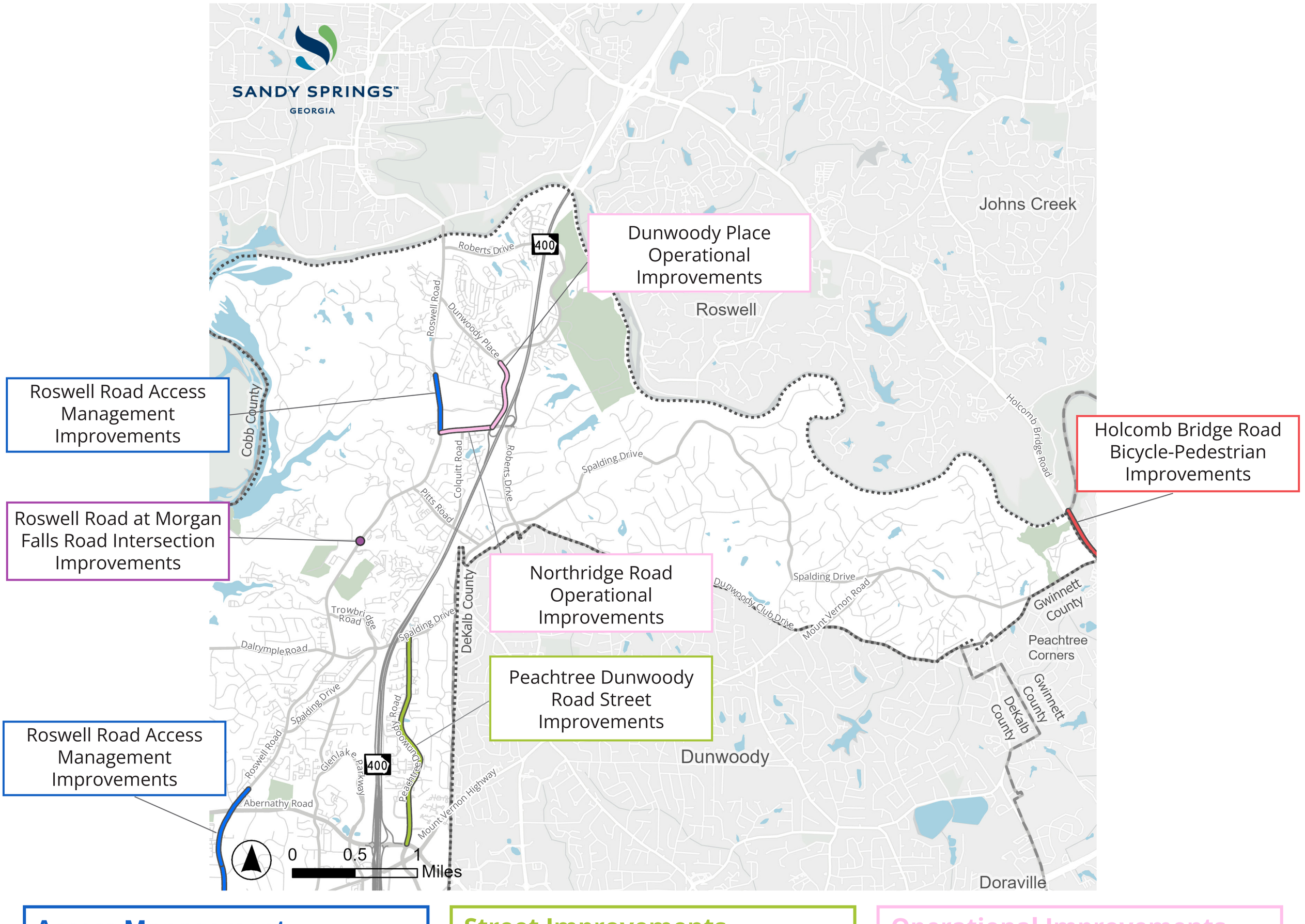
Curious about sidewalk projects in your neighborhood? Check out the sidewalk projects board!

Want to learn more about the TMP? Visit the plan website! spr.gs/tmp

Sandy Springs Transportation Master Plan

What projects are being prioritized in my neighborhood?

Sandy Springs - North



Access Management Improvements
Reduces curb cuts along a corridor and prevents unsafe turns. Components may include:
- Driveway Consolidation
- Medians
- U-Turns
- Safety Enhancements

Street Improvements
Makes streets more inviting and accessible for all users. Components may include:
- Bicycle Lanes
- Wide Sidewalks
- Lowered Speed Limits
- Signal Improvements
- Safety Enhancements

Operational Improvements
Enhances traffic flow along roadways. Components may include:
- Turn Lanes
- Coordinate Signals
- Multi-modal Options
- Transit Improvements
- Safety Enhancements

Bicycle-Pedestrian Improvements
Primarily serves cyclists and pedestrians. Components may include:
- Sidepaths
- Protected Bicycle Lanes
- Multi-use Trails
- Safety Enhancements

Intersection Improvements
Improves the safety and operations at specific intersections. Components may include:
- Signal Priority
- Improved Design
- Roundabouts
- Safety Enhancements

Sandy Springs Transportation Master Plan

What projects are being prioritized in my neighborhood?

Sandy Springs - Central

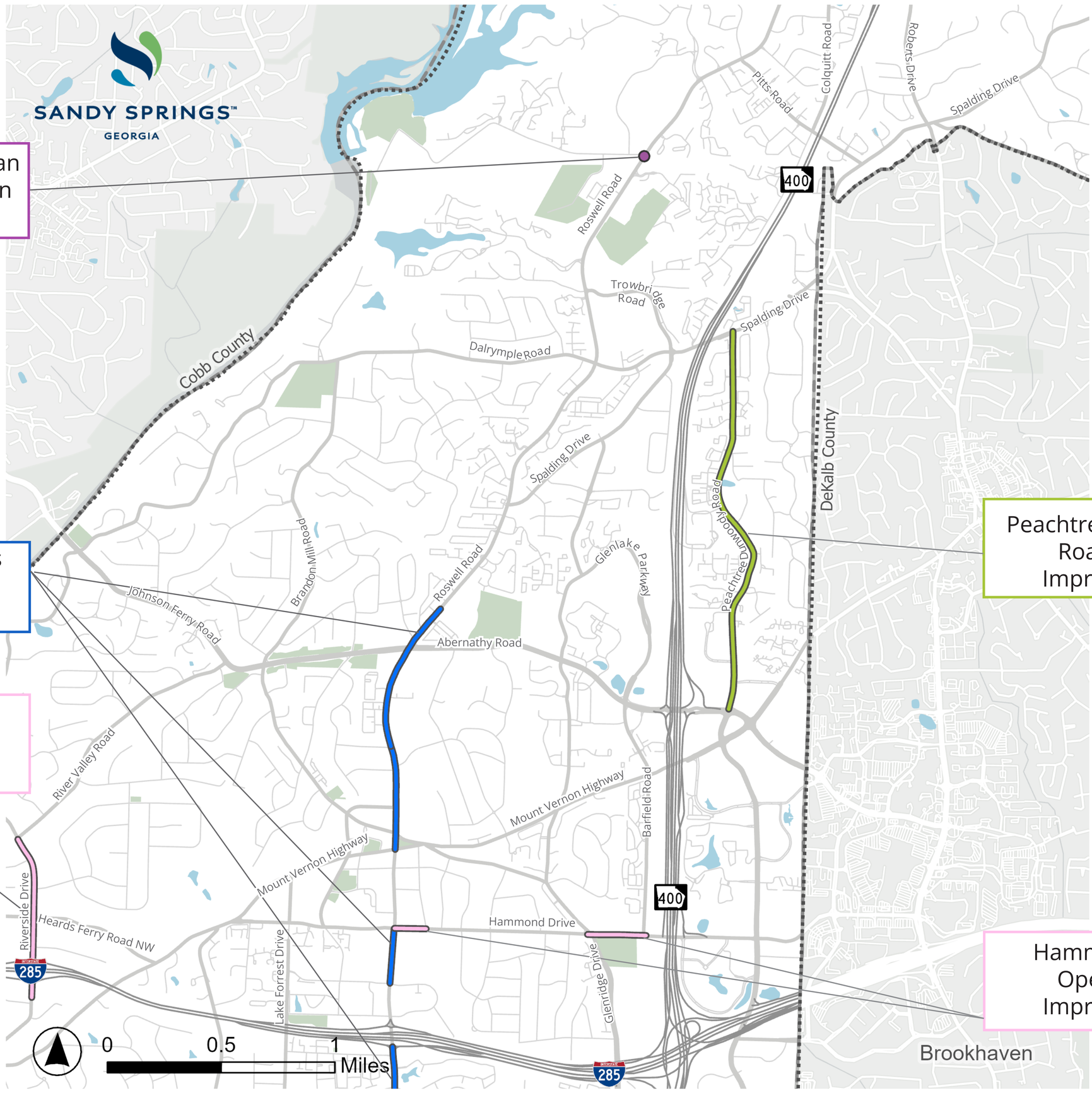
Roswell Road at Morgan Falls Road Intersection Improvements

Roswell Road Access Management Improvements

Riverside Drive Operational Improvements

Peachtree Dunwoody Road Street Improvements

Hammond Drive Operational Improvements



Access Management Improvements

Reduces curb cuts along a corridor and prevents unsafe turns. Components may include:

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- Wide Sidewalks
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Operational Improvements

Enhances traffic flow along roadways. Components may include:

- Turn Lanes
- Coordinate Signals
- Multi-modal Options
- Transit Improvements
- Safety Enhancements

Bicycle-Pedestrian Improvements

Primarily serves cyclists and pedestrians. Components may include:

- Sidepaths
- Protected Bicycle Lanes
- Multi-use Trails
- Safety Enhancements

Intersection Improvements

Improves the safety and operations at specific intersections. Components may include:

- Signal Priority
- Improved Design
- Roundabouts
- Safety Enhancements

Sandy Springs Transportation Master Plan

What projects are being prioritized in my neighborhood?

Sandy Springs - South

Peachtree Dunwoody Road Street Improvements

Roswell Road Access Management Improvements

Hammond Drive Operational Improvements

Riverside Drive Operational Improvements

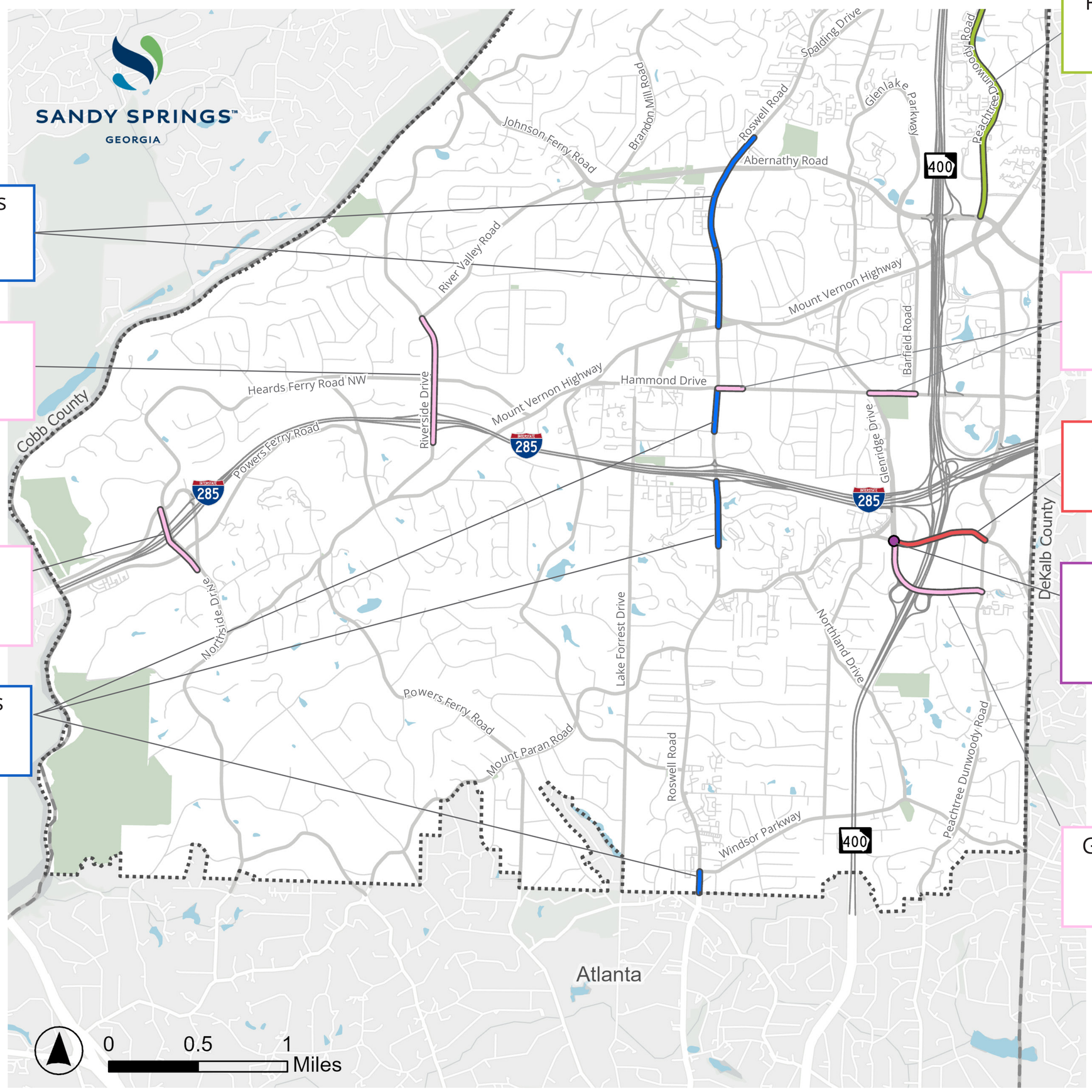
Johnson Ferry Road Bicycle-Pedestrian Improvements

Northside Drive Operational Improvements

Glenridge Road at Johnson Ferry Road Intersection Improvements

Roswell Road Access Management Improvements

Glendridge Connector Operational Improvements



Access Management Improvements

Reduces curb cuts along a corridor and prevents unsafe turns. Components may include:

- Driveway Consolidation
- Medians
- U-Turns
- Safety Enhancements

Street Improvements

Makes streets more inviting and accessible for all users. Components may include:

- Bicycle Lanes
- Wide Sidewalks
- Lowered Speed Limits
- Signal Improvements
- Safety Enhancements

Operational Improvements

Enhances traffic flow along roadways. Components may include:

- Turn Lanes
- Coordinate Signals
- Multi-modal Options
- Transit Improvements
- Safety Enhancements

Bicycle-Pedestrian Improvements

Primarily serves cyclists and pedestrians. Components may include:

- Sidepaths
- Protected Bicycle Lanes
- Multi-use Trails
- Safety Enhancements

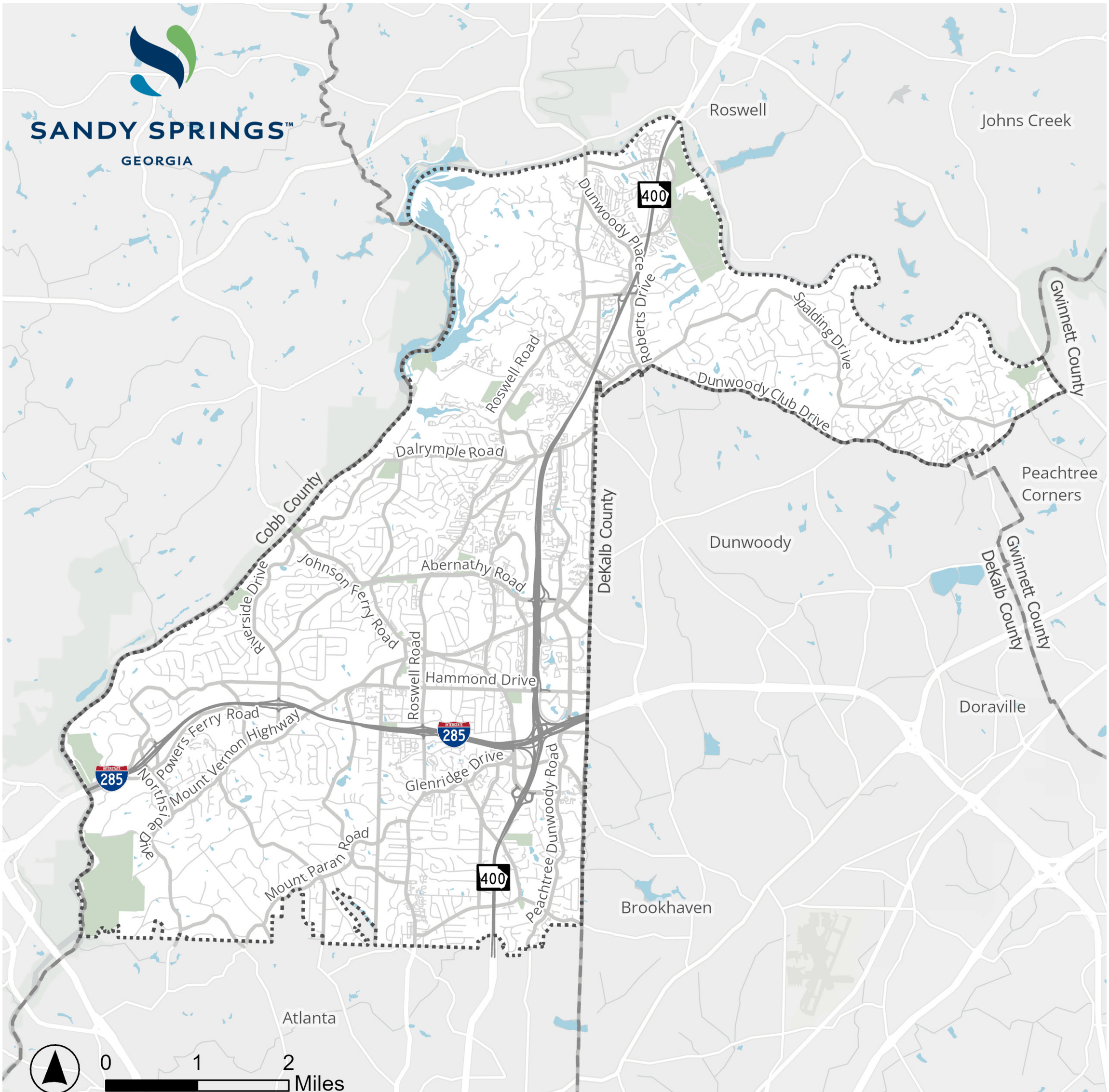
Intersection Improvements

Improves the safety and operations at specific intersections. Components may include:

- Signal Priority
- Improved Design
- Roundabouts
- Safety Enhancements

Did we miss any important transportation projects?

Leave a note on the map below about other projects you think should be prioritized in the TMP



Additional Comments:

Full Project List

Sandy Springs Transportation Master Plan

June 2026

Project List including Planning Level Cost Estimates

TMP Short-term Project list (2027-2031)

Project ID #	Project Description	TMP Project Type	Phases	Project Source (previous plan)	Score	Proposed TSPLOST26 List	Planning Level Project Cost total (within short term)	Design / PE / Concept Cost	ROW Cost	CST Cost*	UTL Cost
COR-1	Hammond Drive Corridor improvements from Boylston Drive to SR-9/Roswell Road and from Barfield Road to Glenridge Drive	Corridor - operational	All	Sandy Springs TMP (2021)	75	Yes	**$ 44,600,000**	$ 3,600,000	$ 18,000,000	$ 21,580,000	$ 1,420,000
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, alternative side path on east side of Northside Drive and sidewalks, or crosswalks (Concept only)	Corridor - operational	Concept	Sandy Springs Safety Action Plan (2025)	71	Yes	**$ 1,100,000**	$ 1,100,000			
COR-3	Riverside Drive Operational improvements, including intersections improvements at Heards Ferry Road, River Valley Road, and I-285 (Design only)	Corridor - operational	Design	2026 TMP	52.5	Yes	**$ 1,500,000**	$ 1,500,000			
COR-4	SR-9 / Roswell Road - Raised median on the northbound approach to Northridge Road and add a multi-use path on both sides of Roswell Road and associated signal improvements.	Corridor - operational	All	North End Roadway Safety Study	72.5	No	**$ 3,000,000**	$ 600,000		$ 2,250,000	$ 150,000
COR-5	Peachtree Dunwoody Road Corridor Improvements - may include standard cross-section, bike/ped improvements, shared use path, buffers, and street trees (Concept only)	Corridor - improvements	Concept	North Springs MARTA (2025)	72	Yes	**$ 2,000,000**	$ 2,000,000			
COR-6	Glenridge Drive / Johnson Ferry Road corridor enhancements from High Point Road to Glenridge Connector by closing lighting gaps, upgrading signal hardware with flashing yellow arrows (on remaining intersections) and retroreflective backplates, and reinforcing speed limits through data-driven analysis and pedestrian-focused operational adjustments	Corridor - operational	All	Sandy Springs Safety Action Plan (2025)	70.5	No	**$ 1,670,000**	$ 200,000		$ 1,470,000	
COR-7	SR-9 / Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements (Concept & Design only)	Corridor - access management	Concept / Design	Sandy Springs Safety Action Plan (2025)	82	Yes	**$ 4,000,000**	$ 4,000,000			
INT-1	SR-9/Roswell Road and Morgan Falls Road Intersection Improvement	intersection	All	New Project	62	Yes	**$ 6,100,000**	$ 418,000	$ 189,000	$ 5,493,000	$ -
INT-2	Peachtree Dunwoody at Johnson Ferry Intersection Improvements	Intersection	All	Medical District Safety Study (2021)	62.5	Yes	**$ 3,589,679**	$ 500,000	$ 350,000	$ 2,589,679	$ 150,000
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement (PE/DGN and ROW)	Intersection	Design / ROW	Sandy Springs Safety Action Plan (2025)	59.5	Yes	**$ 3,300,000**	$ 800,000	$ 2,500,000		
INT-4	Nesbit Ferry Road at Spalding Drive Intersection Improvement	Intersection	All	Committed Project	n/a	No	**$ 2,500,000**			$ 2,500,000	
BP-1	Holcomb Bridge Road Side Path - that connects to side paths in Roswell and Peachtree Corners	Bicycle-pedestrian	All	TSPLOST program	55.5	Yes	**$ 4,300,000**	$ 500,000	$ 250,000	$ 3,450,000	$ 100,000
BP-2	Johnson Ferry Road between Glenridge Drive and Peachtree Dunwoody Road Bicycle and Pedestrian Improvements (Design/ROW only)	Bicycle-pedestrian	Design / ROW	Sandy Springs TMP (2021)	58.5	No	**$ 4,900,000**	$ 800,000	$ 4,100,000		
BP-3	Sandy Springs Circle between Johnson Ferry Road to SR-9/Roswell Road Bicycle and Pedestrian Improvements - (Design/ROW only)	Bicycle-pedestrian	Design / ROW	City Springs Master Plan (2022)	55	No	**$ 950,000**	$ 150,000	$ 800,000		
Planning	Placeholder to update Planning studies or Scoping/Concept within short-term (first 5 years)	Planning Studies / Concept Development	Planning / Concept	New Project	n/a	No	**$ 1,000,000**	$ 1,000,000			
TSPLOST BR	Bridge Program (bridges TBD)	Bridge	All	TSPLOST program	n/a	Yes	**$ 5,000,000**	n/a (programs not tied to phase)			
TSPLOST INT	Intersection Program (TSPLOST Tier 2)	intersection	All	TSPLOST program	n/a	Yes	**$ 4,300,000**	n/a (programs not tied to phase)			
TSPLOST ITS	ITS Program (TSPLOST Tier 2)	ITS	All	TSPLOST program	n/a	Yes	**$ 4,300,000**	n/a (programs not tied to phase)			
TSPLOST MB	Mid-Block Crossing Program	Mid-block crossing	All	TSPLOST program	n/a	Yes	**$ 4,000,000**	n/a (programs not tied to phase)			
TSPLOST SW	Capital Sidewalk Program	Bicycle-pedestrian	All	TSPLOST program	n/a	Yes	**$ 16,000,000**	n/a (programs not tied to phase)			
						Short-Term Grand Total:	**$ 118,109,679**				

*CST Cost includes contingency and procurement/administrative cost and is subject to revision. Project cost estimates are subject to change based on concept and scope revisions

Project List including Planning Level Cost Estimates

TMP Mid-term Project list (2032-2036)

Project ID #	Project Description	TMP Project Type	Phases	Project Source (previous plan)	Score	Anticipated Future TSPLOST	Planning Level Project Cost total (within mid-term)	Design/PE / Concept Cost	ROW Cost	CST Cost*	UTL Cost
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by possibly installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, alternative side path on east side of Northside Drive and sidewalks, or crosswalks	corridor - operational	all	Sandy Springs Safety Action Plan (2025)	71.0	Yes	$ 23,137,000	$ 2,600,000	$ 4,100,000	$ 13,537,000	$ 2,900,000
COR-3	Riverside Drive Operational improvements, including intersections improvements at Heards Ferry Road, River Valley Road, and I-285	corridor - operational	ROW / CST	TSPLOST program	52.5	Yes	$ 20,119,000		$ 3,113,000	$ 14,672,000	$ 2,334,000
COR-5	Reconstruct Peachtree Dunwoody Road to have a standard cross-section, shared use path, buffers, and street trees	corridor - improved	ROW / CST / UTIL	North Springs MARTA (2025)	72.0	Yes	$ 43,983,000	$ 6,000,000	$ 2,500,000	$ 31,983,000	$ 3,500,000
COR-7	Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements	corridor - access management	ROW/CST/ UTIL	Sandy Springs Safety Action Plan (2025)	82.0	Yes	$ 22,142,000		$ 4,300,000	$ 13,942,000	$ 3,900,000
COR-8	SR-9 / Roswell Road - Denmark Drive to Mount Vernon Highway Access Management Improvements	corridor - access management	Design	Roswell Rd Access Mgmt	80.0	No	$ 1,424,000	$ 1,424,000			
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement	intersection	CST / UTIL	TSPLOST program	59.5	Yes	$ 3,951,123			$ 3,201,123	$ 750,000
BP-2	Johnson Ferry Road Pedestrian and Bicycle Improvements between Glenridge Drive and Peachtree Dunwoody Road	Bicycle-pedestrian	CST	Sandy Springs TMP (2021)	58.5	No	$ 6,000,000			$ 6,000,000	
BP-3	Sandy Springs Circle Bicycle and Pedestrian Improvements between Johnson Ferry Road to SR-9/Roswell Road	Bicycle-pedestrian	CST	City Springs Master Plan (2022)	55.0	No	$ 1,500,000			$ 1,500,000	
Planning	Placeholder to update Planning studies and Concept Development within mid-term (10 years)	Planning Studies / Concept Development	Planning / Concept	New Project	n/a	No	$ 1,100,000	$ 1,100,000			
TSPLOST BR	Bridge Program (TSPLOST set-aside program bank)	Bridge	All	TSPLOST program	n/a	Yes	$ 6,000,000	n/a (programs not tied to phase)			
TSPLOST INT	Intersection Program (TSPLOST set-aside program bank)	intersection	All	TSPLOST program	n/a	Yes	$ 5,000,000	n/a (programs not tied to phase)			
TSPLOST ITS	ITS Program (TSPLOST set-aside program bank)	ITS	All	TSPLOST program	n/a	Yes	$ 5,000,000	n/a (programs not tied to phase)			
TSPLOST MB	Mid-Block Crossing Program (TSPLOST set-aside program bank)	bicycle-pedestrian	All	TSPLOST program	n/a	Yes	$ 5,000,000	n/a (programs not tied to phase)			
TSPLOST SW	Capital Sidewalk Program (TSPLOST set-aside program bank)	bicycle-pedestrian	All	TSPLOST program	n/a	Yes	$ 18,000,000	n/a (programs not tied to phase)			
						Mid-term Grand Total:	**$ 162,356,123**				

*CST Cost includes contingency and procurement/administrative cost and is subject to revision. Project cost estimates are subject to change based on concept and scope revisions

Aspirational Bicycle/Pedestrian Project List

Project Description	Project Source (previous plan)	Score
Along Sandy Springs Circle, extend the sidepath along the west side of the road from its current terminus at Hammond Drive to Cliftwood Drive to provide greater connectivity to Allen Road Park	City Springs Master Plan Update (2022)	**54.5**
Along Powers Ferry Road, add a sidepath between Northside Drive and Dupree Drive	Powers Ferry Mobility and Implementation Plan (2024)	**54.5**
Between North Hampton Drive and Sandy Springs Circle, add a pedestrian connection (new path alignment)	City Springs Master Plan Update (2022)	**53.5**
Along New Northside Drive, complete three sidewalk gapfills between I-285 and New Northside Drive	Powers Ferry Mobility and Implementation Plan (2024)	**53.5**
Along Powers Ferry Road, add a sidepath from the Chattahoochee River to Dupree Drive	Sandy Springs TMP (2021)	**51.5**
Along GA 400, add a sidepath from Spalding Dr to the Chattahoochee River	Sandy Springs TMP (2021	**51.5**
Along Powers Ferry Drive, add a sidepath from East of Chattahoochee River Bridge to Northside Drive and a midblock crossing east of River Vista Drive	Powers Ferry Mobility and Implementation Plan (2024)	**44.5**
Along Powers Ferry Road, add a sidepath from Dupree Drive to Raider Drive	Powers Ferry Mobility and Implementation Plan (2024)	**44.5**
Along Raider Drive, add a sidepath from Powers Ferry Road to Heards Ferry Road	Powers Ferry Mobility and Implementation Plan (2024)	**40.5**

Aspirational Bridge Project List

*Note - The Bridge Program may pull from projects in the Aspirational tier

Project Description	Project Source (previous plan)	Score
Replace the Jett Road bridge over Long Island Creek	Sandy Springs TMP (2026)	**74.5**
Replace the Dunwoody Club Drive bridge over Ball Creek	Sandy Springs TMP (2026)	**66.5**
Replace the Lake Forest Drive bridge over Long Island Creek	Sandy Springs TMP (2026)	**54.5**
Widen the Northridge Road bridge over SR 400 for a sidepath or multi-use path	North End Roadway Safety Study (2022)	**48.0**
On the Roswell Road bridge across the Chattahoochee River, add improved bicycle and pedestrian facilities on both sides of the street	Sandy Springs TMP (2021)	**45.5**
Raise the Windsor Parkway bridge out of Nancy Creek Floodplain	Sandy Springs TMP (2021)	**34.5**
Replace the Kingsport Drive Bridge over Long Island Creek	Sandy Springs TMP (2026)	**22.5**

Aspirational Corridor Access Management Project List

Project Description	Project Source (previous plan)	Score
On Roswell Road between Mt. Paran Rd. and Glenridge Drive, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**74.0**
On Roswell Road between Glenridge Drive and Peruca Place/Prado, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**74.0**
On Roswell Road between Huntcliff and Dunwoody Place implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Sandy Springs Safety Action Plan (2025)	**74.0**
On Roswell Road between Northridge Crossing Drive and Hightower Trail/Hope Road, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Sandy Springs Safety Action Plan (2025)	**71.0**
On Roswell Road between Dalrymple Road and Trowbridge Road, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**68.0**
On Roswell Road between Trowbridge Road and Grogans Ferry Road implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**68.0**
On Roswell Road between Windsor Parkway and Long Island Drive, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**67.0**
On Roswell Road between Mount Vernon Highway and Provenance Drive, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Sandy Springs Safety Action Plan (2025)	**67.0**
On Roswell Road between Long Island Drive and Belle Isle Road, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**64.0**
On Roswell Road between Grogans Ferry Road and Northridge Crossing Drive, implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Sandy Springs Safety Action Plan (2025)	**64.0**
On Roswell Road between Spalding Drive and Dalrymple Rd. implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**57.0**
On Roswell Road between Abernathy Drive and Spalding Drive implement access management improvements such as pedestrian and sidewalk improvements, enhanced access management, a raised median in select locations	Roswell Road Access Management Plan (2023)	**56.0**
On Peachtree Dunwoody Road between Glenridge Connector and Johnson Ferry Road, add a raised median	Medical District Safety Study (2021)	**50.5**

Aspirational Corridor Improvements Project List

Project Description	Project Source (previous plan)	Score
Along Hammond Drive between Lake Forrest Drive and Roswell Road, update streetscape to align with the "4-lane section with a landscaped median, on-street parking, and sidewalks" established in the Sandy Springs Development Manual	City Springs Master Plan Update (2022)	**67.5**
Along Glenridge Connector between Johnson Ferry Road and Peachtree Dunwoody Road, install a sidepath, improve visibility through vegetation management and lighting, and upgrade signal infrastructure and phasing to boost safety and operational efficiency	Sandy Springs Safety Action Plan (2025)	**64.5**
Along Johnson Ferry Road between Ferry Drive and Sandy Springs Circle, update streetscape to align with the "2-lane section with sidewalks" established in the Sandy Springs Development Manual	City Springs Master Plan Update (2022)	**62.0**
Along Cliftwood Drive between Sandy Springs Circle and Roswell Road, update streetscape to align with the "2-lane section with sidewalks" established in the Sandy Springs Development Manual	City Springs Master Plan Update (2022)	**61.5**
Along Peachtree Dunwoody Road between Lake Hearn Road to Hospital Driveways, update streetscape to align with that established in the Sandy Springs Development Manual	Medical District Safety Study (2021)	**60.5**
Along Carpenter Drive, update streetscape to align with the "2-lane section with sidewalks" established in the Sandy Springs Development Manual	City Springs Master Plan Update (2022)	**60.5**
Along Allen Road between Sandy Springs Circle and Roswell Road, update streetscape to align with the "2-lane section with sidewalks" established in the Sandy Springs Development Manual	City Springs Master Plan Update (2022)	**57.5**
Along Mountain Creek, update streetscape to align with the "2-lane section with sidewalks" established in the Sandy Springs Development Manual	City Springs Master Plan Update (2022)	**52.5**

Aspirational Corridor Operational Project List

Project Description	Project Source (previous plan)	Score
Along Dunwoody Place between Roswell Rd. and Roberts Dr., improve streetscape to potentially include center turn lane, raised median, RCUT at Cedar Run, midblock crossings, sidepath or multi-use path and pedestrian lighting	North End Roadway Safety Study (2022)	**59.5**
Narrow raised median, lowering roadway grade at Hightower Trail, signal modifications and multiuse paths with pedestrian level lighting on Dunwoody Place from Northridge Road to Roberts Drive	North End Roadway Safety Study (2022)	**55.5**
Along New Northside Drive from Interstate North Parkway to Northside Drive, install bike/ped infrastructure, lighting, signal improvements, roadway enhancements	Powers Ferry Mobility and Implementaiton Plan (2024)	**50.5**
On Meridian Mark Road from Children's Hospital Main Driveway to Glenridge Connector, Improve geometry and restripe roads to add turn lanes	Medical District Safety Study (2021)	**46.5**
Along Northridge Road from Roswell Road to Dunwoody Place, install improvements that may include third eastbound lane, left turn lane, raised median, dual right turn lanes, RCUT at Highland Park Trail/Rosemont Dunwoody Apartments, signal modifications, and sidepath or multi-use paths with pedestrian lighting	North End Roadway Safety Study (2022)	**42.5**

Aspirational Intersection Project List

*Note - The Intersection Program may pull from projects in the Aspirational tier

Project Description	Project Source (previous plan)	Score
At the Roswell Road and Abernathy Road intersection, add long-term safety and operational upgrades through innovative intersection treatment	Sandy Springs TMP (2021)	**55.5**
At the Northridge Road and Roberts Drive Intersection, install right turn lane modifications and sidepaths with pedestrian level lighting	North End Roadway Safety Study (2022)	**54.5**
At the intersection of Abernathy Road and Mount Vernon Highway, implement improvements potentially including signal timing modifications, signal upgrades, modification of the southwest and northeast concrete islands, signage upgrades, and pavement markings	Sandy Springs TMP (2021)	**54.5**
At the Roswell Road and Hightower Trail/Hope Road intersection, enhance safety and efficiency by realigning the Roswell Road and Hightower Trail / Hope Road intersection, implementing a restricted crossing U-turn, and conducting a comprehensive analysis to optimize multimodal operations and pedestrian accessibility	Sandy Springs Safety Action Plan (2025)	**53.0**
At the Abernathy Rd. and Peachtree Dunwoody Rd., upgrade pedestrian facilities and evaluate effectiveness of channelized turn lanes	Sandy Springs TMP (2021)	**52.5**
At the Hammond Drive and Peachtree Dunwoody Road intersection, implement safety improvements including signal upgrades, signal timing modifications, and signage upgrades at The Hammond Drive and Dunwoody Road intersection.	Sandy Springs TMP (2021)	**50.5**
At Roswell Road and Spalding Drive intersection, enhance safety and visibility by upgrading signal hardware with flashing yellow arrows and retroreflective backplates, installing new lighting, and implementing pedestrian-focused operational controls	Sandy Springs Safety Action Plan (2025)	**41.5**
At the Intersection of Northridge Road and Roswell Road, install upgrades including intersection lighting; pavement markings, and access management at the Intersection of Northridge Road and Roswell Road	Sandy Springs TMP (2021)	**41.5**
At the Mount Vernon Highway and Peachtree Dunwoody Road Intersection, implement, signage and pavement markings for safety improvements	Sandy Springs TMP (2021)	**41.5**
At the intersection of Roswell Road and Dalrymple Road, add dedicated northbound, eastbound, and westbound right turn lanes; additional eastbound and westbound left turn lanes; raised median; and streetscape enhancements	Sandy Springs TMP (2021)	**37.5**

Aspirational ITS Project List

*Note - The ITS Program may pull from projects in the Aspirational tier. ITS projects were not scored within the TMP

Project Description	Project Source (previous plan)
Transit Signal Priority (upgrade controllers) Deploy ITS devices and upgrade controllers at signalized intersections along MARTA route	ITS Master Plan (2019)
CAV Pilot Application Deployment: Bike/Ped/otherDevelopment of application to work with existing CAV information to include bicyclists, pedestrians, and other users	ITS Master Plan (2019)
Autonomous shuttle from MARTA Station to Glenlake area businesses on shared-use path	ITS Master Plan (2019)
Traveler Information Kiosks / Transit Curbside Management Design and installation of pilot project at one of Sandy Springs MARTA Stations	ITS Master Plan (2019)
Pilot TSMO Project	ITS Master Plan (2019)
Ring C - Install new fiber cable along various roadways (Heards Ferry Road, Raider Drive, portions of I-285 EB, Riverside Drive, Mt Vernon Highway, Hammond Drive, Northside Drive, New Northside Drive, Powers Ferry Road, Durpee Drive, Dalrymple Road, and possibly others)	ITS Master Plan (2019)
Replace cabinet locks on ITS infrastructure	ITS Master Plan (2019)
Design and install 3 field distribution layer 3 routers (hubs)	ITS Master Plan (2019)
ATSPM Extension Development of Sandy Springs interface and integration with GDOT's ATSPM System	ITS Master Plan (2019)
Information Sharing: Aging Services and/or Fulton County Schools Development of automated system for sharing information and streamline alerts and notifications	ITS Master Plan (2019)
Traveler Information coordination with hospitals and Perimeter CID in development of automated system for sharing information and streamline alerts and notifications	ITS Master Plan (2019)
Provide video sharing access to Cobb County, Gwinnett County, City of Brookhaven, City of Dunwoody, City of Atlanta, City of Roswell	ITS Master Plan (2019)

Aspirational Mid-Block Crossings Project List

*Note - The Mid-Block Crossing Program may pull from projects in the Aspirational tier

Project Description	Project Source (previous plan)	Score
SR-9 / Roswell Road between Cimarron Parkway and Trowbridge Road	Sandy Springs TMP (2021)	**72.0**
SR-9 / Roswell Road near Northridge Parkway	Roswell Road Access Management Plan (2023)	**67.5**
SR-9 / Roswell Road at Huntcliff and Huntington Place Drive	Roswell Road Access Management Plan (2023)	**66.0**

Aspirational Signage and Lighting Project List

Project Description	Project Source (previous plan)	Score
At the Intersection of Dunwoody Place and Hightower Trail, install actuated Flashing and Static Warning Signs	North End Roadway Safety Study (2022)	**50.5**
Along Powers Ferry Road from Brickstone to Dupree Drive install pedestrian lighting	Powers Ferry Mobility and Implementaiton Plan (2024)	**29.5**
Along Powers from East of Chattahoochee River to River Vista Drive install pedestrian lighting	Powers Ferry Mobility and Implementaiton Plan (2024)	**29.5**
In the Medical District, implement wayfinding signage to guide drivers to three hospital emergency driveways	Medical District Safety Study (2021)	**24.5**
In the Medical District, implement wayfinding signage to guide pedestrians and cyclists to hospitals, major businesses, and destinations	Medical District Safety Study (2021)	**22.5**
Along Northridge Parkway, install wayfinding signs from Dunwoody Place to Highland Park Trail	North End Roadway Safety Study (2022)	**22.5**
Along Raider Drive from North of Powers Ferry Road to Heards Ferry Road, install pedestrian lighting	Powers Ferry Mobility and Implementaiton Plan (2024)	**21.5**

Aspirational Transit Project List

Project Description	Project Source (previous plan)	Score
Transit supportive infrastructure improvements on Hammond Drive from Glenridge Drive East to City Limits	Sandy Springs TMP (2021)	**54.0**
Traveler Information Kiosks and Transit Curbside Management at MARTA Rail Stations	Sandy Springs TMP (2021)	**52.5**
Citywide Transit Signal Priority Modifications along Transit Corridors	Sandy Springs TMP (2021)	**26.0**

Aspirational Studies Project List

Project Description	Project Source (previous plan)
SR 400 Multi-use Trail North Study	Next Ten Comprehensive Plan (2022)
Conduct a safety and operations study of intersections at Abernathy Road and Peachtree Dunwoody Road, Mount Vernon Highway and Peachtree Dunwoody Road, and Mount Vernon Highway and Perimeter Center West	Sandy Springs TMP (2021)