



Existing Conditions Report

Sandy Springs Transportation Master Plan

August 2026



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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 citywide 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)

Sandy Springs is a sought-after place to live and work. Between its incorporation in 2005 and 2020, the City's population experienced a net growth of 26%, increasing from 85,809 to 108,353². Sandy Springs is anticipated to continue to grow, but experienced a 2.1% dip from 2020 to 2024, when it fell from 108,353 to 105,505 residents. The Atlanta Regional Commission (ARC) projects the City's population to grow to about 118,000 residents by 2050, as shown in **Figure 2**. Current and future land-use planning efforts will determine whether population growth materializes, and transportation planning and investments need to be coordinated to ensure the transportation network grows in tandem with population to accommodate growth.

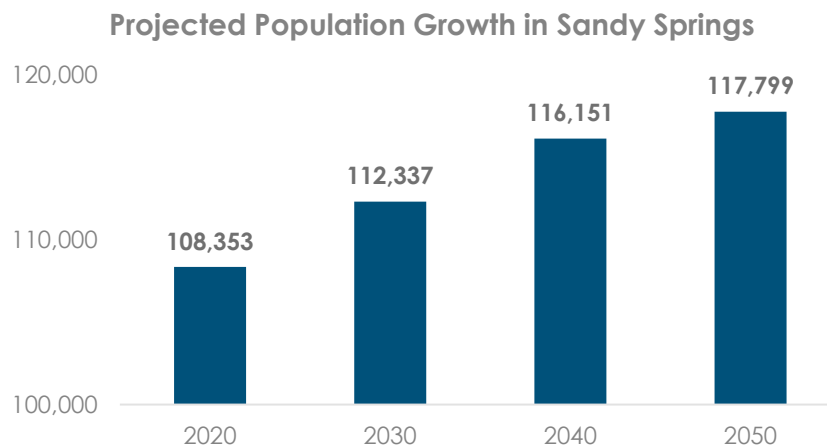


Figure 2. Projected Population Growth in Sandy Springs

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 American Community Survey 5-year Estimates and Annual Estimates

As shown in **Figure 3**, in 2023, the population was concentrated in pockets along the 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.

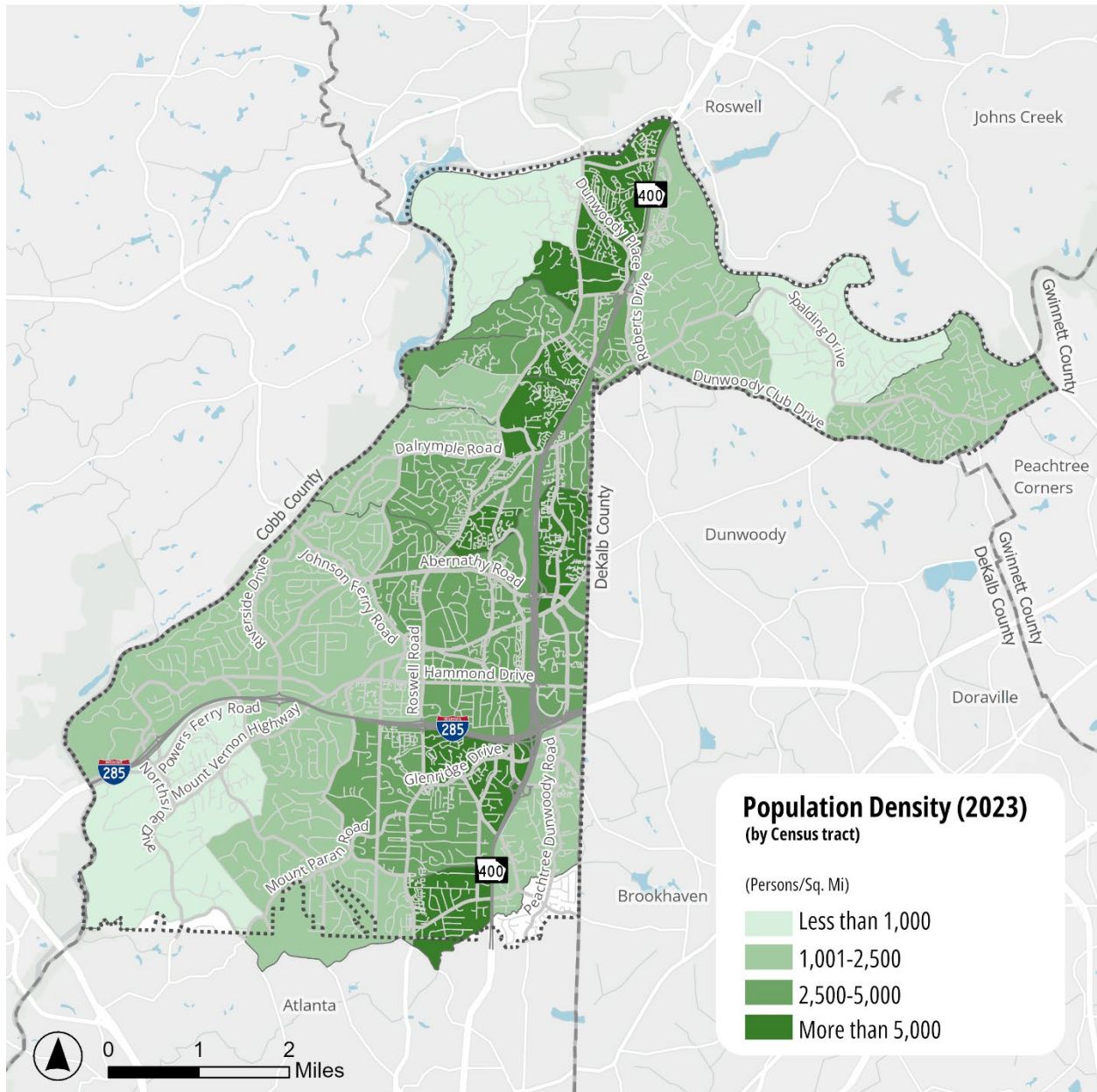


Figure 3. 2023 Population Estimates

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

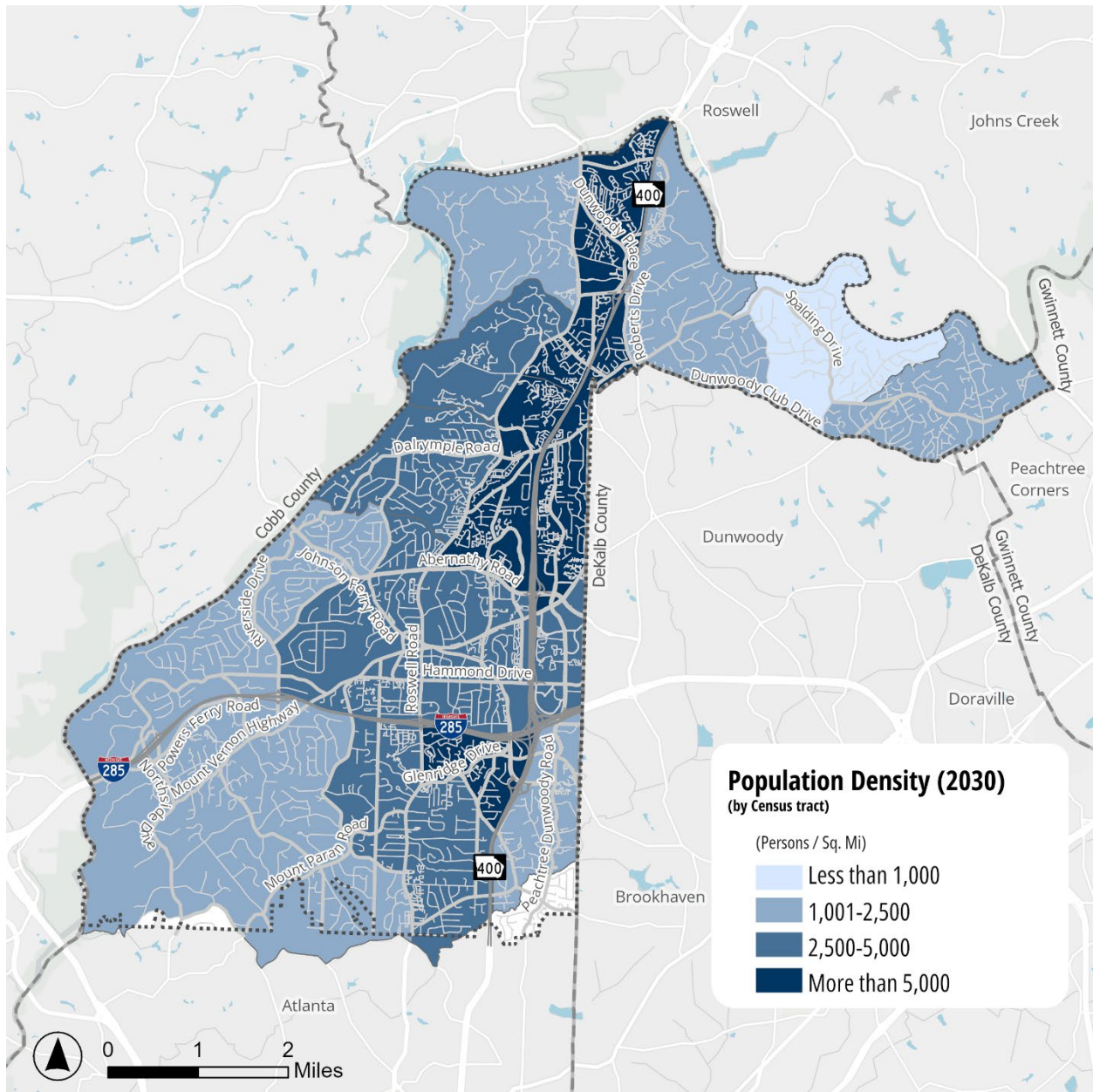


Figure 4. 2030 Population Estimates

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

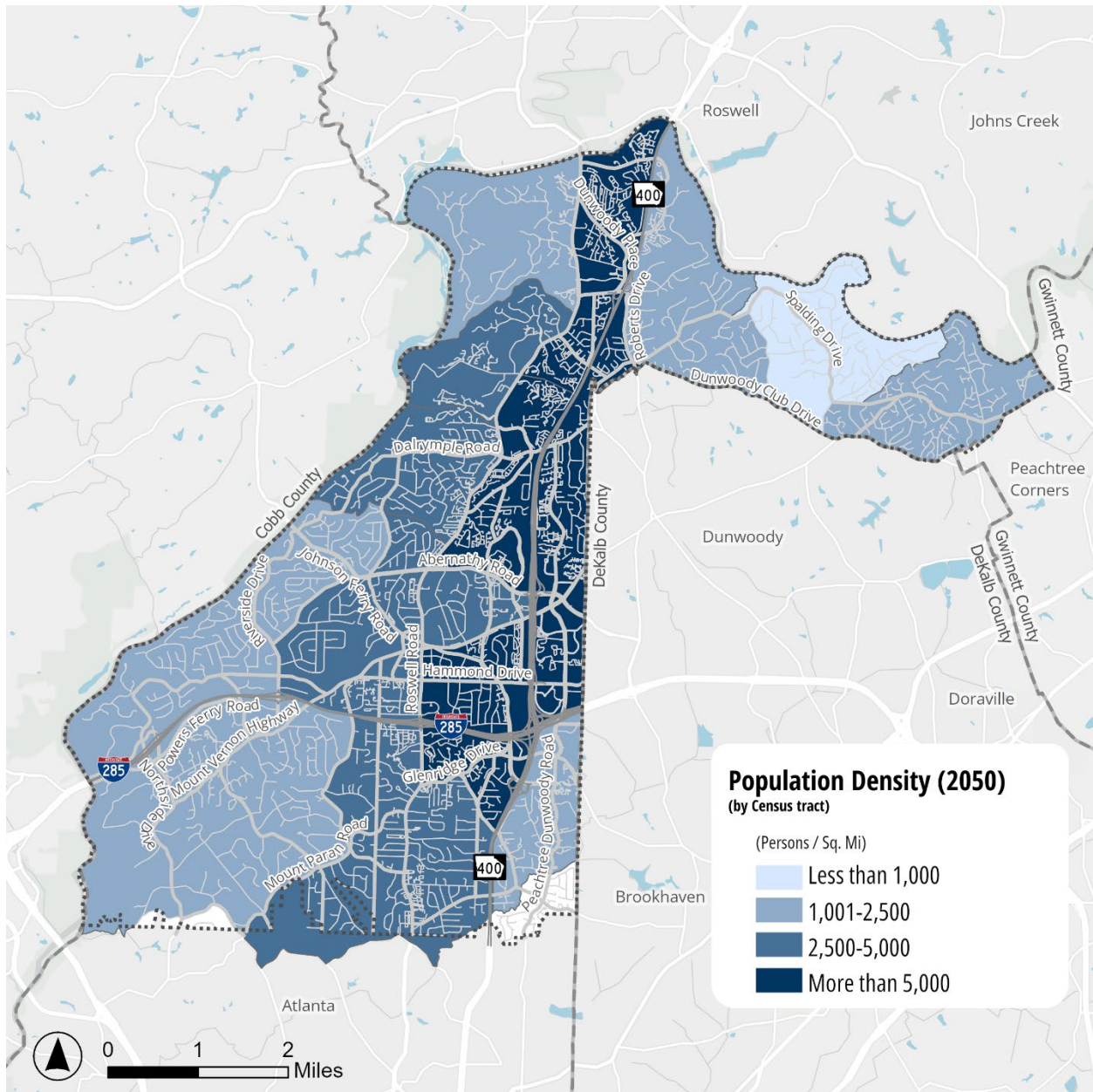


Figure 5. 2050 Population Estimates

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.

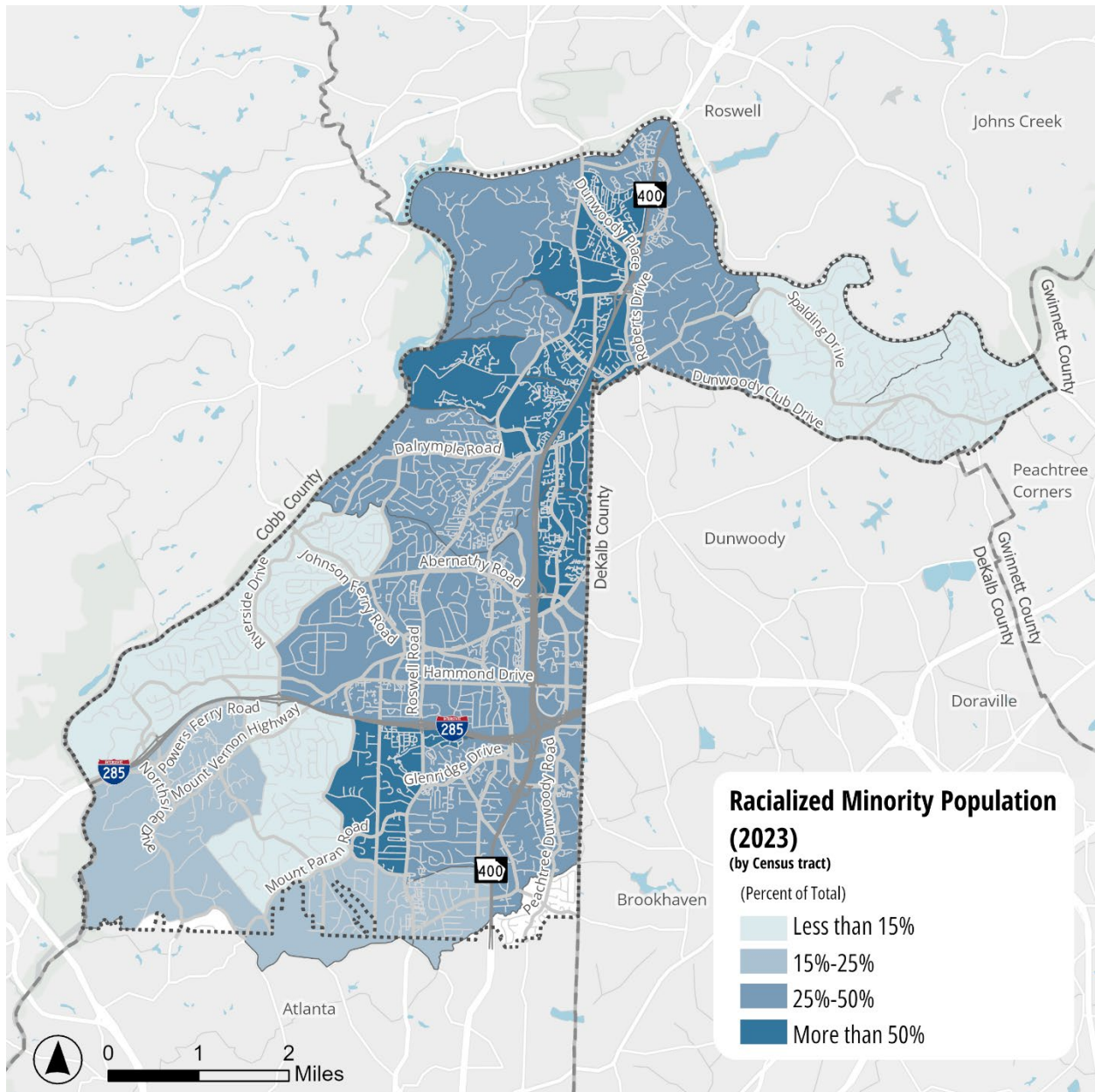


Figure 6. Minority Population (2023)

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.

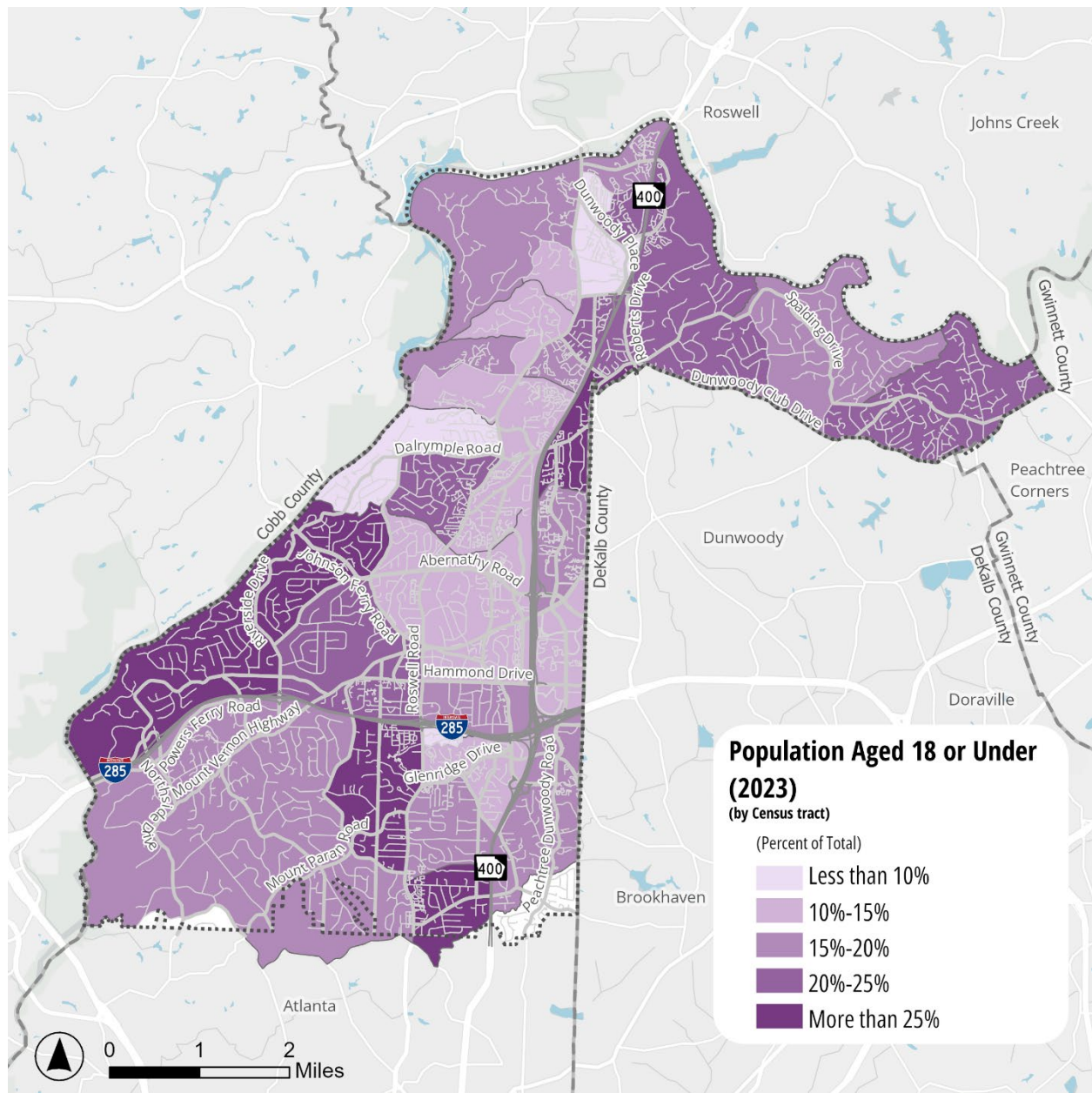


Figure 7. Population 18 and Under (2023)

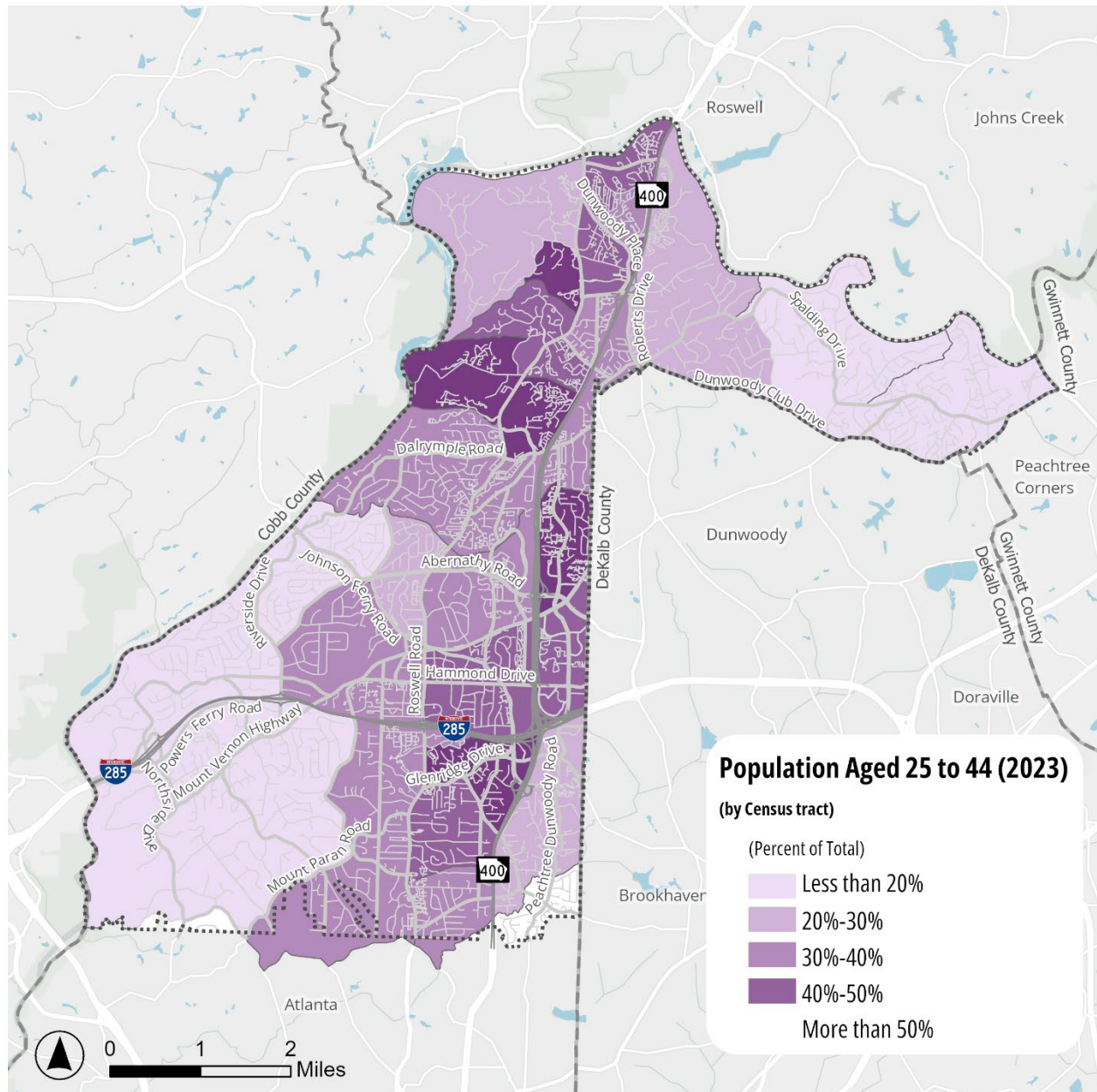


Figure 8. Population Aged 25 to 44 (2023)

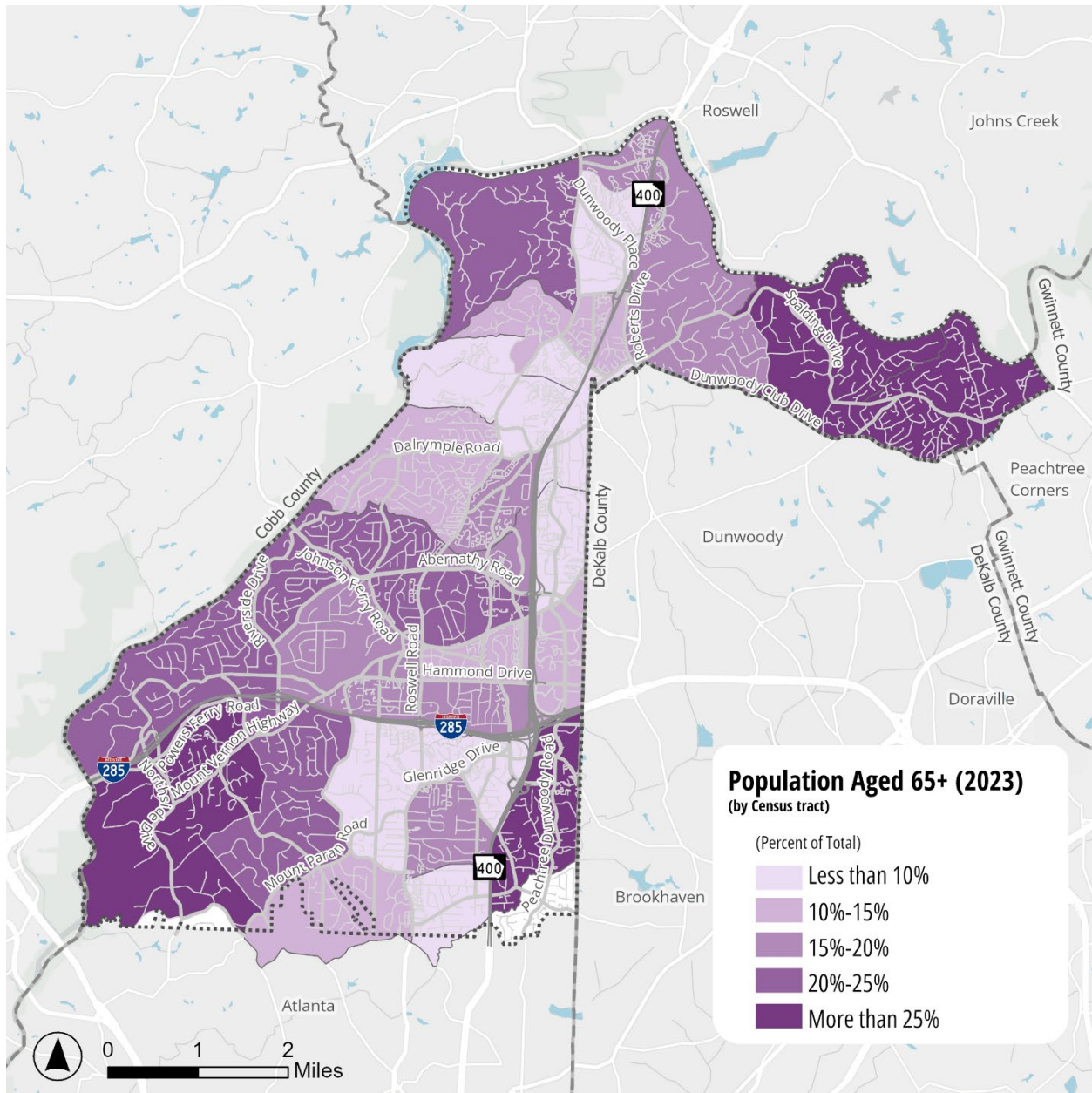


Figure 9. Population Over 65 (2023)

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.

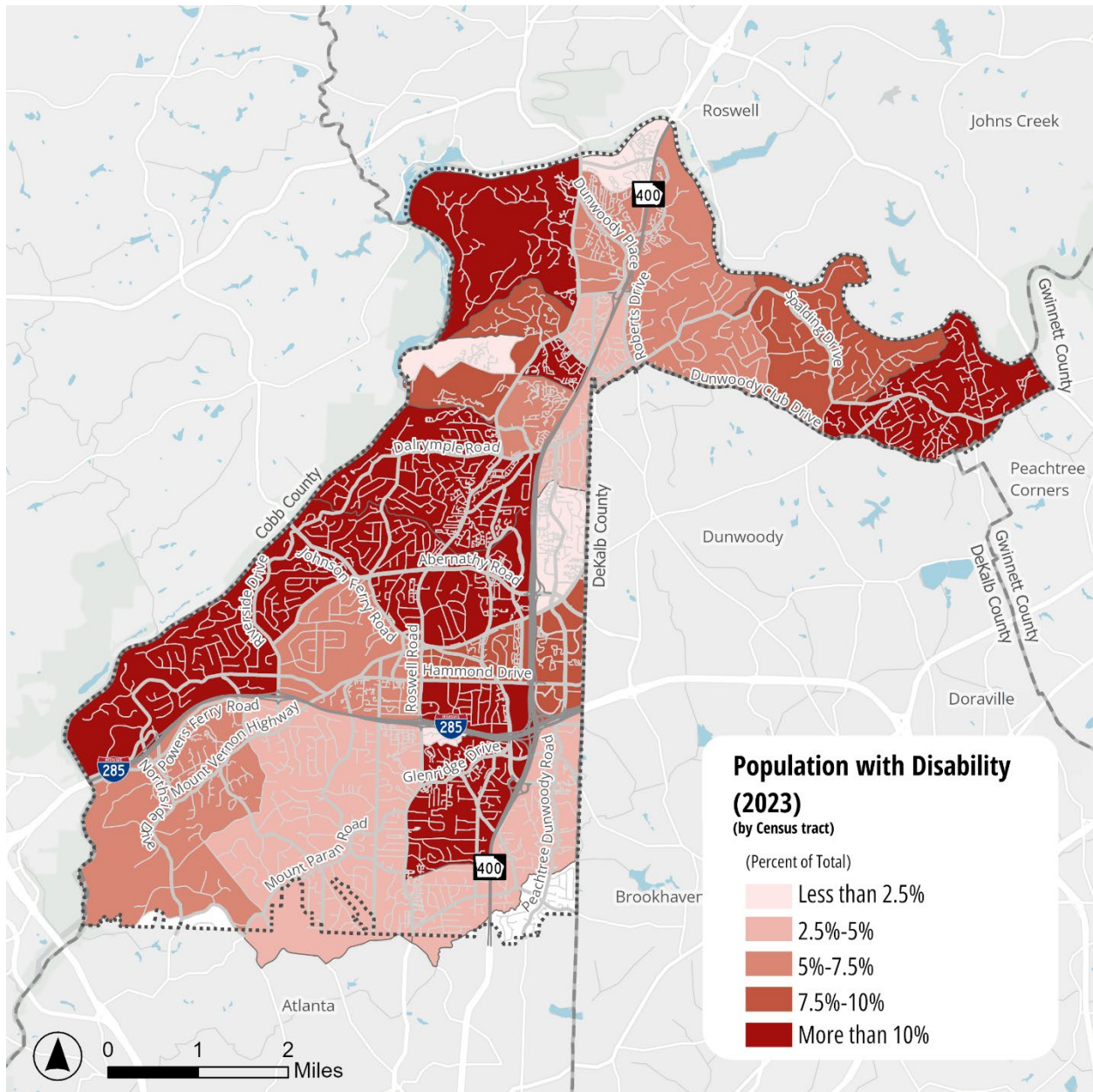


Figure 10. Population with a Disability (2023)

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.

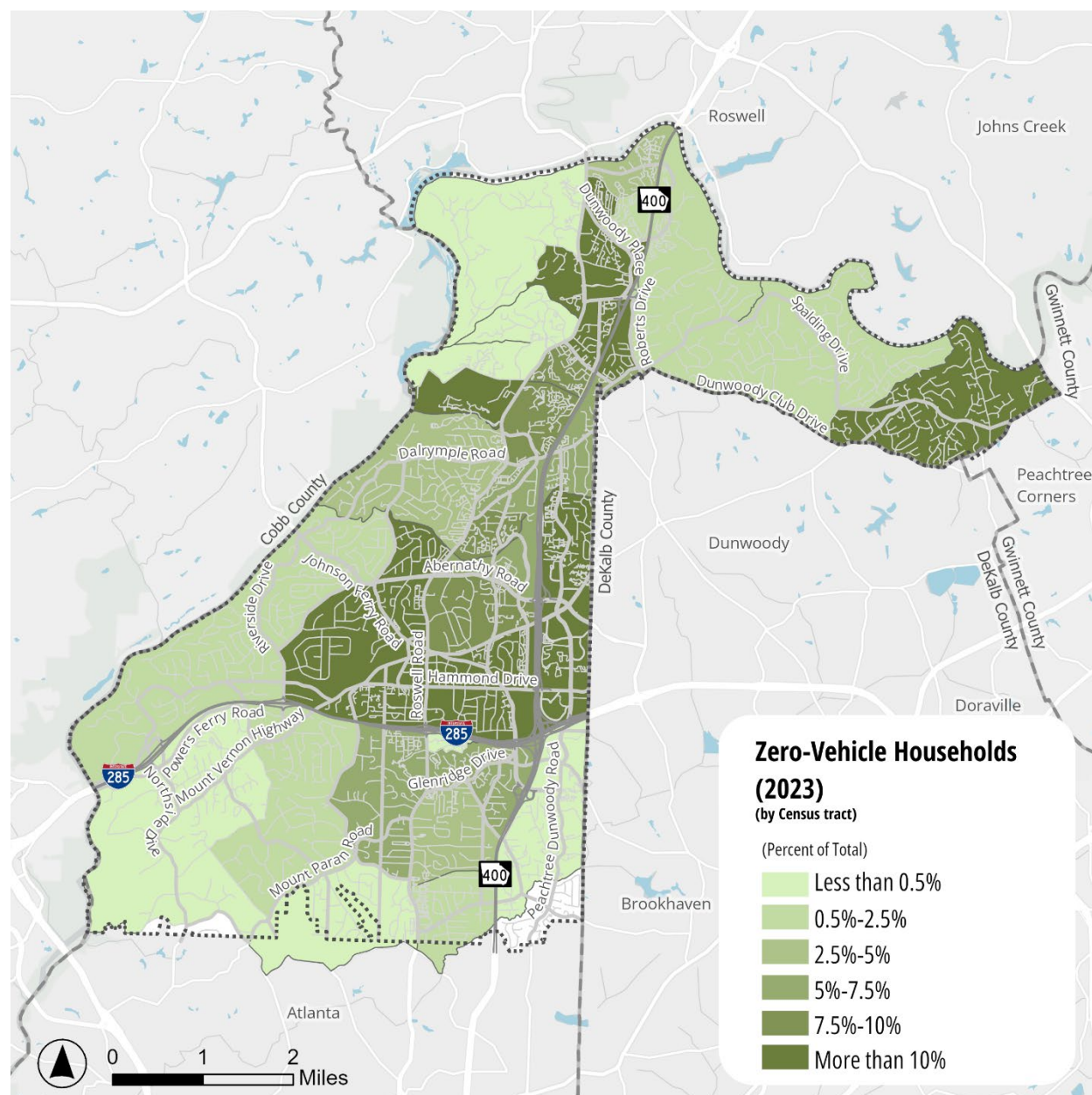
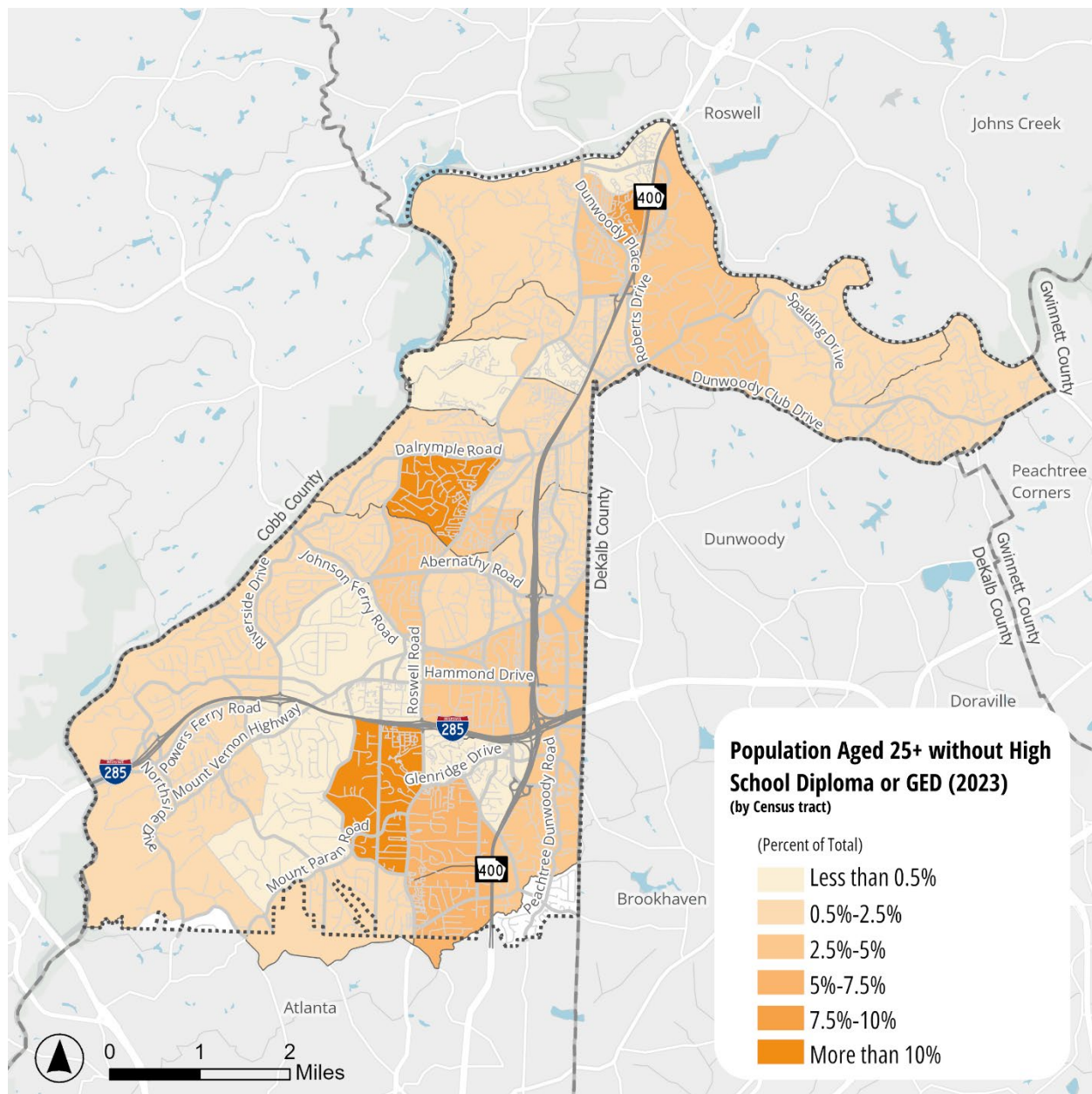


Figure 11. Zero Vehicle Households (2023)

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.



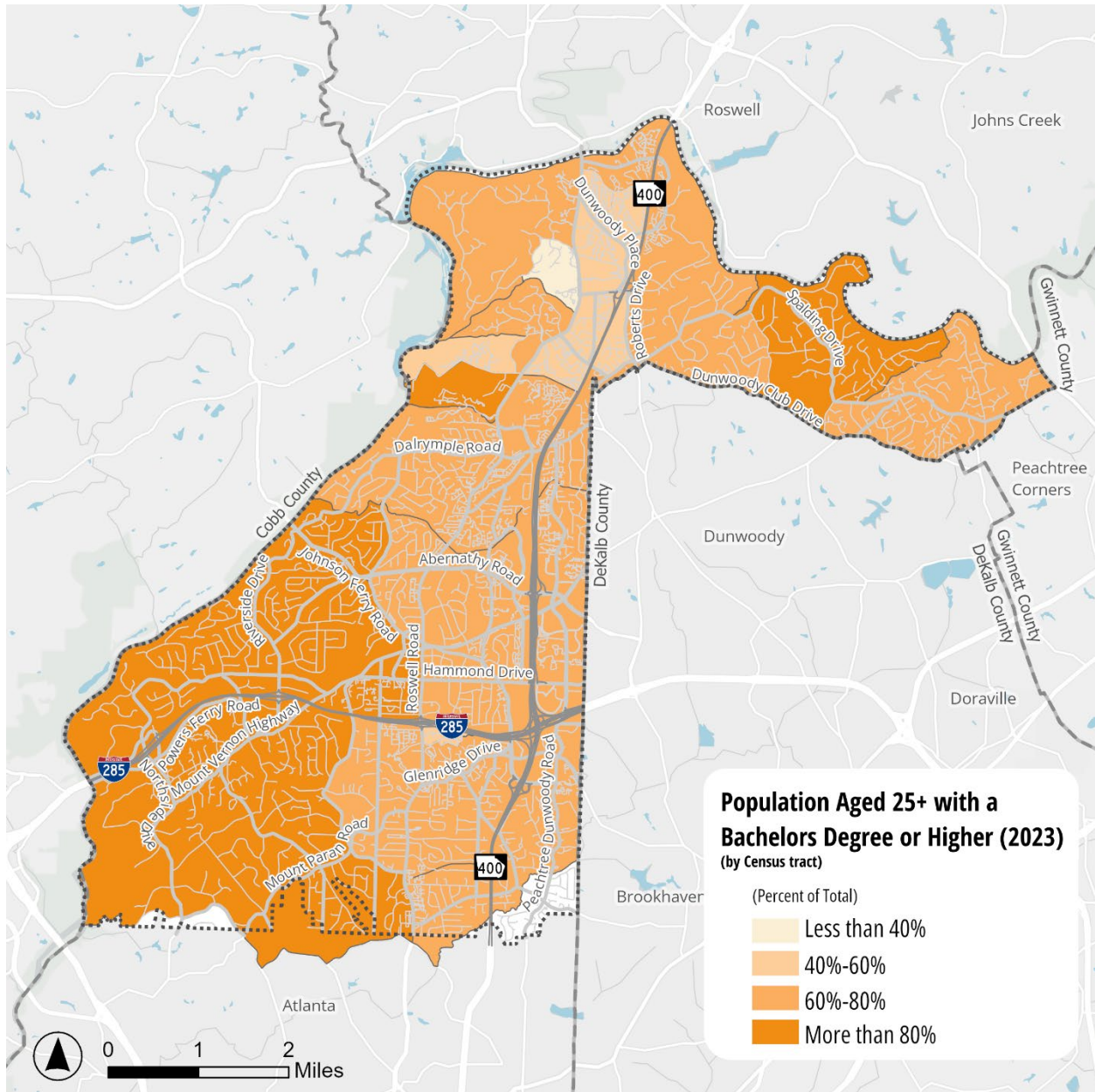


Figure 13. Population with a Bachelor's Degree or Higher (2023)

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.

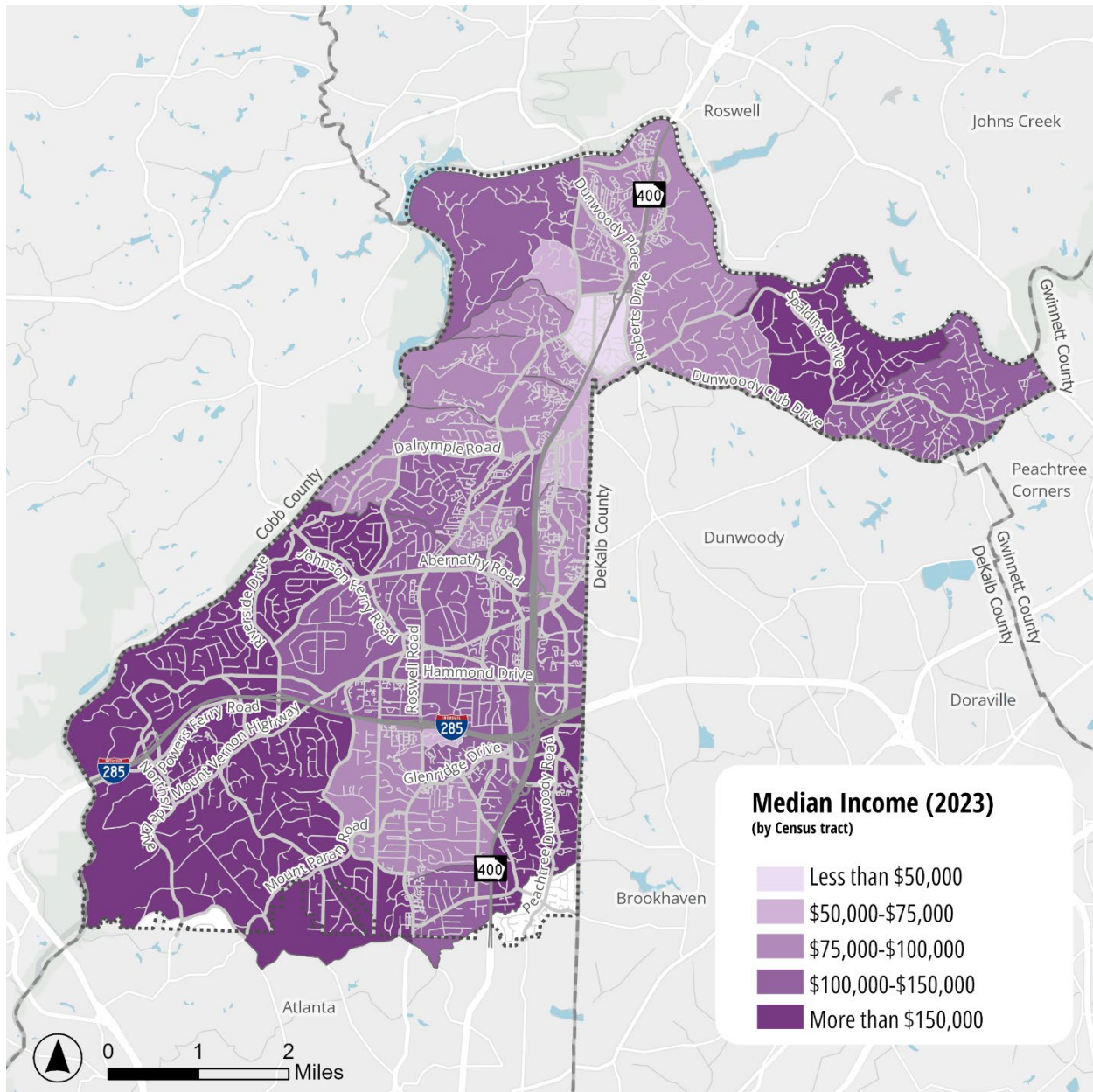


Figure 14. Median Income (2023)

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**.

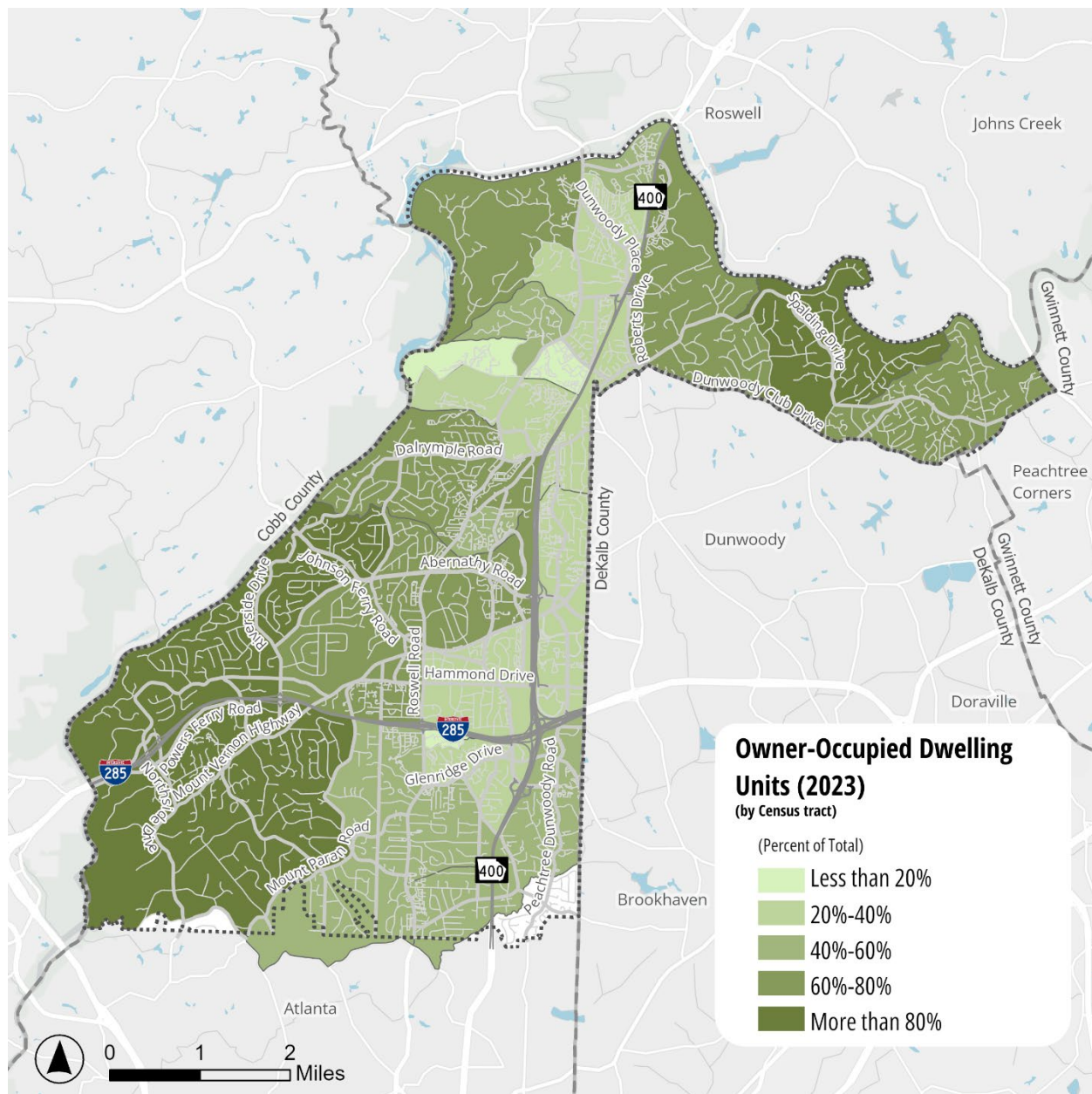


Figure 15. Owner-Occupied Dwelling Units (2023)

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 minorities, 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.

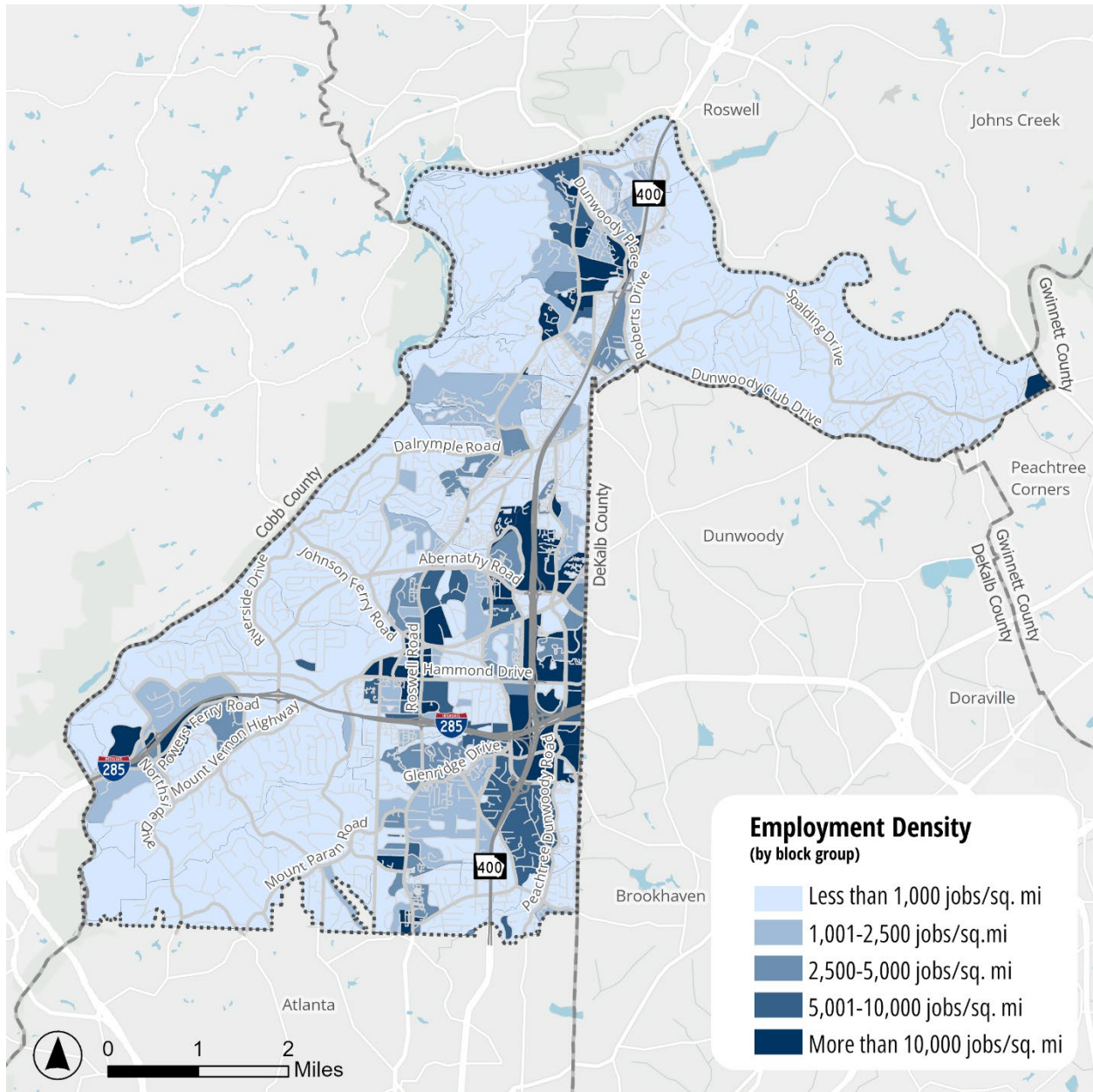


Figure 16. Employment Density

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 \(Version 8.3\)](https://lehd.ces.census.gov/data/). 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>

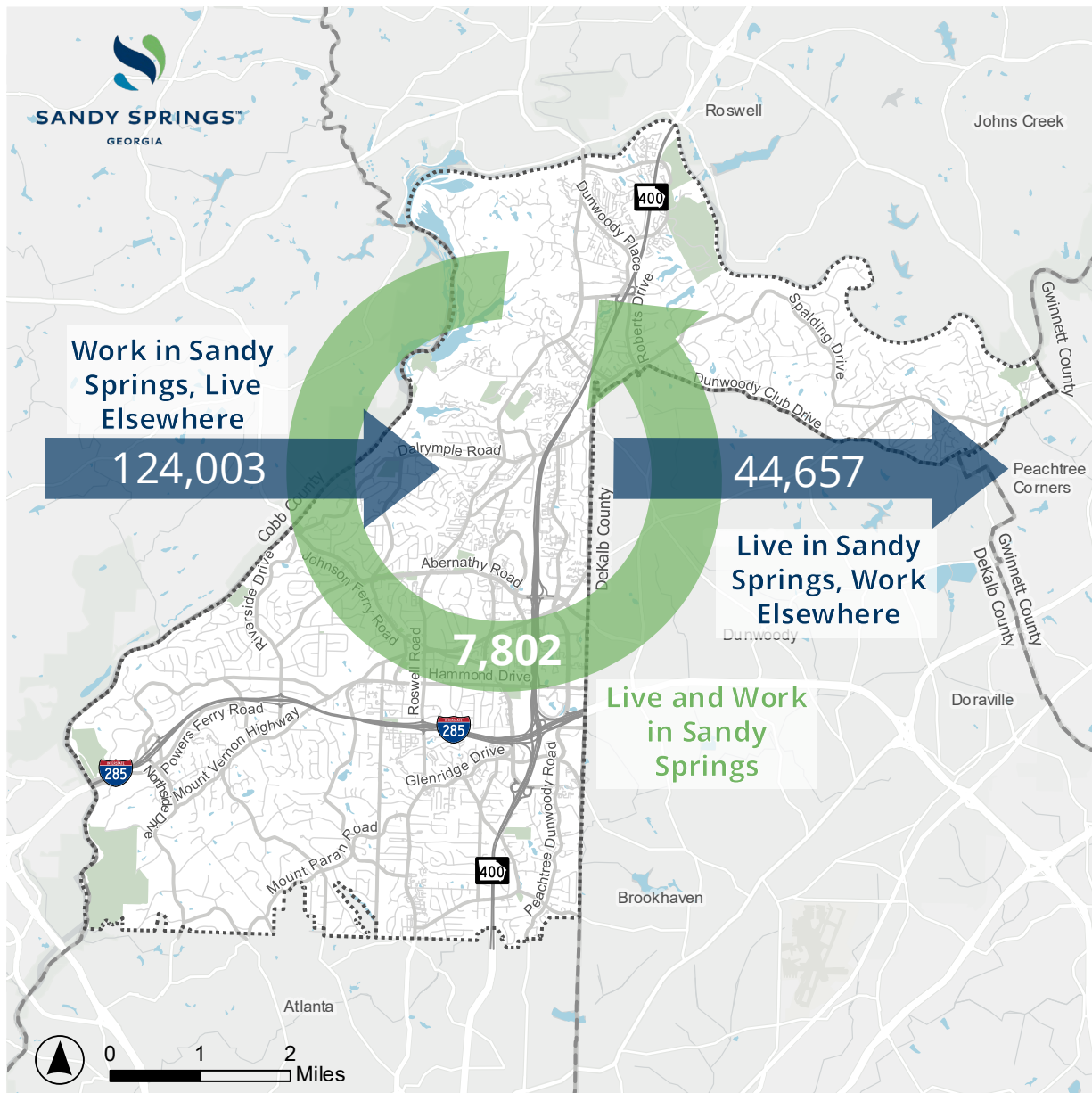


Figure 17. Worker and Residential Commute Patterns

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.

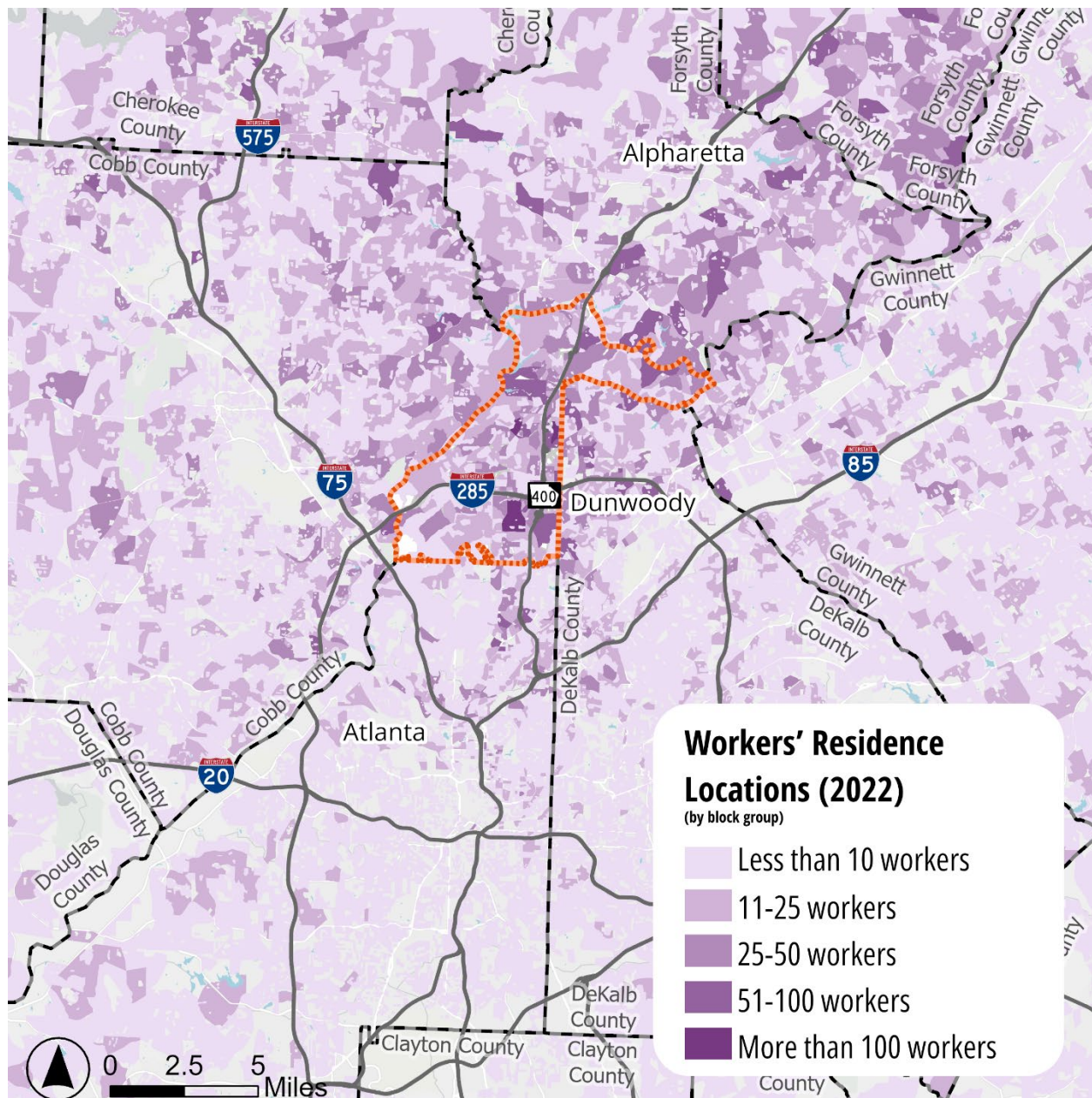


Figure 18. Workers' Residence Locations

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.

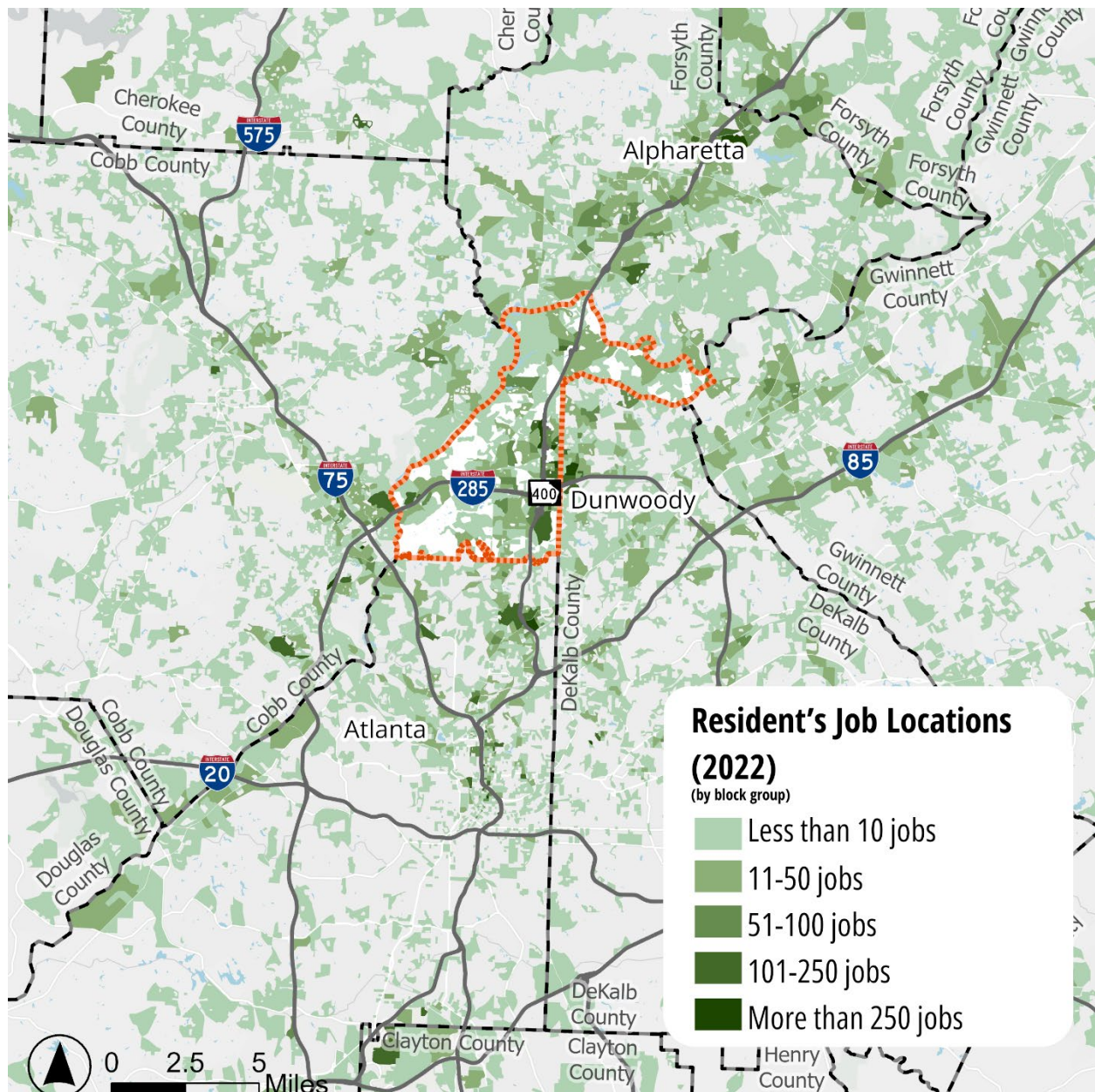


Figure 19. Residents' Job Locations

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

How Sandy Springs Residents Get to Work

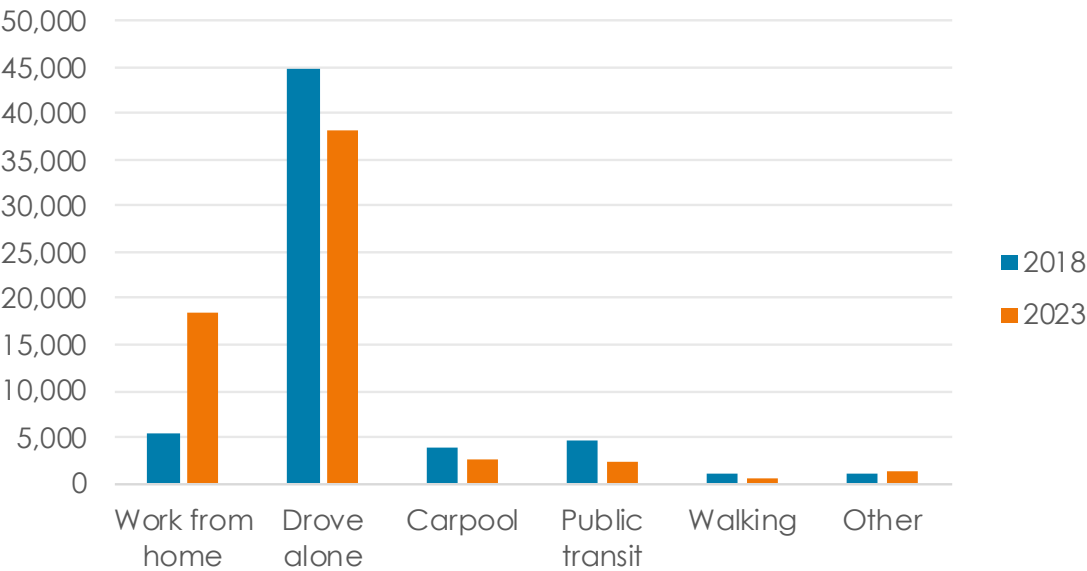


Figure 20. Sandy Springs Resident Commute Modes

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.

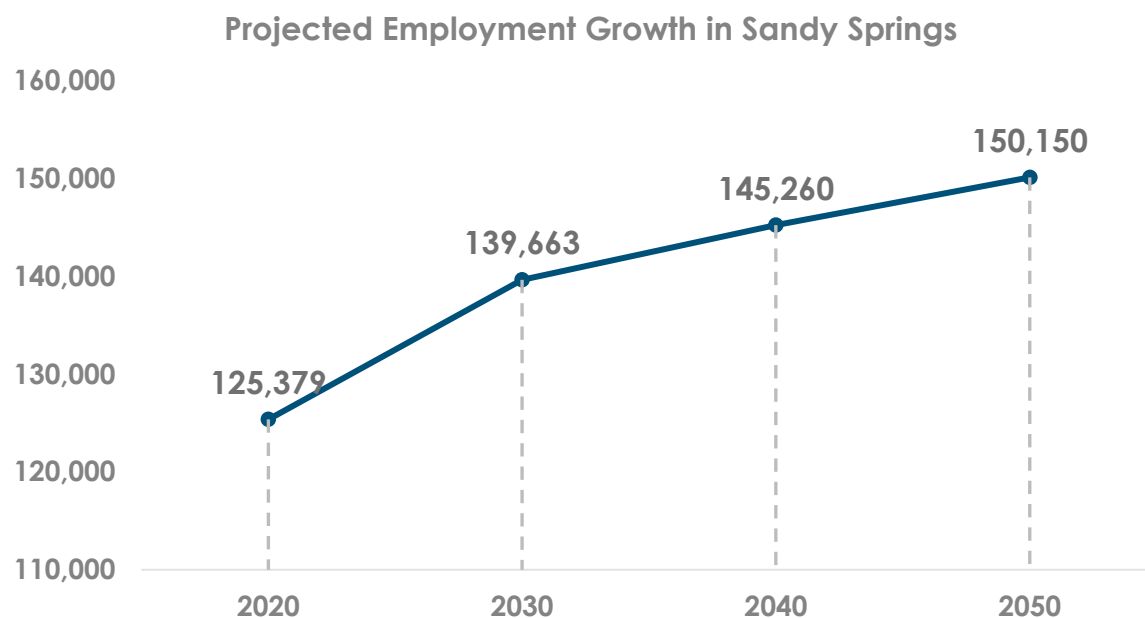


Figure 21. Projected Employment Growth in Sandy Springs

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.

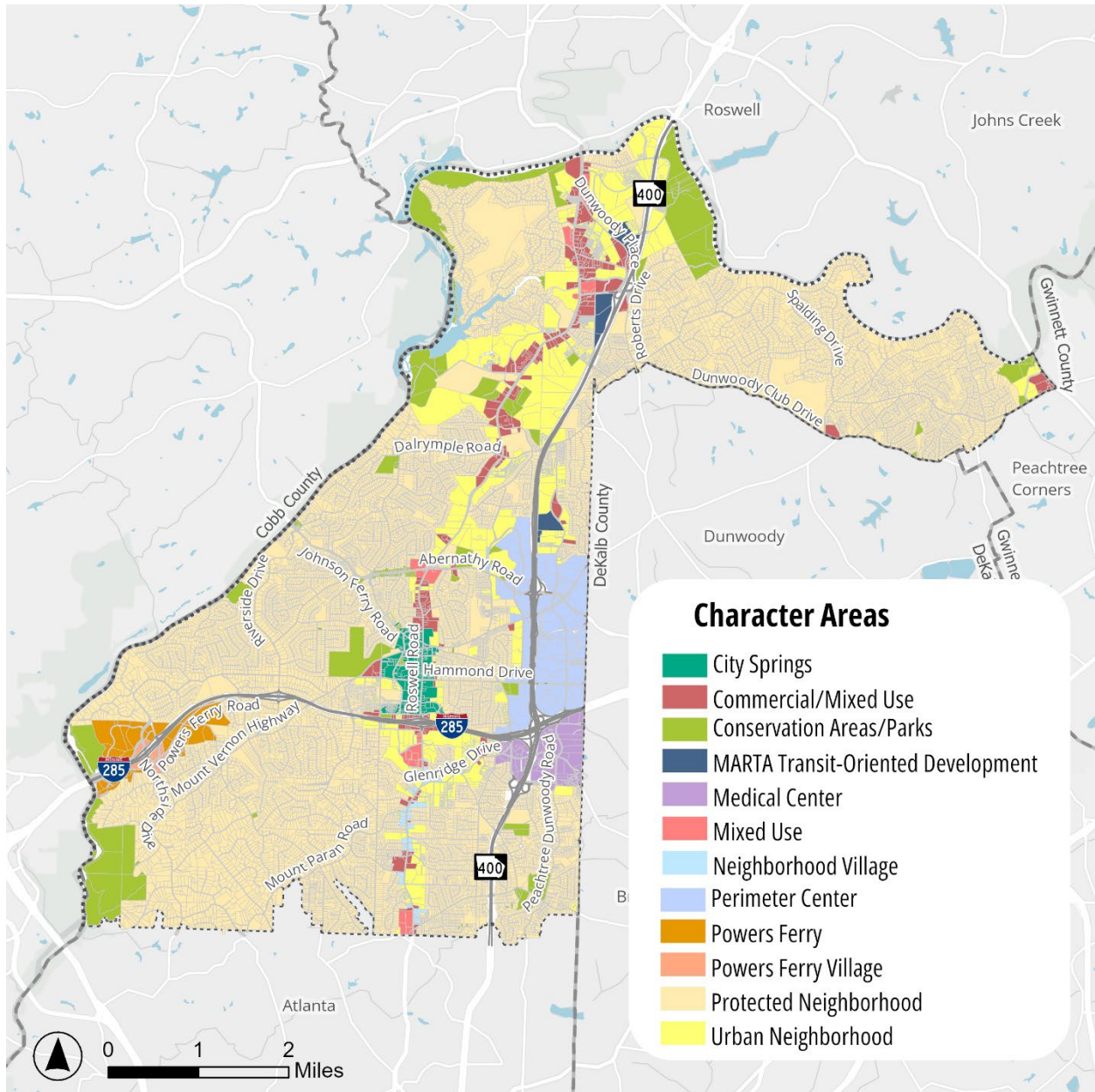


Figure 22. Sandy Springs Character Areas (adopted in 2021).

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**.

Community Resources in Sandy Springs



10

Public Schools



3

Major Hospitals



1

Public Library



1

Police Headquarters



950+

Acres of Parkland



5

Fire Stations



1

City Hall



1

Performing Arts Center

Figure 23. Community Resources in Sandy Springs

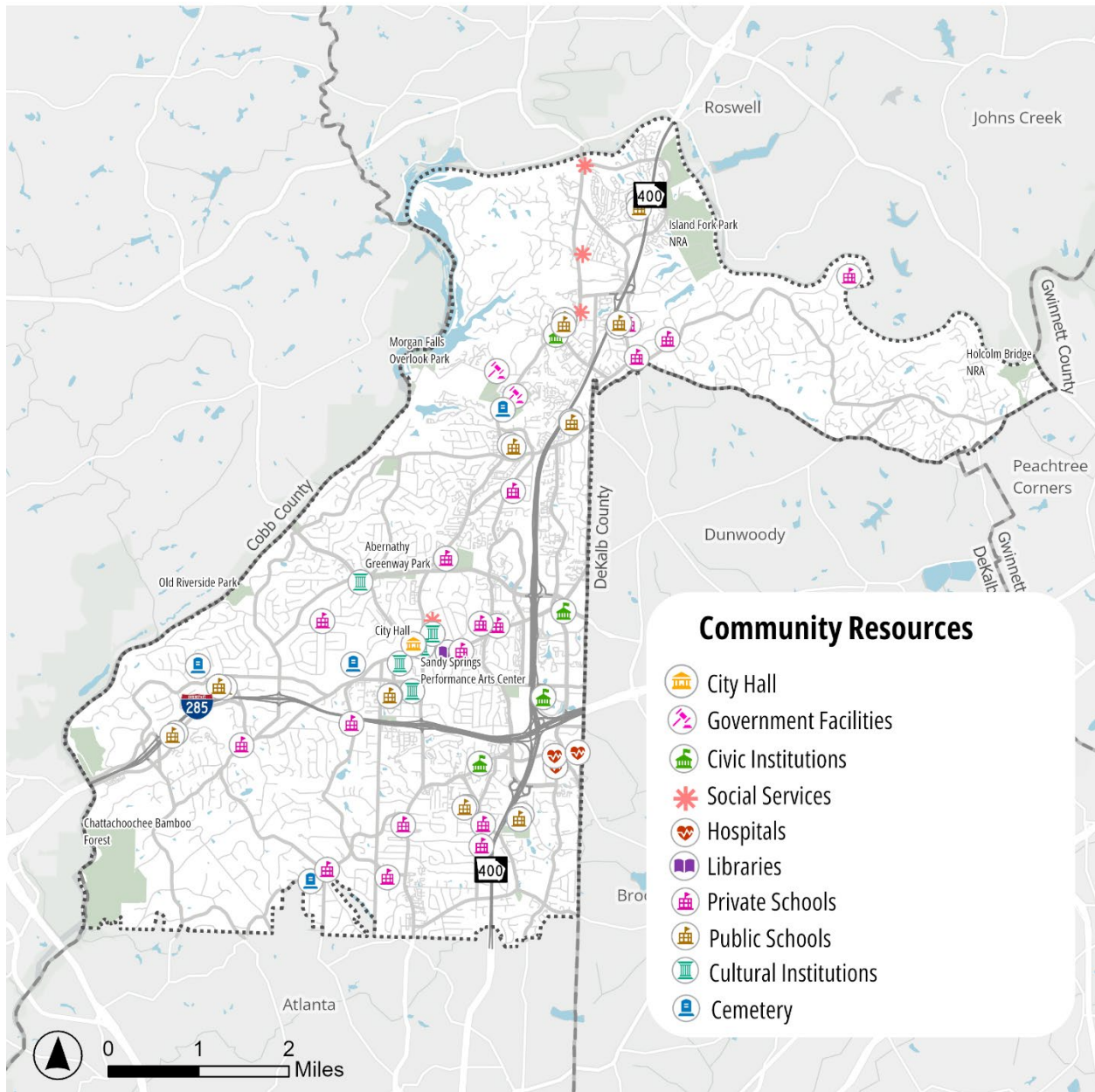


Figure 24. Map of Community Resources in Sandy Springs

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.

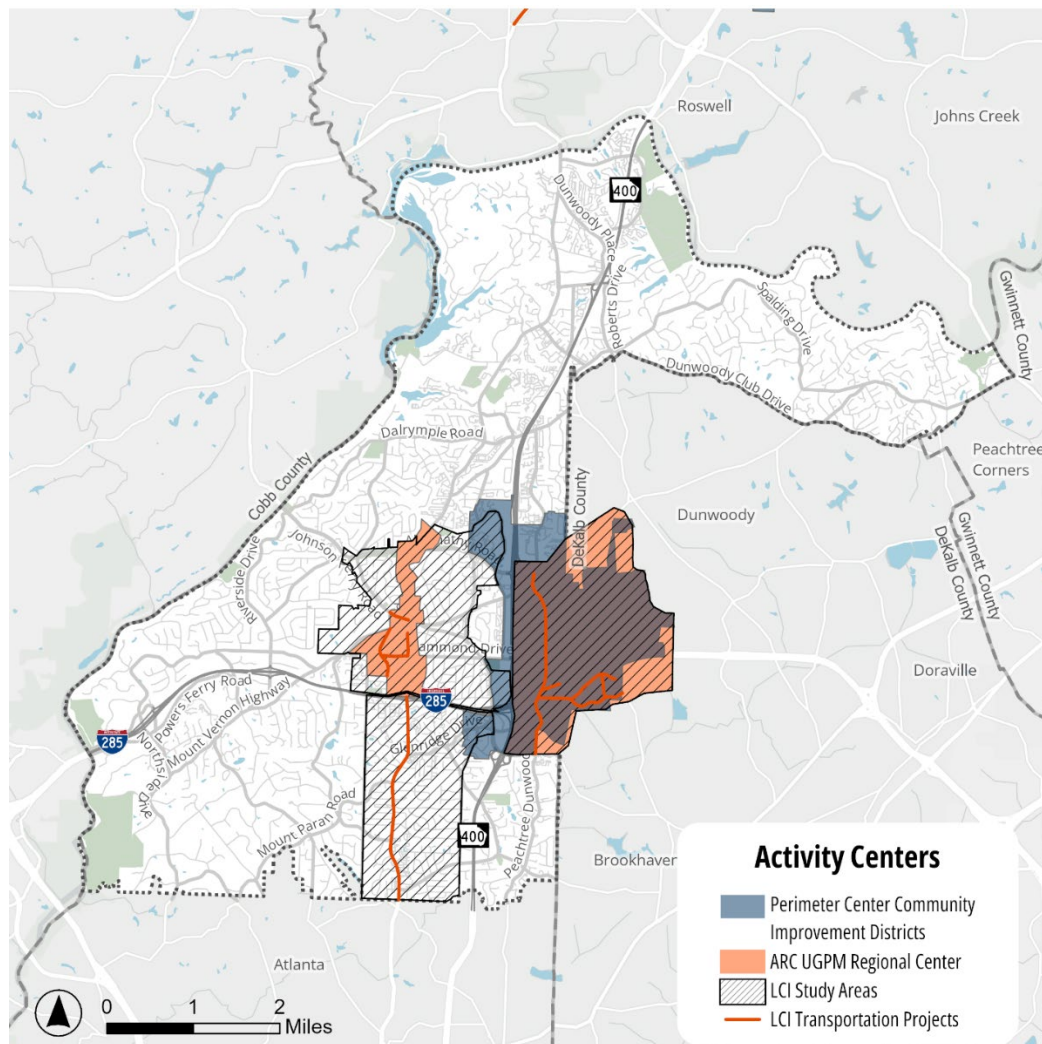


Figure 25. Sandy Springs Activity Centers

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. Crossroads⁹

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

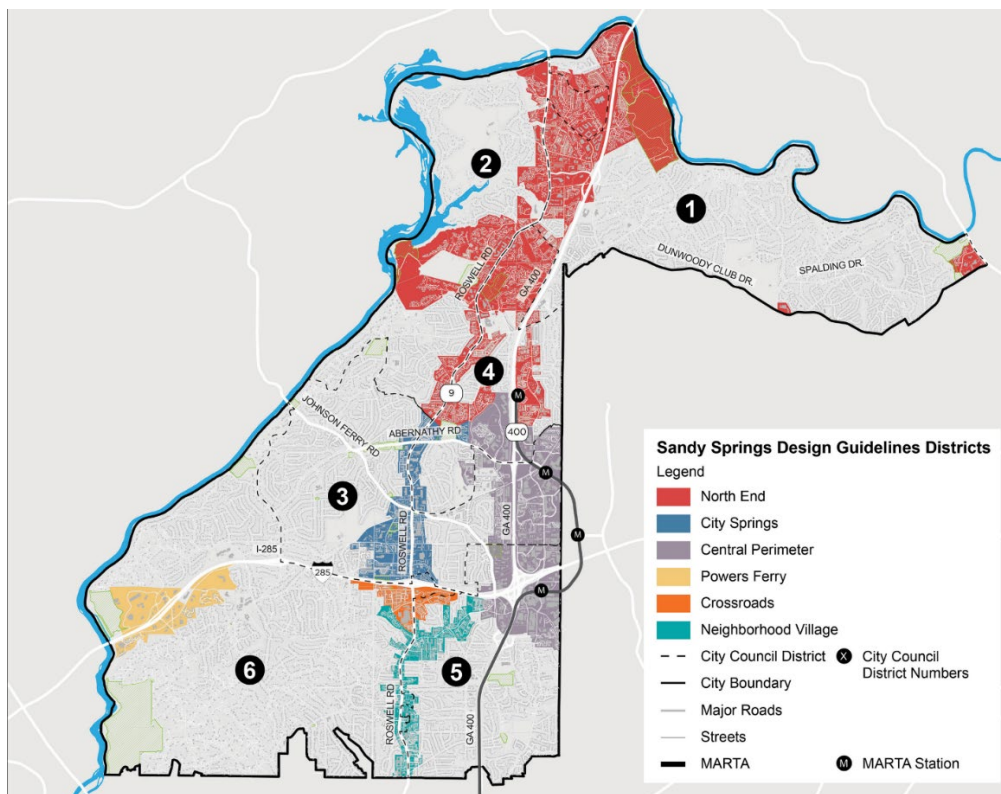


Figure 26. Development Focus Areas for Design Guidelines

⁸ The Next Ten Comprehensive Plan. (2022).

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

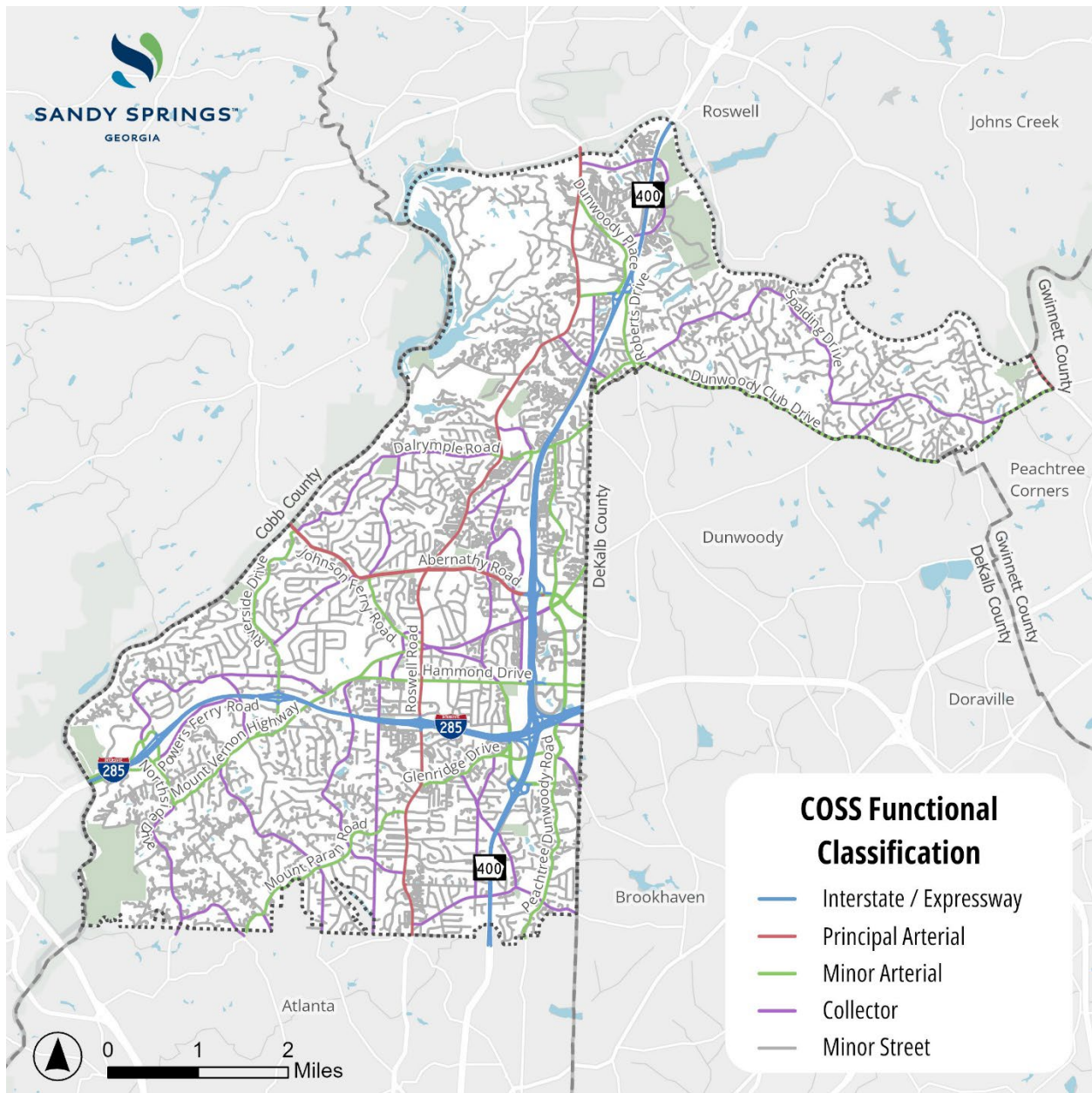


Figure 27. COSS Roadway Functional Classification

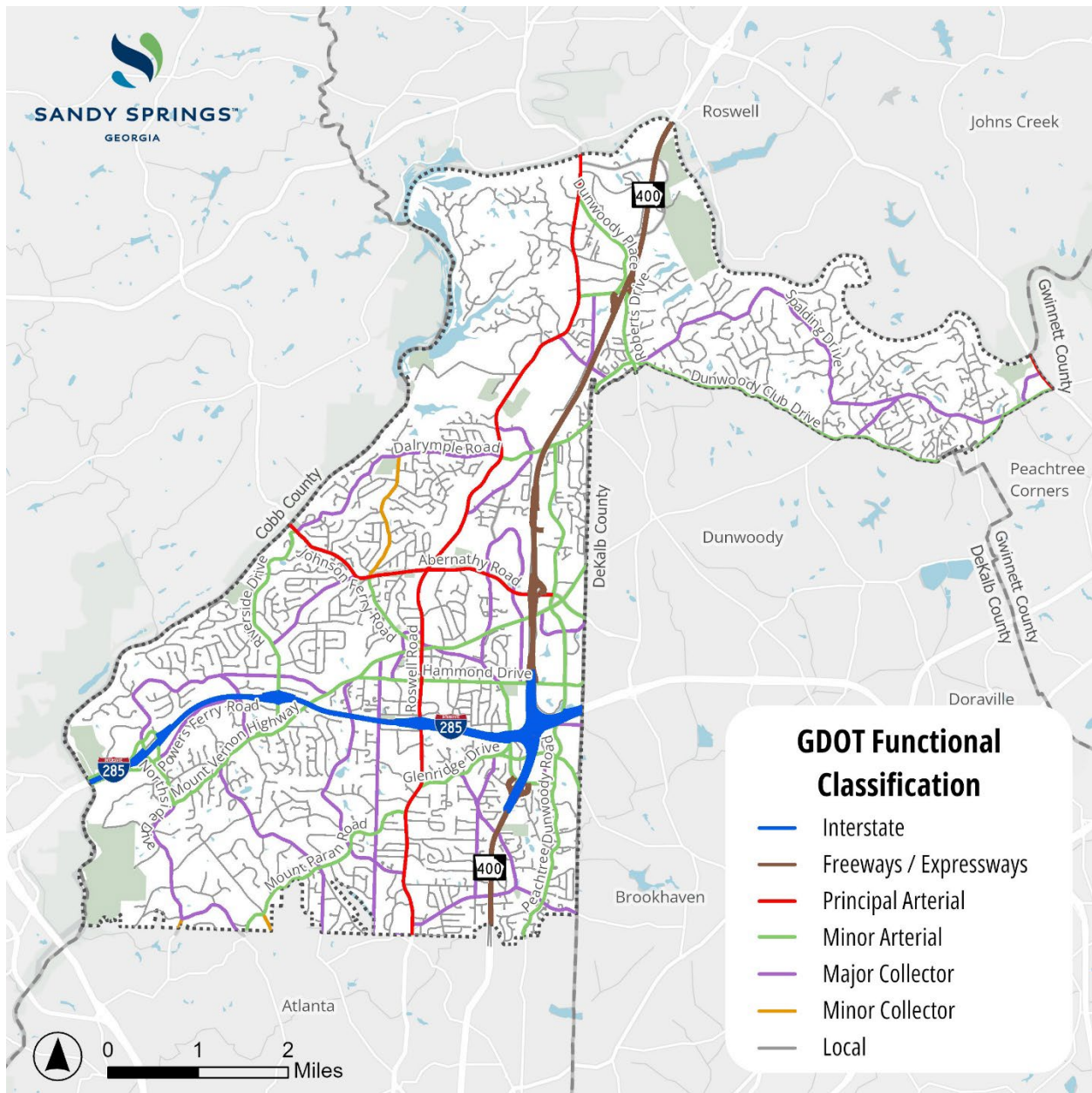


Figure 28. GDOT Roadway Functional Classification

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.

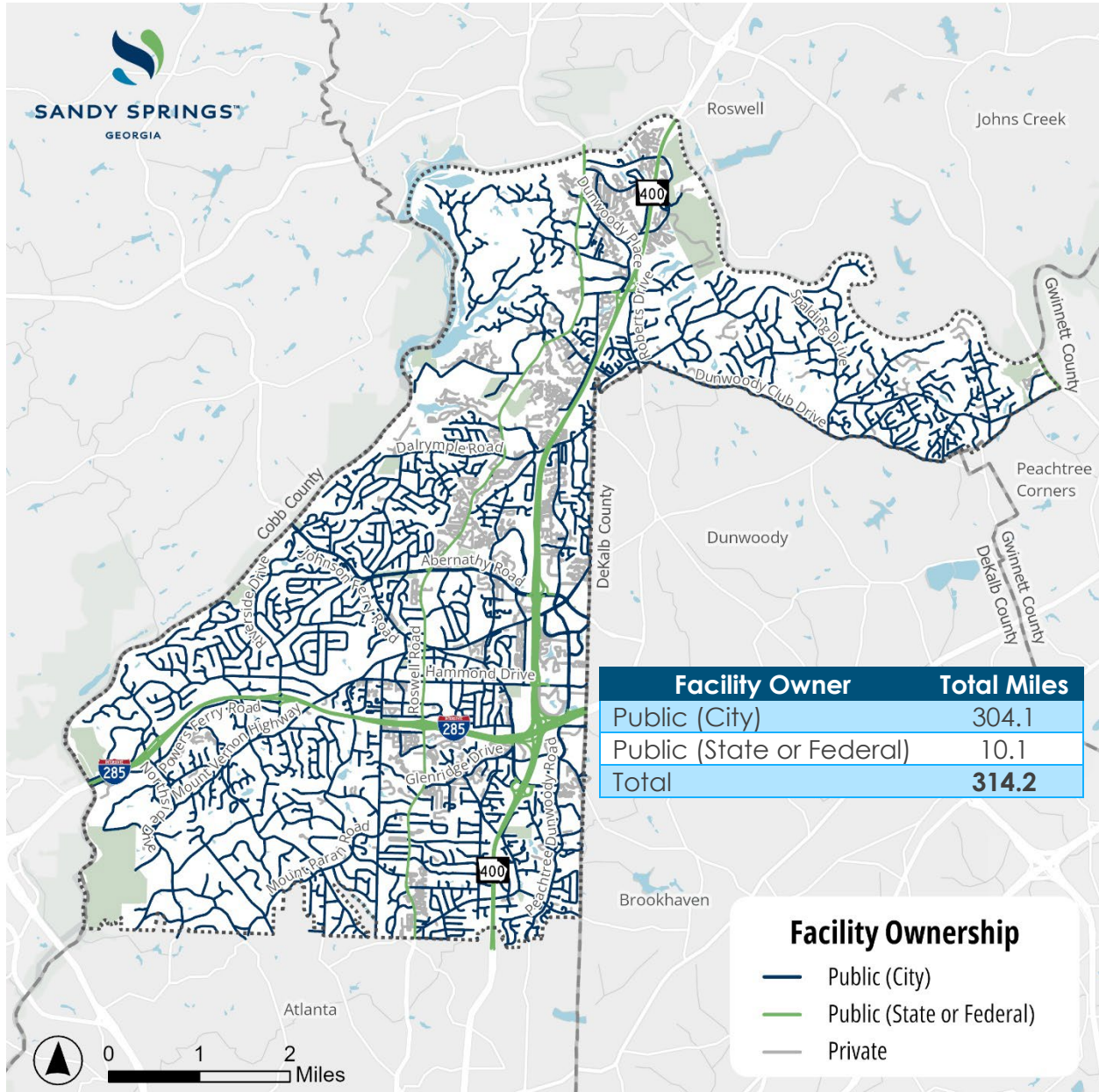


Figure 29. Roadway Ownership

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**.

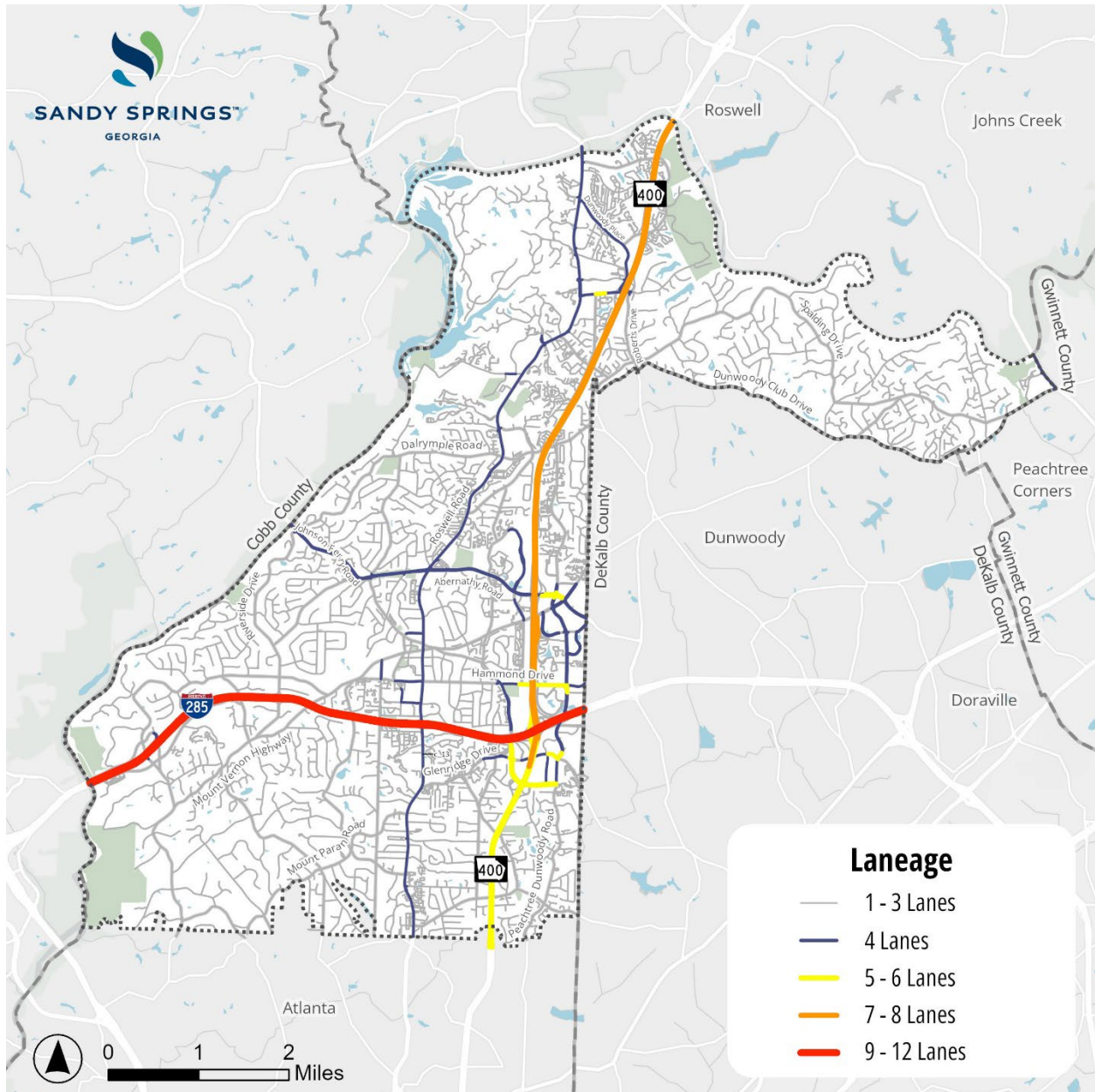


Figure 30. Roadway Laneage

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**.

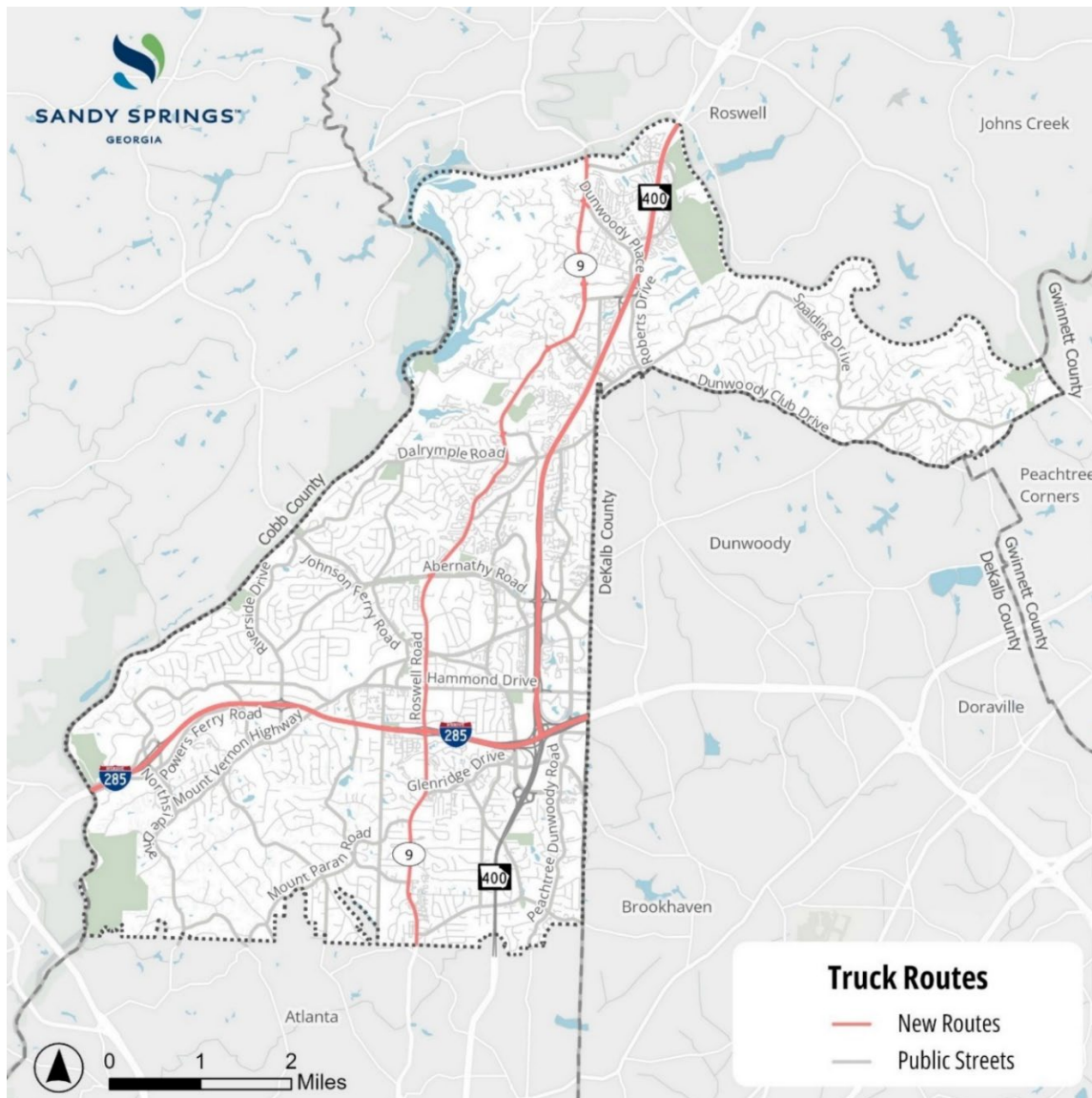


Figure 31. Map of the roadways included in the new truck route network

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

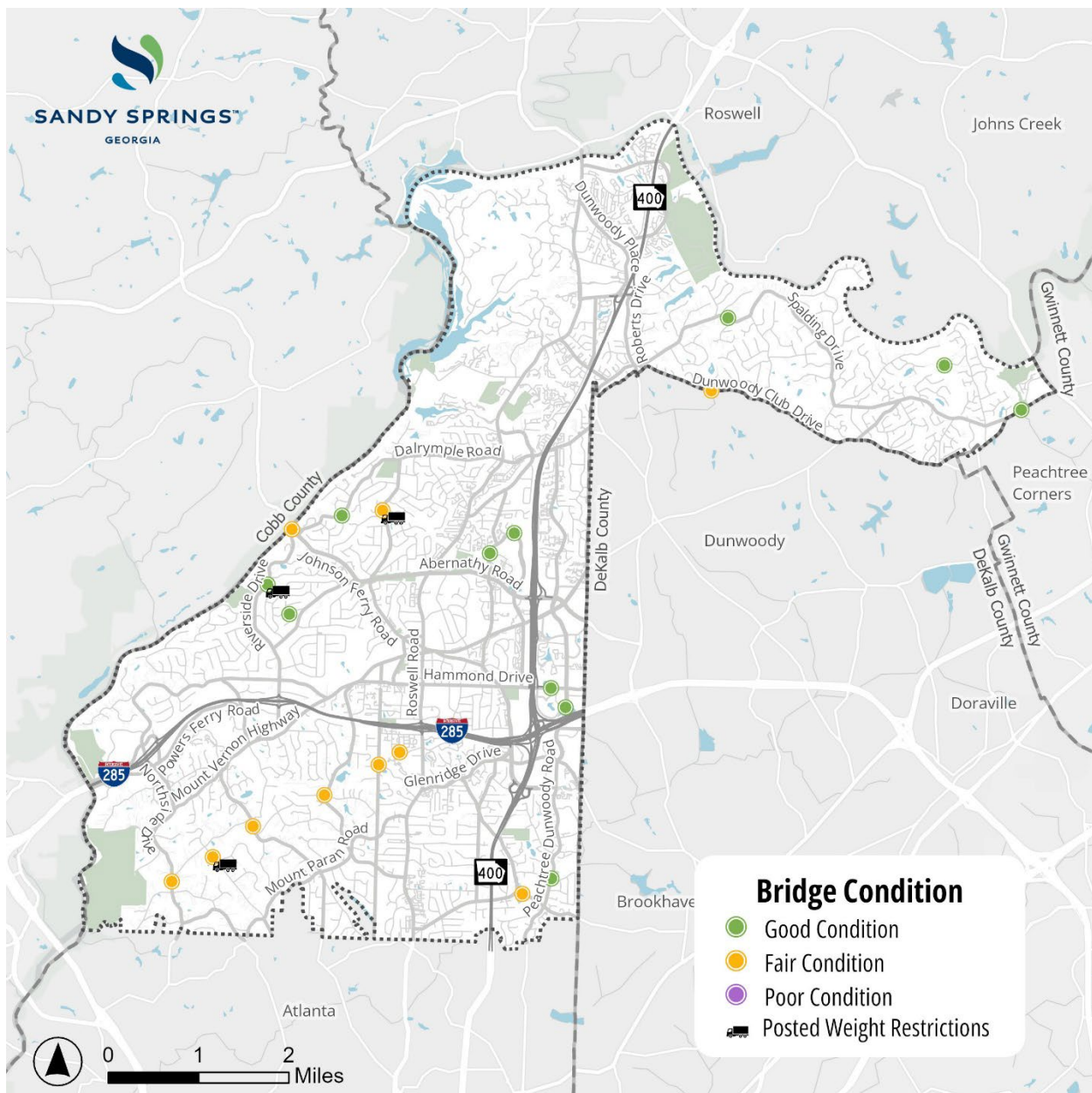


Figure 32. City-Owned Bridge Locations

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

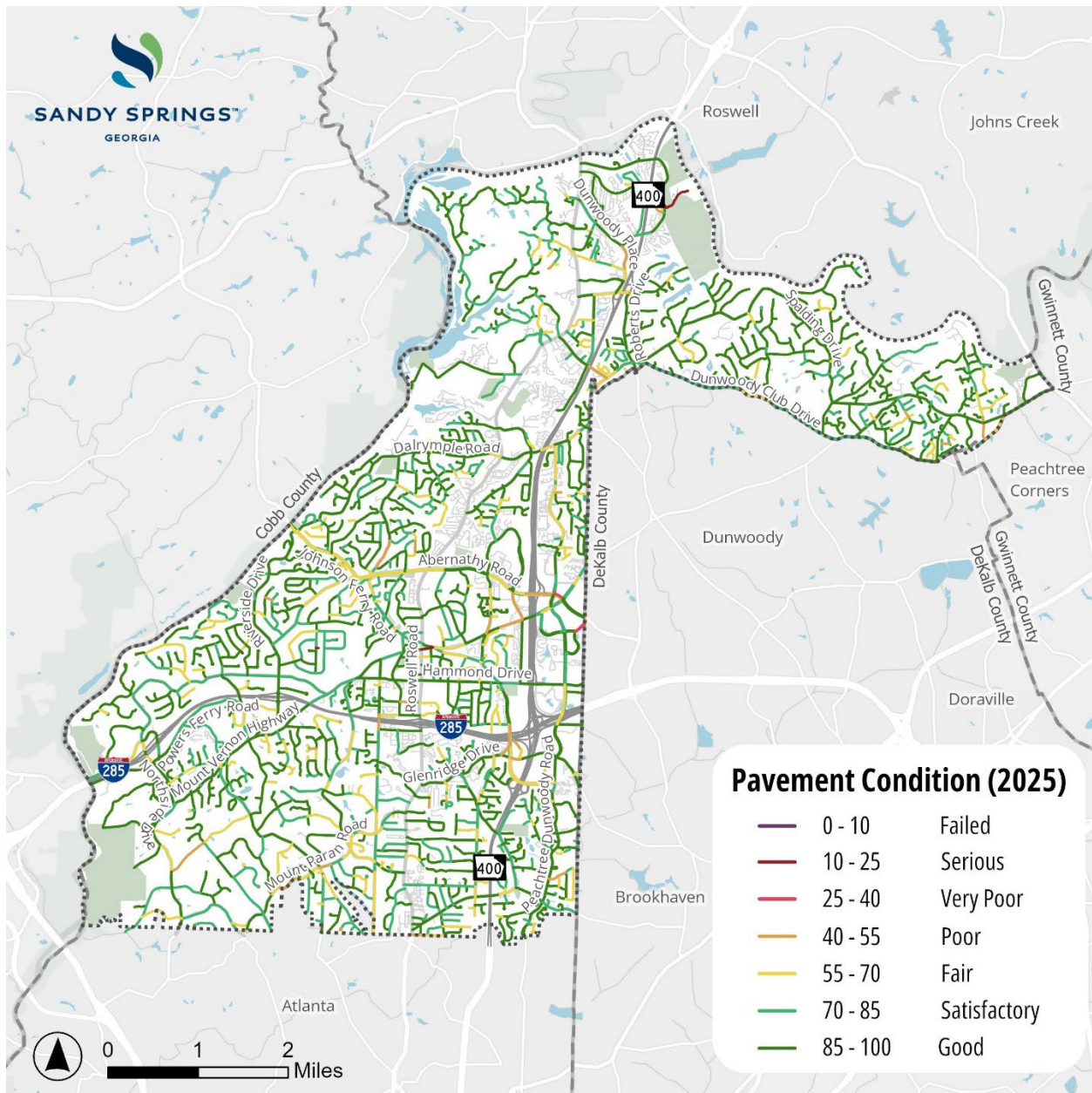


Figure 33. Roadway Pavement Condition

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.

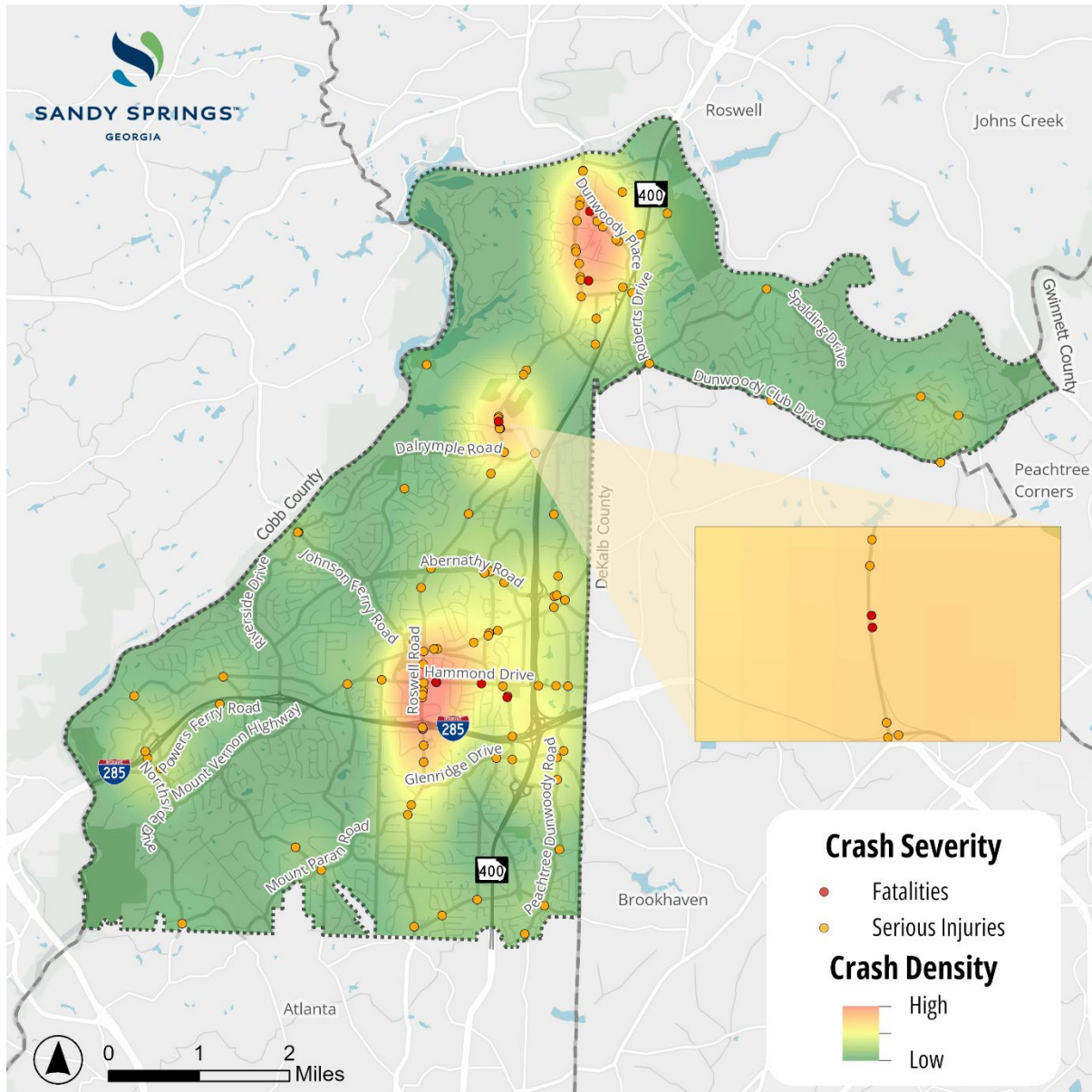


Figure 34. Crash Severity for all Crashes from 2020 to 2024

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:

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 streets¹⁸

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 crashes¹⁸

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/2025-04-04%20RES_To%20Adopt%20the%20Safety%20Action%20Plan%20%26%20to%20Set%20a%20Goal%20%26%20Timeline%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.

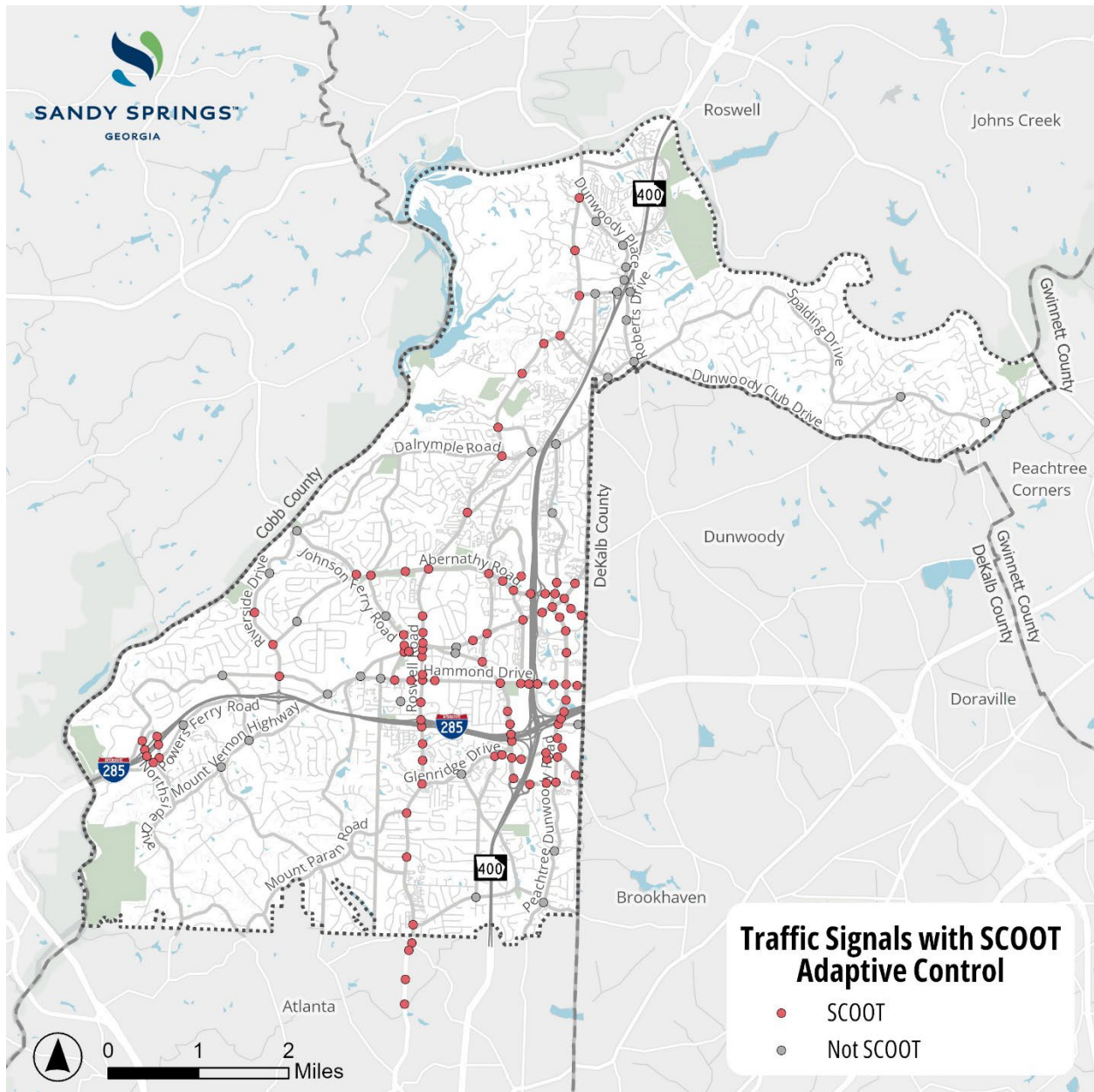


Figure 35. Traffic Signals with SCOOT adaptive control

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.

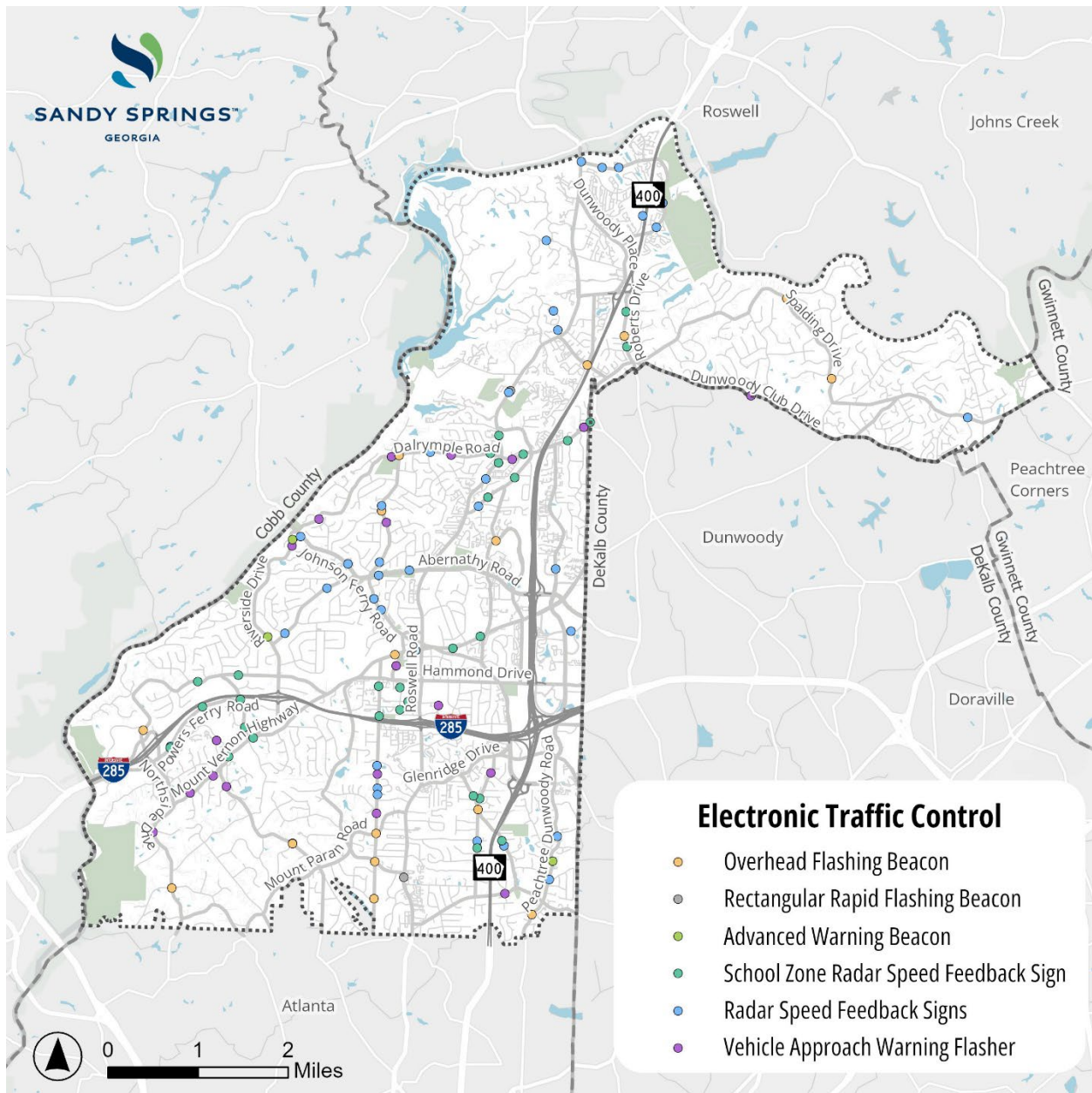


Figure 36. Electronic Traffic Control Types

Real-time operational intelligence serves as the foundation for responsive signal management. As highlighted in **Figure 37**, the City operates 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.

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**.

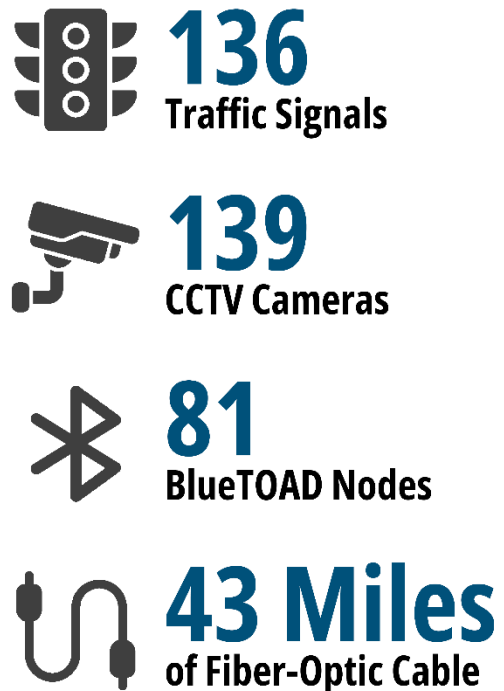


Figure 37. Sandy Springs ITS Network

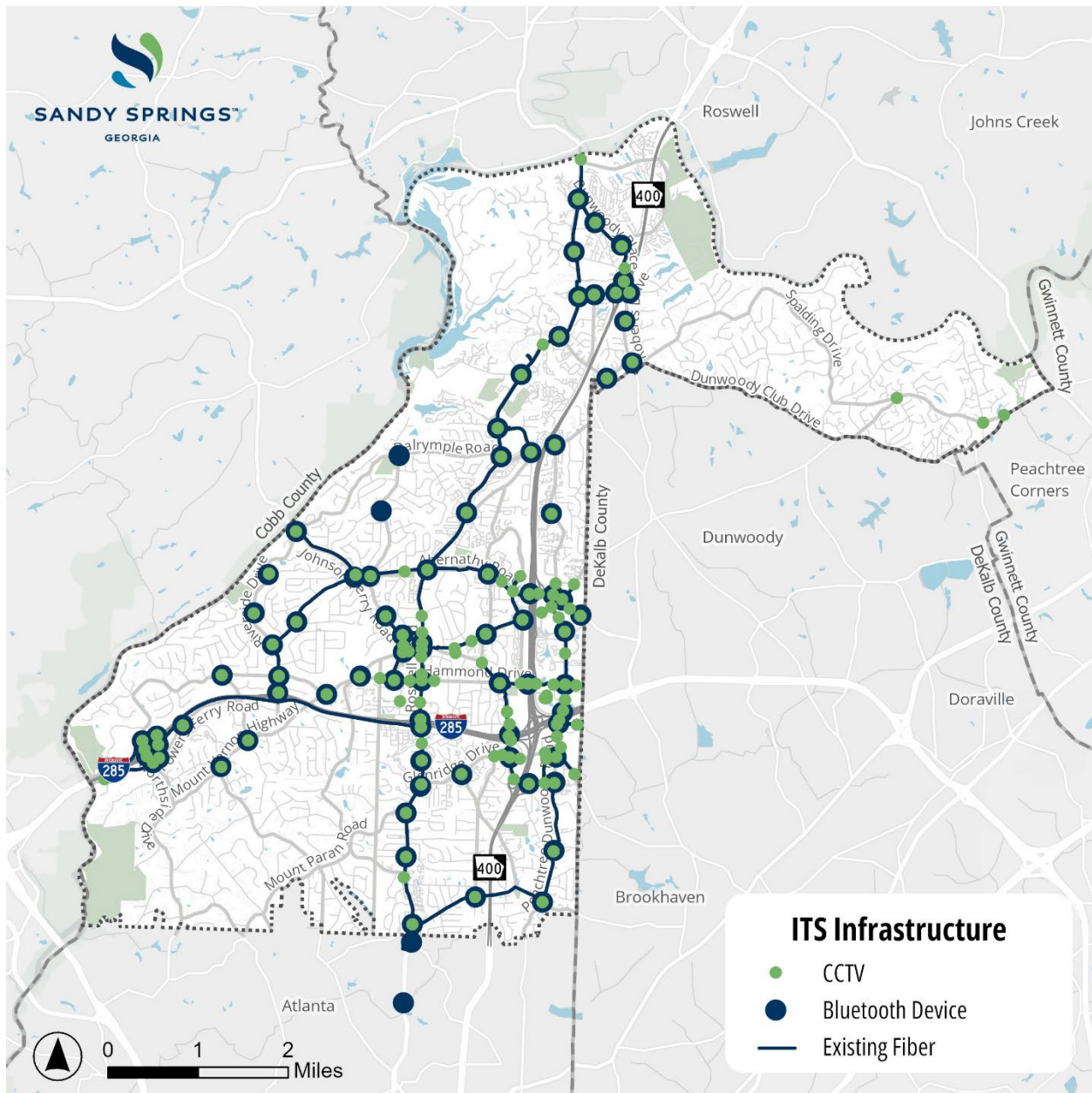


Figure 38. Sandy Springs ITS Infrastructure

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 are 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.

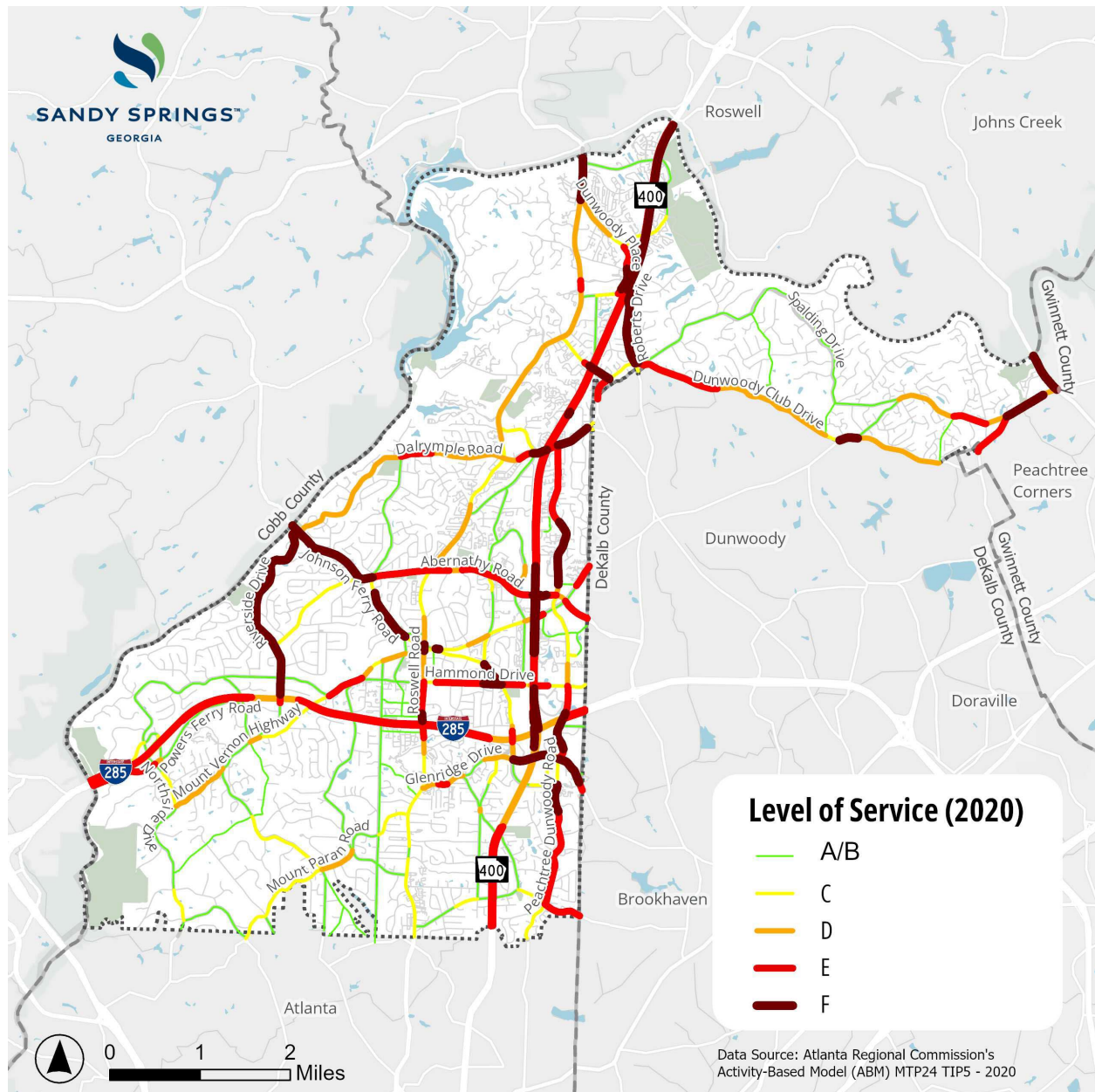


Figure 39. Sandy Springs LOS in 2020

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.

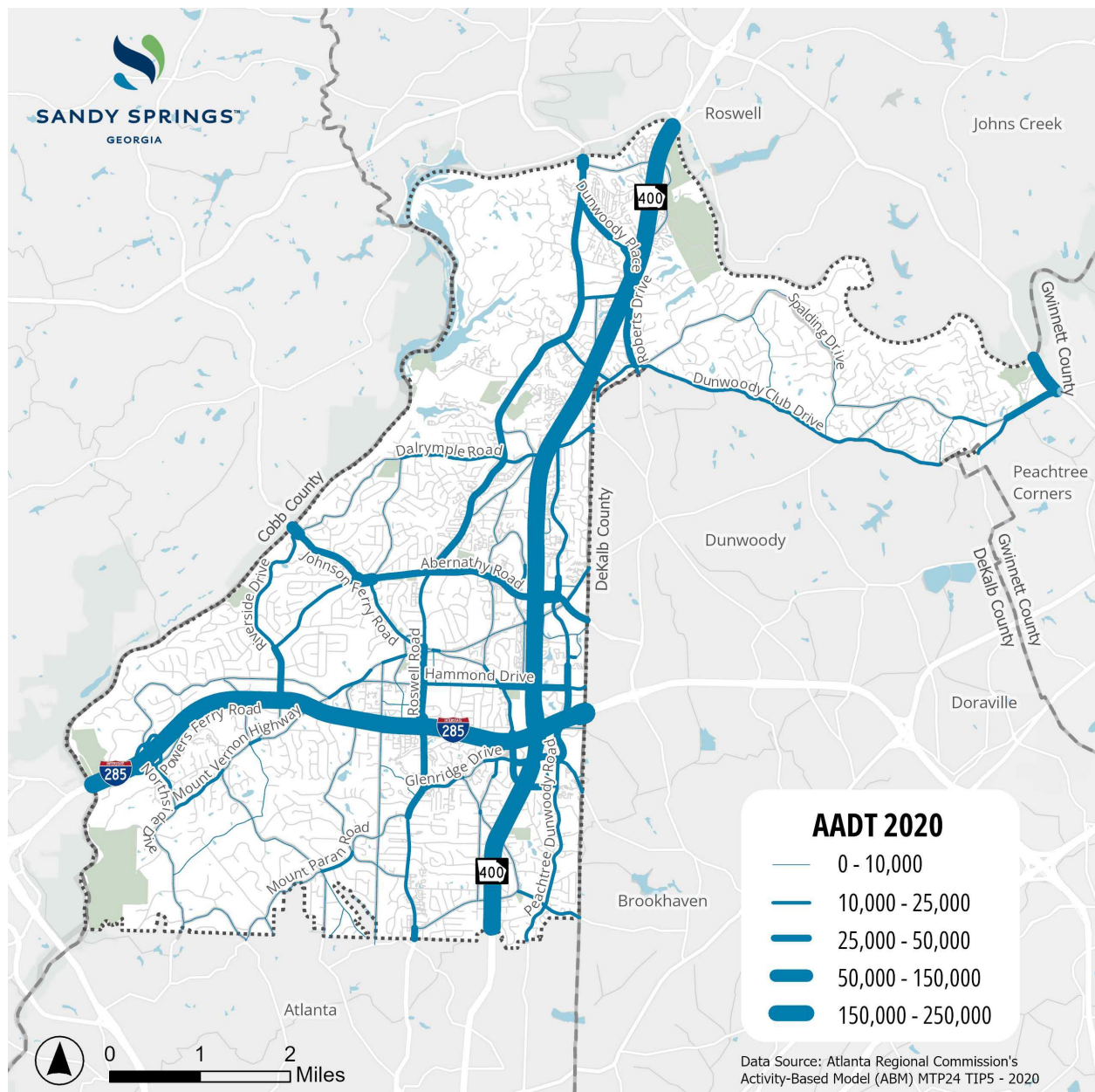


Figure 40. Sandy Springs AADT in 2020

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.

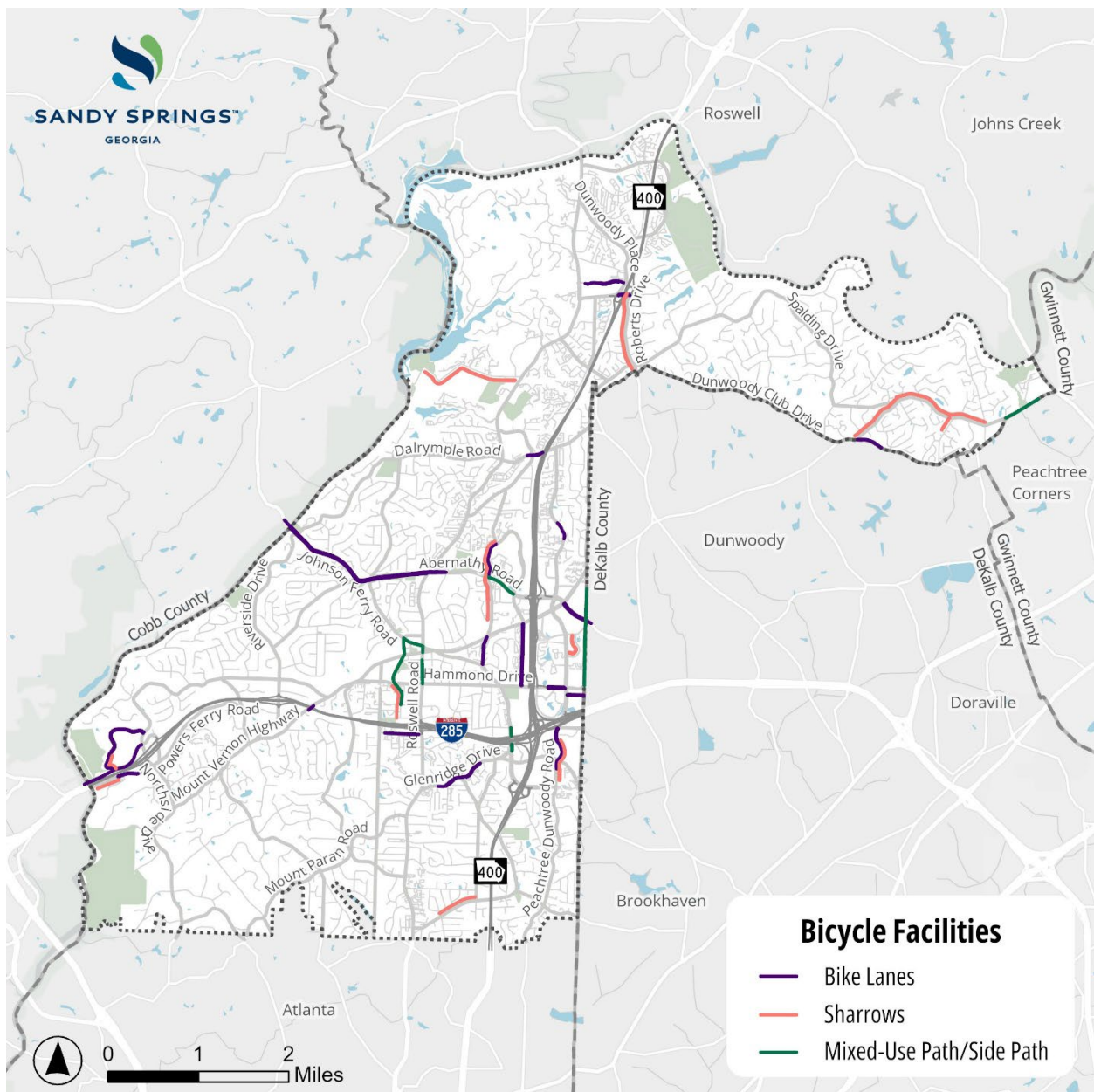


Figure 41. Bicycle Facilities

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.

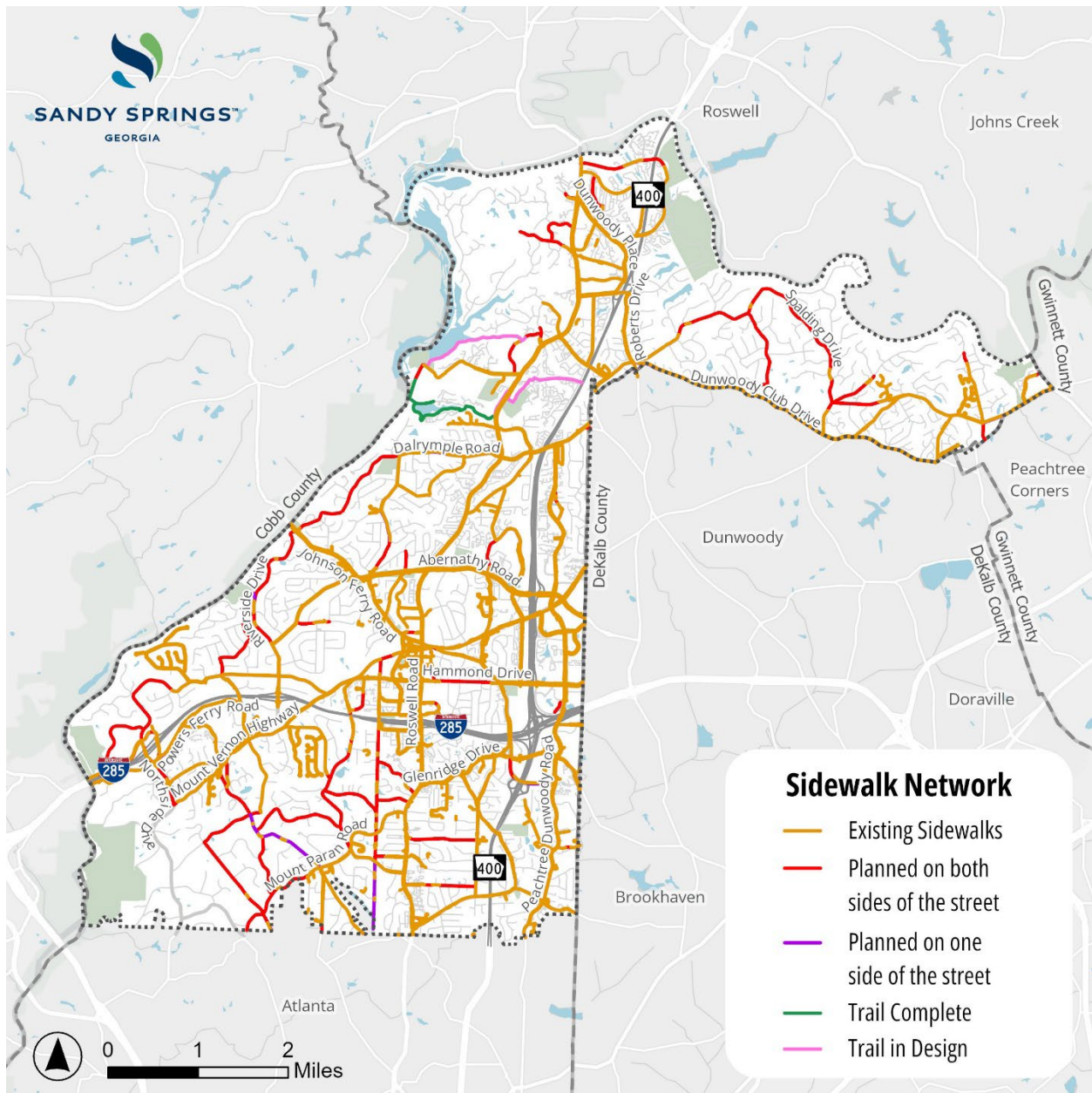


Figure 42. Sidewalk Master Plan and Existing Sidewalks

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.

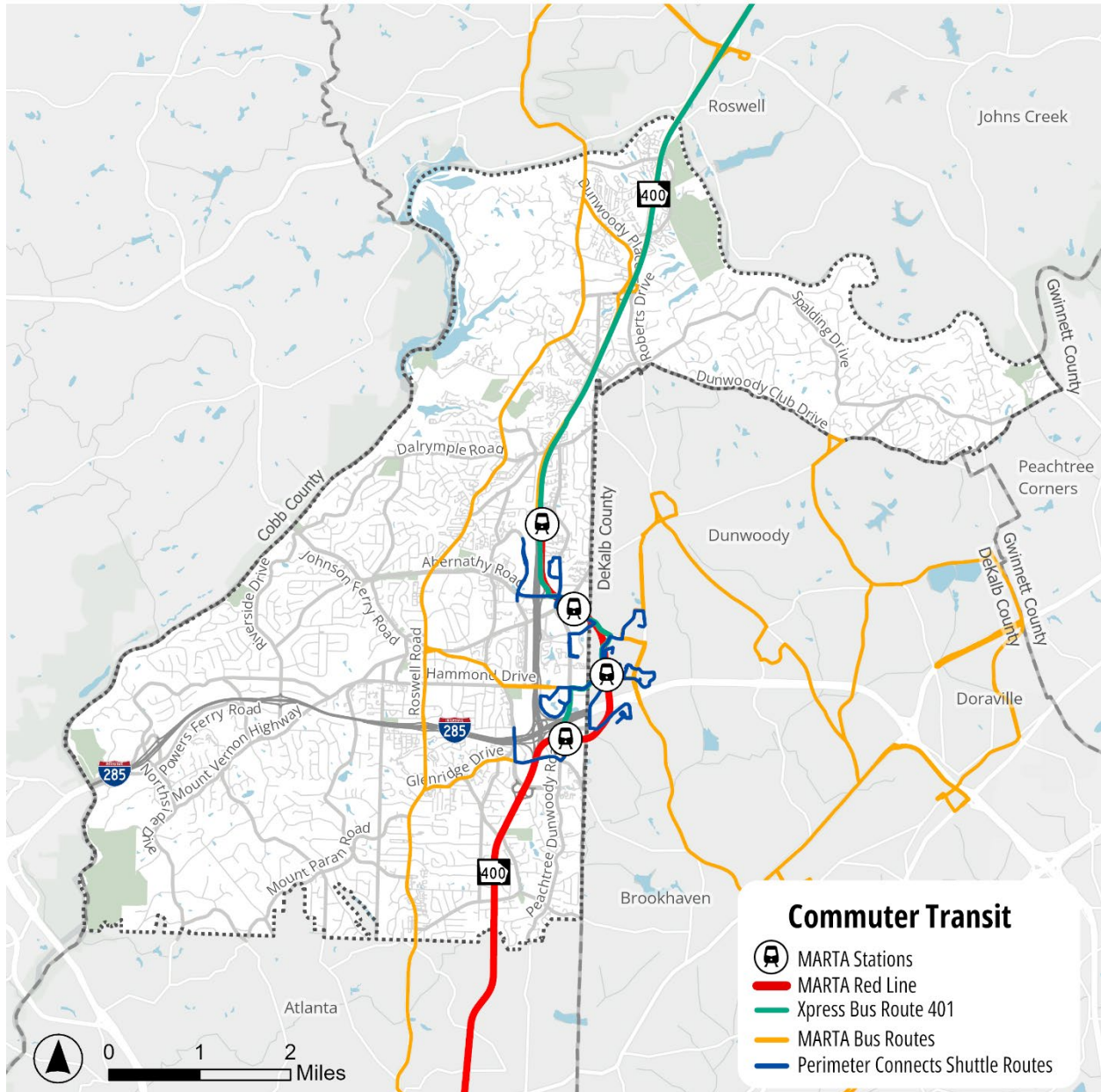


Figure 43. Existing transit infrastructure in Sandy Springs

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.

Average Weekday Ridership at MARTA Stations, 2025

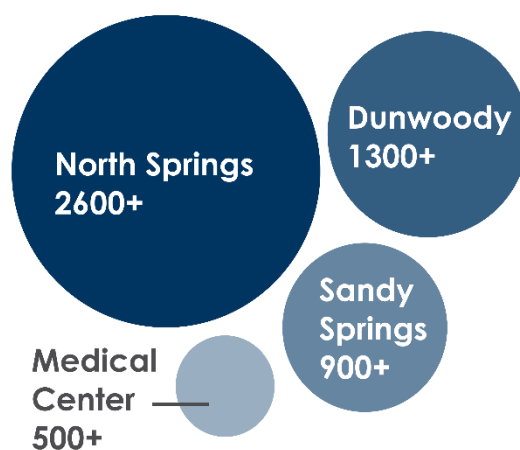


Figure 44. MARTA Station Ridership, 2025

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 when NextGen went into effect. **Table 9** outlines the impact of NextGen on the transit in the City.

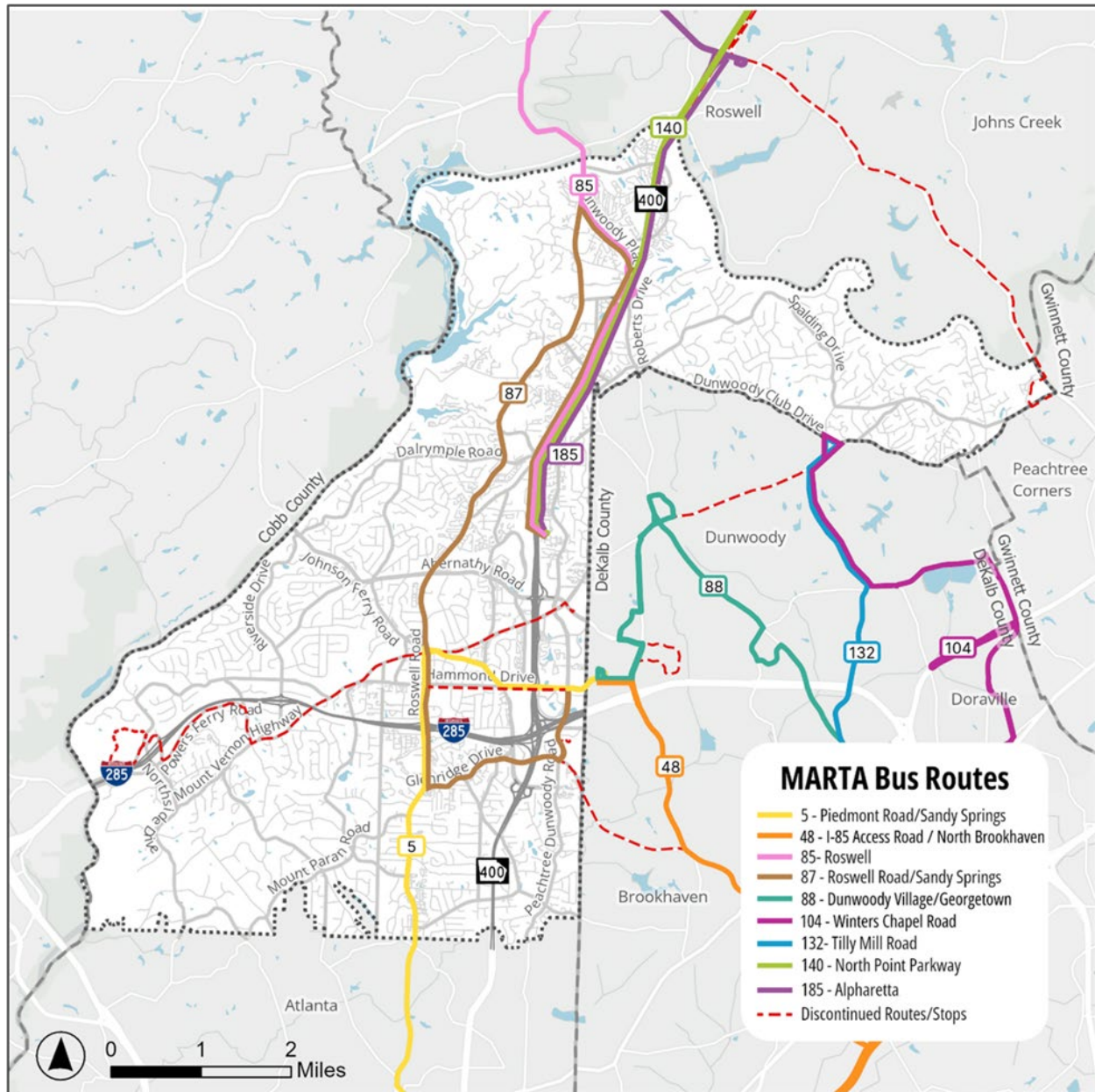


Figure 45. Existing MARTA Bus Routes in Sandy Springs

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 SR-400.

Table 9. NextGen Bus Network Changes²²

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 SR-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 SR-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 SR-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 PI at Northridge Rd	137	110
Roswell Rd NE at Sandy Springs PI NE	55	46

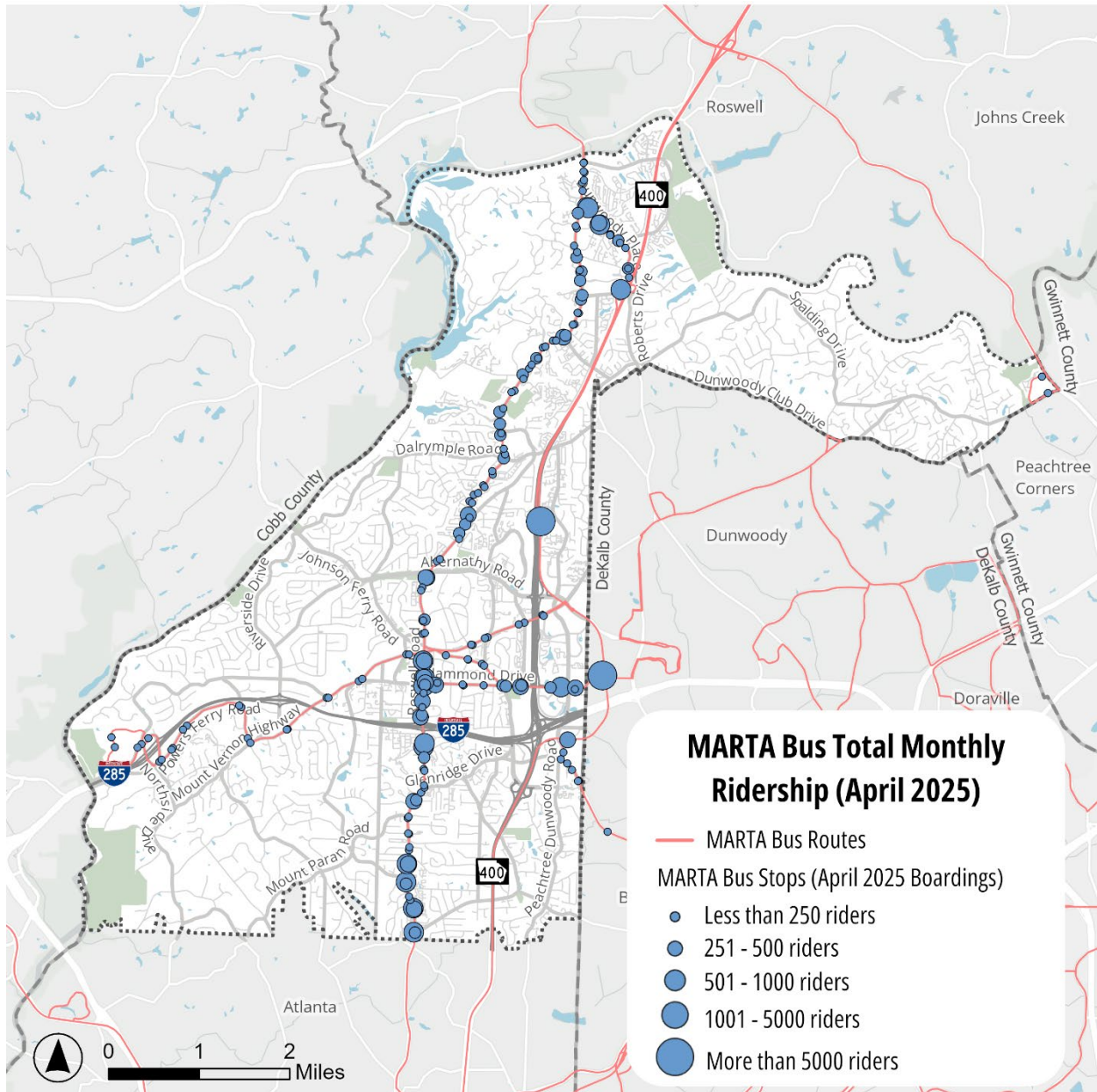


Figure 46. MARTA Ridership by Stop prior to NextGen taking effect

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.

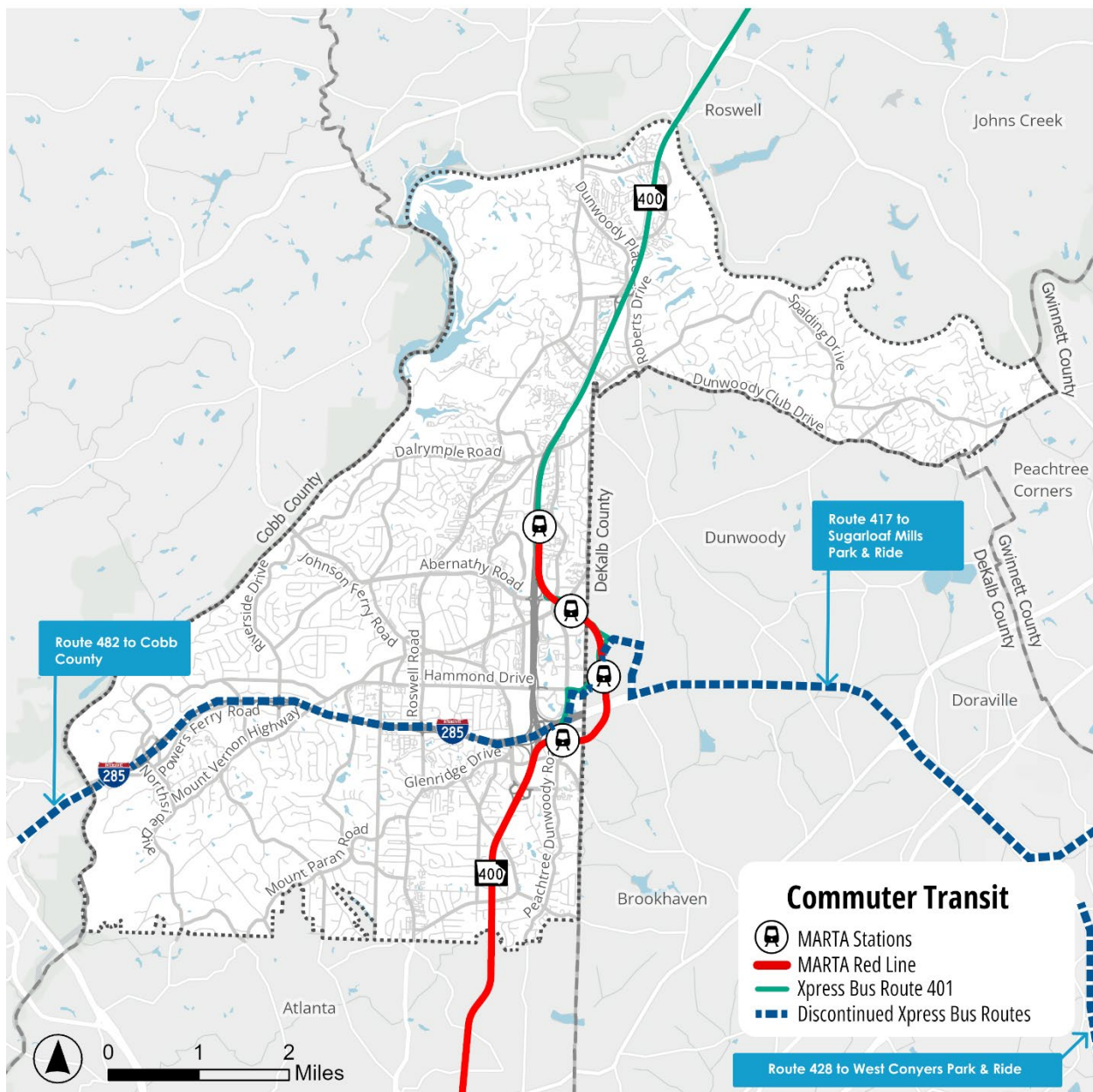


Figure 47. Xpress Routes

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).

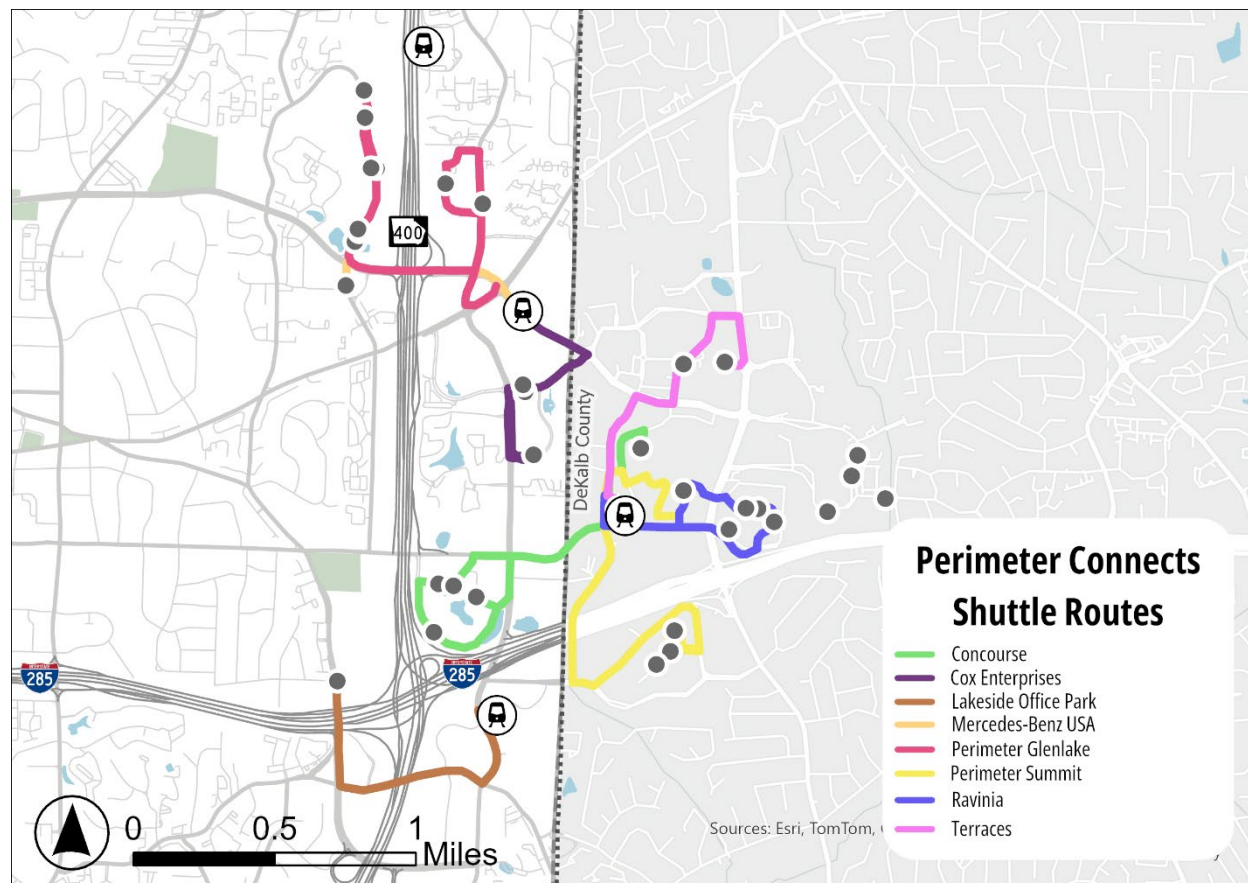


Figure 48. Perimeter Connects Routes

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. **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
Lake Forrest Sidewalk Phase 1	S2185-1	Completed	2025

Project	TSPLOST IDs	Stage	Completion Year
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 PI	S2221	Planning	TBD
Roswell Road North Boulevard Project (2030)	S2105	Design	2030
South Johnson Ferry Road at Brookhaven City Limit	S2188-2	Completed	2023
Spalding Drive (Nesbit Ferry to Spalding Lake Court)	S2179	Completed	2025

Project	TSPLOST IDs	Stage	Completion Year
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.

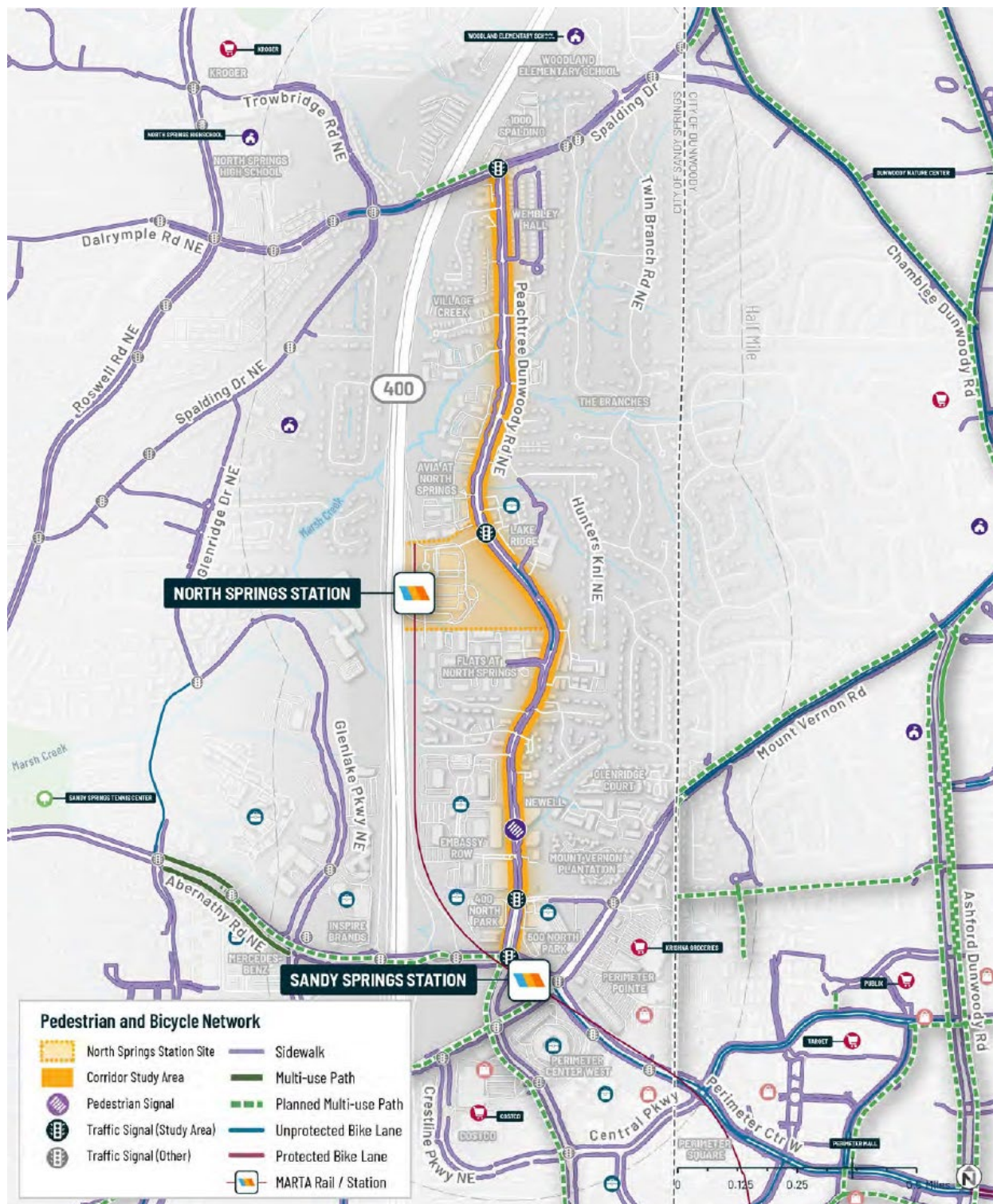


Figure 51. Study Area Map for North Springs MARTA Corridor Study

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.

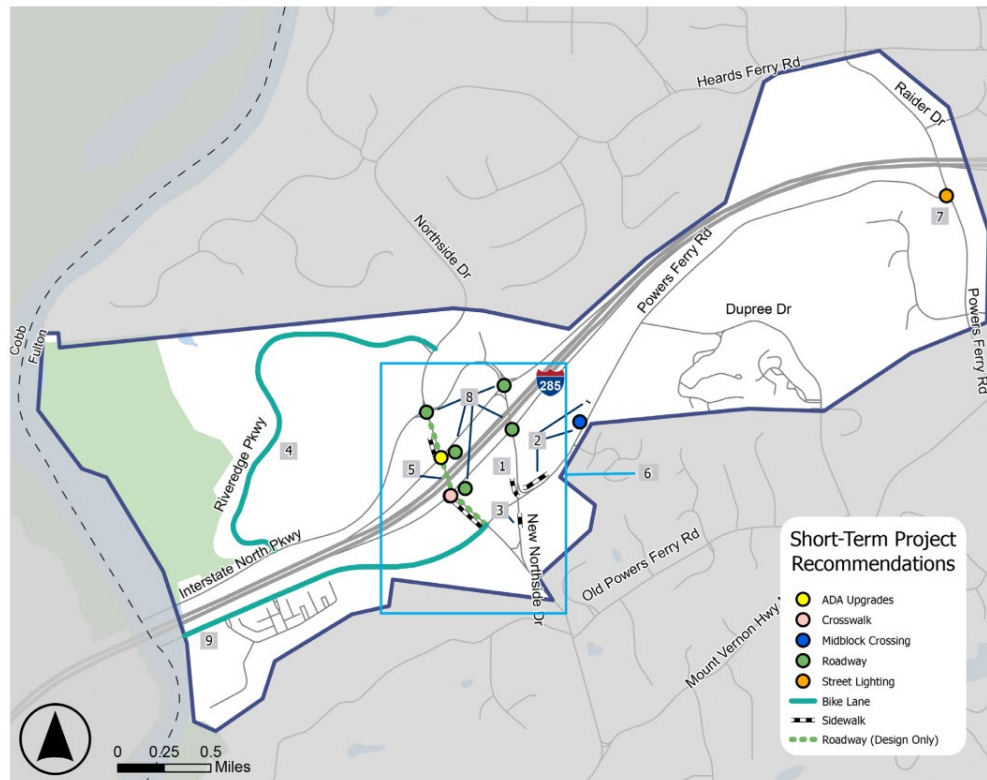


Figure 52. Short-Term Project Recommendations for Powers Ferry Area

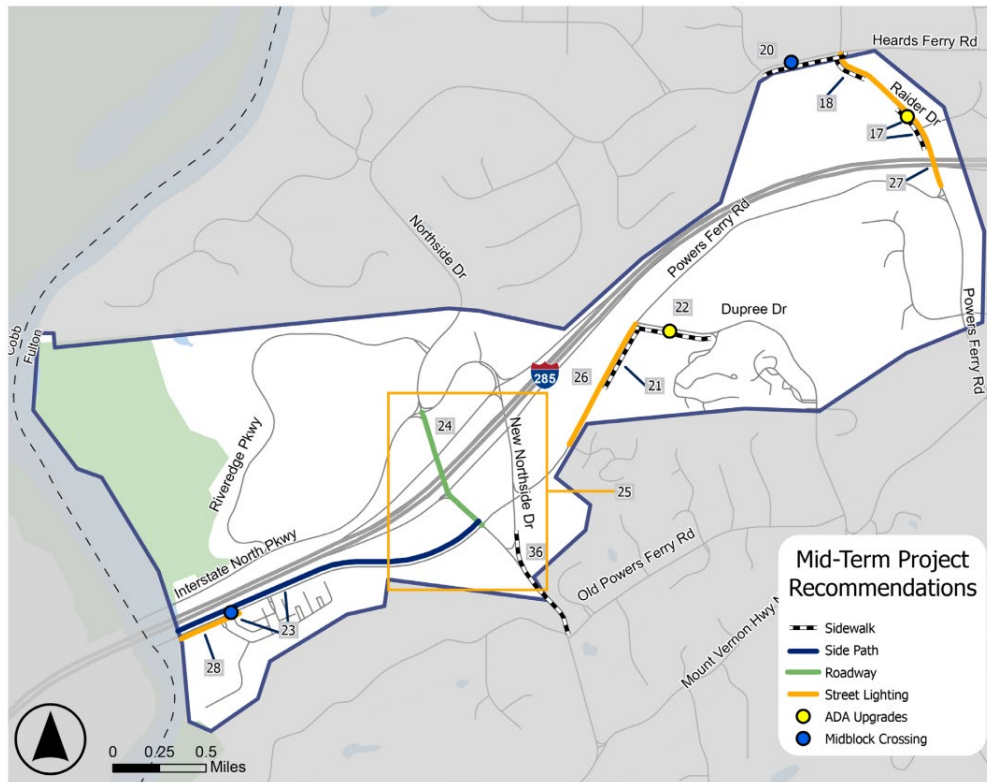


Figure 53. Mid-Term Project Recommendations for Powers Ferry Area

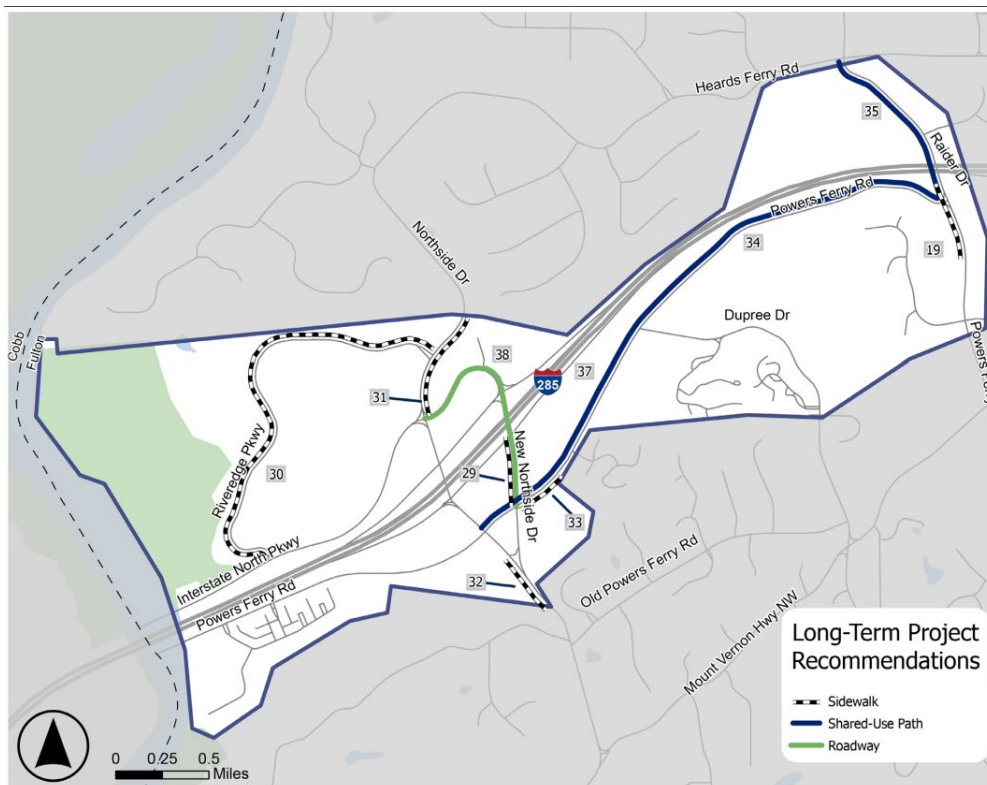


Figure 54. Long-Term Project Recommendations for Powers Ferry Area

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 Falls 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.