



Executive Summary

Sandy Springs Transportation Master Plan

August 2026



SANDY SPRINGS

Transportation Master Plan

Introduction

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

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

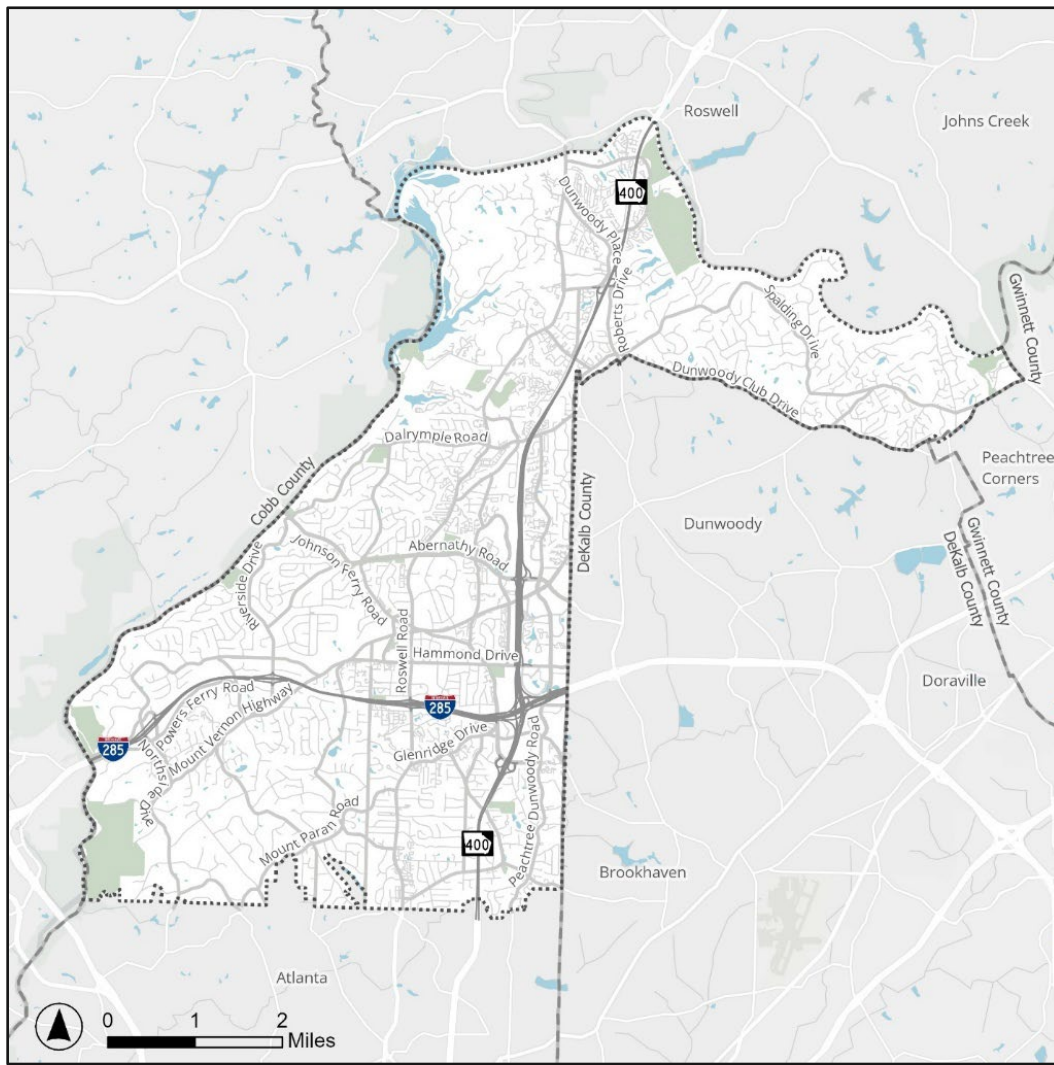


Figure 1. Sandy Springs TMP Study Area

Process

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

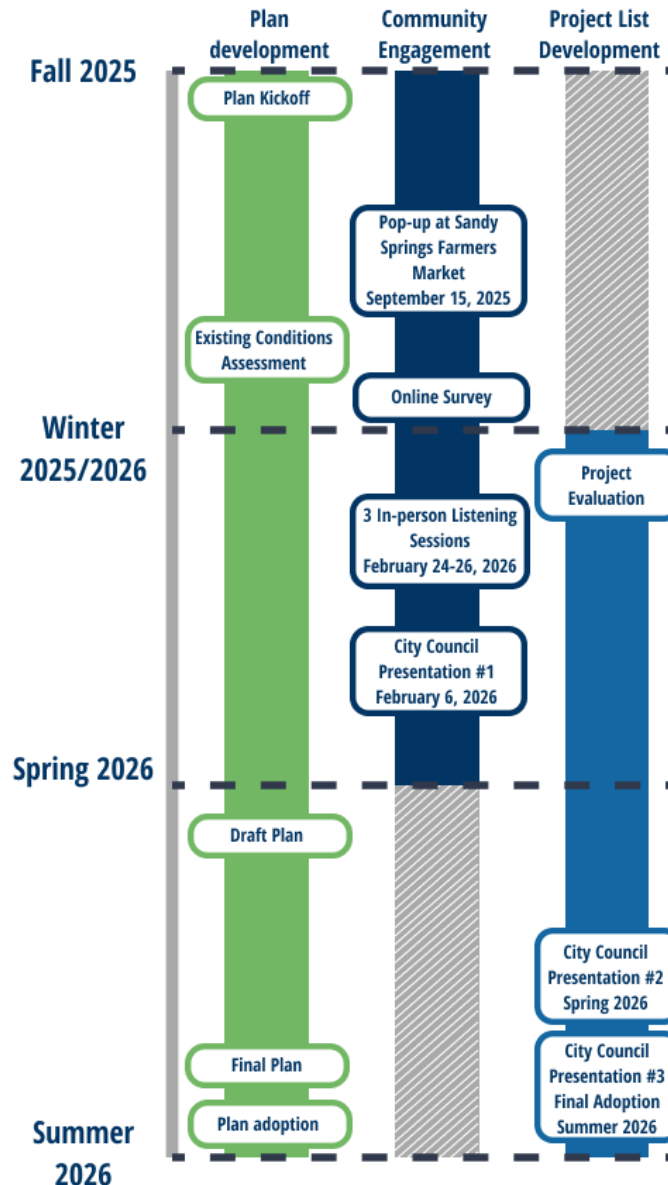


Figure 2. Planning Schedule

Plan Vision and Goals

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



Figure 3. TMP Core Goals

Project Evaluation

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



Figure 4. Evaluation Methodology by TMP Goals

Project Recommendations

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

Table 1. List of Recommended Short-Term Projects

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

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

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

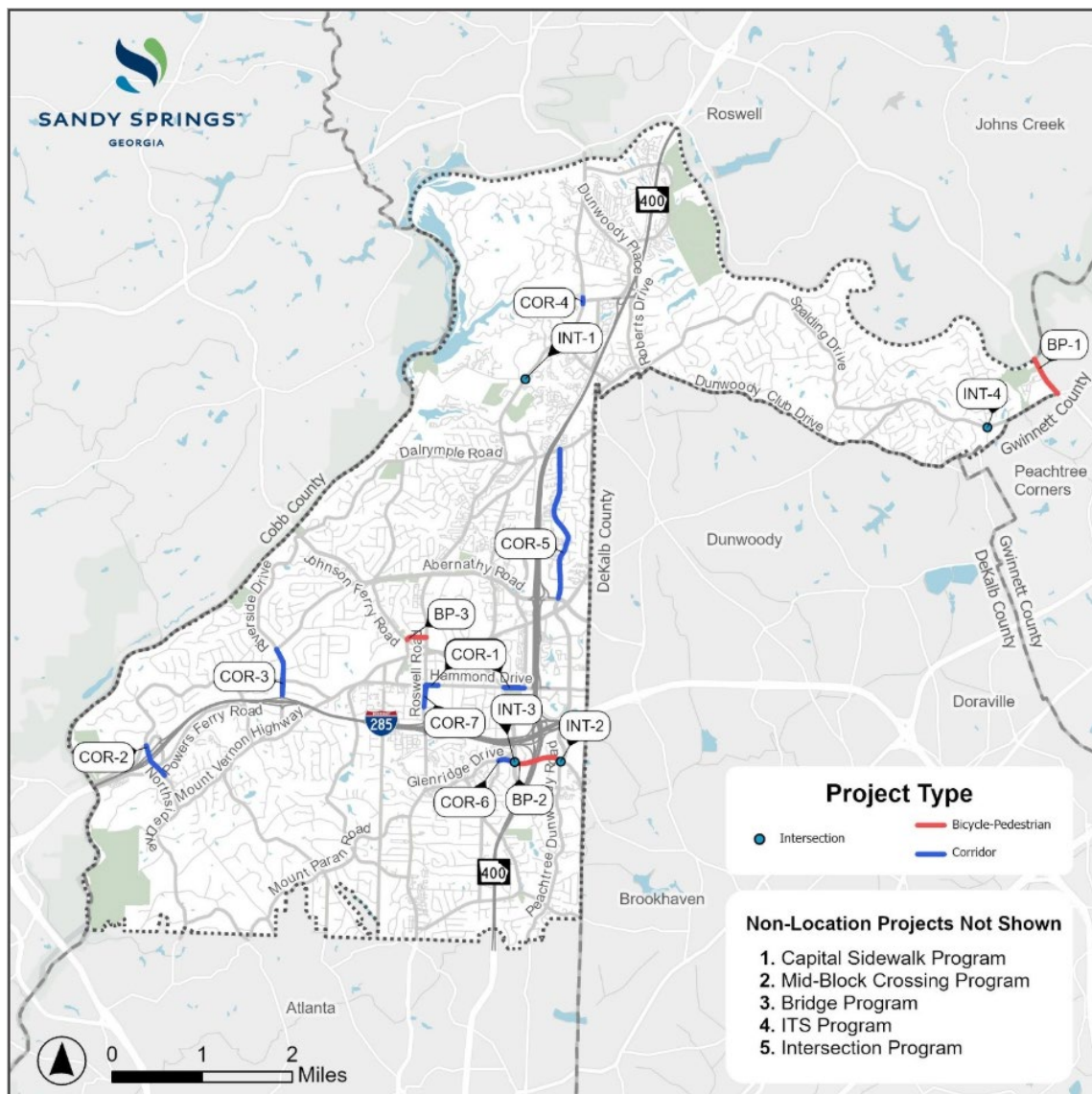


Figure 54. Map of Short-Term Recommended Projects

Table 2. List of Recommended Mid-Term Projects

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

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

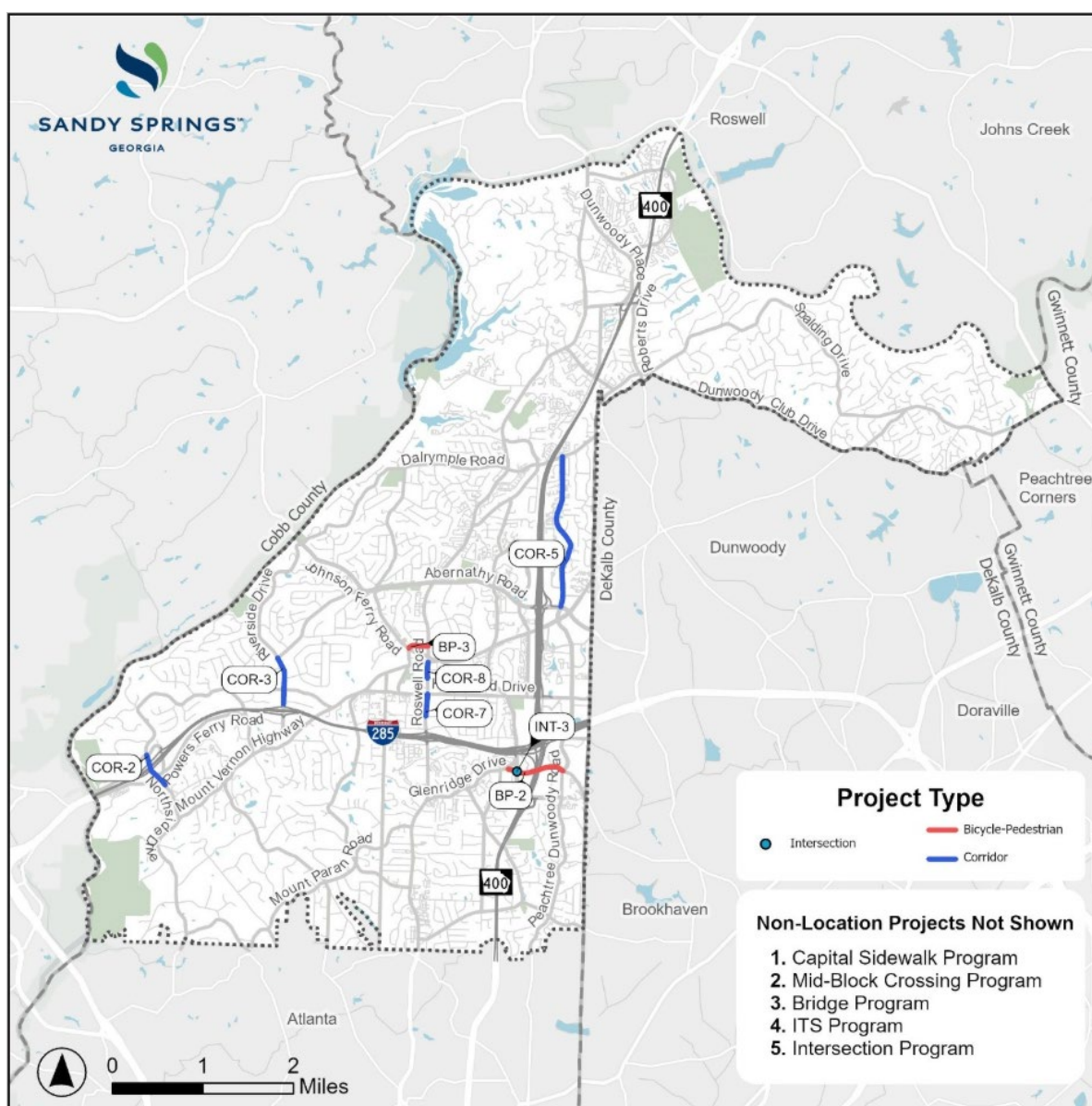


Figure 6. Map of Recommended Mid-Term Projects

Policy Considerations

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

Completed Policies

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

Continued Policies or Expanded

- Rideshare Service Policy Integration (expanded to Curb Management)
- Micromobility Vehicles

New Policies

- New Functional Classification Map
- Congestion Management Coordination with Schools

Conclusion

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