



Sandy Springs Transportation Master Plan

August 2026

Adopted on August 4, 2026



STATE OF GEORGIA
COUNTY OF FULTON

A RESOLUTION TO ADOPT THE TRANSPORTATION MASTER PLAN

WHEREAS, the City of Sandy Springs (the “City”) Public Works Department is charged with developing transportation plans, providing analysis for future transportation needs, and providing a vision for capital investment in the City’s transportation infrastructure; and

WHEREAS, the City has developed many new projects since the previous Transportation Master Plan was adopted in 2021 and will experience new demands on the transportation network as the transportation industry evolves; and

WHEREAS, the City has developed planning documents with transportation project recommendations and there is a need to evaluate all recommendations with a similar criteria; and

WHEREAS, there has been extensive public engagement in the planning process, and the public feedback received has been taken into consideration for this plan; and

WHEREAS, there is a need to identify transportation projects and policies to implement over the next 10 years.

WHEREAS, it is the desire of the City to adopt the Transportation Master Plan.

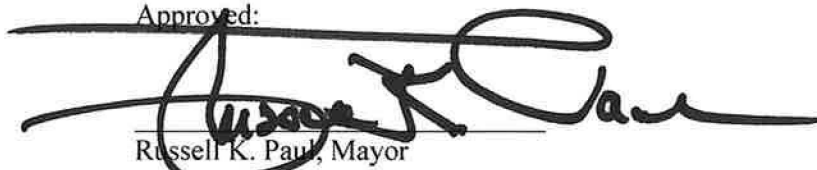
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA THAT:

The City of Sandy Springs receive, accept and adopt the Transportation Master Plan as presented, with two additions:

1. That the Comprehensive Plan completion be included in the Transportation Master Plan; and
2. an Executive Summary will be created and submitted to Council for review and for the public’s benefit.

SO RESOLVED this the 4th day of August, 2026.

Approved:


Russell K. Paul, Mayor

Attest:


Raquel Gonzalez, City Clerk

(Seal)



Transportation Master Plan

Prepared by:

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

Prepared for:

City of Sandy Springs, GA
1 Galambos Way
Sandy Springs, GA 30328
<https://www.sandyspringsga.gov/>

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Common Acronyms

ACS	American Community Survey
ADA	Americans with Disabilities Act
ARC	Atlanta Regional Commission
ATL	Atlanta-Region Transit Link Authority
BRT	Bus Rapid Transit
CCTV	Closed-Circuit Television
CIP	Capital Improvement Program
CRNRA	Chattahoochee River National Recreational Area
CST	Construction
EV	Electric Vehicle
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
GCO	Georgia Commute Options
GDOT	Georgia Department of Transportation
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
MTP	Metropolitan Transportation Plan
NBI	National Bridge Inventory
PCI	Pavement Condition Index
PCID	Perimeter Community Improvement District
PE	Preliminary Engineering
PHB	Pedestrian Hybrid Beacon
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-Way

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



Final Report

Sandy Springs Transportation Master Plan

August 2026



Introduction

Purpose of The Transportation Master Plan

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

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

Context and Previous Plans

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

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

The TMP supports the key actions from both plans by:

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

Study Area

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

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

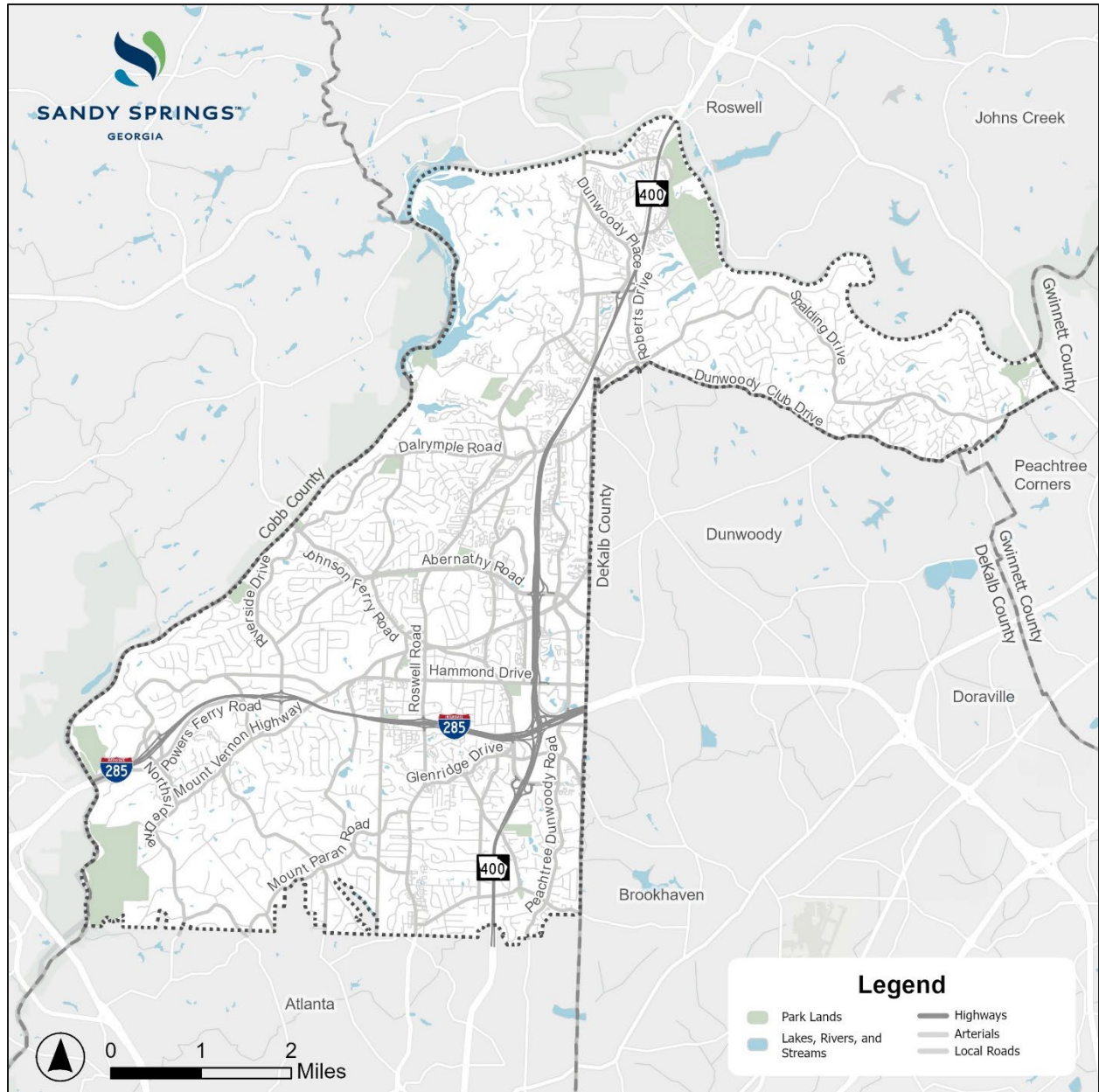


Figure 1. Sandy Springs TMP Study Area

Process

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

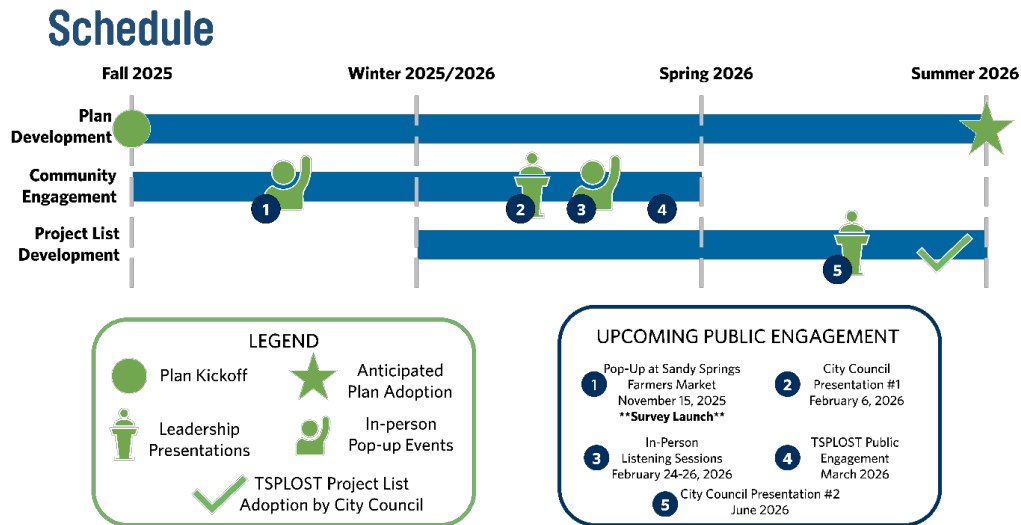


Figure 2. Sandy Springs TMP Schedule

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

During the planning process, the TMP team:

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

Plan Vision and Goals

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

Sandy Springs TMP Goals



Figure 3. Sandy Springs TMP Goals

Community Engagement

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

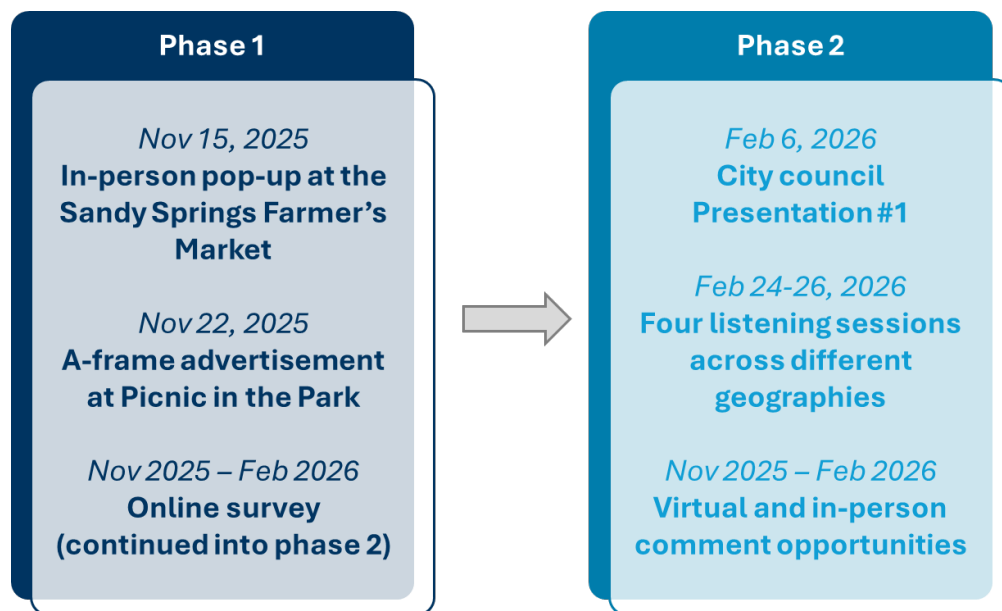


Figure 4. Phases of the TMP public engagement efforts

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

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

Phase 1

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

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

Farmer's Market Pop-Up

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



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

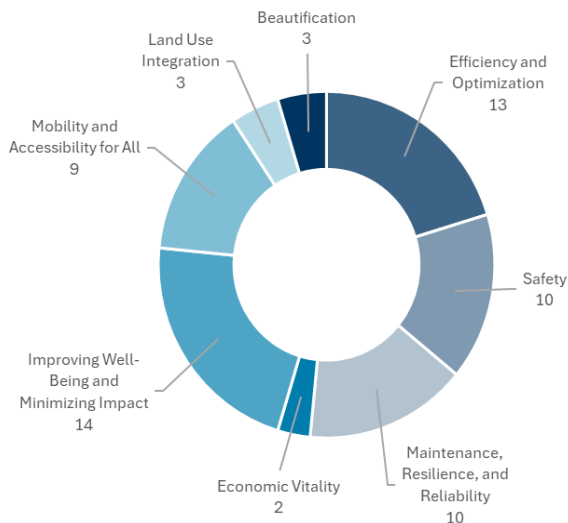


Figure 6. Distribution of goals from the Visual Preference survey results

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

I wish I could move like this!

How would you like to get around Sandy Springs? Place a sticker on the map to indicate where you would like to get around on foot, in a car, by bike, on transit, or in some other way.

I would like to....

- Drive here
- Walk here
- Bike here
- Ride transit here
- Get around some other way here

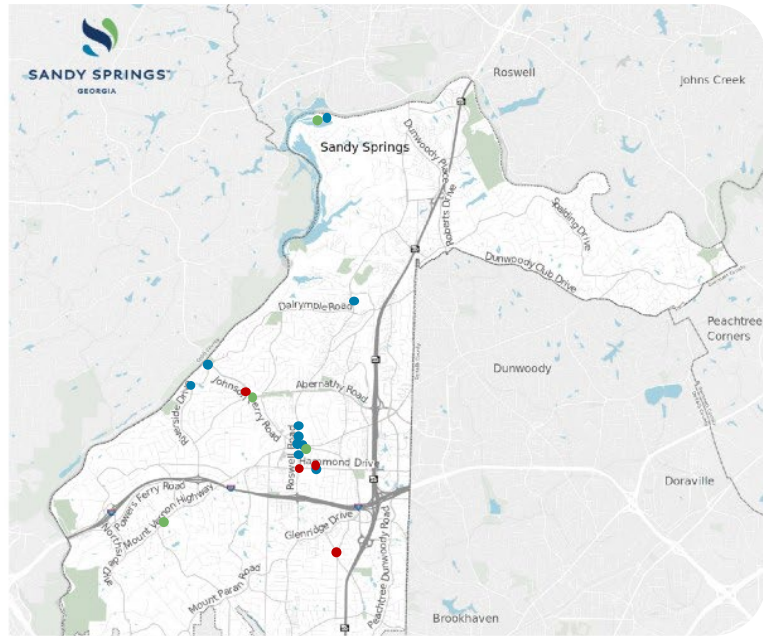


Figure 7. Map of Visual Preference Survey Results

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

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



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

Survey

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

Phase 2

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

Listening Sessions



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

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

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

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

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

Project List Feedback Opportunities

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

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

Leadership Presentation

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

Existing Conditions

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

Demographics

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

Projected Population Growth

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

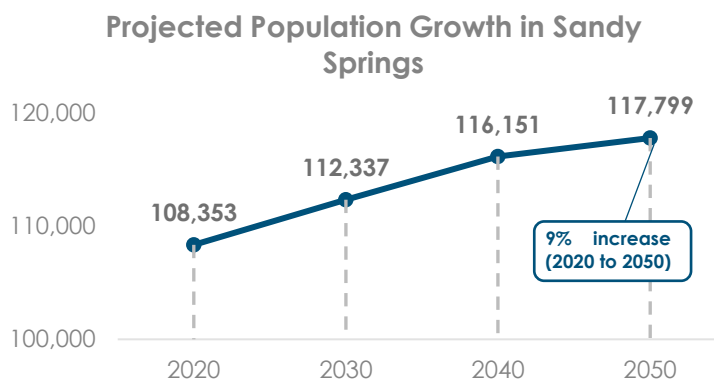


Figure 10. Projected Population Growth in Sandy Springs

Race and Ethnicity

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

Age

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

Disability

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

Education and Income

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

Renters vs Owners

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

Vehicle Ownership

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

Employment

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

Projected Employment Growth

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

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.

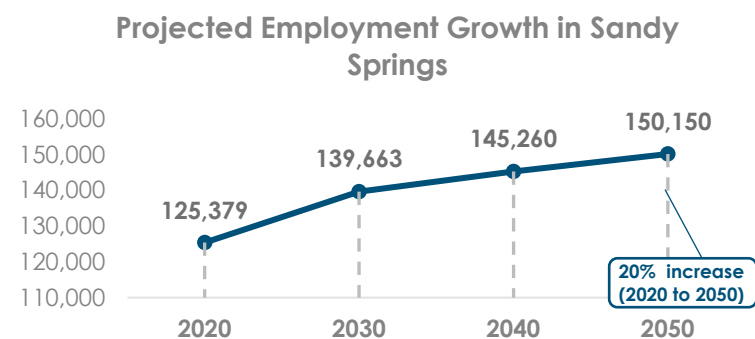


Figure 11. Projected Employment Growth

Job and Worker Locations

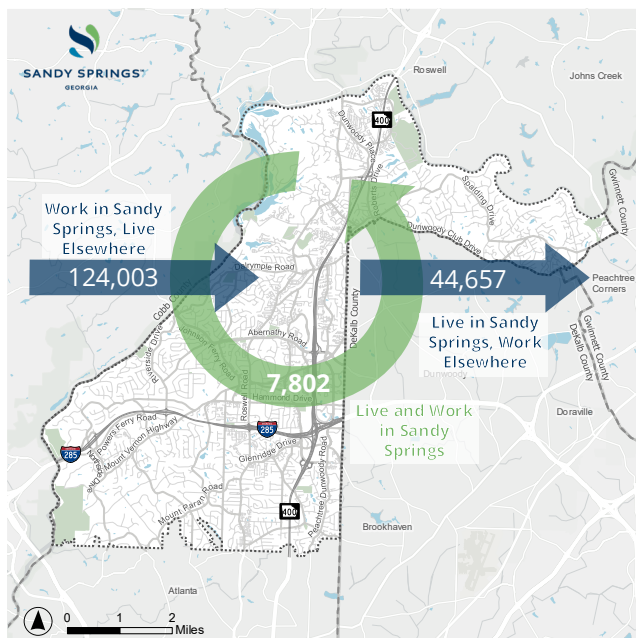


Figure 12. Worker and Residential Commute Patterns

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

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

Means of Transportation to Work

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

How Sandy Springs Residents Get to Work

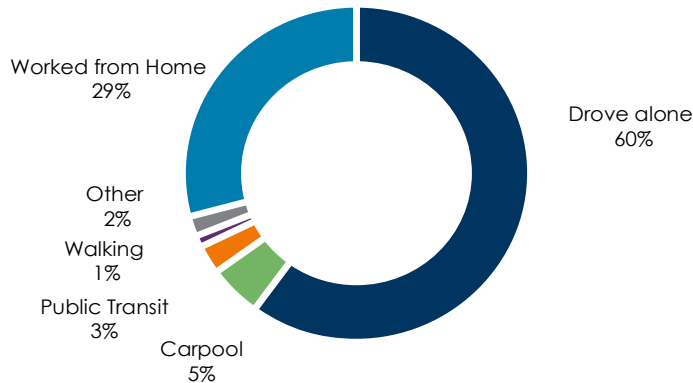


Figure 13. Means of Transportation to Work

Land Use and Community Resources

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

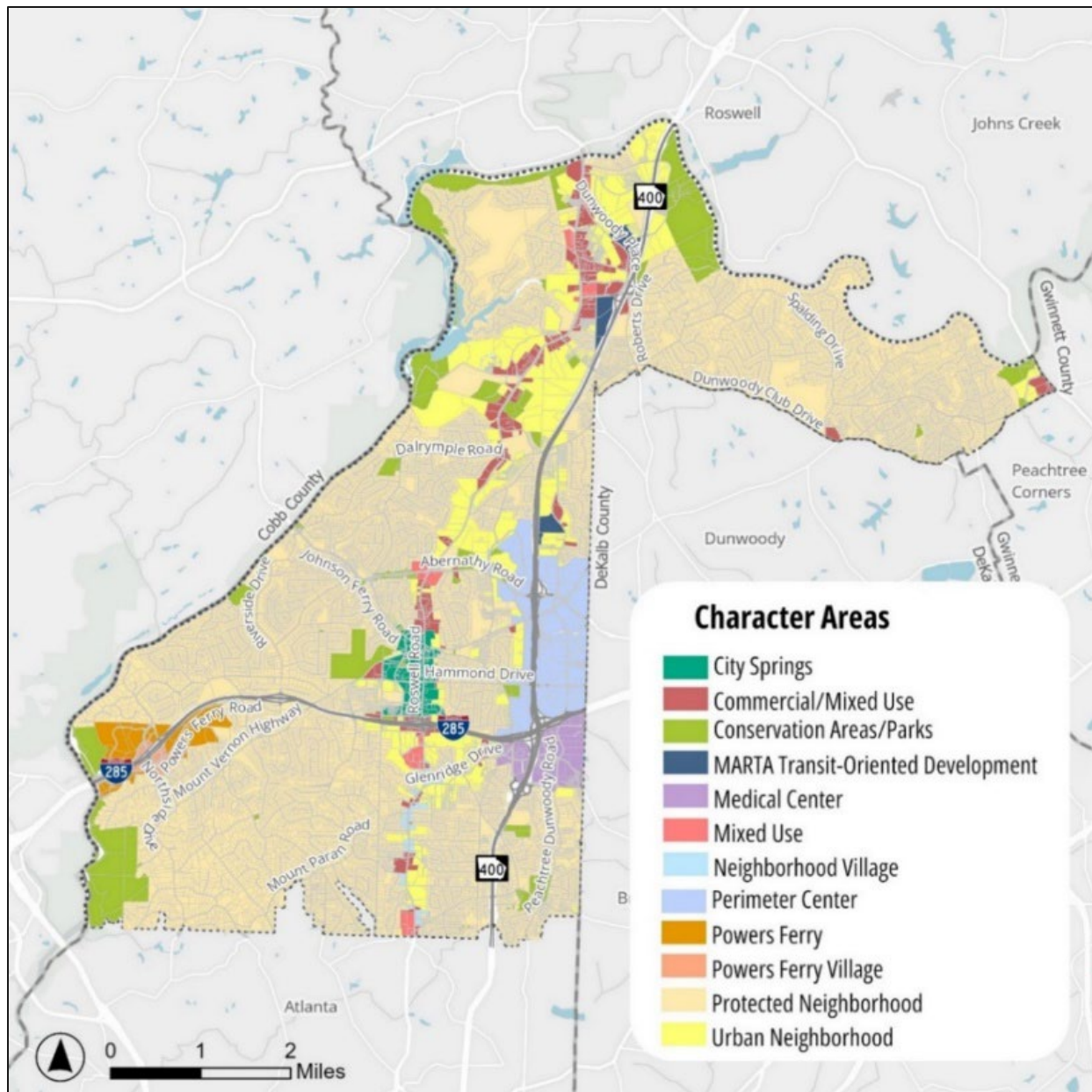


Figure 14. Character Areas in Sandy Springs

Future Land Use

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

Development Focus Areas

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

1. Greater City Springs
2. Central Perimeter
3. North End
4. Powers Ferry
5. Neighborhood Village
6. Crossroads²

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

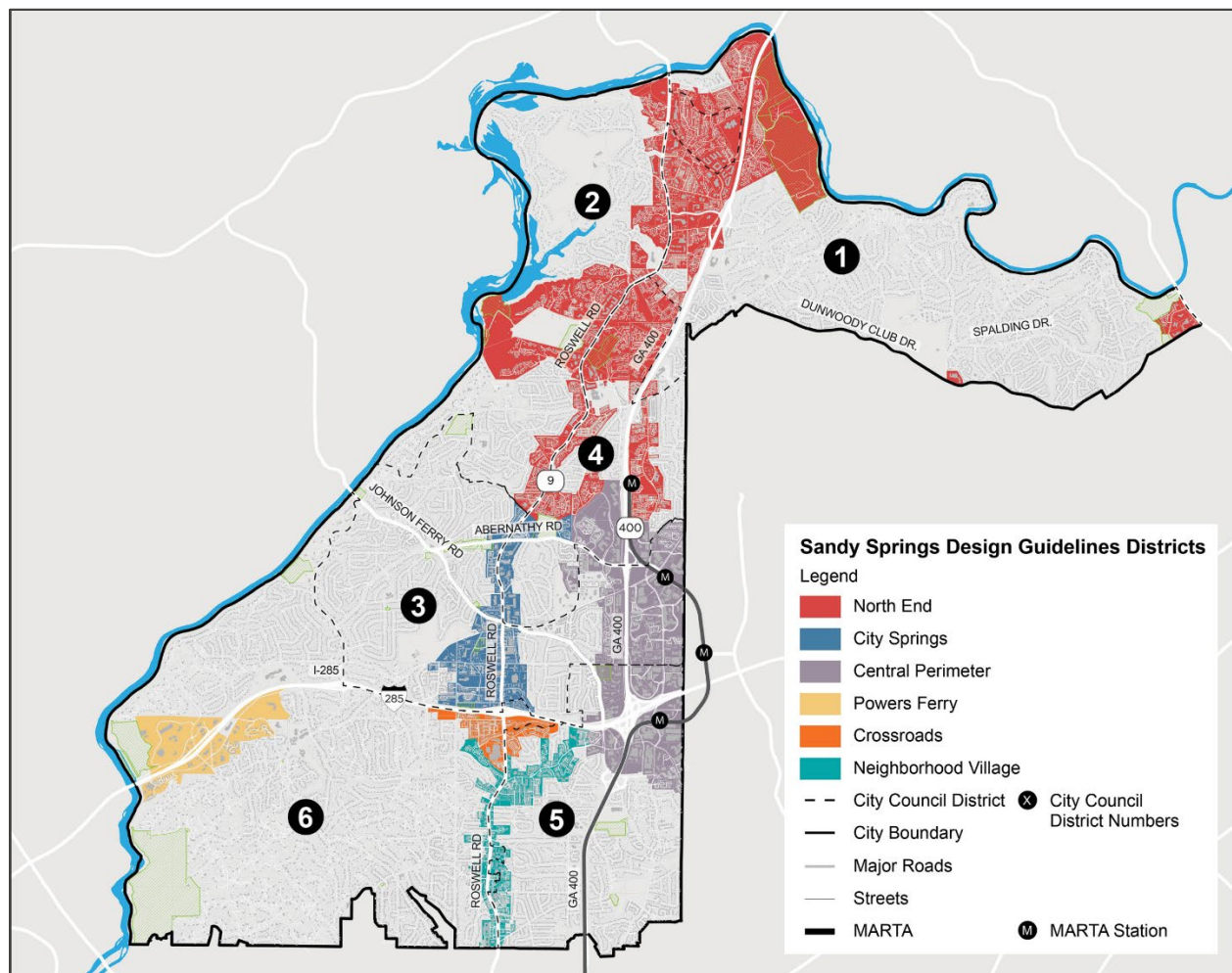


Figure 15. Map of Design Guidelines Districts in Sandy Springs

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

Community Resources

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

Community Resources in Sandy Springs

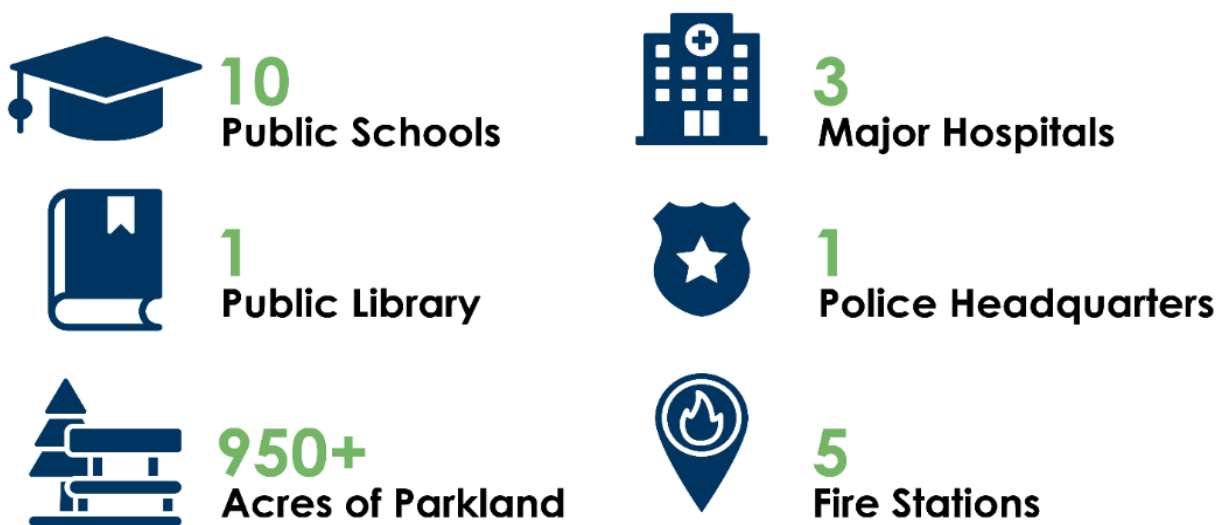


Figure 16. Community Resources in Sandy Springs

Roadways

Classification

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

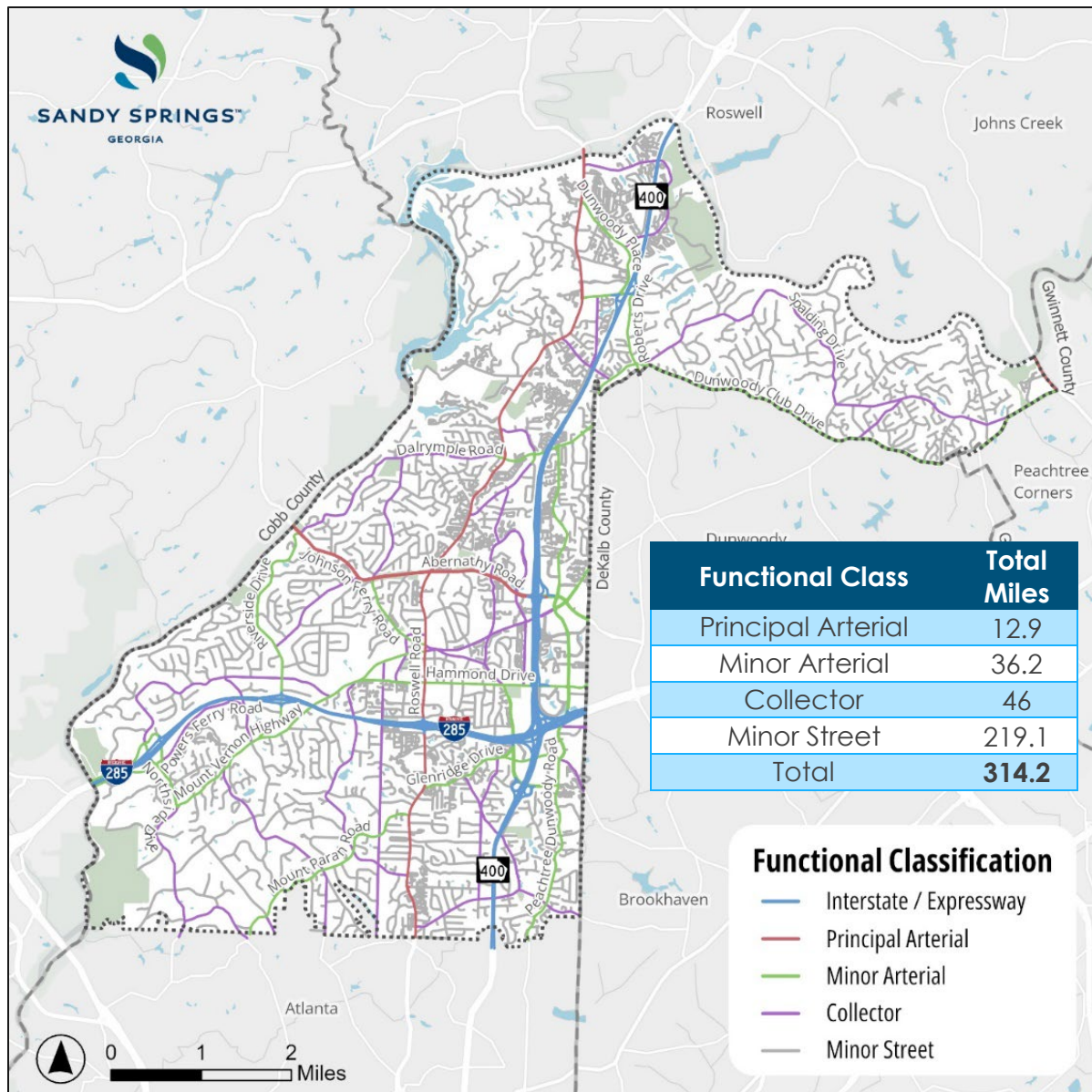


Figure 17. COSS Roadway Functional Classification
Note: This map excludes private streets.

Traffic Volumes

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

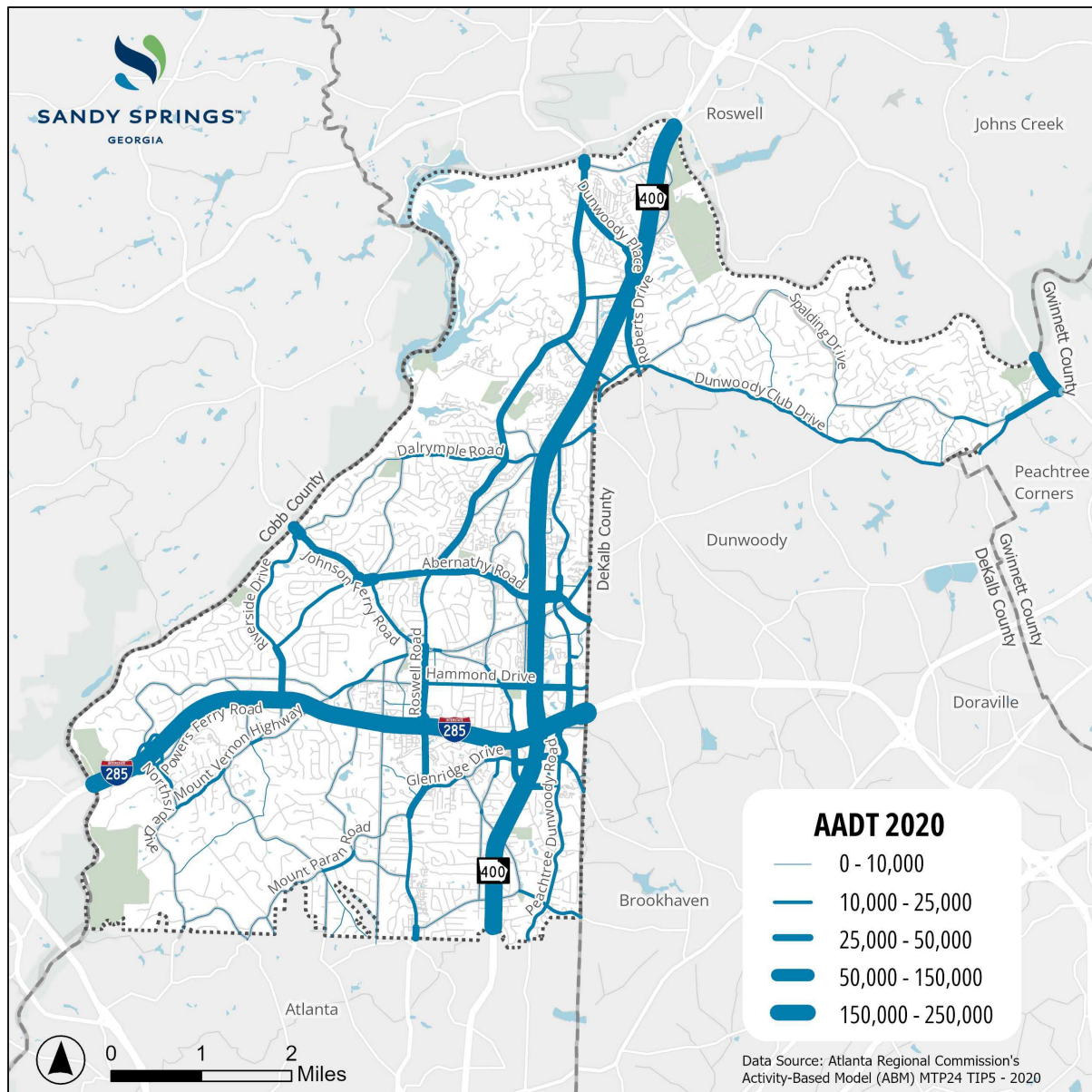


Figure 18. Sandy Springs AADT in 2020

Level of Service

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

³ City Code of West Jordan, Utah, 2026.

https://codelibrary.amlegal.com/codes/westjordanut/latest/westjordan_ut/0-0-0-66676

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

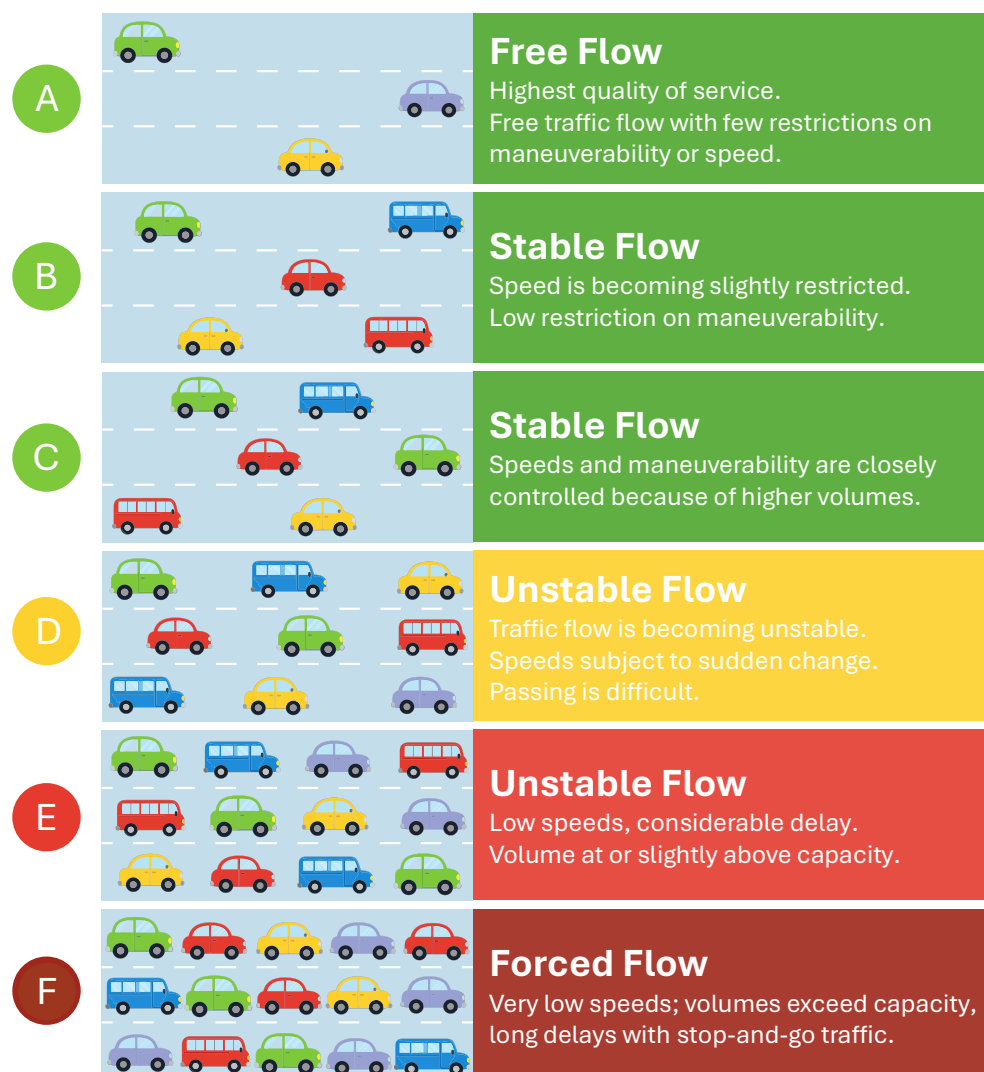


Figure 19. Illustration of LOS flow stages

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

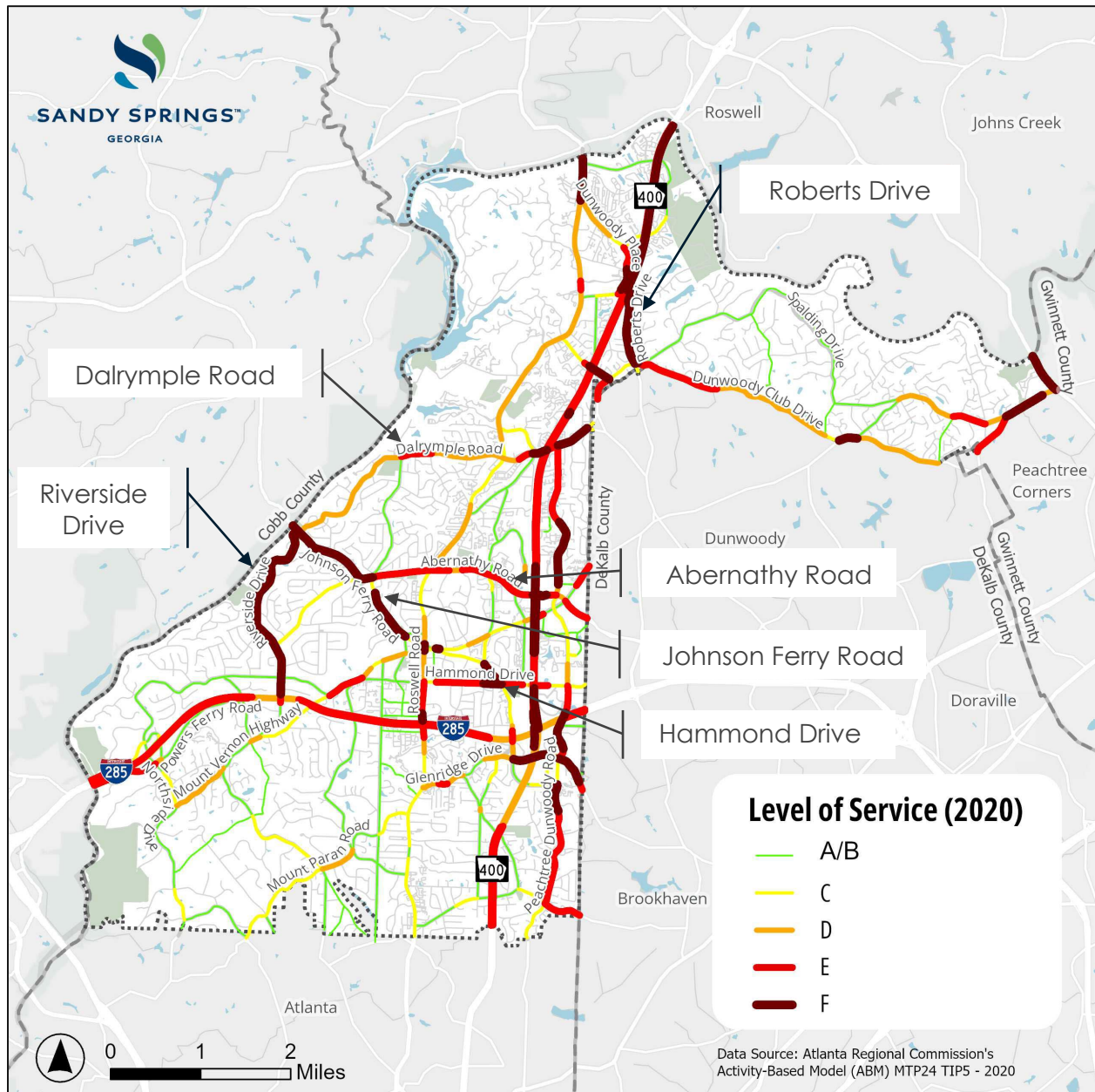


Figure 20. Sandy Springs LOS in 2020

Maintenance and Paving

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

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

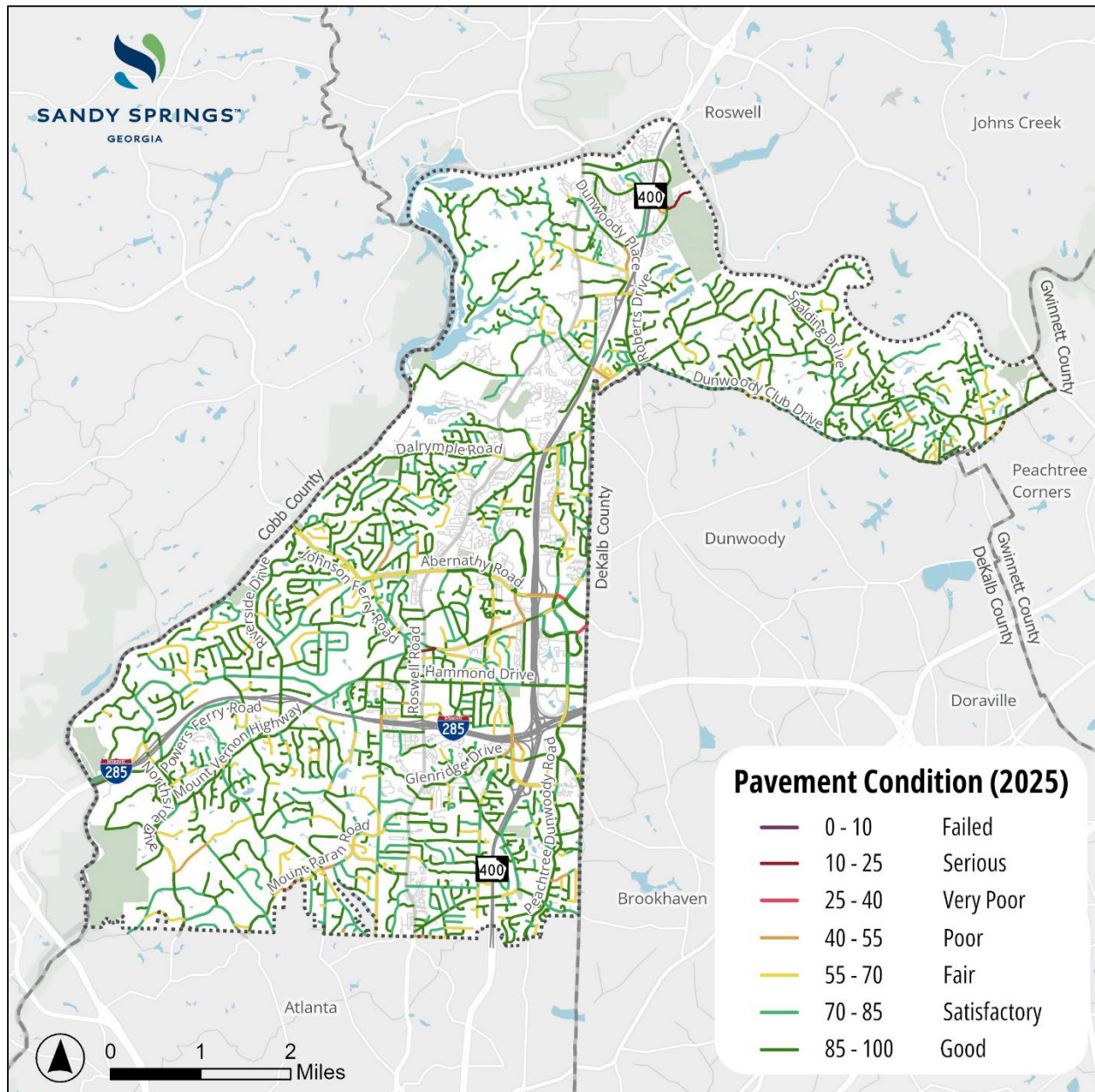


Figure 21. Roadway Pavement Condition

Note: This map has been updated to include streets that have been resurfaced since the assessment in 2023.

Bridge Inventory and Conditions

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

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

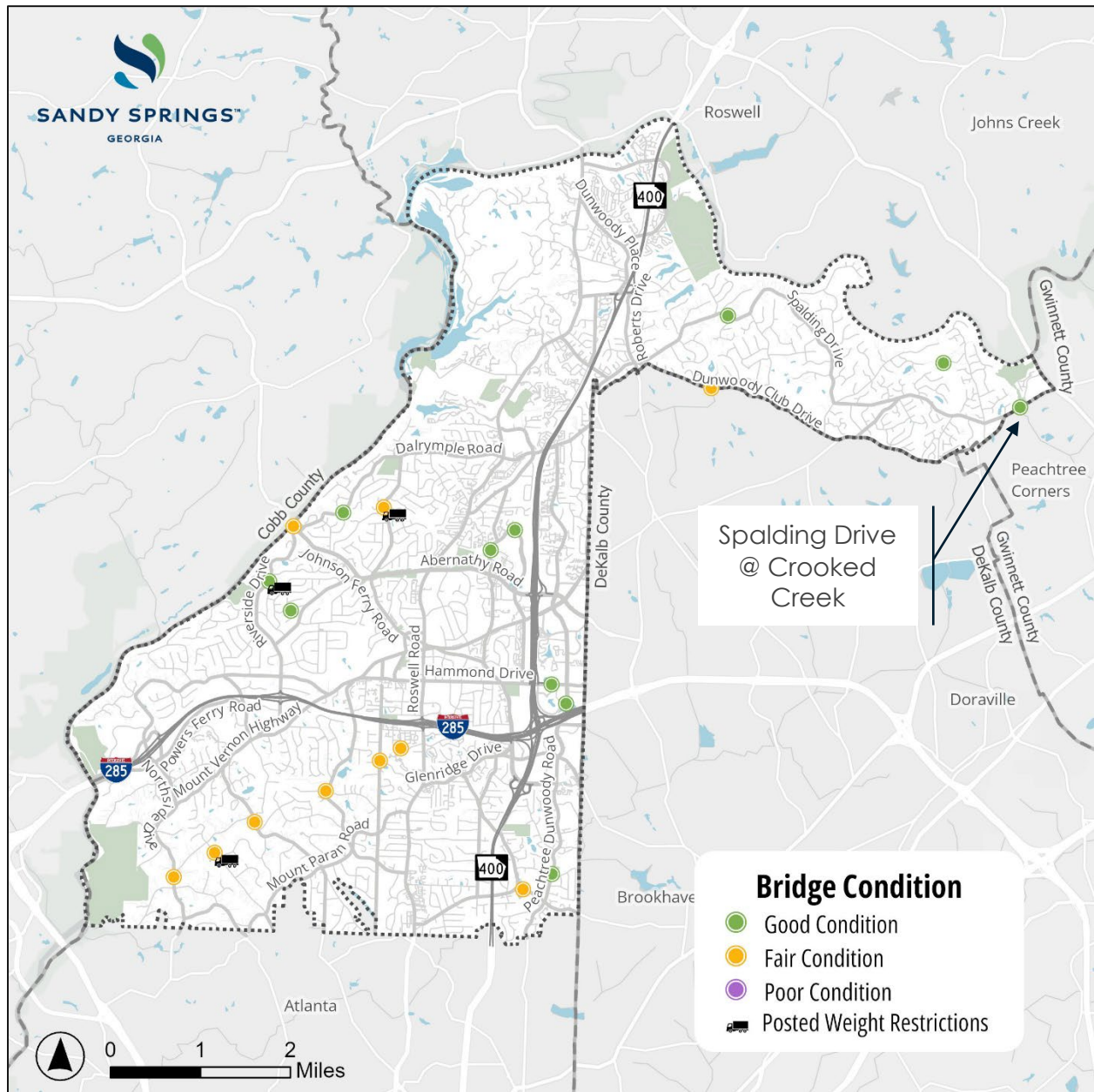


Figure 22. City-Owned Bridge Locations

Safety

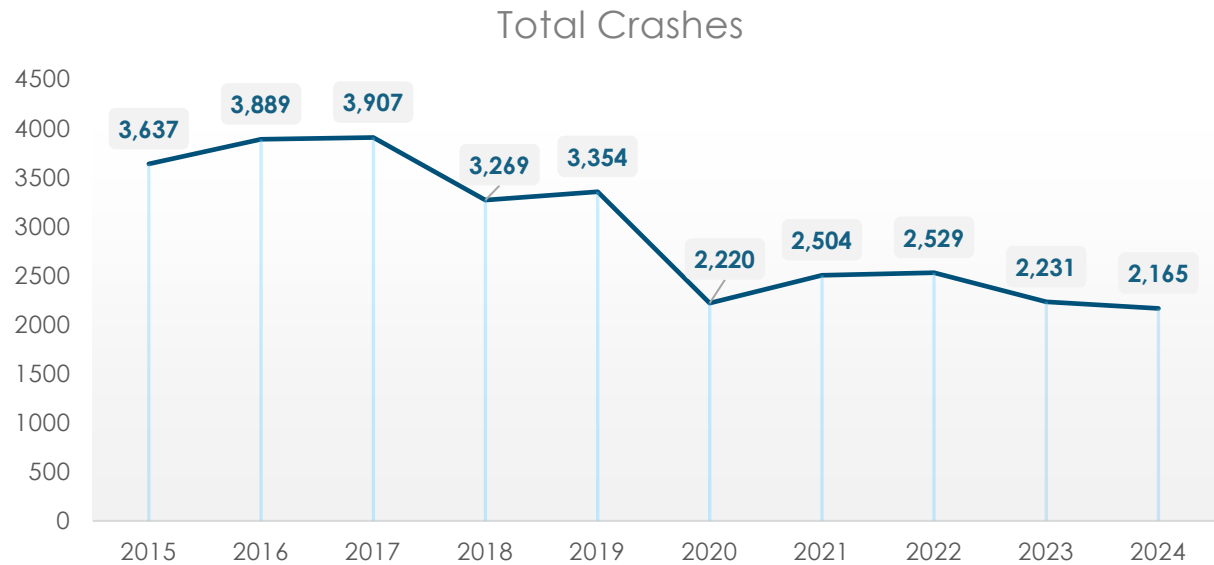
From 2020 to 2024, based on the Numetric safety database, Sandy Springs recorded 11,649 crashes on city surface streets, excluding I-285 and GA-400.⁶ This is lower than the previous TMP's analysis years of 2015 to 2019, which had a total of 18,056 crashes (excluding I-285 and GA 400) based on GEARS data. This is a total of 35% reduction between these two periods. It is worth noting that some of this decrease can be attributed to reduced overall traffic during COVID-19 and the transition to teleworking. Also, the overall vehicular fleet has, over time, become newer and more modern with

⁶ AASHTOWare Safety Numetric Database.

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

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

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



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

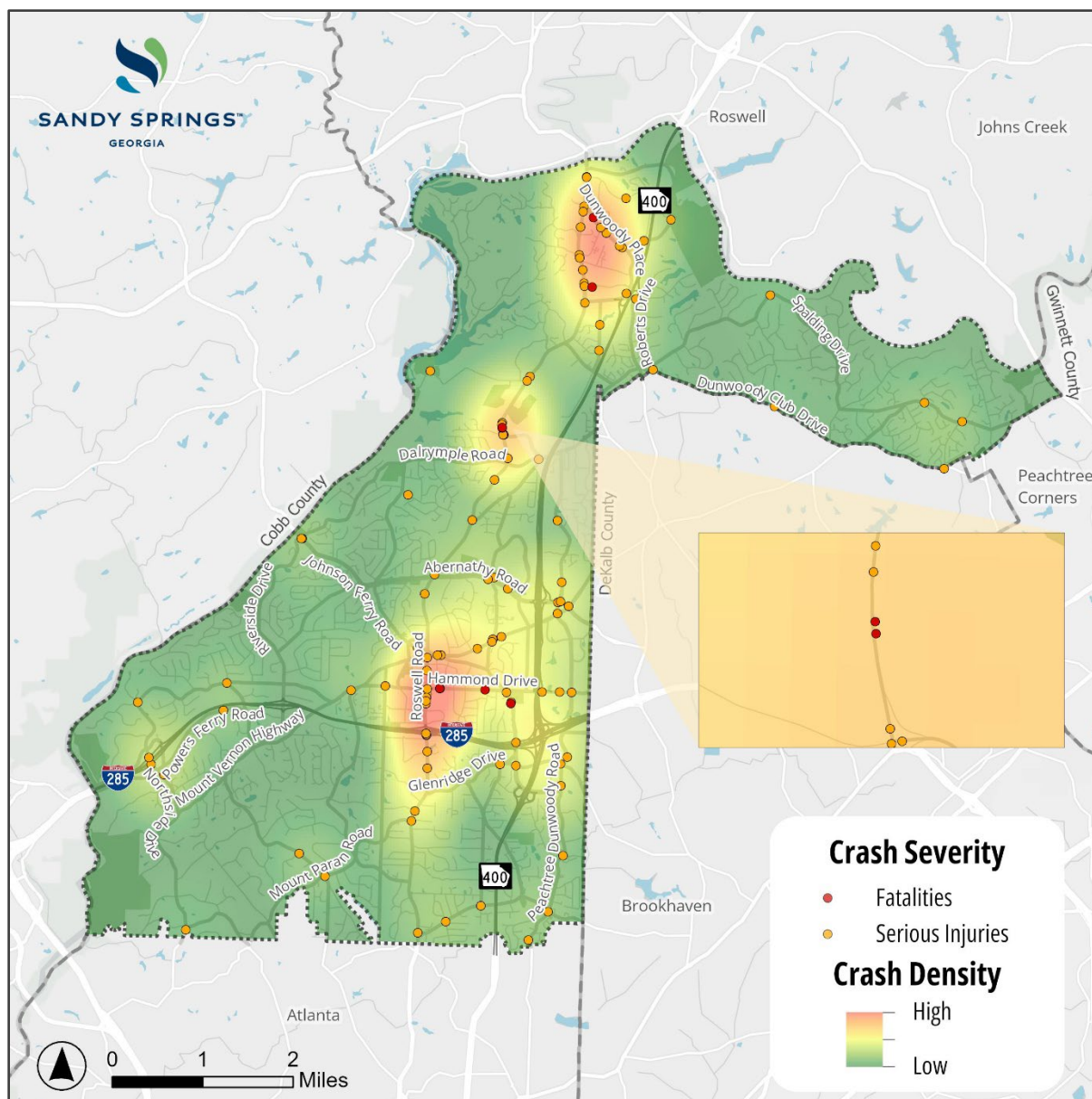


Figure 23. Crash Severity for all Crashes from 2020 to 2024

Note: Source data included multiple sources, including Numetric and Sandy Springs crash data. During analysis, some discrepancies were detected in the crash data, and the analysis utilized city data. This data does not include crashes on the expressways (I-285 or SR-400).

Active Transportation

Bicycle and Pedestrian Infrastructure

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

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

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

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



17.8 miles
bike lanes



10.92 miles
bikeable shoulders



11.21 miles
sharrows



3.36 miles
shared-use paths

Figure 24. Active Transportation Infrastructure

Transit

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

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

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

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

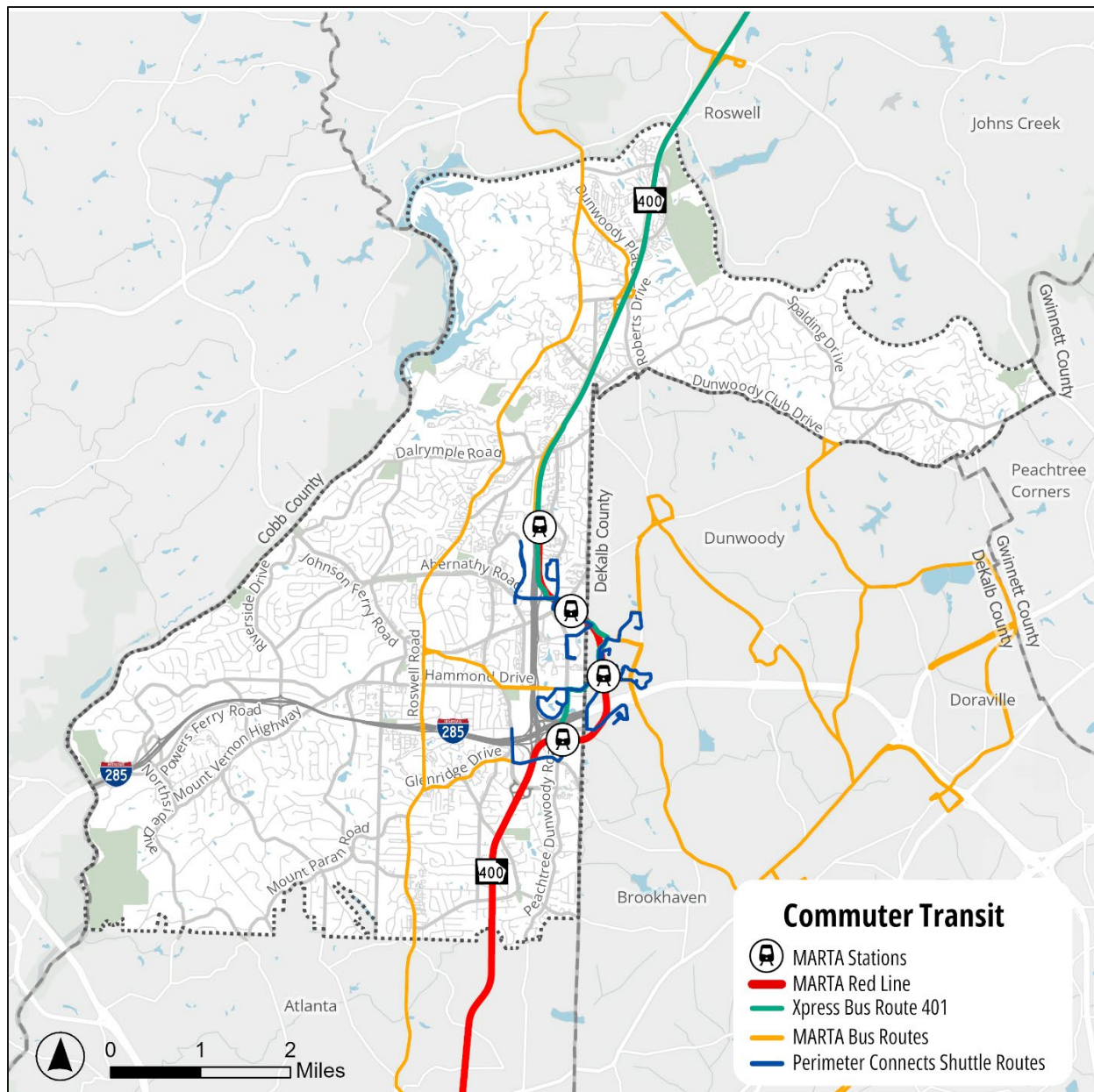


Figure 25. Transit System in Sandy Springs

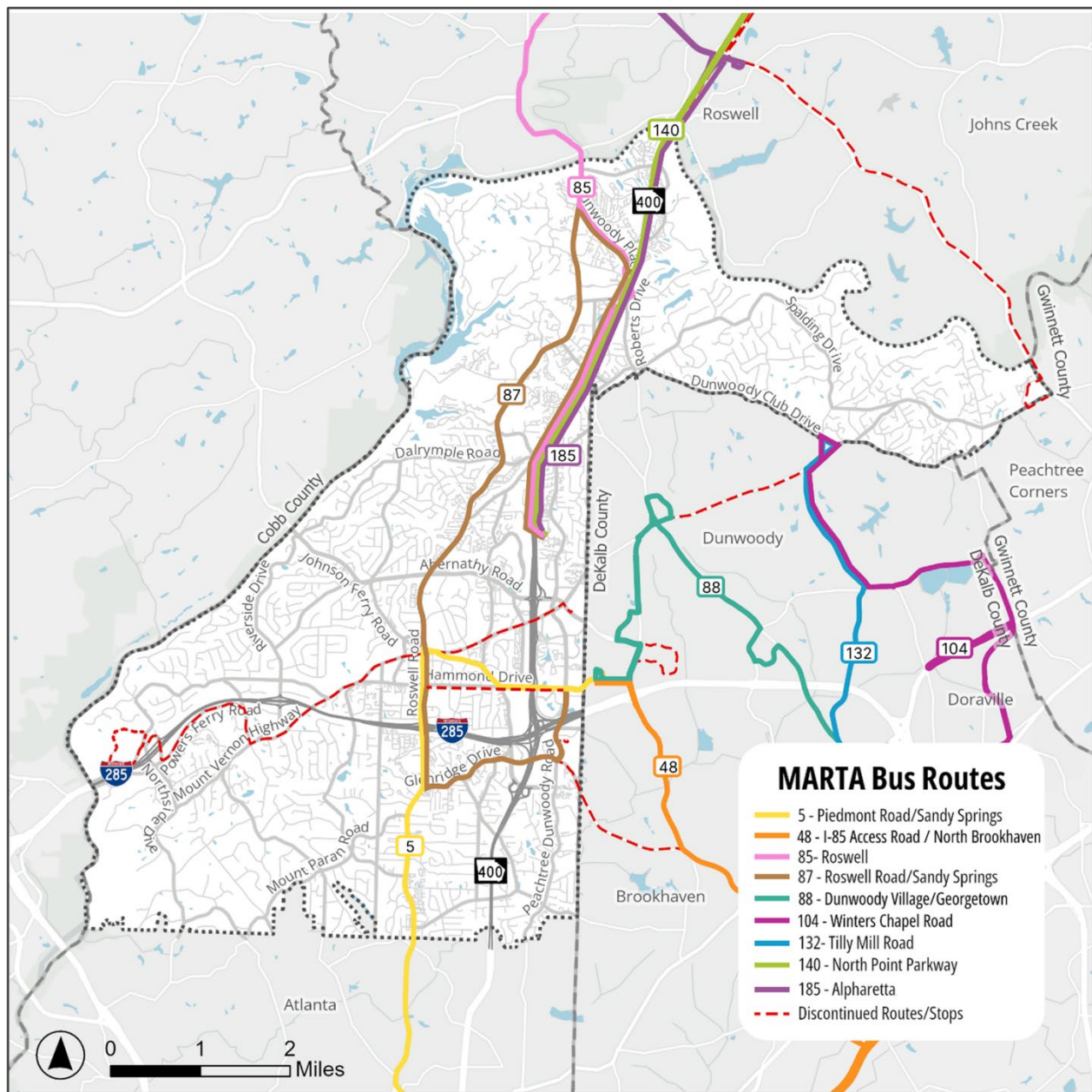


Figure 26. MARTA Bus Routes Serving Sandy Springs

Emerging Technology

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

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



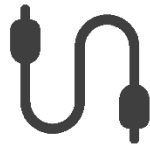
136
Traffic Signals



139
CCTV Cameras



81
BlueTOAD Nodes



43 Miles
of Fiber-Optic Cable

Figure 27. Sandy Springs ITS Infrastructure

Project Evaluation Methodology

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



Figure 28. Project Evaluation Methodology

Projects not in the plan or included but not evaluated

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

Project Review and Development

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

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

Projects championed by stakeholders

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

Priorities identified during project implementation

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

New projects with strong public support

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

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

Partially completed projects or projects with committed funding

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

Project Evaluation and Prioritization

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

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

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

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

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

Quantitative Evaluation Criteria

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

Table 2. Quantitative Project Evaluation Criteria

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

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

Project Recommendations

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

Project Categories

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

Roadway

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

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

Bicycle, Pedestrian, and Trail

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

Transit

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

Intelligent Transportation Systems

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

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

Cost Estimate Methodology

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

Project Recommendations by Priority

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

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

Table 3. List of Recommended Short-Term Projects

ID	Project Description (Short-Term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
COR-1	Hammond Drive Corridor improvements from Boylston Drive to SR-9/Roswell Road and from Barfield Road to Glenridge Drive	Corridor Improvement	All phases	\$44,600,000
COR-2	Northside Drive at I-285 Corridor Improvements - includes Northside Drive from Interstate North Parkway / New Northside Drive to New Northside Drive by installing bike/ped infrastructure, lighting, signal improvements, roadway enhancements, bridge connectivity, sidepath	Corridor Improvement	Concept	\$1,100,000
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, shared use path, buffers, and street trees	Corridor Improvement	Concept	\$2,000,000
COR-6	Glenridge Drive / Johnson Ferry Road corridor enhancements from High Point Road to Glenridge Connector by closing lighting gaps, upgrading signal hardware with flashing yellow arrows (on remaining intersections), retroreflective backplates, and other traffic or pedestrian safety improvements	Corridor Improvement	All phases	\$1,670,000

ID	Project Description (Short-Term projects)	Project Type	Phase (within Short-term)	Cost (within Short-term)
COR-7	SR-9 / Roswell Road Safety Project - Cliftwood Drive/Carpenter Drive to Hammond Drive Access Management improvements	Corridor Improvement	Concept, Design	\$4,000,000
INT-1	Roswell Road and Morgan Falls Road Intersection Improvement	Intersection	All phases	\$6,100,000
INT-2	Peachtree Dunwoody at Johnson Ferry Intersection Improvements	Intersection	All Phases	\$3,589,679
INT-3	Glenridge Connector and Johnson Ferry Road Intersection Improvement	Intersection	Design, Right-of-Way	\$3,300,000
INT-4	Nesbit Ferry Road at Spalding Drive Intersection Improvement	Intersection	All phases	\$2,500,000
BP-1	SR-140/Holcomb Bridge Road 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
Mid-Block Crossing Program		Mid-Block Crossings	All phases	\$4,000,000
Bridge Program		Bridge	All phases	\$5,000,000
ITS Program		ITS	All phases	\$4,300,000
Intersection Program		Intersection	All phases	\$4,300,000
Planning Studies and Scoping/Concept Development Program		Planning / Concept	Planning, Scoping, or Concept	\$1,000,000

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

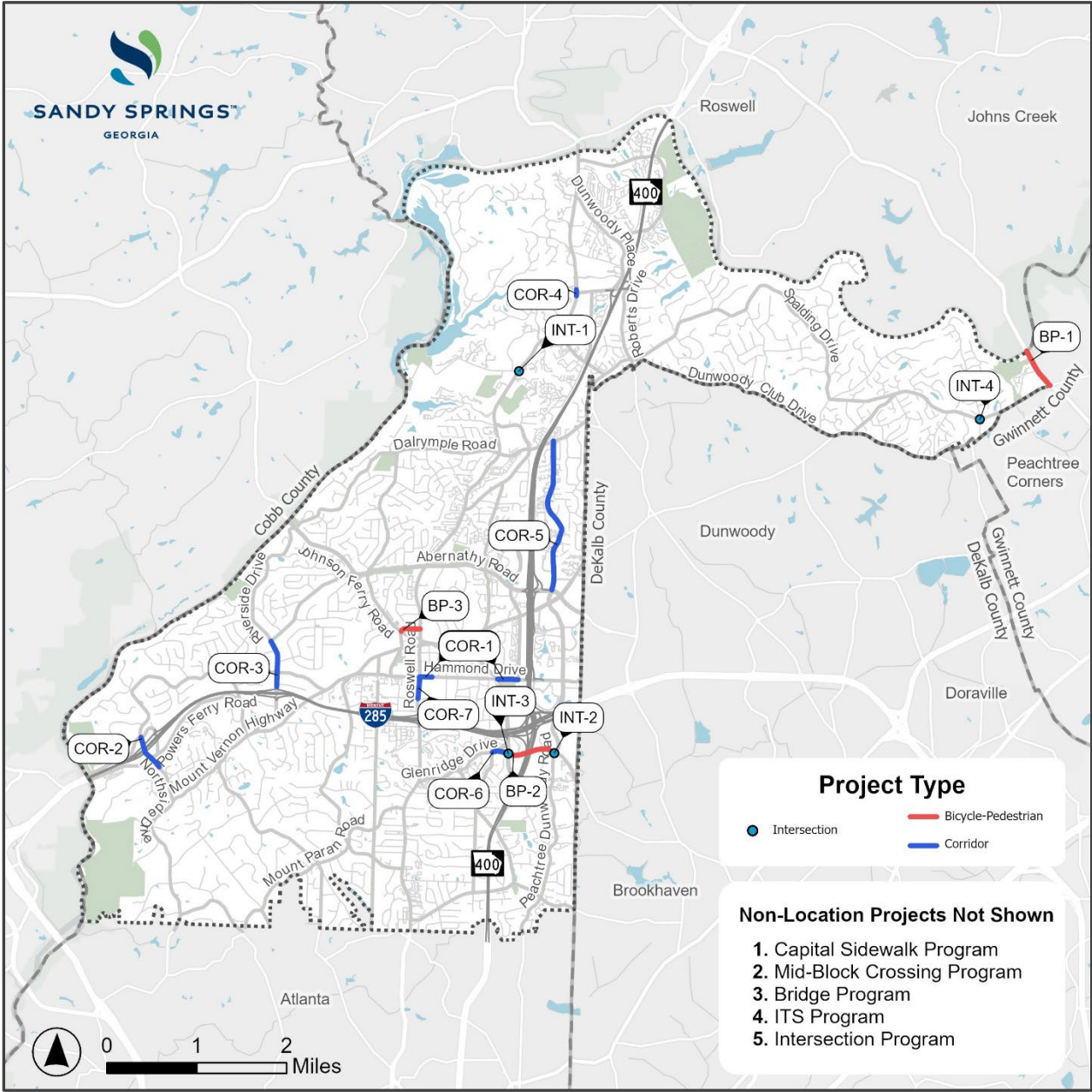


Figure 29. Map of Recommended Short-Term Projects

Table 4. List of Recommended Mid-Term Projects

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

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

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



Figure 30. Map of Recommended Mid-Term Projects

Policy Review and Recommendations

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

Table 5. Previous TMP Policies Completed

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

Continued Policies and New Policy Recommendations

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

This plan includes two new policy recommendation and two enhancements to policies still in progress. These recommendations are intended for City Leadership's future consideration and aim to improve specific elements of the transportation system, including congestion management near schools, curb management, and micromobility.

Table 6. Continued and New Policy Recommendations

Continued and New Policy Recommendations	Status	Description
Rideshare Service Policy Integration (modified to Curb Management)	Continued	The policy is intended to develop strategies for controlling vehicles to reduce conflicts between vehicles and improve roadway operations.
Micromobility Vehicles	Continued	The policy is intended to develop an outline for managing micromobility vehicle usage and parking within the City to increase safety and reduce congestion.
New Functional Classification Map	New	Adopting an updated City Roadway Functional Classification Map based on recent updates to the GDOT map and federal policy guidance.
Congestion Management Coordination with Schools	New	The policy is intended to mitigate congestion associated with pick-up and drop-off times at schools within the City.

Curb Management Policy

This policy is intended to establish clear guidelines to support the safe and efficient loading, unloading, waiting or standing of vehicles, and the impact of these activities on traffic flow in the public right-of-way. The need for orderly loading, unloading, waiting and standing has increased with the recent increase in e-commerce deliveries, rideshare usage, and autonomous vehicle standing. Examples of rideshare services (Uber, Lyft, Waymo) are transportation arrangements that offer point-to-point service, typically facilitated by mobile phone applications (apps) that connect passengers with private drivers for a fee. As Sandy Springs continues to grow into a premier destination for dining, art, business, and entertainment, ridesharing remains a preferred transportation option for many people. An additional complexity is the emergence of autonomous rideshare services through operators such as Waymo and May Mobility.

Purpose

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

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

Considerations

Implementing curb management policies in Sandy Springs will require navigating several challenges. Private property owners and business operators may be resistant to retrofitting existing sites if it incurs costs or reduces parking availability. Enforcement of designated loading zones presents an additional challenge, as the City would need to dedicate staff or technological resources, such as cameras or sensors, to monitor compliance. Finally, the rapidly evolving nature of loading and unloading transportation needs, including the growing



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

presence of autonomous vehicle services, suggests that policies adopted today may need to be revisited frequently to remain effective and relevant.

Shared Micromobility Devices

This policy is intended to guide requirements for micromobility modes, including usage and parking. Micromobility refers to a range of small, lightweight, low-speed vehicles, which are typically bicycles, e-bikes, and e-scooters. These vehicles are used for “first mile” or “last mile” connectivity and are sometimes shared or dockless and publicly available for a rental fee. Regulations exist at the state⁷ level governing who may operate such devices, under what conditions they may be operated, and where they are explicitly allowed or prohibited. As Sandy Springs grows as a regional destination, the City recognizes the role micromobility can play in reducing vehicle trips, easing parking demand, and improving connectivity to transit and other destinations.

Purpose



Figure 32. Example of scooters parked in designated zone

The purpose of any new micromobility policy should include:

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

The policy should include designated, clearly marked parking areas for micromobility devices near transit stops, pedestrian corridors, and entertainment destinations, as shown in **Figure 32**. Sidewalk and curb management strategies to identify potential areas for future enforcement should also be evaluated based on anticipated

usage. Additionally, the implications of personally owned micromobility devices should be considered, as regulations and enforcement may differ. For instance, speed management tools are typically embedded in shared-use devices but not in personal devices. Designated parking spaces for shared-use and personal devices will also differ, so the function and location of both should be considered.

Considerations

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

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

sign clutter, so signage requirements for parking micromobility vehicles may conflict with the ordinance's intent.

New Functional Classification Map

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

Purpose

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

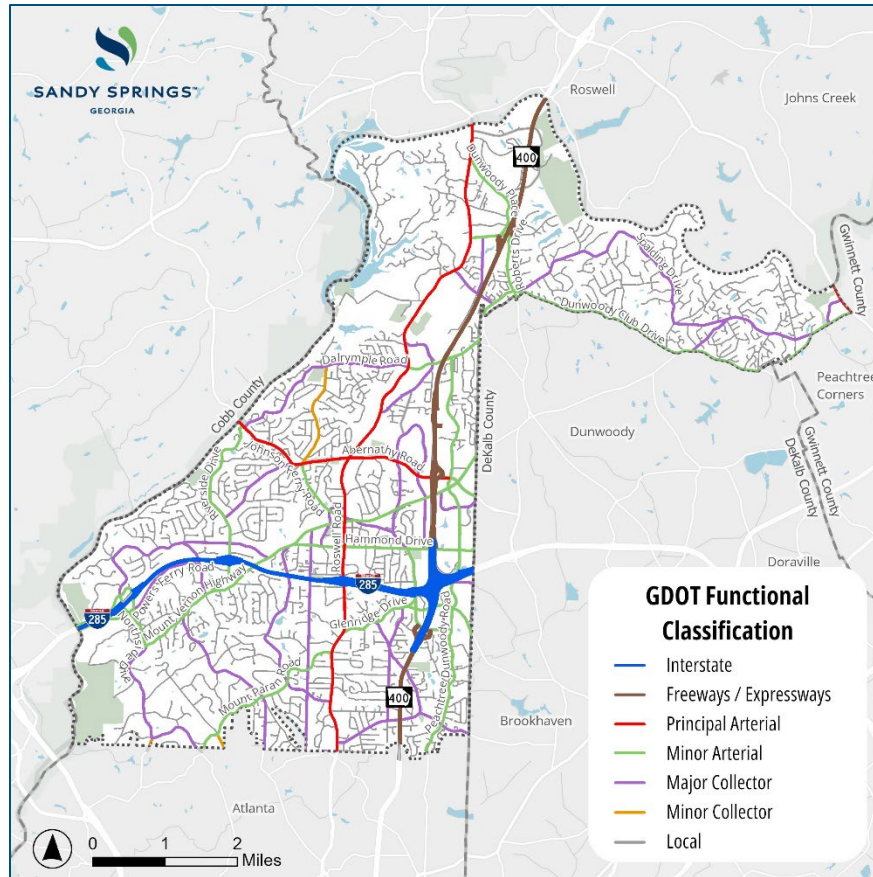


Figure 33. GDOT updated Functional Classification map

Congestion Management Coordination with Schools

The proposed policy is for the City to develop an initiative to engage with schools to help minimize congestion around school bell times.

Purpose

Traffic around schools is one of the major causes of congestion in many residential neighborhoods.

A congestion management initiative could include the following:

- Approaching schools who desire assistance in coordinating pick up/drop off traffic flow
- Developing a consolidated website with standardized information to help disseminate pick up/drop off information to the community
- Coordinating with private schools who hire off-duty police officers to assist with traffic control during arrival and departure periods at schools as shown in **Figure 34**. Regular coordination can ensure the Traffic Operations group is aware of the times and locations of such efforts so that traffic signal timing can account for their presence and will further improve traffic flow and intersection performance. Traffic operations staff should collaborate with police to optimize traffic flow.

- Encourage use of buses and carpooling to reduce the number of vehicles traveling through these areas during peak times

Considerations

This City should exercise sensitivity in approaching schools with this initiative and emphasize its voluntary and cooperative nature.

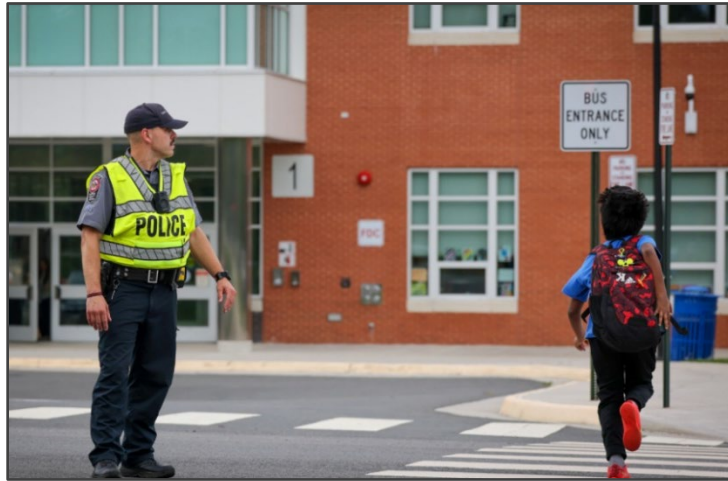


Figure 34. Police officer monitoring for safety at a school crosswalk

Funding and Implementation

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

Short and Mid-Term Programming Tiers

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

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

Funding Source Breakdown

Fulton County TSPLOST

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

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

Development Impact Fees

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

Capital Improvement Program (local funds)

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

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

Outside Funding Sources

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

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

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

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

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

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

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