# **Transportation Master Plan**









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#### **EXECUTIVE SUMMARY**

The Transportation Master Plan identifies transportation needs, and develops a program of projects and strategies aimed at improving the city's transportation system and ensuring that it meets projected demands. This process included the development of goals and performance measures, the collection and analysis of data and stakeholder input, and the recommendation of improvements. To strengthen the connection between land use and transportation planning, the development of the Transportation Master Plan was coordinated with that of the city's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are complemented by the strategies and improvements provided in this document.

Transportation needs were identified assuming current growth patterns and local expectations for transportation services. Roadway improvements are recommended based on the results of the travel demand model and extensive stakeholder and public input. The study considers individual congested segments as well as how the entire system operates. Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues as well as stakeholder and public comments. Future activity areas having significant population increases were also analyzed to indicate where future transit services are likely to be needed and/or required based on stakeholder and public input. A detailed list of all proposed transportation improvements, their locations, associated costs, project sponsors and potential implementation time frame is provided in Appendix B.

A program of projects was developed based on guiding principles, which support the transportation policies establish by the community and key stakeholders. Each guiding principal serves as a category that contains a range of transportation projects. The list of transportation projects, provided in Appendix B, is grouped by guiding principal.

**Provide Efficient Use of Existing Infrastructure** - Projects that accomplish this guiding principal are wide-ranging. Many of these projects are aimed at relieving congestion through operational improvements, such as implementing ATMS technologies, developing access management strategies, encouraging interparcel connectivity and designating through routes. Other projects seek to maintain the physical condition of the infrastructure through various maintenance activities.

**Improve Congestion Bottlenecks/ "Hot Spots"** - Congestion, especially at a few key locations, was identified as a major issue in Sandy Springs. The emphasis on mitigating congestion at "hot spots" led to the inclusion of eight projects. These projects range from smaller-scaled intersection operational and geometric improvements to major interchange reconstruction and modification projects.

**Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes** - With twenty related projects, this guiding principal has the greatest portion of the project list. Projects associated with this guiding principal cover various modes of transportation, including pedestrian, bicycle, automobile and transit. This guiding principal focuses on the Town Center area, Sandy Springs' emerging downtown area located along Roswell Road, north of I-285 through Sandy Springs Circle. These improvements are supportive of creating a walkable environment in this key area. Creation of a walkable area, with future transit circulation and express bus connection to the Perimeter Community Improvement District (PCID) are key to encouraging people to park once and circulate via other modes, thus reducing vehicular traffic in the area. Pedestrian and bicycle projects include sidewalks, bike lanes, streetscape projects and providing interparcel connectivity.



Another important component to this strategy is the implementation of parking structures as redevelopment occurs. These structures could serve the parking needs of various new developments in a controlled location at the edge of the Town Center. Roadway projects include realignments and operational improvements, with a focus on establishing a grid system in the Sandy Springs Town Center.

The implementation of express bus service and a transit circulator are also aimed at achieving the "park once and circulate" concept. The PCID and MARTA rail stations provide connection to these important destinations without the need for automobile travel. As the area redevelops and development densities increase, implementation of a transit circulator can increase the area served via pedestrian travel to better accommodate non-vehicular trips within the Town Center.

**Provide for Future Travel Demand** - As the timeframe for this study extends to 2030, it was necessary to consider future needs in addition to those existing today. This guiding principal focused on preparing the transportation network for growth in travel demand. Improvements consist of road widenings and the implementation of the complete street design concept on various corridors, which includes automobile, pedestrian, transit, bicycle and aesthetic components. This allows multimodal service to extend beyond the Sandy Springs Town Center along key corridors.

**Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community Facilities** - A great deal of consideration was given to improving bicycle and pedestrian connections. This guiding principal led to various sidewalks, multiuse paths and bike lanes. Providing pedestrian and bicycle access to parks and community facilities is important, as trips to these locations are more likely to shift to these travel modes than are work or retail shopping trips. Formulation of these improvements was coordinated with the Parks and Recreation Master Plan, prepared as part of the Comprehensive Plan process. Recommended projects include multiuse trails along four alignments, bike lanes and sidewalks along major corridors and the construction of pedestrian/bicycle crossings of the Chattahoochee River at Roswell Road, Morgan Falls, Johnson Ferry Road and Interstate North Parkway.

**Serve Mobility Needs in Residential Areas while Preserving Neighborhoods** - Projects included in this category focus on enhancing the pedestrian network and providing better access to transit. Strategies to accomplish this goal of increased residential mobility include implementing traffic calming and "Safe Routes to School" programs, improving sidewalks and providing better access to transit stops.

A phasing plan was developed to provide decision makers with a starting point to use in prioritizing the recommended projects for funding and implementation. The recommended improvements and projects were grouped into three implementation time periods (short-, mid- and long-range) based on level of need, estimated cost, and difficulty of implementation from a planning, design and permitting perspective. Figure ES.1 illustrates the short-range (2008-2012) projects, while Figure ES.2 shows the mid-(2013-2025) and long-range (2026-2030) transportation projects. Recommended improvements to the sidewalk system are shown in Figure ES.3.

The City of Sandy Springs' share of total cost of recommended program of projects is approximately \$610 million. The city has recently implemented an impact fee program to serve as a new local funding source. Revenues for this program are expected to fund 37 percent of the short term project list. Additional funding opportunities are discussed in Appendix C.



# SANDY SPRINGS

### Sandy Springs Transportation Master Plan



| FULT                         | ON  |    |
|------------------------------|---|----|
|                              | COPYRIGHT CITY OF SANDY SPRINGS, GA. 2007 ©<br>Schools<br>Roads<br>Sidewalks<br>Zoning Overlay Districts                      |    |
|                              | Figure ES.1   |    |
| S.F. Salar                   | Legend  | 5  |
| nplementation                | Future Transportation Network Prepare Design for Jett Road Bridge Upgrade (A8)  | p  |
| nitor/adjust signal timing.  | Intersection Improvements (B5, B6, C1, E4)  |    |
|                              | Interstate Access Points With Major Upgrades<br>to be Coordinated With GDOT (B1, B2, B3, B4)                                  |    |
| rds.                         | Construct Sidewalks / Bike Lanes<br>(E1, E2, E3, E5, E6, E7, E9)  |    |
| n interparcel connectivity.  | Provide Pedestrian and Bicycle Facilities (D1)     Access Management and Signal     System Retimine / Optimization (A2.A3.A6) |    |
| operational improvements     | Improve Capacity and Provide     Pedestrian and Bicycle Facilities (C8)   |    |
| n and vehicle detection.     | "Downtown" Sandy Springs Inset  |    |
| an for transit circulator in | Install Sidewalks / Streetscapes (C2, C3, C5, C6)   | 5- |
| y Springs Cir under I -285.  | Extend Grid Network (C7, C11)   |    |
| vement of Peachtree          | Interstate Highway  |    |
| Ind Hammond Drive.           | State Route / U.S. Highway  |    |
| grann.                       | Other / Local Roads   |    |
|                              | Other Layers  |    |
| estrian movement.            | MARTA Rail Stations   |    |
| littles with MARTA.          | Chattahoochee Piver   |    |
|                              | Sandy Springs City Limits   |    |
|                              | Other Cities  |    |
|                              | County Boundary   |    |
| this figure (i.e. A2, B3)    | Parks   |    |
| ear implementation.          | Source: GDOT. GDNR and Jacobs Carter Rumess   |    |
|                              | This map is intended for planning purposes only.  |    |
|                              |   |    |

















#### 1. INTRODUCTION

#### Study Background

The economic vitality of any community, as well as the quality of life enjoyed by its residents and visitors, greatly depends on the efficiency of the transportation system. In addition to providing mobility through, within and around the region, the transportation system ensures the efficient movement of goods and services that support everyday activities. For these reasons, a transportation system can either spur growth in population, employment and the economy, or it can hinder it.

In the Atlanta region, population increases continue to place greater demands on the existing transportation network. Congestion has taken a toll on those living, working and doing business throughout the region. Sandy Springs has experienced a great amount of growth, which is forecasted to continue through 2030. In addition, the city is experiencing an increasing trend towards redevelopment, which provides opportunities to redefine the city's land use character in its key areas such as the Roswell Road corridor and Town Center. To ensure that the transportation network will continue to operate efficiently, steps must be taken to prepare for this increased demand.

This Transportation Master Plan for the City of Sandy Springs evaluates the existing and future conditions of the transportation network and offers a range of improvements to mitigate existing deficiencies and prepare for increased demand. The plan considers all aspects of the transportation system including the automobile, pedestrian, bicycle, transit and freight networks. By analyzing the system as a whole, the plan can better evaluate the needs and issues related to system-wide connectivity, mobility and accessibility.

The integration of land use and transportation planning is essential to the planning process. Highways provide access to land, sustaining existing land uses and enabling new development. Land uses generate vehicle, pedestrian, bicycle, and transit trips. Therefore, in order to manage traffic along a roadway and maintain accessibility, both land use and transportation strategies are necessary. To strengthen the connection between land use and transportation planning, the development of the Transportation Master Plan was coordinated with that of the City's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are complemented by the strategies and improvements provided in this document.

#### Purpose and Scope

The Transportation Master Plan describes the process involved in developing a program of projects and strategies aimed at improving the city's transportation system and ensuring that it meets projected demands. This process included the development of goals and performance measures, the collection and analysis of data and stakeholder input, and the recommendation of improvements. The end result of this process is a comprehensive program of projects that includes estimated costs and timeframes for project implementation.





#### 2. PLANNING GOALS AND PERFORMANCE MEASURES

Traffic volumes in Sandy Springs are forecasted to grow through 2030 due to employment growth and increased through traffic. The Comprehensive Plan stated that although the rate of population growth has slowed due to near buildout of the city, employment is projected to grow throughout the study period. This will increase the number of commute trips on the city's transportation system. Additionally, population and employment growth in areas surrounding the city will lead to an increased amount of through traffic. Thoughtful goals and effective performance measures ensure a long range, needs-based perspective that will assist in effectively identifying and implementing transportation initiatives that respond to the City's forecasted growth. The federal <u>Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)</u> guidance emphasizes the importance of transportation infrastructure investment driven by the need for improved travel conditions. This need was considered in establishing the goals and performance measures used to develop and analyze the proposed program of projects.

#### Coordination with Comprehensive Plan

The Comprehensive Plan provides a blueprint to guide the city's growth and infrastructure development based on community needs and opportunities. Goals and performance measures were established early in the development of the Comprehensive Plan. Input from City staff, the Citizens Advisory Committee (CAC), stakeholders and the general public was used to provide a better understanding of the city's needs and aspirations. As a part of this process, the following citywide vision was established to guide the planning process:

Sandy Springs will continue to be characterized by residential neighborhoods of predominantly single-family, detached homes at low densities. The City will strive to ensure that existing single-family neighborhoods will continue to be characterized by large lots, substantial tree cover, and low vehicular traffic.

Limited infill development will occur within the city's single-family neighborhoods. Redevelopment within single-family neighborhoods may take place through "teardowns" of older, smaller homes and replacement with single-family houses at compatible densities as provided in the revised future land use plan. These neighborhoods will receive a minimal share of the city's projected population and employment increase.

Sandy Springs will prepare and implement a comprehensive approach to reshape and redevelop suburban-style, auto-oriented land use patterns along Roswell Road into more compact, mixed-use, pedestrian-friendly places that are well served by bicycle, pedestrian, and public transit facilities, relieved from traffic congestion by a defined grid network of streets, and anchored by civic and institutional land uses, including a new Sandy Springs City Hall.

The City will use principles of place making to build on its prior efforts, such as the Roswell Road streetscape demonstration project and designation of a "main street" area for a Town Center. As appropriate, transitional residential neighborhoods will be integrated into redevelopment projects that front on the road corridor. The Roswell Road corridor will be further delineated into distinct corridor segments, centered on major east-west intersecting roads, guided by redevelopment plans and specially designed implementing regulations. The corridor will receive a substantial share of the city's projected population and employment increases.





Sandy Springs will concentrate a majority or substantial share of the projected population and employment increases within designated live/work centers. The City will promote the increase of its tax base, employment opportunities, and business growth. Development and redevelopment in designated live/work centers will emphasize connectivity to MARTA stations as central points of activity and mobility.

Streams in the city will be protected, and the forested character of the city will be maintained. Sandy Springs will acquire more green and open spaces, connecting parks, work places, destinations, and neighborhoods, and forming a citywide system.

Sandy Springs is committed to Americans with Disabilities Act (ADA) compliance and the provision of accessibility in programs, services and facilities. Sandy Springs will consider accessibility as a foundation in all planning, design and implementation efforts.

This vision guided the development of goals for the future of Sandy Springs. Performance measures were also established to ensure that the recommended projects and strategies achieve the objective of this vision. Establishing this vision early in the process provided an organizing framework for the preparation of the program of improvements.

#### Transportation Goals

Goals for the transportation system were established with input from City staff, the CAC, stakeholders and the general public. These goals, developed for the Comprehensive Plan, were applied to the Transportation Master Plan development process. Table 2.1 lists these goals and the transportation theme to which they apply.

| Theme                  |   | Goal   |
|------------------------|---|--|
| Mobility               | 0 | Address travel demand efficiently, minimizing congestion and improving the flow of travel  |
|                        | 0 | Coordinate transportation and land use plans to better balance transportation need and improve access  |
| System Balance         | 0 | Integrate alternative travel modes, including transit, pedestrian<br>and bicycle, to provide connectivity within and between modes<br>and optimize use of energy resources and existing infrastructure<br>Utilize the functional classification of facilities to balance needs of<br>local and pass-through travel |
| Safety                 | 0 | Develop a safer travel environment for all transportation modes  |
| Land Use               | 0 | Support economic development initiatives and encourage development that includes live, work, and play  |
| Quality of Life        | 0 | Support transportation improvements that are functionally and aesthetically consistent with the community / neighborhood environment and quality of life   |
| System<br>Preservation | 0 | Preserve the transportation system for the future by implementing appropriate system maintenance and refurbishment   |

| Table 2.1: Goals for the Transportation Netwo |
|---|
|---|





#### Performance Measures

Performance measures were developed to identify needs and establish the relationship between possible improvement recommendations and the transportation goals. Performance measures for the Sandy Springs Transportation Master Plan were selected to provide the means to evaluate the transportation system. Table 2.2 summarizes performance measure recommendations based on CAC input, data availability, and input from the City of Sandy Springs.

| Category       | Performance Measure   |
|----------------|---|
| Mobility       | <ul> <li>Ratio of volume demand to available capacity</li> </ul>                          |
|                | <ul> <li>Vehicle hours traveled</li> </ul>  |
|                | <ul> <li>Availability of pedestrian and transit facilities at activity centers</li> </ul> |
|                | <ul> <li>Vehicle miles traveled</li> </ul>  |
| System Balance | <ul> <li>Bicycle suitability index</li> </ul>   |
|                | <ul> <li>Major destinations connected via bicycle and pedestrian paths</li> </ul>         |
|                | • Pedestrian and bicycle facilities within walking/biking distance of schools,            |
|                | libraries, and parks  |
|                | <ul> <li>Number of trips through Sandy Springs on key corridors</li> </ul>                |
|                | <ul> <li>Number of local trips on key corridors</li> </ul>                                |
|                | <ul> <li>Number of access points per mile along key corridors</li> </ul>                  |
| Safety         | • Number of crashes (auto, bus, pedestrian, and bike)                                     |

| Table 2.2: | Transportation | Performance | Measures |
|------------|----------------|-------------|----------|
|------------|----------------|-------------|----------|





#### 3. PLANNING CONTEXT

The transportation system cannot be isolated from its environment. The physical environment and community directly influence transportation needs. In addition, these factors both constrain and provide opportunities for transportation systems to address travel needs. For example, the Chattahoochee River corridor constrains possible connections into neighboring Cobb County, focusing traffic along the Johnson Ferry Road corridor. Conversely, a redeveloping downtown area can provide density and infrastructure to better support walking and transit use, a transportation system opportunity. The unique characteristics and location of Sandy Springs within the Atlanta Region (shown in Figure 3.1) define the community context. In order to support the travel needs of the community, transportation facilities must be planned that build on and support this community context.

Figure 3.2 shows the transportation network within Sandy Springs as well as the zoning overlay districts within the city. Located in a growing area of the Atlanta Region, Sandy Springs must accommodate a variety of travel needs:

- First, residents must be able to travel within the community to satisfy their daily needs. The quality and ease of use for these trips is directly related to perceptions of quality of life. When congestion from longer trips affects local trip making, it is often perceived as a much greater impact than when the same disruption affects a commuter trip.
- Second, people traveling to and from Sandy Springs must be able to travel efficiently. Although it is desirable to maximize the interaction between land uses so that many activities can be handled within Sandy Springs, it is important to provide efficient travel routes to and from the city for the many residents and businesses that rely on regular travel outside the city.
- Third, traffic traveling around the region must be able to pass through Sandy Springs with minimal impact to the community. Sandy Springs contains three major transportation corridors vital to mobility throughout the Atlanta Region: I-285, SR 400, and the MARTA north-south rail line. The proximity of these major transportation corridors provides benefits to the city by facilitating travel to/from the city and providing regional access needed to support businesses. However, this proximity also contributes additional traffic that passes through Sandy Springs. One type of through traffic results from the need for residents of neighboring communities to travel across Sandy Springs to access the regional corridors. Other through traffic results from trips that are diverted to avoid congestion on the major regional facilities.

In order to be effective, transportation planning in Sandy Springs must build on community values and be supportive of local land use driven travel needs. Effective transportation planning must also seek to minimize the negative effects that result from outside pressures on the transportation infrastructure within the city.





















#### Relation of Sandy Springs Planning to Atlanta Regional Commission

As shown in the previous figure, Sandy Springs is located within Fulton County. The city is part of the Atlanta Region, which encompasses 18 counties in the metropolitan Atlanta area. The Atlanta Regional Commission (ARC) serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC provides demographic and transportation forecasts for the region, extending to those areas designated as being in non-attainment for federal air quality standards. Therefore, the ARC travel demand model includes a 20-county area.

#### Related Plans and Documents

The Transportation Master Plan will be implemented in conjunction with related plans and programs, many addressing overlapping or complementary issues. To gain a better understanding of the planning activities currently underway, research was conducted on planning activities and available documents. The following is a summary of related transportation plans and programs that both affect and are shaped by the implementation of the Transportation Master Plan.

#### Sandy Springs Comprehensive Plan

In 2006, the City of Sandy Springs began preparing their first Comprehensive Plan. This plan is composed of three parts: Community Participation Program, Community Assessment and Community Agenda. The Community Participation Program provides a plan of public involvement opportunities, which enable citizen participation throughout the Comprehensive Plan process. Through the Community Assessment development process, stakeholders, the public and City officials established a future vision for the city. This vision helped to define community Agenda provided policies and strategies to guide future land use and transportation decisions and to mitigate the impacts of growth. It included a five-year Capital Improvement Element, which serves as the short-term recommendation for the Transportation Master Plan. Figure 3.3 illustrates the projects included in this plan.

To strengthen the connection between land use and transportation planning, the Transportation Master Plan process was designed to interact with the Comprehensive Plan development. By examining the entire transportation system in the context of changing land uses, the effects of these changes on mobility, connectivity, and overall accessibility can be better understood. The Transportation Master Plan will build on policies and guiding principles developed in the comprehensive planning process.

#### **Regional Transportation Plans and Programs**

As the Atlanta Region's federally-designated MPO, ARC develops transportation plans and policies for the Atlanta Region. ARC's two primary transportation programming documents are the long-range **Regional Transportation Plan (RTP)** and the short-range **Transportation Improvement Program (TIP)**. These documents include a balanced mix of transportation projects related to all modes and system elements, including roadways, bridges, transit, and bicycle and pedestrian facilities. Consideration is also given to safety, transportation demand management and air quality.

By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every 4 years in areas, such as Atlanta, which do not meet federal air quality standards. The current RTP, *Envision6*, was approved in late 2007. *Envision6* integrates land use, transportation and water planning and will cover through 2030.







It is through the short-term TIP that federal funds are allocated for construction of those projects considered as the region's highest priorities. While updates are required every three years, ARC's goal is to update the TIP annually. Drawn from the shortest term projects in the RTP, TIP projects must be financially constrained and air quality conforming. The current six-year TIP covers fiscal years 2008-2013. The current TIP projects are shown in Figure 3.4 and listed in Table 3.1, while the longer range RTP projects are shown in Figure 3.5 and listed in Table 3.2.

#### State Transportation Plans and Programs

The Georgia Department of Transportation (GDOT) produces the **State Transportation Improvement Program (STIP)** annually as a requirement for receiving federal transportation project funds. A three-year multimodal program, the STIP includes highway, bridge, bicycle, pedestrian, safety, transportation enhancement and public transportation projects. The STIP contains all highway, public transit, and multimodal projects proposed for federal funding, as well as non-federally funded regionally significant transportation projects. All projects within the Atlanta Region are developed by ARC (the MPO) as part of its RTP/TIP process, with the approved TIP included in the STIP without modification. The current STIP covers fiscal years 2007-2009.

Introduced by Governor Perdue in 2004, the **Fast Forward Congestion Relief Program** aims to address congestion relief through a comprehensive six-year, \$15.5 billion transportation program. Accelerating existing projects that offer congestion relief and economic growth, the program includes projects for additional capacity on highways as well as improvements to make the existing highway operate more efficiently. GDOT selected projects from within the STIP and CWP (Construction Work Program) that offer the most immediate benefits for congestion relief and additional capacity. Identified short-term projects include ITS, HERO expansion, ramp metering expansion, and signal timing and synchronization upgrades. Long-term congestion relief projects include expansion of HOV lanes and implementation of new transit corridors. Improvements to interstate capacity will also stimulate economic development statewide.

The program will help accelerate more than \$500 million of congestion relief and improvements in the most congested corridors of the state – SR 400 and I-285. An important component of this program is improving access to the freeway network in addition to providing enhanced freeway crossing opportunities. This includes the Perimeter Center Parkway Bridge and the Hammond Drive ramp project, to be implemented as a part of GDOT's SR 400 collector-distributor road project from I-285 to Spalding Drive.

In addition to the Fast Forward program, Governor Perdue also began two other transportation and congestion related initiatives. The Regional Traffic Operations Task Force is focused on expediting traffic operational projects, promoting efficient intersection and signal system operations, and fostering coordination between jurisdictions when signal systems cross boundaries.

The second initiative, the multi-agency Congestion Mitigation Task Force, aims to cost effectively reduce congestion in the metro Atlanta air quality non-attainment area. The Task Force is comprised of board members of ARC, GDOT, the Georgia Regional Transportation Authority (GRTA) and the State Road & Tollway Authority (SRTA). At the final meeting in December 2006, the Mitigation Task Force approved three recommendations:















#### Table 3.1 ARC 2008-2013 TIP - PROGRAMMED PROJECTS

| ARC ID       | GROUP                | ТҮРЕ                         | LOCATION             | STATUS       | PROJECT DESCRIPTION                         | FROM                                    | ТО                                 |
|--------------|----------------------|------------------------------|----------------------|--------------|---|---|------------------------------------|
|              |                      |                              |                      |              |   |   | PERIMETER CENTER IN DEKALB COUNTY  |
| AR-900       | Transit              | Transit Facility             | Multi-Jurisdictional | Programmed   | I-285 NORTH BUS RAPID TRANSIT (BRT)         | CUMBERLAND/GALLERIA AREA IN COBB COUNTY | [FHWA AND BOND FUNDS               |
| AR-H-300     | Roadway              | HOV Lanes                    | Multi-Jurisdictional | Programmed   | I-285 NORTH HOV LANES                       | I-75 NORTH IN COBB COUNTY               | I-85 NORTH IN DEKALB COUNTY        |
|              |                      |                              |                      |              | PERIMETER CENTER AREA (DEKALB COUNTY) FIBER |   |                                    |
|              |                      |                              |                      |              | OPTIC INTERCONNECTION ALONG SEVERAL         |   |                                    |
| DK-334       | Roadway              | Roadway Operations           | DeKalb County        | Programmed   | CORRIDORS                                   |   |                                    |
|              |                      |                              |                      |              |   |   | NORTH SHALLOWFORD ROAD - INCLUDES  |
|              |                      |                              |                      |              |   |   | ASHFORD-DUNWOODY ROAD              |
| DK-AR-219A   | Roadway              | Interchange Capacity         | DeKalb County        | Programmed   | I-285 NORTH                                 | SR 400                                  | INTERCHANGE                        |
| FN-011       | Roadway              | Roadway Capacity             | Fulton County (North | Long Range   | DUNWOODY PLACE                              | NORTHRIDGE ROAD                         | HIGHTOWER TRAIL                    |
| FN-055A      | Roadway              | Roadway Capacity             | Fulton County (North | n Programmed | PEACHTREE DUNWOODY ROAD                     | ABERNATHY ROAD/ PERIMETER CENTER WEST   | SPALDING DRIVE                     |
| FN-023       | Roadway              | Roadway Operations           | Fulton County (North | n Programmed | JOHNSON FERRY ROAD                          | CHATTAHOOCHEE RIVER                     | ABERNATHY ROAD                     |
| FN-034       | Roadway              | Roadway Capacity             | Fulton County (North | n Programmed | ABERNATHY ROAD                              | JOHNSON FERRY ROAD                      | SR 9 (ROSWELL ROAD)                |
| FN-043       | Roadway              | Roadway Capacity             | Fulton County (North | n Programmed | ABERNATHY ROAD                              | SR 9 (ROSWELL ROAD)                     | SR 400                             |
| FN-103B      | Roadway              | Roadway Operations           | Fulton County (North | n Programmed | GLENRIDGE DRIVE                             | SR 9 (ROSWELL ROAD)                     | JOHNSON FERRY ROAD                 |
|              |                      |                              |                      |              | SR 9 (SOUTH ATLANTA STREET) SAFETY          |   |                                    |
| FN-129A      | Roadway              | Roadway Operations           | Fulton County (North | n Programmed | IMPROVEMENTS, PHASE 1                       | CHATTAHOOCHEE CIRCLE                    | ROBERTS DRIVE                      |
| FN-199       | Roadway              | Roadway Operations           | Fulton County (North | n Programmed | SR 9 ATMS                                   | ABERNATHY ROAD                          | FORSYTH COUNTY LINE                |
|              |                      |                              |                      |              | PERIMETER CENTER AREA (FULTON COUNTY) FIBER |   |                                    |
|              |                      |                              |                      |              | OPTIC SIGNAL INTERCONNECTION ALONG SEVERAL  |   |                                    |
| FN-200       | Roadway              | Roadway Operations           | Fulton County (North | Programmed   | CORRIDORS                                   |   |                                    |
| FN-221       | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Long Range   | JOHNSON FERRY ROAD / GLENRIDGE DRIVE        | ABERNATHY ROAD                          | HAMMOND DRIVE                      |
|              |                      |                              |                      |              |   |   | NORTH OF SPALDING DRIVE - ADDITION |
|              | B I                  |                              |                      |              |   |   | OF 4-LANE COLLECTOR/DISTRIBUTOR    |
| FN-AR-TUUA   | Roadway              | Roadway Capacity             | Fulton County (North | Programmed   | SK 400                                      |   | SYSTEM                             |
| 717          | Disusta (Deda strian | Dedectation Facility         | Dellalle Country     | Due augusta  |   |   |                                    |
| DK-317       | Bicycle/Pedestrian   | Pedestrian Facility          | Dekaid County        | Programmed   | 1285 NORTH                                  |   |                                    |
|              | Biovala /Dedectrian  | Dedectrian Facility          | Fulton County (North | Drogramma    |   |   |                                    |
|              | Bicycle/Pedestrian   | Multi Uso Riko (Rod Escility | Fulton County (North | Programmed   |   |   |                                    |
|              | Bicycle/Pedestrian   | Podostrian Eacility          | Fulton County (North | Programmed   |   |   |                                    |
|              | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmed   |   |   |                                    |
|              | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmed   |   |   |                                    |
| FN-AR-BP005  | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programme    |   |   |                                    |
|              | bicycle/redestriali  |                              |                      | linogrammee  |   |   |                                    |
| EN-AR-RP104  | Ricycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmer   | SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS | ARERNATHY ROAD                          |                                    |
|              | bicycle/redestriali  |                              |                      | linogrammee  | PERIMETER CENTER WEST PEDESTRIAN            |   |                                    |
| DK-323       | Bicycle/Pedestrian   | Pedestrian Facility          | DeKalb County        | Programmer   | IMPROVEMENTS                                | MOUNT VERNON HIGHWAY                    |                                    |
| DRUSES       | bicycic/redestrial   |                              | Dentalb County       | riogrammee   | PFACHTREF-DUNWOODY ROAD PEDESTRIAN          |   |                                    |
| FN-AR-144    | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmer   | IMPROVEMENTS (NORTH)                        | 1-285                                   | ARERNATHY ROAD                     |
|              |                      |                              |                      |              | HAMMOND DRIVE/SANDY SPRINGS CIRCLE          |   |                                    |
| FN-AR-204    | Bicvcle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmed   |   |   |                                    |
|              | .,,                  |                              |                      |              | PEACHTREE-DUNWOODY PEDESTRIAN               |   |                                    |
| FN-AR-206    | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmed   | IMPROVEMENTS (SOUTH)                        | 1-285                                   | GLENRIDGE CONNECTOR                |
| FN-AR-BP016A | Bicycle/Pedestrian   | Pedestrian Facility          | Fulton County (North | Programmed   | MOUNT VERNON HIGHWAY                        | POWERS FERRY ROAD                       | LAKE FORREST ROAD                  |

#### Table 3.2 ARC 2030 RTP - LONG RANGE PROJECTS

| ARC ID  | GROUP   | ТҮРЕ               | LOCATION             | STATUS     | PROJECT DESCRIPTION                | FROM                 | то                      |
|---------|---------|--------------------|----------------------|------------|------------------------------------|----------------------|-------------------------|
|         |         |                    |                      |            | ADVANCED TRANSPORTATION MANAGEMENT |                      |                         |
| CO-334  | Roadway | Roadway Operations | Cobb County          | Long Range | SYSTEM PROGRAM: PHASE V            |                      |                         |
| FN-103B | Roadway | Roadway Capacity   | Fulton County (North | Long Range | GLENRIDGE DRIVE                    | SR 9 (ROSWELL ROAD)  | JOHNSON FERRY ROAD      |
| FN-227  | Roadway | Roadway Operations | Fulton County (North | Long Range | HAMMOND DRIVE ATMS                 | MOUNT VERNON HIGHWAY | PEACHTREE DUNWOODY ROAD |
| FN-228  | Roadway | Roadway Operations | Fulton County (North | Long Range | PEACHTREE DUNWOODY ROAD ATMS       | WINDSOR PARKWAY      | GLENRIDGE CONNECTOR     |
| FN-229  | Roadway | Roadway Operations | Fulton County (North | Long Range | ABERNATHY ROAD ATMS                | SR 9 (ROSWELL ROAD)  | SR 400                  |





- Refining the current project selection process for the financially constrained Atlanta Regional Transportation Plan to increase the weighting of the congestion factor to 70 percent.
- That all four agencies develop and implement a technically consistent and transparent methodology for benefit/cost analysis.
- The Travel Time Index (TTI) be used to measure improvement in congestion, and that the regional TTI goal be 1.35 by 2030 for the Atlanta non-attainment area.

After receiving approval from ARC and GRTA, the Task Force recommendations and final report were forwarded to Governor Perdue. These recommendations were used in the region's most recent RTP, Envision 6.

#### **Unified Planning Work Program**

In all metropolitan regions over 50,000 persons, the MPO is responsible for the development of a Unified Planning Work Program (UPWP), in cooperation with the state and operators of publicly owned transit. The UPWP is an instrument for coordinating transportation and comprehensive planning in the metropolitan region to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts, coordinating all key decisions affecting growth and development among partner agencies. As the MPO for the Atlanta region, it is the responsibility of ARC to develop and maintain the UPWP for the 18-county planning area. The UPWP is developed annually through a cooperative process with the transportation planning partners in the Atlanta Region, including ARC, GDOT, the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR), GRTA, MARTA and ARC's member governments, including local government transit providers.

#### Livable Centers Initiative

The Livable Centers Initiative (LCI) program is sponsored by ARC to promote quality growth in the region by providing funds to create more opportunities for mobility and livability within existing employment areas. At Perimeter, LCI grants are used to create activity centers within the Fulton and DeKalb Perimeter areas that support the "smart growth" concept of live, work and play in the community. The Perimeter Community Improvement District (PCID) has successfully obtained over \$6 million in LCI grant funds. Prior to incorporation as a city, the Sandy Springs community participated in an LCI study that included the area along Rowell Road from south of Glenridge Drive to north of Abernathy Road. The study area extended east to Glenridge Drive / Glenlake Parkway and west to beyond Lake Forest Drive / Johnson Ferry Road. This study resulted in many of the streetscape projects that are currently being implemented in the emerging town center north of I-285. This was followed by LCI funded study for expanding the grid network in this same area of the city. The LCI projects and those resulting from this grid study are shown in Figure 3.6. A follow-up to the LCI was also performed in 2005, entitled "Sandy Springs Central Business District Economic Analysis and Redevelopment Strategy," which examined potential redevelopment in the town center area. Recently, the City of Sandy Springs has received a grant to perform an LCI study along Roswell Road from I-285 to the City of Atlanta, which will allow a detailed transportation and land use study of this critical area of the city.





#### **Community Improvement District Plans for Transportation**

The PCID is a quasi-governmental entity made up of the Fulton and DeKalb Perimeter CIDs and comprised of private commercial properties zoned as Office/Industrial and Retail properties. A portion of the City of Sandy Springs is within the Fulton PCID, which is generally described as the commercial property located east of Barfield Road, north of the Glenridge Connector, west of the DeKalb/Fulton County line and south of the North Springs MARTA station. A self-taxing district, PCID uses additional property tax dollars to help accelerate transportation and infrastructure improvement projects, such as conducting environmental and engineering feasibility studies, funding new construction projects, upgrading already funded projects and maintaining existing transportation features, as well as for direct spending, such as traffic control officers. By implementing vital transportation enhancements coupled with land use and zoning strategies, PCID will enhance mobility and improve access to the Perimeter activity center.

PCID provides a private partnership tool to commit additional revenues to assist local and state governments and agencies, to unite other private business interests around a project and to increase the resources available for design and construction to accelerate projects. Currently, PCID is leveraging its investment of \$16 million to match GDOT and federal funding sources. Figure 3.7 shows Perimeter CID improvement plans within the City of Sandy Springs.

#### Transportation Improvements in City's Capital Improvement Plan

The City of Sandy Springs is actively pursuing projects included in the RTP and TIP, as well as local improvements through the City's Capital Improvement Plan. The current Capital Improvement Projects as of November 26, 2006, was shown in Figure 3.3. This plan currently includes 26 transportation projects for enhancing travel by automobile, bicycle, and pedestrian modes. The 2007 plan under consideration includes 29 projects and 5 ongoing transportation programs.

#### Transportation and Air Quality

Federal legislation requires that the transportation planning program evaluate the impacts of transportation on air quality. The Atlanta region is in non-attainment for ozone and particulate matter. Travel and transportation factors are a key part of onroad mobile source emissions inventory development. In order to maintain eligibility for federal transportation funds, the ARC RTP must demonstrate conformity with the emission budgets established in the State Implementation Plan (SIP) for air quality attainment. This is accomplished through air quality models using the output results from the regional travel demand model. A conformity determination demonstrates that the total emissions projected for a transportation plan and program recommendations are within the emissions limits (or budgets) established by the SIP. The City's responsibility regarding air quality would be to plan and implement projects that help the region achieve conformity.





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#### **Relationship to the Comprehensive Plan Process**

In order to coordinate land use and transportation planning within the City of Sandy Springs, the Transportation Master Plan was developed in conjunction with the Comprehensive Plan. The relationship between these two planning processes was vital to the development of comprehensive and coordinated plans. This section details the data obtained on population, demographics and employment during the Comprehensive Plan process. This information was used to analyze existing conditions and project the future operations of the transportation network using the travel demand model.

#### Demographics

Understanding study area demographics provides an indication of the types of transportation infrastructure and services needed. For instance, transit is more likely to be needed or used by certain population groups, including low-income, elderly, young and/or non-white persons as well as those households without access to a vehicle. The geographic distribution of population groups is also a component for meeting federal environmental justice guidelines and regulations. These regulations require that any federally supported investment, whether planning study or road widening, not disproportionately impact minority and low-income communities. The investments also should allow environmental justice groups to fully share in the benefits. Table 3.3 illustrates the demographic characteristics of Sandy Springs and other relevant jurisdictions.

|               |            |            |         | Per     | cent    |           |
|---------------|------------|------------|---------|---------|---------|-----------|
| Geographic    |            |            | Non-    | Persons |         |           |
| Area          | Population | Households | white   | Below   | Persons | Persons   |
|               |            |            | persons | Poverty | Age 65+ | Age 15-19 |
| Georgia       | 8,186,453  | 3,006,369  | 34.9%   | 13.0%   | 9.6%    | 7.3%      |
| 10-County ARC | 3,429,379  | 1,261,894  | 41.1%   | 9.5%    | 7.3%    | 6.8%      |
| Region        |            |            |         |         |         |           |
| Fulton County | 816,006    | 784,622    | 51.8%   | 15.7%   | 8.5%    | 6.8%      |
| Sandy Springs | 85,790     | 39,288     | 22.5%   | 6.5%    | 9.8%    | 4.7%      |

Table 3.3: Demographic Characteristics, 2000

Source: US Census, ARC

#### **Population Trends**

A community's projected population change greatly impacts the future needs of its transportation network. Areas expecting high growth rates require significant infrastructure investments. Established areas may benefit from operational improvements, enhancement projects and maintenance investments. As Sandy Springs has approached the buildout of nearly all of its vacant land in recent years, the rate of population growth has slowed significantly. This trend will likely continue into the future. Table 3.4 illustrates the projected growth for the City of Sandy Springs, while Table 3.5 provides a comparison of population trends within the relevant jurisdictions.





| Table 3.4. Projected ropulation drowth |        |        |        |        |  |  |  |
|--|--------|--------|--------|--------|--|--|--|
| City of Sandy Springs                  | 2015   | 2020   | 2025   | 2030   |  |  |  |
| Total Population <sup>1</sup>          | 92,348 | 94,035 | 95,722 | 97,409 |  |  |  |

| Table 3.4: | Projected | Population | Growth |
|------------|-----------|------------|--------|
|------------|-----------|------------|--------|

<sup>1</sup>Source: Sandy Springs Comprehensive Plan

| Area                          | 1990-2000<br>% Change | 2000-2005<br>% Change | 2005-2030<br>% Change     |
|-------------------------------|-----------------------|-----------------------|---------------------------|
| 10-County Region <sup>1</sup> | 36.4%                 | 4.4%                  | 33.1%                     |
| Fulton County <sup>1</sup>    | 25.7%                 | 10.9%                 | 44.7%                     |
| Sandy Springs <sup>2</sup>    | 25.7%                 | 3.4%                  | <b>9.8</b> % <sup>3</sup> |

#### Table 3.5: Regional Population Trends

<sup>1</sup>Source: Table 1-3 of Focus Fulton Comprehensive Plan, Population Element

<sup>2</sup>Source: Derived from table 1-4 of Focus Fulton Comprehensive Plan, Population Element

<sup>3</sup>2030 Population estimate for Sandy Springs from Jerry Weitz & Associates, Inc. September 2006.

Due to the lack of vacant land and slowing population growth, redevelopment of existing parcels has become an increasingly popular trend. The active redevelopment occurring in Sandy Springs provides opportunities for land use changes that reflect community goals included in the comprehensive plan. The comprehensive plan encourages mixed used development in key areas, such as Town Center.

#### **Employment Trends**

Employment growth also must be considered in the transportation planning process. Changes in the amount and type of employment located in a region can greatly impact the transportation network due to the different travel characteristics associated with various employment categories. For instance, trips associated with retail establishments are more evenly distributed throughout the day than other categories and are higher in volumes. The finance, insurance and real estate business category generates work trips that create commute patterns which can result in congestion.

As shown in Table 3.6, employment opportunities in Sandy Springs are expected to increase over the life of the study. As employment growth outpaces population growth, the ratio of jobs per capita will exceed 1.0, meaning that there will be more jobs available in the city than residents. This can impact the transportation network by altering commute patterns.



|   | 2005                             |                      | 2030                             |                      |
|---|----------------------------------|----------------------|----------------------------------|----------------------|
| Employment Type'                          | Average<br>Monthly<br>Employment | Percent <sup>2</sup> | Average<br>Monthly<br>Employment | Percent <sup>2</sup> |
| Goods Producing Industries                | 3,636                            | 3.79%                | 11,134                           | 6.01%                |
| Construction                              | 1,850                            | 1.93%                | 3,908                            | 2.78%                |
| Manufacturing                             | 1,786                            | 1.86%                | 7,226                            | 5.13%                |
| Service Producing Industries              | 89,189                           | 92.84%               | 114,434                          | 81.32%               |
| Wholesale Trade                           | 7,161                            | 7.45%                | 10,424                           | 7.41%                |
| Retail Trade                              | 9,792                            | 10.19%               | 18,658                           | 13.26%               |
| Transportation, Communication & Utilities | 7,742                            | 8.06%                | 16,763                           | 11.91%               |
| Finance, Insurance & Real Estate          | 16,580                           | 17.26%               | 12,487                           | 8.87%                |
| Other Services                            | 47,914                           | 49.88%               | 56,1002                          | 39.87%               |
| Unclassified                              | 987                              | 1.02%                | 3,908                            | 2.78%                |
| Government                                | 2,253                            | 2.53%                | 15,156                           | 10.77%               |
| TOTAL                                     | 96,065                           | 100%                 | 140,724                          | 100%                 |

#### Table 3.6: Sandy Springs Employment Forecasts

Source: Georgia Department of Labor

<sup>1</sup>Note: Classification of employment changed between 1995 and 2005 from Standard Industrial Classification (SIC) to the North American Industrial Classification System (NAICS). Some categories are not directly comparable. <sup>2</sup>Due to rounding, percentages may not total precisely 100.0%.

#### Travel Characteristics

Sandy Springs residents use many different modes of transportation to commute to work both within the county and to other surrounding counties. However, traditional car, truck or van is the choice of the large majority of workers not working at home, accounting for 91 percent of the 47,300 total workers over 16 years of age, or 43,260 people. Following car, truck, or van, the next most popular choice is public transit, serving 6 percent or 2,660 people. All other modes of transportation, including bicycles and walking, make up the remaining 3 percent. Table 3.7 displays the number and percentage of citizens utilizing each mode.

| Table 3.7: M | lanner of Commute | e Comparison, 2000 |
|--------------|-------------------|--------------------|
|--------------|-------------------|--------------------|

| Manner of Commute                             | Number of Citizens | Percentage |  |
|---|--------------------|------------|--|
| Total Workers over 16,<br>Not Working at Home | 47,300             | 100.0%     |  |
| Car, Truck, Van                               | 43,260             | 91.0%      |  |
| Public Transit                                | 2,660              | 6.0%       |  |
| Walk  | 860                | 1.8%       |  |
| Motorcycle                                    | 25                 | 0.1%       |  |
| Bicycle                                       | 35                 | 0.1%       |  |
| Other   | 460                | 1.0%       |  |

Source: US Census Transportation Planning Package 2000

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When assessing existing conditions and determining future needs, it is not only important to examine commute modes but also to look at the trip termini for the city's commuters. Because of the central location of Sandy Springs, most of the city's workers are employed in the region. In 2000, 98.5 percent of the city's workers over age 16 worked within the state and of those, 67.6 percent worked within Fulton County. Table 3.8 contains the location of work from the year 2000.

| Location       | Number of Citizens | Percentage |  |
|----------------|--------------------|------------|--|
| Total Workers, |                    |            |  |
| Over 16        | 49,790             |            |  |
| In State       | 49,050             | 98.5%      |  |
| In County      | 33,160             | 66.5%      |  |
| Out of County  | 15,890             | 32.0%      |  |
| Out of State   | 740                | 1.5%       |  |

| Table | 3.8: | Location | of Work. | 2000 |
|-------|------|----------|----------|------|
| Tuble | 5.0. | Location |          |      |

Source: US Census Transportation Planning Package 2000

The distance traveled to work is also a major factor in determining commuting characteristics. The best statistic for distance traveled is average commute time to work. In 2000, over half of Sandy Springs residents had a commute that lasted less than 25 minutes, with 46.8 percent having a 10 to 24-minute drive. On the other hand, 11.3 percent of residents reported having a commute lasting 45 minutes or more.

Along with average commute time, the time leaving for work is another important factor because it shows peak AM traffic times as well as overall work patterns. For the most part, Sandy Springs residents work typical business hours, with 11.4 percent of workers leaving within the six o'clock hour, 33.9 percent leaving within the seven o'clock hour, 29.7 percent leave within the eight o'clock hour, and 10.7 percent leave within the nine o'clock hour.





#### 4. NEEDS ASSESSMENT

The process of assessing the needs of Sandy Springs' transportation network began with the identification of issues and opportunities. These topics were considered along with technical data provided by the travel demand model to identify needs for the various modes of transportation. The following section describes the analyses performed as well as the needs identified for each mode of travel.

#### Issues and Opportunities

The list of top ten issues and opportunities below was determined based on input from the CAC transportation subcommittee and City staff. Potential improvements to address the identified issues will be considered in the community agenda portion of the Comprehensive Plan. In addition to these issues and opportunities related to mobility, safety, connectivity, and availability of various travel modes, preservation of the existing infrastructure is a critical challenge to be faced by the City of Sandy Springs.

#### Reducing Traffic Congestion at "Hot Spots"

Traffic congestion along arterials typically occurs where two major roads cross, limiting the available green time for each road. Reducing congestion at these "hot spots" can reduce overall travel time.

#### Providing Mobility for Trips Through, To/From, and Within the City

People travel along the streets of Sandy Springs for a variety of trip purposes. Local trips satisfy needs within communities and between neighborhoods and commercial areas. Trips to and from Sandy Springs are made by those who work elsewhere and/or those who choose to satisfy a portion of their shopping and recreation outside the city. Longer distance trips through Sandy Springs are made by those who live and work beyond the city. The transportation system must provide mobility for all of these trip purposes.

#### Enhancing Traffic Signal Operations and Safety

Traffic signal operations control movements at intersections, where through movement capacity is most limited. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor. Intersection safety is also important, as intersections typically have more conflict points and experience more crashes than roadway segments. Improvements to reduce conflicts and enhance driver expectancy can reduce crash frequency and severity.

#### Establishing a Grid Network to Provide Options for Travel

Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed grid allows dispersion of traffic over several roads. Over time, the various routes tend towards providing similar travel time. In a less comprehensive fashion, additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor.

#### Improving Availability of Transit Service

Transit is a key component to providing travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for travel





within activity areas. Local transit trips can feed activity areas so that users can avoid activity center parking and congestion. Longer distance transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel.

#### Incorporating BRT and Other Premium Transit in Sandy Springs

Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. Incorporation of Bus Rapid Transit (BRT) or other premium transit options in Sandy Springs can provide travel time advantages along key routes. These travel time savings are critical to encouraging people to park their cars and utilize transit.

#### Satisfying Parking Needs in Activity Centers

As activity centers grow, satisfying parking needs is important to maintain the viability and attractiveness of the activity centers. Excess parking can lead activity center users to make frequent short trips via automobile within the activity center, limiting the effectiveness of pedestrian, bicycle, and transit modes. Parking shortages can cause increases in traffic congestion, as drivers must circle the area multiple times to find a place to park. Satisfying parking needs should take both ends of the spectrum into account.

#### Calming Traffic to Enhance Safety While Maintaining Connectivity

The residential neighborhoods were identified as one of the city's primary assets in discussions with the CAC. Preserving the integrity and safety within the neighborhoods is critical to the future of Sandy Springs. Traffic calming has been used effectively in many areas of the Atlanta region to enhance safety along residential streets. Although many potential traffic calming techniques have been employed throughout the United States, speed humps are the most common element employed in the Atlanta area for residential speed control. The advantage of traffic calming is that it can provide control of speeds without reducing connectivity, as would be the case with a road closure.

### *Providing Sidewalk and Bicycle Lanes for Travel to/from Destinations and Access to Transit*

Sidewalks and bicycle lanes are critical transportation infrastructure elements necessary for providing alternative travel options to the automobile. Providing connectivity to existing community facilities (such as schools, libraries, and parks) is an important use of the pedestrian and bicycle network. Providing additional connectivity to key transit facilities/routes and activity centers is another critical area to reduce the need for automobile travel.

#### Managing Access Points Along Corridors

Providing access to adjacent properties is one of the primary purposes of a road. However, when the road is a congested urban arterial such as Roswell Road, frequent parcel by parcel access can degrade operations due to the friction of turning vehicles and can provide extra conflict points, increasing crash potential. Effective management of access points can preserve through capacity along arterials. However, careful planning of access for key areas is critical to avoid impacts to properties.





#### **Regional Travel Demand Model**

The Sandy Springs Transportation Master Plan needs and future improvements were developed based on an examination of travel demand in year 2030. ARC maintains the Regional Travel Demand Model for use in determining future year traffic forecasts based on approved population and employment information. The ARC Travel Demand Model was used to examine year 2030 transportation system needs with committed projects in place. The remaining deficiencies define the roadway capacity needs to be addressed in the Transportation Master Plan.

In addition, the ARC Travel Demand Model was applied with modified population and employment data to provide information to the City on the potential traffic implications of additional growth (beyond that included in the Comprehensive Plan). This was performed as a test case to examine the impact of intensified development in the Sandy Springs Town Center. The options tested included additional growth that could occur if redeveloping areas in and around the Sandy Springs Town Center were to build out with additional zoning overlays applied. This sensitivity analysis was helpful to insure the Transportation Master Plan includes multimodal solutions to address potential activity centers.

A third use of the ARC Travel Demand Model was for quantifying the number of new trips occurring due to future development, as well as the overall City-wide volume/capacity (v/c) ratio experienced for use in establishing an impact fee for Sandy Springs. Chapter 7 of the <u>Sandy Springs Comprehensive Plan</u>, <u>Community Agenda</u> describes the application of the travel demand model in determining future year traffic for use in establishing a transportation impact fee.

#### Roadway Network Needs Assessment

Automobiles are the most frequently used mode of travel in the City of Sandy Springs, as they are in the overall Atlanta Region. In addition, other modes of travel directly or indirectly use the roadway network. For example, transit buses travel on the roads with automobiles and pedestrians and bicycles often use facilitates immediately adjacent to roads. Therefore, roadway capacity and operations are critical to defining transportation needs. In addition to mobility, safety is another key factor related to the roadway network. Crashes provide a large drain on community resources and frequently result in incident related traffic congestion. The following pages describe the results of the roadway capacity and safety related needs.

#### Roadway Jurisdiction and Functional Classification

Sandy Springs has 394 centerline miles of existing roadway network with 19 roadway bridges. Most of the roadways in Sandy Springs are city streets. Four roadways in the City of Sandy Springs are under State of Georgia jurisdiction: I-285, SR 400, SR 9 (Roswell Road), and Abernathy Road/Johnson Ferry Road between Cobb County and GA 400. City streets comprise 71 percent of the road miles, while State Roads comprise 29 percent.

Roads are classified by function for purposes of analysis and evaluation of the roadway's effectiveness within the system. Roadways classification is based on the facility's accessibility and mobility. Streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way, rather the network functions together to facilitate access. Functional





classification defines the nature of a facility's operation in serving the flow of trips through a highway network.

On one end of the spectrum are expressways/interstates, which provide the greatest mobility with controlled access. On the other end are local roads, which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and is shown in Figure 4.1.

- Interstates and Expressways- Interstates and expressways provide the greatest level of mobility, with access limited to interchanges. I-285 is the only interstate facility and SR 400 is the only expressway within Sandy Springs. These facilities comprise 43 miles (10 percent) of the total roadway network.
- **Principal Arterials** A principal arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major areas of the county. The arterial system in the city comprises 13 miles, or 3 percent of the total roadway network. Specific major arterial facilities are Abernathy Road from Johnson Ferry Road to Peachtree Dunwoody Road, Johnson Ferry Road from Cobb County to Abernathy Road and Roswell Road.
- **Minor Arterials** A minor arterial is a street or road whose primary function is to carry through traffic over moderate distances between principal arterial streets and/or activity centers. The minor arterial system in Sandy Springs comprises 45 miles (10 percent) of the total roadway network, and includes Dunwoody Place, portions of Glenridge Drive, Glenridge Connector, Hammond Drive, Mount Paran Road, Mount Vernon Highway, Northridge Road, Northside Drive from Mount Vernon Highway to Interstate Parkway North, Peachtree Dunwoody Road and Riverside Drive.
- **Collectors** A collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street. The minor collector system in Sandy Springs comprises 43 miles (9 percent) of the total roadway network. Long Island Drive, River Valley Road, and Dalrymple Road are examples of such roadways.
- Local Streets Local streets feed the collector system from low volume residential and commercial areas. In Sandy Springs, local streets comprise 306 miles (68 percent) of the total roadway network.

The City of Sandy Springs is considering modifications to the functional classification system to reflect local and community roadway use.











#### Roadway Analysis Criteria

The level of system performance varies by type of transportation facility, geographic location, time of day, and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity and additional traffic volume will result in a less than acceptable LOS. A v/c ratio of more than 1.0 indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network, providing an approximation of the LOS of roadways or corridors based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions whereby roadways are given a letter designation, with A representing the best operating conditions and F representing the worst. The 2000 *Highway Capacity Manual* provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

Throughout the City of Sandy Springs Transportation Master Plan, the following LOS criteria are used to determine congestion levels on roadway segments:

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

#### Roadway Characteristics

Available roadway network capacity is determined by functional classification, number of lanes, traffic controls, and utilization. The number of lanes and traffic signal locations within the City of Sandy Springs are shown in Figure 4.2. Most of the local residential streets have two lanes, but several large facilities also traverse the city, providing capacity for higher volumes of through traffic along collector and arterial routes. The City of Sandy Springs maintains over 120 signalized intersections within its borders.



An important component to effective operation of the signal system is the ability to control traffic signals remotely, to change coordinated signal timing and identify vehicle detection problems. These functions provide assistance in maintaining the signals at peak performance. When traffic surveillance cameras are added to this remote communications capability, it allows traffic engineers to be much more proactive in operating the signal system. Recurring congestion patterns can be examined from several vantage points to allow the engineers to plan intersection operations and signal improvements on a systemwide basis. It also allows traffic engineers to detect and respond to non-recurring congestion, caused by incidents, bad weather, or special events. The communications systems, monitoring equipment, and control center are referred to as and Advanced Traffic Management System (ATMS). The City of Sandy Springs has a phased ATMS plan, indicated in Figures 4.3A and 4.3B. These figures show the type of signal controller, existing and proposed camera locations and existing and proposed fiber optic cable runs for phases I and II, respectively.

Signalized intersections limit capacity along a corridor due to the sharing of green time among competing movements. In addition, capacity is reduced at unsignalized intersections where traffic on the main road slows to allow for turning traffic to accelerate or decelerate. Although the overall reduction in capacity at an individual unsignalized access point is less than at a traffic signal, the cumulative effects of multiple access points can significantly reduce traffic speeds along the main road. In addition, these access points provide locations of potential vehicle conflicts, increasing the potential for crashes. Figure 4.4 shows the number of access points per mile along key corridors in Sandy Springs. As this figure shows, the highest concentration of access points is along Roswell Road between I-285 and Abernathy Road. Along this section, the tight curb radii for many of the driveways reduces turning speed, resulting in more significant speed reductions in this area. Abernathy Road between Johnson Ferry Road and Roswell Road has the second highest number of access points per mile; however, as primarily residential driveways, which are used less frequently than the commercial driveways along Roswell Road, they have less effect on travel speed.

Access to the freeway system is an important part of regional travel for trips to, from and through Sandy Springs. Freeway Access is provided via eight interchanges (including one for access to the North Springs MARTA station), as shown in Figure 4.5. In addition, 15 freeway crossings are present along I-285 and SR 400 that do not have interchanges. The longest gaps in freeway access occur north of Abernathy Road, where the five-mile section is served by one full access interchange and one MARTA station access interchange.

In addition to roadway capacity and access, the physical condition of the road is a key component to planning future needs. If roadway conditions require extensive repaving and maintenance, the amount of local money available for system expansion and upgrades is reduced. Figure 4.6 shows the PACES<sup>1</sup> rating for roads within Sandy Springs. As this figure shows, few of the roads are in poor or very poor condition. However, the majority of roads are in fair condition, which indicates the need for resurfacing in the near future. This will be an important maintenance issue, as roads that deteriorate to poor or very poor conditions often need reconstruction work, which is much more costly than resurfacing. The Transportation Master Plan addresses strategies for preservation of roadway infrastructure.



<sup>&</sup>lt;sup>1</sup> GDOT rating system for pavement condition.












| <u> </u> | Sandy Springs City Hal |
|----------|------------------------|

| NEMA - Other  |
|---------------|
| NEMA - 300    |
| NEMA - 2070LN |
| 336 - 2070    |
| 332 - 2070    |
|               |







| means, electronic of mechanical, including photocopying and recording, of by |
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| any information storage or retrieval system, except as expressly permitted   |
| in writing by the City of Sandy Springs. Requests should be made to the      |
| ity of Sandy Springs GIS at (770) 730-5600 or george.vail@sandyspringsga.org |
|  |
|  |

| NEMA - Other  |
|---------------|
| NEMA - 300    |
| NEMA - 2070LN |
| 336 - 2070    |
| 332 - 2070    |
|               |





















### Roadway Operational Needs

In order to determine which facilities in Sandy Springs are congested, ARC's region-wide transportation plan and travel demand model was used. Model results for the 2005 and 2030 networks were evaluated. It is important to note that the model network reflects the network of regionally significant roads and therefore some local roads are not included on the network. In addition to the travel demand model data, 2006 daily traffic volume data was obtained from the GDOT roadway characteristics (RC) datafiles. Figure 4.7 shows these daily traffic volumes. As this figure shows, roads such as Roswell Road, Johnson Ferry Road, Abernathy Road, and Hammond Drive experience daily traffic volumes between 20,000 and 40,000 vehicles per day, spanning the range of capacity for a four to five-lane road.

#### **Congestion Management System**

As required by federal law and regulations, ARC has developed a Congestion Management System (CMS) for the Atlanta region. Within the CMS, roadways are identified for congestion monitoring, evaluation, and identification of improvements to alleviate congestion. Figure 4.8 shows the roads included in the Congestion Monitoring Network (potentially congested) as well as those indicated as congested in the CMS. Eleven roadways in Sandy Springs are included in the Congestion Monitoring Network (see Table 4.1).

The 2005 ARC RTP and model results support the findings in the CMS. Figure 4.9 shows 2005 levels of congestion based on daily traffic volumes derived from the travel demand model. Figure 4.10 shows 2005 levels of congestion based on the PM peak period. These figures indicate similar congestion patterns when based on daily and PM peak period congestion.

| Roadway                        | Segment   |
|--------------------------------|---|
| Roswell Road                   | Entire length in Sandy Springs  |
| SR-400                         | Entire length in Sandy Springs  |
| Peachtree Dunwoody Road        | Atlanta City Limits to Spalding Drive   |
| Glenridge Drive                | Roswell Road to Johnson Ferry Road  |
| Johnson Ferry Road             | DeKalb County to Glenridge Drive and Glenridge Drive to Cobb County                                     |
| Northside Drive                | Atlanta City Limits to Mount Vernon Highway   |
| Mount Vernon Highway           | Northside Drive to DeKalb County and DeKalb County<br>Line to Gwinnett County (northeast Sandy Springs) |
| Riverside Drive                | Mount Vernon Highway to Dalrymple Road  |
| Dalrymple Road                 | Riverside Drive to Roswell Road   |
| Hammond Drive                  | Mount Vernon Highway to DeKalb County   |
| Abernathy Road                 | Johnson Ferry Road to Mount Vernon Highway  |
| Courses Atlanta Donional Cours | niesien Connection Menonement Systems 2004  |

#### Table 4.1: ARC Congestion Management System Facilities

Source: Atlanta Regional Commission, Congestion Management System, 2004





























#### Future Congestion with Existing Network plus Committed Projects

A network of existing roadways and those projects that have funding already committed to them for right of way and/or construction was used to determine future v/c ratios. This is typically termed the E+C Network. The list of projects included as committed projects is shown previously in Table 3.1 and Figure 3.3. Traffic congestion in 2030 based on projected daily traffic volumes and the E+C network are shown in Figure 4.11. Most of the roads shown have a v/c ratio greater than 1.0, or LOS F, including SR 400, I-285, Riverside Drive, and many segments of Roswell Road. Very few roads have a v/c ratio of less than 0.85, giving them an LOS of A-D. This indicates traffic congestion is expected to be severe in year 2030 if the committed projects alone are implemented. Similar results were found for PM peak period conditions along most roads (refer to Figure 4.12).

### Roadway Safety

To evaluate roadway safety, vehicle crashes (including those between vehicles and pedestrians or bicyclists), were examined for the period of 2001 through 2004 using the GDOT crash database for roadway facilities within Sandy Springs. Figure 4.13 identifies segments with crash frequencies above the 2004 statewide average crash rates:

- 190 crashes per 100 million vehicle miles traveled for urban freeways
- 490 crashes per 100 million vehicle miles traveled for urban arterials
- 460 crashes per 100 million vehicle miles traveled for collectors and local roads

As can be seen, many of the arterial and collector roads within Sandy Springs have crash rates above the statewide average.

Figure 4.14 shows the location of bicycle and pedestrian related crashed from 2001 to 2004. As this figure shows, many of the pedestrian crashes occurred along Roswell Road. This heavily traveled automobile corridor is also served by a well used MARTA route, requiring pedestrian movement along and across Roswell Road to access bus stops.

#### Summary of Identified Roadway Capacity and Safety Needs

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

- Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Operational improvement of critical intersections along roadways identified as congested in future years.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along Roswell Road from I-285 through Abernathy Road, in the traditional Sandy Springs business core.
- Capacity enhancement of roadways identified as congested in future years.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Improvement of freeway access through capacity and operational enhancement of congested interchanges.



























- Improvement of I-285 and SR 400 corridors so that capacity constraints on these regional facilities do not shift traffic to the city roadway network.
- Safety improvements along roads with high crash rates.
- Focused pedestrian safety improvements along Roswell Road.
- Regular maintenance and improvement of existing infrastructure to preserve the existing transportation network.

### Transit Needs Assessment

Transit is an important transportation mode for travel within the City of Sandy Springs, which is served by several MARTA bus routes and four MARTA rail stations. This high frequency of rail station coverage through the east side of the City provides MARTA rail access within a walkable distance of ½ mile from the Glenridge connector south of I-285 to Spalding Drive, north of the North Springs station. The broad transit coverage provides a unique opportunity to emphasize transit travel in that area. The paragraphs below provide additional detail regarding transit routes and facilities in Sandy Springs.

### Transit Routes and Facilities

During the 2005 fiscal year, MARTA had bus and paratransit ridership of 71 million and rail ridership of 71 million. The average number of users who rode MARTA each day was 450,000. MARTA data indicates that 18 percent of the people traveled on MARTA to conduct their personal business, special events drew 18 percent of the riders. People traveling to work made up 61 percent, and other purposes consisted of 2 percent. In contrast, half-fare riders use MARTA primarily for personal business (41 percent of trips) and medical related trip purposes (25 percent of trips). Paratransit riders use the service primarily for medical related trip purposes (70 percent of trips).

Figure 4.15 shows the transit routes and station facilities for Sandy Springs. There are four MARTA rail stations pertinent to the Sandy Springs Transportation Master Plan, including:

- <u>Medical Center Station</u> is located on Peachtree Dunwoody Road at Lake Hearn Drive. There are approximately 200 parking spaces available for MARTA use. Parking for less than 24 hours is free with a validated ticket. No long-term parking is available for MARTA patrons. This station provides access to Northside Hospital, Scottish Rite Hospital, and St. Joseph's Hospital.
- <u>Dunwoody Station</u> is located adjacent to Perimeter Mall at the intersection of Hammond Drive and Perimeter Center Parkway. Free parking is available for up to 24 hours, or \$4 per day for long-term parking.
- <u>Sandy Springs Station</u> is located at the corner of Mount Vernon Highway and Abernathy Road/Perimeter Center West. It contains 1,170 parking spots; less than 24-hour parking is free and long-term parking is \$4 per day. Some of the nearby attractions include the Perimeter Pointe Shopping Center, Northpark Town Center office complex, and Saint Joseph's Specialty Center for Wellness & Rehabilitation Care.
- <u>North Springs Station</u> is the northernmost MARTA rail station and for this reason, attracts many commuters. It is accessible from SR 400 and Peachtree Dunwoody Road. There are 2,325 parking spots at this location, with free parking for up to 24 hours. After 24 hours, parking is available for \$7 per day.









The Dunwoody station is in DeKalb County, while the other three stations are within the Sandy Springs city limits. Ten bus routes serve these four stations. These routes are listed below, along with their weekday peak and off peak headways, respectively, in minutes.

- Medical Center (North Rail Station 8)
  - 41 Windsor Parkway / Lake Hearn Drive (headway peak 45 min., offpeak 45 min.)
- Dunwoody (North Rail Station 9)
  - 5 Sandy Springs (peak 12 min., off peak 20 min.)
  - 87 Roswell Road (peak 22 min., off peak 18-33 min)
  - o 150 Perimeter East (peak 45 min., off peak 45-57 min.)
  - Cobb County Transit (CCT) Route 65 (peak 60 min, off peak no service)
- Sandy Springs (North Rail Station 10)
  - 148 Powers Ferry (peak 70 min., off peak no service)
- North Springs (North Rail Station 11)
  - o 85 Roswell /Alpharetta (peak 20 min., off peak 44 min.)
  - o 87 Roswell Road (Weekdays Only) (peak 22 min., off peak 35-40 min.)
  - 128 Spalding (peak 30 min., off-peak no service)
  - o 132 Tilly Mill (peak 20 min., off peak 32 min.)
  - 140 Mansell Road Park / Ride (peak 15min., off peak, 40 min.)
  - o 143 Windward Park / Ride (peak 25-35 min., off-peak, no service)

### MARTA Expansion Plans

The MARTA Board of Directors began examining the possibility of expanding the North Line in July 2002, but determined that there were not enough riders to support the expansion. A new study was then initiated to explore the potential for establishing a Transit-Oriented Development (TOD), which would generate additional ridership for MARTA while offering areas for economic development in north Fulton County. In determining a site for the potential TOD, the study is examining density, modal options, and diversity (income, employment, shopping, and recreation), while maintaining the involvement of all stakeholders. When it began, the study concentrated on seven separate focus areas along the SR-400 corridor. As of October 2006, the choices had been narrowed down to North Point Mall, Old Milton Parkway, Windward Parkway, and Holcomb Bridge Road. The ultimate site choice will be dependent upon the population of the area, the number of jobs, the availability of land, and the ability to develop a TOD. Eventually, each of these four focus areas will be tied together via transit (rail or bus).

### Bus Stop Optimization Study with MARTA

The City of Sandy Springs is currently working with MARTA to examine bus stops along key routes in the City to determine the optimum location and configuration of bus stops. The Roswell Road corridor is served by a popular bus route (route #87); however, many of the bus stops with heavy usage do not have shelters while other sheltered stops are not well used. This joint effort will help determine the best location for bus stops along this and other important transit corridors.





### Summary of Identified Transit Needs

The assessment of transit has identified several improvement needs, as indicated below:

- Travel time benefits for bus service along key corridors to encourage commute riders.
- Bus frequency sufficient to encourage new ridership along routes through congested areas.
- Effective feeder network for service to MARTA rail stations.
- Incorporation of walkable communities and transit oriented development near MARTA rail stations.
- Examination of local circulation routes within walkable activity centers to link MARTA rail with walkable areas.
- Examination of applicability of Bus Rapid Transit or other premium transit service in Sandy Springs.
- Providing efficient access to MARTA rail stations for use in passenger access to Hartsfield Jackson Atlanta International Airport.
- Providing adequate long term parking to facilitate use of MARTA for passenger access to Hartsfield Jackson Atlanta International Airport.
- Recognizing transit circulation needs in Sandy Springs to facilitate use of MARTA for passenger access from Hartsfield Jackson Atlanta International Airport.

### Pedestrian Needs Assessment

Providing for safe and convenient pedestrian travel is an essential part of creating a lively community, neighborhood, commercial area, or downtown district. Pedestrian access is also vital to a successful and accessible transit system. Figure 4.16 illustrates the City's existing and programmed pedestrian facilities. The need for additional pedestrian facilities was based on a comprehensive analysis.

In order to assess the pedestrian needs, prioritization criteria were developed. Sidewalks along designated corridors were evaluated based on the specified criteria. The criteria included whether or not the corridors were classified as collector roads or higher and whether or not the corridors fell within a walkable distance of specified pedestrian activity areas. Five common pedestrian activity areas were employed for this evaluation: downtown areas, public schools, transit terminals, a libraries and parks. The roadway segments were prioritized based on the number of criteria it met.

The pedestrian facility needs criteria reflect a qualitative assessment of a pedestrian's expectations of where sidewalks should be available. In general, pedestrians prefer to have sidewalks along all streets in more urbanized and developed areas. In less developed areas, pedestrians expect sidewalks along major roadways that connect to local activity centers. Figure 4.16 shows the existing sidewalks and sidewalks currently programmed for improvements in the City's Construction Work Program. The following paragraphs describe pedestrian needs for access to transit, to link neighborhoods with community facilitates, and for connecting with activity centers.

### Access to Downtown Area

A pedestrian-friendly environment is an integral component of any vibrant downtown area. Sidewalks within a half mile of the Town Center area were considered important additions to the pedestrian system.









### Access to Public Schools

Recent efforts have focused on improving pedestrian connections to schools. Sidewalks which connect to schools can provide opportunities for children to walk instead of riding the bus or being driven by an adult. Figure 4.17 illustrates the opportunities to make these important pedestrian connections. The shaded areas represent areas within  $\frac{1}{2}$  mile of public schools, which is the distance that school-age children would reasonably be assumed to walk.

#### Access to Parks and Libraries

Pedestrian movement between neighborhoods and community facilities can provide a means for accessing these facilities without the use of automobiles. Potential users of these neighborhood links are often school-age children traveling to libraries, or parks. Figure 4.18 shows the areas within a walkable distance of community facilities. As this figure shows, much of the City is within a walkable (½ mile) distance of community facilities.

#### Access to Transit

Figure 4.19 shows areas where pedestrian needs are greatest in regards to accessing transit facilities. Areas are marked ½ mile from each rail station and ¼ mile from each bus route, reflecting the distance that a typical person is willing to walk to reach transit. As this figure shows, the majority of the city is within walking distance of transit; however, areas in the southwest, northeast, and along the border of Cobb County are not as accessible as the remainder of Sandy Springs. In addition, access to transit via a well designed and safe sidewalk system does not mean there is connectivity with the type of transit service needed. In order to be effective, the transit and pedestrian access components need to function as a cohesive multimodal system so that the user views both travel modes as part of the same overall trip.

### Summary of Identified Pedestrian Needs

The assessment of pedestrian movement and facilities has identified several needs, as indicated below. Figure 4.20 illustrates the pedestrian needs, as defined by this analysis.

- Safe and efficient connection between neighborhoods and community facilities, such as schools, libraries, and parks.
- Sidewalk presence in activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Combined pedestrian and transit circulator strategies to provide for local trip making within activity centers.
- Safe and ADA compliant pedestrian connections to transit to provide a means of access to bus and rail routes.
- Effective pedestrian routes to enhance walkability within transit oriented areas.





























### **Bicycle Needs Assessment**

As the City of Sandy Springs continues to urbanize, additional bicycle facilities and networks will be needed to accommodate the increased demand created by general population growth and increasingly higher density land uses. There is a need to enhance the infrastructure to include safe, enjoyable bicycle facilities for transportation and recreation. Bicycle networks can be built from several types of bicycle facilities, both within and off existing roadway right-of-way.

AASHTO recognizes three classes of bicycle facilities that can be included in the bicycle network:

- Bicycle Paths (Class I): A bicycle facility separate from motorized vehicular traffic. A bicycle path may be located within a highway right-of-way or on an independent right-of-way. A bicycle path is not a sidewalk but may be designed to permit shared use with pedestrians.
- Bicycle Lanes (Class II): A lane designated for exclusive or preferential bicycle use through the application of pavement striping or markings and signage.
- Bicycle Routes (Class III): Roadways designated for bicycle use through the installation of directional and informational signage.

In addition, AASHTO recognizes three classes of cyclists based on their abilities and general acceptance for travel in mixed traffic.

- Class A cyclists: Experienced riders who do not mind traveling with traffic. These riders can travel at the mid to top range of cycling speed and often prefer on-street travel to multi-use paths)
- Class B cyclists: Occasional riders who are less secure about travel in mixed traffic. These riders typically travel near the middle range of cycling speed and typically prefer to travel along off-road trails or designated bike lanes.
- Class C cyclists: Novice riders who are not likely to ride in mixed traffic. These riders operate at speeds closer to that of pedestrians and typically prefer travel along facilitates that are completely separated from traffic.

Providing facilitates for these three classes of cyclists that recognize their varying travel patterns is a necessary challenge in developing a viable bicycle network in Sandy Springs.





### Bicycle Suitability and Operations

The quantitative analysis was undertaken using the ARC bicycle suitability system. ARC's system assesses the suitability of each roadway for accommodating bicycle travel based on information contained in GDOT's RC file. The suitability rating is based on three factors: traffic volume, travel speeds, and functional class. Table 4.2 shows the numeric value for each of the factors.

|                  | Less than 2,500 vehicles per day per lane    | 4 |
|------------------|--|---|
| Traffic Volume   | Between 2,500 and 5,000 vehicles per day per | 2 |
| frame volume     | lane   | 2 |
|                  | More than 5,000 vehicles per day per lane    | 0 |
|                  | Less than or equal to 30 mph                 | 4 |
| Travel Speeds    | Between 30 and 40 mph                        | 2 |
|                  | Greater than 40 mph                          | 0 |
|                  | Local streets/collectors                     | 4 |
| Functional Class | Minor arterials                              | 2 |
|                  | Other (major arterials and highways)         | 0 |

#### Table 4.2: Numeric Values for Suitability Factors

Once a determination has been made about which score to give a section of road from each factor, the sum of the three scores is divided by three. The section then receives a descriptive rating based on Table 4.3 below.

| 3-4.0 | Best conditions for bicycling           |
|-------|---|
| 2-2.9 | Medium conditions for bicycling         |
| 1-1.9 | Difficult conditions for bicycling      |
| <1    | Very difficult conditions for bicycling |

| Table 4.3: | Descriptive | Category | Based | On | Numeric | Value |
|------------|-------------|----------|-------|----|---------|-------|
|------------|-------------|----------|-------|----|---------|-------|

The above procedure provides a standard, system-wide review of conditions related to potential on-street bicycle use. The following sections summarize citywide results.

#### **Citywide and Corridor Results**

On a citywide basis, over 41.6 percent of the city's roadways have the best conditions for bicyclists, 54.4 percent have medium conditions, and 4 percent have difficult conditions. The functional classification makes a significant difference in the probability of a road being suitable for bicyclists. Nearly all roads classified as collector or local received a best or medium rating. Most roads classified as minor arterials were rated as medium with a few rated as best, and all of the principal arterials were classified as difficult, as seen in Table 4.4. Figure 4.21 shows bicycle suitability applied to corridors within the City of Sandy Springs.













Table 4.4: Bicycle Suitability by Functional Classification

### Preliminary Results of ARC Bike Plan

Another way to look at bicycle suitability is through a level of service criteria. ARC is currently applying this type of criteria to strategic bicycle corridors as a part of ARC's Atlanta Regional Pedestrian and Bicycle Plan. Figure 4.22 shows the draft results of this initial assessment. As this figure shows, designated strategic bike corridors within Sandy Springs are located along heavily traveled roads, having medium to difficult suitability index. These corridors similarly show marginal to poor bicycle LOS using the ARC Bike Plan rating.



April 2008

SANDY SPRINGS





#### Local Efforts for Determining Potential Bicycle Routes

The local cycling community in Sandy Springs has been proactive in determining bicycle routing opportunities. Their efforts have identified potential corridors for use in developing a bicycle network for longer distance travel, as well as local connectivity. Extensive efforts by active cyclists to examine local routes have yielded information on potential future on-street bike facilities. These efforts indicate the potential for defining bicycle corridor alternatives to use of the heavily traveled arterial road network.

### Connectivity to Regional Routes and Local Destinations

Connection of bicycle routes to other regional routes and key destinations is important to a well developed and useable bicycle network. Important areas to be connected in Sandy Springs are shown in Figure 4.23. Existing bicycle facilities are present along the Chattahoochee River from near Morgan Falls to just east of SR 400. This is being extended east to East Roswell Park in Roswell and north along Old Alabama Road, crossing Holcomb Bridge Road to ultimately connect to the Alpharetta Greenway.

Local efforts to plan a trail network have indicated the potential for a bicycle facility running from the Morgan Falls area south along the river, then east along Johnson Ferry Road/Abernathy Road, and then northeast to the North Springs MARTA Station. A second potential east-west connection is along a power line easement and Pitts Road from Morgan Falls to Dunwoody Park in DeKalb County. A third connection would tie the Ford Island Park in Sandy Springs to the Regional Trail network and other Chattahoochee River resources located across the Chattahoochee River in the City of Roswell.

### Summary of Identified Bicycle Needs

The assessment of bicycle travel and destinations has identified several needs as indicated below:

- Safe and efficient connection for bicycles, as well as pedestrians, between neighborhoods and community facilities, such as schools, libraries, and parks.
- Facilities to accommodate longer distance travel and connectivity to important recreational resources along the Chattahoochee River.
- Development of an off-road trail system to accommodate recreational use and park access for users not comfortable with travel in mixed traffic.
- Bike access to employment centers and MARTA for commuter use.
- Development of bike routes and facilities to make cycling a viable mode within walkable activity centers.
- Enhancing safety of bicycle travel through development of appropriate facilities and standardized intersection and trail crossing treatments.











### Freight Needs Assessment

Freight movement within and through communities can have a large effect on travel in areas where trucking and industrial / warehouse access are key features. The primary freight movements are related to movement of trucks. Railroad and port access for freight movements do not contribute significantly to truck traffic within the city, other than their effect on overall truck traffic along major freeways.

### Truck Movement through Sandy Springs

The I-285 and SR 400 corridors provide the primary means for movement of freight through Sandy Springs. Truck traffic destined for Sandy Springs uses the state and local route system for access to trucking destinations. Figure 4.24 shows truck routes and prohibitions within Sandy Springs. The roadways in Sandy Springs on which trucks are permitted include I-285, SR 400, Roswell Road, Johnson Ferry Road/Abernathy Road, and Northridge Road. Roadways that prohibit truck use are Riverside Drive/Dalrymple Road, Trowbridge Road, Spalding Drive, Ball Mill Road, Glenridge Drive between Spalding Drive and Glenridge Lake Parkway, Lake Forrest Road between Long Island Drive and Mount Paran Road, and Forest Hills Drive between Roswell Road and Highpoint Road.

#### Access to Regional Airports

Sandy Springs does not have an airport within the City limits. However, access to regional airports provides an important connection to this travel mode. Major access routes to the following airports are shown in Figure 4.25:

- Hartsfield Jackson Atlanta International Airport Atlanta
- Peachtree DeKalb Airport Chamblee
- Brown Field / Fulton County Airport West of Atlanta

As this figure shows, the major freeways (I-285 and SR 400) provide primary access to regional airports.

### Summary of Identified Freight Needs

Freight system needs focused on the need to ensure efficient movement of trucks through the city and to provide access to railroads, port facilities, and airports. The specific needs are defined below:

- Maintaining truck movement through Sandy Springs along I-285 and SR 400.
- Maintaining local truck routes and prohibitions to allow service to businesses without impacting local streets.
- Although no major rail or port terminals currently exist within the study area, access to such facilities would be accommodated primarily via I-285 and SR 400 and should be coordinated with regional and statewide efforts.














### 5. RECOMMENDED TRANSPORTATION IMPROVEMENT STRATEGIES

### System-Wide Improvement Strategies

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. Traffic congestion and spillover of through traffic to residential areas are characteristics of a strained transportation system that can negatively impact quality of life in a community. Below are eleven transportation policies developed through coordination with the Citizens Advisory Committee (CAC) that are intended to direct the focus of future transportation investment in the City. The numbering of policies does not denote priority.

- **Policy 1:** Improve traffic signal operations and intersection safety. Traffic signal operations control movements at intersections, where through movement capacity is most limited. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor. Intersection safety is also important, as intersections typically have more conflict points and experience more crashes than roadway segments. Improvements to reduce conflicts and enhance driver expectancy can reduce crash frequency and severity.
- <u>Policy 2:</u> Reduce traffic congestion at "hot spots." Traffic congestion along arterials typically occurs where two major roads cross, limiting the available green time for each road. Reducing congestion at these "hot spots" can reduce overall travel time.
- Policy 3: Consider mobility needs that first address local travel within Sandy Springs, then travel to/from the City, with final consideration given to traffic passing through Sandy Springs. People travel along the streets of Sandy Springs for a variety of trip purposes. Local trips satisfy needs within communities and between neighborhoods and commercial areas. In order to preserve the neighborhoods and local community, travel within the City should be given the top priority. Trips to and from Sandy Springs are made by those who work elsewhere and/or those who choose to satisfy a portion of their shopping and recreation outside the City. These trips should be given the next priority providing and operating the transportation system. Longer distance trips through Sandy Springs are made by those who must pass through the City to travel between home and employment or major transportation corridors. such as I-285, SR 400, or MARTA Rail. These longer trips should be accommodated to the extent that they do not result in severe congestion along the roadway network.
- Policy 4: Provide a grid system of streets within downtown and elsewhere to disperse traffic over several roads. Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed grid allows dispersion of traffic over several roads. Over time, the various routes tend towards providing similar travel time. In a less comprehensive fashion, additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an







alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor.

- Policy 5: Provide additional opportunities for transit use along key corridors and in downtown and support extension of regional rail transit north along SR 400 corridor. Transit is a key component to providing travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for travel within activity areas. Other local trips can feed activity areas so that users can avoid activity center parking and congestion. Longer distance transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel. In addition to local transit service, expansion of the regional rail transit line north along SR 400 provides additional transportation capacity along this corridor, reducing the need for regional traffic to travel on roads through the City of Sandy Springs.
- <u>Policy 6:</u> Incorporate Bus Rapid Transit or other premium transit (such as express bus with signal pre-emption or queue jumping technology) along key routes. Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. Incorporation of Bus Rapid Transit (BRT) or other premium transit options in Sandy Springs can provide travel time advantages along key routes. These travel time savings are critical to encouraging people to park their cars and utilize transit.
- **Policy 7:** Ensure an adequate parking supply in downtown. As activity centers grow, satisfying parking needs is important to maintain the viability and attractiveness of the activity centers. Excess parking can lead activity center users to make frequent short trips via automobile within the activity center, limiting the effectiveness of pedestrian, bicycle, and transit modes. Limited parking can cause increases in traffic congestion, as drivers must circle the area multiple times to find a place to park. Satisfying parking needs should take both ends of the spectrum into account to ensure adequate parking is provided in downtown.
- **Policy 8:** Provide traffic calming at appropriate locations and designate routes for truck prohibition where needed. The residential neighborhoods were identified as one of the City's primary assets in discussions with the Citizen's Advisory Committee. Preserving the integrity and safety within the neighborhoods is critical to the future of Sandy Springs. Traffic calming has been used effectively in many communities within the Atlanta region to enhance safety along residential streets. Although many potential traffic calming techniques have been employed throughout the United States, speed humps are the most common element for residential speed control in the Atlanta area. The advantage of traffic calming is that it can provide control of speeds without reducing connectivity, as would be the case with a road closure.
- <u>Policy 9</u>: Improve sidewalks and bicycle routes to provide alternative travel options with emphasis on connections to parks, green space, and the central business district. Sidewalks and bicycle routes are critical





transportation infrastructure elements necessary for providing alternative travel options to the automobile. Providing connectivity to parks, green space, schools, and the central business district is an important use of the pedestrian and bicycle network. Additional connectivity to key transit facilities/routes and activity centers is another critical area for reducing the need for automobile travel.

- <u>Policy 10</u>: Reduce direct vehicular access from parcels to congested arterials to improve safety by limiting crash potential. Providing access to adjacent properties is one of the primary purposes of a road. However, when the road is a congested urban arterial such as Roswell Road, frequent parcel by parcel access can degrade operations due to the friction of turning vehicles and can provide extra conflict points, increasing crash potential. Effective management of access points can preserve through capacity along arterials. However, careful planning of access for key areas is critical to avoid impacts to properties.
- <u>Policy 11</u>: Pursue functional improvement of the Roswell Road at I-285 Interchange as a high priority. This interchange is a critical access point to the City from the I-285 and SR 400 corridors. It provides a gateway into downtown Sandy Springs, where future redevelopment is expected to reshape the area and increase development density increasing the reliance on this key interchange.

### Comprehensive Plan Guiding Principles

The policies which guide future transportation investments are supported by the program of projects developed through the Transportation Master Plan process. These improvements are grouped into categories based on six guiding principles, as described below. Table 5.1 shows the relationship between the guiding principles and these Comprehensive Plan Transportation Policies. The following Guiding Principles are not presented in order of priority.

- **A.** Provide for efficient use of existing infrastructure (system preservation). Efficient use of existing infrastructure is important to allow the City to maximize its existing investment prior to spending additional money. This category includes projects to use the signal systems effectively, develop access management and examine functional classifications, as well as repaving streets.
- **B.** Improve congestion "bottlenecks" and "hot spots." Congested areas often constrain the overall capacity along a road, creating "bottlenecks". Areas experiencing frequent recurring congestion are considered "hot spots". This category of improvements includes reconstruction of critical interchanges throughout the City. It also includes operational and capacity upgrades at intersections.
- C. Park once and circulate in downtown Sandy Springs via transit and pedestrian modes. The use of alternative travel modes for local trip making, including pedestrian travel, is critical to reducing dependence on the automobile. This category includes pedestrian enhancements, conceptual design for a transit circulator and express bus service, as well as key improvements to create a defined grid network in downtown Sandy Springs.





- **D.** Provide for future travel demand. Roadway capacity improvements allow the movement of people and goods over longer distances more quickly. This category contains roadway capacity improvements, including widening of key corridors within the City.
- E. Promote pedestrian and bicycle travel modes for access to parks and community facilities. Pedestrian and bicycle travel options are important to providing transportation choices within communities. This category includes sidewalks, bicycle lanes, and multiuse trails to enhance pedestrian and bicycle mobility.
- **F.** Serve mobility needs in residential areas while preserving neighborhoods. The City of Sandy Springs has indicated the preservation of residential neighborhoods as a priority in development of the Comprehensive Plan. The transportation improvements reflect that desire through a series of projects to focusing on traffic calming, sidewalk implementation, transit access, and crossing safety. This category includes a "Safe Routes to School" program, traffic calming, sidewalk implementation and refurbishment, and coordination with MARTA regarding bus stop locations and crossing locations





### Transportation Policies by Guiding Principle

The Guiding Principals serves as categories for the projects and programs recommended through the Transportation Master Plan process. As shown in Table 5.1, projects within these six categories are supportive of more than one of the defined transportation policies. Project recommendations in Chapter 6 are grouped by Guiding Principal.

### Table 5.1: Relationship of Guiding Principals to Transportation Policies

|   | Guiding Principles |   |   |   |  |   |      |
|---|--------------------|---|---|---|--|---|------|
| Policies  | A. System Preserve | B. Improve Congestion<br>"Bottlenecks" and stion of<br>Spots" necks" and stion of | C. Park Once and C.<br>In Town Conce and C. | D. Provide for Eutrolate<br>Travel Demos C Future | E. Bite. Park<br>Parks and Strian Access .<br>Facilities Commun. | F. Serve Mobility Needs<br>Neighborhocing Needs | Sbor |
| Policy 1: Intersection safety and operation   | х                  | x   |   |   |  |   | 1    |
| Policy 2: Reduce traffic congestion at "hot spots"  | х                  | x   | x   |   |  |   |      |
| Policy 3: Mobility needs within, to/from and through Sandy Springs                          | x                  | x   | x   | x   | x  | x   |      |
| Policy 4: Grid system in Town Center and elsewhere  | х                  | x   | х   | x   |  |   |      |
| Policy 5: Transit on key Corridors/Town Center & regional rail on SR 400                    |                    |   | x   | x   |  |   |      |
| Policy 6: BRT or other Premium Transit along key routes                                     |                    | x   | х   | x   |  |   |      |
| Policy 7: Ensure adequate parking supply in downtown  |                    |   | х   |   |  |   |      |
| Policy 8: Traffic calming and routes for truck prohibition                                  |                    |   |   |   |  | x   |      |
| Policy 9: Sidewalks and bicycle routes to parks, green space, and central business district | x                  |   | x   | x   | x  |   |      |
| Policy 10: Access Management to improve safety by limiting crash potential                  | x                  | x   |   |   |  |   |      |
| Policy 11: Improvement of the Roswell Road at I-285 interchange                             |                    | x   |   | х   |  |   |      |





### 6. RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS

### **Project Development Process**

The Transportation Master Plan identified anticipated multimodal transportation needs assuming current growth patterns and local expectations for transportation services. A goal of the Transportation Master Plan is to provide a balanced multimodal transportation system that provides for the efficient movement of people and goods. "Efficient movement" entails examining the full array of improvement options available in the City of Sandy Springs, ranging from operational improvements to roadway capacity improvements to providing for improved walking, bicycling, carpooling or transit facilities and services. In addition to the technical analysis results, stakeholder and public input were reviewed during development of transportation projects.

Transportation improvements included in ARC and GDOT long-range plans have been included in the project development process. Additional roadway improvements are recommended based on the results of the travel demand model and extensive stakeholder and public input. The study considers individual congested segments as well as how the entire system operates. Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues as well as stakeholder and public comments. Future population densities were also analyzed to indicate where future transit services are likely to be needed and/or required based on stakeholder and public input. A detailed list of all proposed transportation improvements, their locations, associated costs, project sponsors and potential implementation time frame is provided in Appendix B.

### Implementation Timeframe

Several projects have been recommended to meet the multimodal transportation needs of Sandy Springs through 2030. Implementation of improvements over time is necessary to allow for funding, designs and construction. Therefore, a phasing plan was developed to provide decision makers with a starting point to use in prioritizing the recommended projects for funding and implementation. The recommended improvements and projects were grouped into three implementation time periods based on level of need, estimated cost, and difficulty of implementation from a planning, design and permitting perspective. The three implementation periods are:

- Short-Range (2008-2012) Improvements that are high priority. Projects either have a committed funding source or are anticipated to be funded in the near term. These projects serve as the five-year Capital Improvement Element.
- Mid-Range (2013-2025) Improvements that are not as high priority and/or require longer term planning, design and coordination.
- Long-Range (2026-2030) Improvements that are not currently needed, but are anticipated with future conditions. Implementation of these projects may require significant lead time for funding and/or right of way acquisition.

The implementation timeframe for each recommended project and strategy is detailed in Appendix B. The proposed timeframes can serve as a guide for phasing the recommended projects. The order of implementation may be changed if the actual pattern of development differs significantly from that assumed or if a particular project or improvement becomes more or less attractive due to circumstances which cannot be foreseen at this time.





### Transportation Improvements by Guiding Principle

A program of projects was developed based on guiding principles, which support the transportation policies as illustrated in Chapter 5. Each guiding principal serves as a category that contains a range of transportation projects. The list of transportation projects, provided in Appendix B, is grouped by guiding principal.

### Provide Efficient Use of Existing Infrastructure

Projects that accomplish this guiding principal are wide-ranging. Many of these projects are aimed at relieving congestion through operational improvements, such as implementing ATMS technologies, developing access management strategies, encouraging interparcel connectivity and designating through routes. Other projects seek to maintain the physical condition of the infrastructure through various maintenance activities.

### Improve Congestion Bottlenecks/ "Hot Spots"

Congestion, especially at a few key locations, was identified as a major issue in Sandy Springs. The emphasis on mitigating congestion at "hot spots" led to the inclusion of eight projects. These projects range from smaller-scaled intersection operational and geometric improvements to major interchange reconstruction and modification projects.

### Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes

With twenty related projects, this guiding principal has the greatest portion of the project list. Projects associated with this guiding principal cover various modes of transportation, including pedestrian, bicycle, automobile and transit. This guiding principal focuses on the Town Center area, Sandy Springs' emerging downtown area located along Roswell Road, north of I-285 through Sandy Springs Circle. These improvements are supportive of creating a walkable environment in this key area. Creation of a walkable area, with future transit circulation and express bus connection to PCID are key to encouraging people to park once and circulate via other modes, thus reducing vehicular traffic in the area. Pedestrian and bicycle projects include sidewalks, bike lanes, streetscape projects and providing interparcel connectivity.

Another important component to this strategy is the implementation of parking structures as redevelopment occurs. These structures could serve the parking needs of various new developments in a controlled location at the edge of the Town Center. Roadway projects include realignments and operational improvements, with a focus on establishing a grid system in the Sandy Springs Town Center.

The implementation of express bus service and a transit circulator are also aimed at achieving the "park once and circulate" concept. The PCID and MARTA rail stations provides a connection to these important destinations without the need for automobile travel. As the area redevelops and development densities increase, implementation of a transit circulator can increase the area served via pedestrian travel to better accommodate non-vehicular trips within the Town Center.

### Provide for Future Travel Demand

As the timeframe for this study extends to 2030, it was necessary to consider future needs in addition to those existing today. This Guiding Principal focused on preparing





the transportation network for growth in travel demand. Improvements consist of road widenings and the implementation of the complete street design concept on various corridors, which includes automobile, pedestrian, transit, bicycle and aesthetic components. This allows multimodal transportation service to extend beyond the Sandy Springs Town Center along key corridors.

#### <u>Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community</u> <u>Facilities</u>

A great deal of consideration was given to improving bicycle and pedestrian connections, as explained in Chapter 3. This Guiding Principal led to various sidewalks, multiuse paths and bike lanes. Providing pedestrian and bicycle access to parks and community facilities is important, as trips to these locations are most likely to shift to these travel modes than are work or retail shopping trips. Formulation of these improvements was coordinated with the Parks and Recreation Master Plan, prepared as part of the Comprehensive Plan process. Recommended projects include multiuse trails along four alignments, bike lanes and sidewalks aligning corridors and the construction of pedestrian/bicycle crossings of the Chattahoochee River at Roswell Road, Morgan Falls, Johnson Ferry Road and Interstate North Parkway.

### Serve Mobility Needs in Residential Areas while Preserving Neighborhoods

Projects included in this category focus on enhancing the pedestrian network and providing better access to transit. Strategies to accomplish this goal of increased residential mobility include implementing traffic calming and "Safe Routes to School" programs, improving sidewalks and providing better access to transit stops.

### Transportation Needs Addressed by Recommended Improvements

The recommended program of projects consists of a wide range of transportation improvement opportunities that directly relate to the identified needs. Projects were proposed based on their ability to improve roadway capacity and safety, enhance the transit, pedestrian and bicycle systems, and improve freight operations. The following sections describe how the program of projects meets the needs identified through the Transportation Master Plan process.

### Roadway Capacity and Safety Improvements

Roadway needs were identified through community input as well as technical analyses. The need for intersection and interchange enhancements throughout the study area was identified as an issue of concern. Other congestion-related needs include access management along corridors and other operational improvements to enhance traffic flow. The need to identify parallel facilities to serve as alternate routes to the congested arterial network was also identified.

The broad range of roadway improvements developed through the Transportation Master Plan process meet the identified roadway needs. Specific intersection and interchange improvements were identified to meet this need. Capacity improvements were recommended for roadways with future congestion needs, such as Abernathy Road and Glenridge Drive. Operational improvements were also proposed for intersections at problem locations throughout the study area to improve congestion "hot spots." Additional operational improvements include access management standards and ATMS technologies. The designation of through routes proposed in the plan would help establish these primary routes, the need for which was identified in the Community Assessment. Signals along these signed routes would be timed to facilitate through traffic.





### Transit Improvements

Limited opportunity to increase the vehicular capacity of the transportation network will drive the need to encourage the use of alternative modes of travel. Though transit opportunities exist, the recommended improvements will help promote transit as a viable opportunity for travel. Through the transit assessment, the need for increased bus frequency and travel time benefits to encourage ridership was identified. Also, enhancements to the existing MARTA system, such as a more efficient feeder network and pedestrian improvements around stations were identified as needed improvements to the transit system. Additional transit system needs identified by the community focused on providing efficient access to the airport via MARTA. These needs included providing increased transit circulation and adequate long term parking.

The project list contains ten transit-related projects, ranging from additional transit routes and services to improved pedestrian connections to transit stations and bus stops. The addition of express service and a downtown circulator will increase mobility by providing better connectivity as well as increasing the frequency of bus service within a defined route in the Town Center. Improving the pedestrian system around transit facilities will also promote use and potentially increase ridership by making transit more accessible. The plan also recommends that the City continues coordination with MARTA regarding local bus stop locations and facilities and additionally recommends crossing improvements and street lighting to improve bus stop access. Improvements have also been recommended to the transit network that will facilitate better access to the airport via MARTA.

### **Bicycle Improvements**

Bicycle needs focused on promoting the use of bicycles as a viable mode of transportation in addition to enhancing the system for recreational use. The development of bike routes and facilities connecting residential areas to schools, libraries, parks, MARTA stops and employment centers as well as within activity centers was identified by the community in the needs assessment. To accommodate longer distance travel and allow park access for those not comfortable with on-road travel, the need for a system of off-road trails along and connecting to the Chattahoochee River parks were identified.

To satisfy the bicycle needs, both on and off system improvements were recommended. The recommendations included the addition of bike lanes to major corridors, which would facilitate bicycle travel to employment centers and MARTA bus stops and stations. Several bicycle loops and multiuse trail connections serve the need to provide enhanced recreational opportunities and access to parks. To encourage the continued improvement of the bicycle network it was recommended that bike lane construction be considered for incorporation into other future projects.

### Pedestrian Improvements

Pedestrian needs consisted of connections to desired destinations as well as mobility within activity centers. Specific opportunities included providing safe and efficient connections to public schools, parks, libraries, transit facilities and downtown areas. Pedestrian mobility within Town Center, transit oriented areas and other activity centers.

The pedestrian system was an important focus of the project development process. A majority (52 out of 72) of the recommended projects included some pedestrian improvement element. The pedestrian improvements focused on several specific initiatives in addition to general strategies to improve the overall system. One specific goal was to develop a walkable downtown area, with a grid system of streets and





sidewalks as well as interparcel connectivity. Another initiative focused on providing pedestrian and bicycle access along the Chattahoochee River and extending the bicycle network to other key destinations. This effort was coordinated with the Parks and Recreation Department. Other recommended projects provide needed pedestrian connections throughout the City.

### Freight System Improvements

Local freight needs were identified in addition to the need to coordinate with regional and statewide freight efforts. Freight needs associated with the movement of goods by commercial vehicle included ensuring efficient movement along I-285 and SR 400 and facilitating local travel along the arterial road network.

Many of the recommended projects will benefit the City's freight system. Roadway capacity and operational improvements, including road widenings, ATMS technologies and intersection and interchange upgrades will all impact the movement of trucks within the study area.

The proposed transportation projects are shown in the following figures. Figure 6.1 illustrates the short-term transportation improvements, while Figure 6.2 shows the mid and long range projects. Figure 6.3 illustrates the potential future transportation network, if all recommended projects are implemented. A more detailed illustration of the pedestrian needs is shown in Figure 6.4.



# SANDY SPRINGS

### Sandy Springs Transportation Master Plan







### Sandy Springs Transportation Master Plan







### Sandy Springs Transportation Master Plan







### Sandy Springs Transportation Master Plan







### 7. IMPLEMENTATION PLAN

By implementing the recommended program of projects, the City of Sandy Springs can provide a transportation network capable of meeting future mobility needs and encouraging travel by alternate modes of transportation. The Transportation Master Plan sets forth a strategy to help the City move towards implementation of the recommended projects. To provide an understanding of the level of funding necessary to implement each phase of the program of projects, planning level cost estimates were developed. Implementation responsibilities are also discussed in this chapter, as some projects will be implemented by agencies other than the City.

### Estimated Costs

Roadway costs were developed using ARC's 2006 Transportation Project Costing Tool. For projects currently included in ARC's RTP, those cost estimates were assumed and carried over to the Transportation Master Plan. Cost estimates for additional projects were developed using the costing tool and then inflated based on the time period recommended for implementation.

Cost estimates for projects included in the short-term plan were developed for the fiveyear Capital Improvement Plan. These costs were inflated by an annual rate of 5 percent, which was increased to 20 percent every third year. To account for inflation for the mid and long term projects, costs were escalated to the each implementation period's midpoint year (2018 for mid-range projects and 2028 for long-range projects)on the assumption that roughly one-half of the projects would be implemented before the midpoint year and the other half after. The same 5 percent average annual rate of increase was assumed for all mid and long range projects. This 5 percent increase is the assumed difference between project implementation cost (construction and right-of-way) and growth in current revenue sources. The 20 percent adjustment was not continued throughout the study period.

Total costs for the study period (2008-2030) are approximately \$610 million. The distribution of these costs over the implementation time periods is shown in Figure 7.1. Although the distributions seem to be weighted towards the mid-range time period, the per year costs are similar. This is due to the fact that this time period is longer than the others and that most of the transportation needs could be met prior to the long range time period. The cost per year for each implementation period (short, mid and long) is \$30 million, \$29 million and \$17 million, respectively. The higher annual cost during the short and mid range time periods can be attributed to the proactive approach taken by this plan to address the current needs and prepare for future travel demand. Since only a few projects are recommended for the last implementation period, the average annual cost is lower than that of the preceding time period. Projects proposed for the short and mid range time periods are expected to meet the needs through the end of study period, thus reducing the need for additional improvements during the long range implementation period.





Figure 7.1 Project Cost by Implementation Time Period

### Implementation Responsibility

SANDY SPRINGS

While most of the recommended projects will be implemented by the City, some of the larger-scale projects will fall under the jurisdiction of GDOT. For these projects, the City will be responsible for coordinating with GDOT and, in some cases, participating in project funding. For the purpose of projecting costs for recommended projects list, the local share on GDOT-sponsored projects was assumed to be 20 percent, except when otherwise noted. All City-sponsored projects were assumed to be fully funded by the City. Table B1, located in Appendix B, shows the agency responsible for implementing each project as well as the City's share of the project cost.

### Potential Funding Strategies

Identifying and effectively utilizing available transportation funding is a crucial element in planning for and successfully implementing a transportation plan. A variety of funding sources are available; however, each has restrictions and implications. This is especially relevant since transportation funding from city sources is limited.

Generally, funding is provided at the federal, state, and local levels. From these, the primary source for relatively more costly roadway, transit, bicycle and pedestrian projects is federal funding authorized by SAFETEA-LU. State funds are also an important component of transportation funding, particularly for capital projects. Lastly, a local match is usually required for transportation projects that are not on major state or federal routes. Sandy Springs has received funds from many different sources and will continue to pursue all available funding opportunities. Appendix C provides detailed descriptions of the variety of funding sources offered by state and federal agencies.

### Potential Federal Funding Sources

As the region's designated Metropolitan Planning Organization (MPO), ARC is responsible for developing the long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP), which list federal funding towards transportation projects. All federal funding categories require that the project sponsor contribute a portion of the project's cost, called a "match." The percent contribution required varies by federal funding category, as noted in the descriptions included in Appendix C. Matching funds for projects on the state system can be provided by GDOT.

### Regional Coordination for Federal Funding

As the region's designated Metropolitan Planning Organization (MPO), ARC is responsible for developing the long-range Regional Transportation Plan (RTP) and short-range Transportation Improvement Program (TIP), which list federal funding towards



transportation projects. All federal funding categories require that the project sponsor contribute a portion of the project's cost, called a "match." The percent contribution required varies by federal funding category, as noted in the descriptions that follow. Matching funds for projects on the state system can be provided by GDOT. In order for new projects to be eligible for federal funding, they must be included in the long-range Regional Transportation Plan (RTP). As an additional requirement, all capacity adding projects occurring on the regionally significant roadway network must be included in the RTP and modeled in ARC's Travel Demand Model Runs indicating conformity to air quality standards. Appendix B provides a listing of Federal, State, and Regional funding sources that may be applicable in Sandy Springs.

### Local Funding Options

In addition to federal funding, requiring coordination with GDOT and ARC, local funding sources exist which allow the City of Sandy Springs to accomplish projects which are not eligible for Federal or State funding or which must be accomplished before Federal or State funding is available. Locally collected revenue sources used to fund transportation projects include:

<u>General Fund</u> - This fund is based on the City's general tax revenue and is divided among all City services.

<u>Impact Fees</u> – A one-time fee charged in association with a new development designed to cover part of the cost of providing public facilities to support the development. The impact fee amount charged to a particular development must be directly tied to the amount of new infrastructure the development will require. An impact fee program has been developed as a part of the Sandy Springs Comprehensive Plan and is based on costs needed to accomplish the improvements included in the five year Community Improvement Element.

The transportation impact fees are documented in <u>Comprehensive Plan Community</u> <u>Agenda, Chapter 7: Capital Improvements for Impact Fees</u>. The fees are based on a total program cost of \$141,582,122, resulting in an impact fee eligible cost of \$56,799,307. This cost, divided by the estimate 156,900 additional daily trips due to new development results in a fee per daily trip of \$362. The City Council approved transportation impact fee will collect 38 percent of the maximum impact fee (\$137.56/trip).

The fee is applied via a fee schedule which uses the number of daily trips for each land use type is based on information from Trip Generation, 7th Edition, by the Institute of Transportation Engineers (ITE). This document is the industry standard and authoritative source for trip generation information by land use. If an existing active land use is being removed to construct the new development, the fee amount that would be associated with the existing land use is subtracted from the fee amount for the new development. Thus, the fee represents the net increase in trips generated by the new If a developer has a large mixed-use development, they may wish to development. provide a traffic study supporting a reduced level of daily trip generation based on the combination of uses. Such a study would need to be consistent with mixed use trip capture rates and methods indicated in Trip Generation and approved by City Staff. Transportation Impact fees cover system improvement needs. Developers would still be responsible for project related impacts, such as the need for turn lanes and traffic signals at site access points or other needs as defined by the City.

<u>Community Improvement District</u> - A strategy for funding infrastructure projects in a limited area at the discretion of existing property interests. CIDs are essentially self-





taxing areas, where property owners organize to raise funds to improve property values in the area. CIDs may organize to market an area, work to increase safety in that area, and collect and use funds for all types of transportation projects. CIDs are an innovative source of funding for transportation projects, but the scope of their activities is limited by property owner interests and a defined geographic area. The Perimeter CID is active in funding transportation and other improvements within its boundary. As the Town Center area develops, implementing a CID in this area may be an effective means to providing funding for infrastructure improvements.

<u>Tax Allocation Districts</u> – A strategy for funding infrastructure projects in a limited area targeted for accelerated growth. Infrastructure projects are financed from the growth of property taxes based on new development and increased property values. Establishing a TAD and creating a plan for the district can spark redevelopment in the TAD area, which in turn serves to finance TAD bond funds. Funds can be spent on a number of projects in the TAD area, including transportation projects. Therefore, TAD planning promotes redevelopment while also helping to create a dedicated source of infrastructure funding for that area. New pedestrian and bicycle facilities and streetscapes are typical TAD projects, though TAD funds are often used for non-transportation infrastructure as well. TADs are an appropriate tool for financing some types of transportation projects, especially in connection with the denser redevelopment of a particular area such as an activity center. As the Town Center area or other overlay districts along Roswell Road plan redevelopment, implementation of one or more TADs could provide funding for needed improvements.

<u>Special Local Option Sales Tax (SPLOST)</u> – A one-cent sales tax approved by voters, the money can be used for infrastructure development and maintenance but not operating costs. SPLOST referendums must have an associated time table. Fulton County is currently operating at the maximum level of local sales tax permitted. However, if future plans for regional transit funding replace the sales tax for MARTA service, this may provide the option for use of this funding source for transportation needs.





Appendix A: Prioritization of Bicycle Needs



|    |                                |   |                                    |        |                 | Prioritization Criteria |                |                |                  |           |                       |              |
|----|--------------------------------|---|------------------------------------|--------|-----------------|-------------------------|----------------|----------------|------------------|-----------|-----------------------|--------------|
| #  | Sidowalk Stroot Namo           | From                                      | То                                 | Length | Pood Class      | Within W                | alkable Distar | ce of Pedestra | ain Activity Are | ea        |                       | Number of    |
| #  | Sidewaik Street Name           | FIOIII                                    | 10                                 | (mile) | nuau Class.     | Downtown Zone           | School Zone    | Transit Zone   | Library Zone     | Park Zone | Collector or Arterial | Met Criteria |
| 1  | Mount Vernon Road              | Orchard Point                             | Spalding Drive                     | 0.37   | Min. Arterial   | no                      | no             | no             | no               | no        | yes                   | 1            |
| 2  | Spalding Drive                 | Mount Vernon Road                         | Wickley Way                        | 0.23   | Min. Arterial   | no                      | no             | no             | no               | no        | yes                   | 1            |
| 3  | Spalding Drive                 | Nesbit Ferry Road                         | River Exchange Drive               | 0.55   | Min. Arterial   | no                      | no             | no             | no               | no        | yes                   | 1            |
| 4  | Nesbit Ferry Road              | Willow Bluff Drive                        | Nesbit Ferry Road (fork)           | 0.25   | Local           | no                      | no             | no             | no               | no        | no                    | 0            |
| 5  | Jett Ferry Road                | Dunwoody Heritage Drive                   | Dunwoody Club Drive                | 0.12   | Collector       | no                      | no             | no             | no               | no        | yes                   | 1            |
| 6  | Dunwoody Club Drive            | Jett Fry Road                             | Spalding Drive                     | 2.30   | Min. Arterial   | no                      | yes(NW tip)    | yes (NW tip)   | no               | no        | yes                   | 3            |
| 7  | Spalding Drive                 | Dunwoody Club Drive                       | Roberts Drive                      | 0.03   | Min. Arterial   | no                      | yes            | yes            | no               | no        | yes                   | 3            |
| 8  | Roberts Drive                  | Spalding Drive                            | Sunny Brook Farm Road              | 0.06   | Collector       | no                      | yes            | yes            | no               | no        | yes                   | 3            |
| 9  | Pitts Road                     | Spalding Drive                            | Roswell Road                       | 0.69   | Collector       | no                      | yes            | yes            | no               | no        | yes                   | 3            |
| 10 | Northridge Road                | Roswell Road                              | end of Northridge Road             | 1.18   | Min. Arterial   | no                      | yes            | yes            | no               | yes       | yes                   | 4            |
| 11 | Dunwoody Place                 | Roswell Road                              | Northridge Parkway                 | 1.21   | Min. Arterial   | no                      | yes            | yes            | no               | no        | yes                   | 3            |
| 12 | Roberts Drive                  | Dunwoody Place                            | Roswell Road                       | 2.08   | Collector       | no                      | yes            | yes            | no               | yes       | yes                   | 4            |
| 13 | Colonel Drive                  | Roberts Drive                             | North River Parkway                | 0.55   | Local           | no                      | yes            | no             | no               | yes       | no                    | 2            |
| 14 | North River Parkway            | Colonel Drive                             | Roswell Road                       | 0.78   | Local           | no                      | yes            | yes            | no               | yes       | no                    | 3            |
| 15 | Roswell Road                   | North River Parkway                       | Roberts Drive                      | 0.08   | Maj. Arterial   | no                      | no             | yes            | no               | no        | yes                   | 2            |
| 16 | Morgan Falls Road              | just west of Harbor Point Parkway         | end of Morgan Falls Road           | 0.95   | Local           | no                      | no             | no             | no               | yes       | no                    | 1            |
| 17 | Trowgate Lane                  | Trowbridge Road                           | Trowbrook Road                     | 0.99   | Local           | no                      | yes            | no             | no               | yes       | no                    | 2            |
| 18 | Trowbridge Road                | Fieldsborn Way                            | Dalrymple Road                     | 0.15   | Local           | no                      | yes            | yes            | no               | yes       | no                    | 3            |
| 19 | Dalrymple Road                 | Princeton Way                             | Wildercliff Road                   | 0.68   | Collector       | no                      | yes            | no             | no               | no        | yes                   | 2            |
| 20 | Riverside Drive                | Wildercliff Drive                         | Johnson Ferry Road                 | 1.46   | Min. Arterial   | no                      | yes            | no             | no               | no        | yes                   | 2            |
| 21 | Brandon Mill Road              | Dalrymple Road                            | Abernathy Road                     | 1.50   | Local           | no                      | yes            | no             | no               | yes       | no                    | 2            |
| 22 | Johnson Ferry Road             | Sandy Springs City Limit                  | Long Island Drive                  | 1.23   | Arterial        | no                      | no             | no             | no               | yes       | yes                   | 2            |
| 23 | Bridgewood Valley Road         | River Valley Road                         | Colewood Way                       | 0.60   | Local           | no                      | no             | no             | no               | yes       | no                    | 1            |
| 24 | Colewood Way                   | River Valley Road                         | River Shore Parkway                | 0.23   | Local           | no                      | no             | no             | no               | no        | no                    | 0            |
| 25 | Glenridge Drive                | split at Glenridge Dr. and Glenlake Pkwy. | Abernathy Road                     | 0.42   | Min. Arterial   | no                      | no             | yes            | no               | yes       | yes                   | 3            |
| 26 | Glenlake Parkway               | split at Glenridge Dr. and Glenlake Pkwy. | Before Glenlake Pkwy is divided    | 0.26   | Collector       | no                      | no             | yes            | no               | yes       | yes                   | 3            |
| 27 | Glenridge Drive                | Glengate Avenue                           | Mount Vernon Highway               | 0.50   | Collector       | no                      | no             | yes            | no               | yes       | yes                   | 3            |
| 28 | Mount Vernon Highway           | Roswell Road                              | Boylston Drive                     | 0.10   | Min. Arterial   | yes                     | no             | yes            | yes              | no        | yes                   | 4            |
| 29 | Boylston Drive                 | Mount Vernon Highway                      | Hammond Drive                      | 0.37   | Local           | yes                     | no             | yes            | yes              | no        | no                    | 3            |
| 30 | Hilderbrand Drive              | Sandy Springs Circle                      | Roswell Road                       | 0.23   | Local           | yes                     | no             | yes            | yes              | no        | no                    | 3            |
| 31 | Sandy Springs Place            | Sandy Springs Cirice                      | Sandy Springs Drive                | 0.29   | Local           | yes                     | yes            | yes            | yes              | no        | no                    | 4            |
| 32 | Hammond Drive                  | Harleston Road                            | Greenbrier Road                    | 0.55   | Min. Arterial   | no                      | no             | yes            | yes              | yes       | yes                   | 4            |
| 33 | Glenridge Drive                | Glenairy Drive                            | Hammond Drive                      | 0.30   | Collector       | no                      | no             | yes            | no               | yes       | yes                   | 3            |
| 34 | Sandy Springs Cirice           | Cliftwood Drive                           | Allen Road                         | 0.15   | Collector       | yes                     | yes            | yes            | no               | yes       | yes                   | 5            |
| 30 | Lake Follest Drive             | Hammond Drive                             |                                    | 2.00   | Collector       | yes                     | yes            | yes            | 110              | yes       | yes                   | 5            |
| 30 | Wost Bollo Islo Boad           | Lake Forrest Drive                        | Poswell Road                       | 0.24   |                 | 110                     | 10             |                | 10               | <u> </u>  | yes                   | 1            |
| 38 | Mount Paran Boad               | Long Island Drive                         | Merlendale Drive                   | 0.04   | Min Arterial    | no                      | 10             | yes            | no               | no        |                       | 1            |
| 30 | Franklin Boad                  | Boswell Boad                              | High Point Boad                    | 0.20   |                 | no                      | no             | VAS            | no               | no        | yes<br>no             | 1            |
| 40 | Glenridge Connector            | GA 400 NB ramp                            | Meridian Marks Boad                | 0.24   | Min Arterial    | no                      | Ves            | no             | no               | Ves       | Ves                   | 3            |
| 41 | Dudley Lane                    | Sandy Springs City Limit                  | Powers Ferry Boad                  | 0.78   | Local           | no                      | no             | no             | no               | no        | no                    | 0            |
| 42 | Powers Ferry Road              | Crest Valley Drive                        | Mount Paran Road                   | 1.06   | Collector       | no                      | no             | no             | no               | no        | ves                   | 1            |
| 43 | Crest Valley Drive             | Powers Ferry Road                         | Mount Vernon Parkway               | 0.12   | Local           | no                      | no             | no             | no               | no        | no                    | 0            |
| 44 | Dupree Drive                   | Powers Ferry Road                         | Old Powers Ferry Road              | 0.72   | Collector       | no                      | ves            | ves            | no               | no        | Ves                   | 3            |
| 45 | Indian Trail                   | Northside Drive                           | end of Indian Trail                | 0.40   | Local           | no                      | no             | no             | no               | yes       | no                    | 1            |
| 46 | Northside Dr./Heards Ferry Rd. | Cameron Glen Drive                        | Indian Trail                       | 2.45   | Min. Art./coll. | no                      | no             | yes            | no               | yes       | yes                   | 3            |
| 47 | Mount Vernon Highway           | Northside Drive                           | Cross Roads Manor                  | 0.52   | Min. Arterial   | no                      | no             | no             | no               | no        | yes                   | 1            |
| 48 | Old Powers Ferry Road          | Northside Drive                           | Powers Overlook Court              | 0.20   | Local           | no                      | no             | no             | no               | no        | no                    | 0            |
| 49 | New Northside Drive            | Northside Drive                           | New Northiside Drive (side street) | 0.42   | Min. Arterial   | no                      | no             | yes            | no               | no        | yes                   | 2            |
| 50 | Interstate North Parkway       | Sandy Springs City Limit                  | New Northiside Drive (side street) | 0.80   | Min. Arterial   | no                      | no             | yes            | no               | yes       | yes                   | 3            |



Meets 1 of the Priority Criteria Meets 2 of the Priority Criteria Meets 3 of the Priority Criteria Meets 4 of the Priority Criteria Meets 5 or more of the Priority Criteria

Total Miles = 34.33





### Appendix B: Recommended Program of Projects



| Table B1.A   |
|--|
| Provide for Efficient Use of Existing Infrastructure           |
| Sandy Springs Transportation Master Plan - Program of Projects |

| Project<br>ID No. <sup>1</sup> | Project   | Project Sponsor               | City of Sandy<br>Springs Cost                | Implementation<br>Time Period |
|--------------------------------|---|-------------------------------|--|-------------------------------|
| A1                             | Construct traffic control center (TCC) for monitoring/adjusting traffic signals and incident management along Roswell Road and other congested corridors.   | City of Sandy<br>Springs      | \$1,250,000                                  | Short                         |
| A2                             | Install camera monitoring system along Roswell Road and key east-west corridors (additional 14 intersection system to tie-in Roswell Rd north and south of I-285).  | City of Sandy<br>Springs      | \$1,500,000                                  | Short                         |
| A3                             | Install traffic responsive signal system along Roswell Road to accommodate fluctuations in traffic and assist in managing queues. <sup>2</sup>  | City of Sandy<br>Springs      | \$250,000                                    | Short                         |
| A4                             | Designate through routes with identifying signage and install traffic signal timings to facilitate travel along key routes: Roswell Road, Johnson Ferry Road/Abernathy Road, Mount Vernon Highway, Glenridge Road, and Peachtree Dunwoody Road. | City of Sandy<br>Springs      | \$1,100,000                                  | Short                         |
| A5                             | Develop access management standards linked to roadway functional classification for use with redevelopment (signal and driveway spacing, interparcel access, full access vs. right-in/right-out).   | City of Sandy<br>Springs      | \$50,000                                     | Short                         |
| A6                             | Develop improvement concepts to implement access management techniques along<br>Roswell Road throughout city to include signal spacing, interparcel access, backside<br>connections, and medians where appropriate.                             | City of Sandy<br>Springs      | \$300,000                                    | Short                         |
| A7                             | Revise functional classification system to match current City policy.   | City of Sandy<br>Springs      | Staff Time                                   | Short                         |
| A8                             | ROW and relocation cost for Jett Road bridge upgrade. <sup>3</sup>  | City of Sandy<br>Springs/GDOT | \$500,000                                    | Short                         |
| A9                             | Work with property owners to establish interparcel connectivity in Downtown Sandy Springs and along Roswell Road and other commercial corridors.  | City of Sandy<br>Springs      | Staff Time                                   | Short                         |
| A10                            | Repave streets and refresh pavement markings <sup>4</sup>   | City of Sandy<br>Springs      | \$31,800,000<br>\$73,600,000<br>\$98,600,00  | Short<br>Mid<br>Long          |
| A11                            | Provide intersection and operational improvements per ongoing Intersection Operations and Improvement Plan, including: signal timing, signal system coordination, and installation of traffic signals. <sup>5</sup>                             | City of Sandy<br>Springs      | \$13,400,000<br>\$31,000,000<br>\$41,500,000 | Short<br>Mid<br>Long          |
| A12                            | Perform additional maintenance/upgrade of signal system and vehicle detectors. <sup>6</sup>   | City of Sandy<br>Springs      | \$3,300,000<br>\$7,800,000<br>\$10,400,000   | Short<br>Mid<br>Long          |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference.

<sup>2</sup> Assumes city cost for enhanced vehicle detection along corridor with signal retiming to be performed as part of GDOT's Metro Signal Timing Project <sup>3</sup> Additional GDOT Funding at \$422,000 is anticipated to help offset construction costs.

<sup>4</sup> Cost estimate assumes 10 percent of roads will be repaved for short term time period and 5 percent annually for mid and long term time frame

<sup>5</sup> Cost estimate assumes \$2 million annual investment (adjusted for inflation) for the short term time period and \$1 million annually thereafter.

<sup>6</sup> Cost estimate assumes \$500,000 annual investment (adjusted for inflation) for the short term time period and \$250,000 annually thereafter.





| Table B1.B   |  |  |  |  |
|--|--|--|--|--|
| Improve Congestion Bottlenecks / "Hot Spots"                   |  |  |  |  |
| Sandy Springs Transportation Master Plan - Program of Projects |  |  |  |  |

| Project<br>ID No. <sup>1</sup> | Project  | Project Sponsor          | City of Sandy<br>Springs Cost | Implementation<br>Time Period |
|--------------------------------|--|--------------------------|-------------------------------|-------------------------------|
| B1                             | Reconstruct Roswell Road at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)   | GDOT <sup>2</sup>        | \$0                           | Short                         |
| B2                             | Reconstruct Northridge Road at SR 400 interchange (coordinate with GDOT's SR 400 improvements)   | GDOT <sup>2</sup>        | \$0                           | Long                          |
| B3                             | Reconstruct Riverside Drive at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)  | GDOT <sup>2</sup>        | \$0                           | Short                         |
| B4                             | Construct collector/distributor road system including Hammond Drive ramps at SR 400 (coordinate with GDOT's SR 400 improvements)   | GDOT/RTP <sup>3</sup>    | \$0                           | Short                         |
| В5                             | Provide intersection capacity/operational improvements to include turn lane<br>modifications, median segments near intersections, pedestrian crosswalks and<br>sidewalk enhancements at congested intersections along Roswell Road to include (but<br>not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan<br>Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road,<br>and Windsor Parkway.  | City of Sandy<br>Springs | \$10,700,000                  | Short                         |
| B6                             | Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Petts Road, and Spalding Drive at Jett Ferry Road (see project A11). | City of Sandy<br>Springs | \$9,600,000                   | Short                         |
| B7                             | Provide geometric/operational improvements to Roswell Road intersections with Johnson Ferry Road and Mount Vernon Highway  | City of Sandy<br>Springs | \$3,600,000                   | Mid                           |
| B8                             | Provide geometric/operational improvements to Sandy Springs Circle intersections with Johnson Ferry Road and Mount Vernon Highway  | City of Sandy<br>Springs | \$3,600,000                   | Mid                           |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference. <sup>2</sup> Complete project funding by GDOT

<sup>3</sup> Funding by GDOT and Perimeter CID





#### Table B1.C Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes Sandy Springs Transportation Master Plan - Program of Projects

| Project<br>ID No. <sup>1</sup> | Project  | Project Sponsor                             | City of Sandy<br>Springs Cost | Implementation<br>Time Period |
|--------------------------------|--|---|-------------------------------|-------------------------------|
| C1                             | Align Carpenter Drive and Cliftwood Drive and modify traffic signal  | City of Sandy<br>Springs/ GDOT              | \$300,000                     | Short                         |
| C2                             | Provide wide sidewalk connections for east-west movement across downtown Sandy<br>Springs between Sandy Springs Circle and Boylston Drive to include Sandy Springs<br>Place/new connector road, Hilderbrand Drive, Hammond Drive, and Cliftwood<br>Drive/Carpenter Drive   | City of Sandy<br>Springs                    | \$3,400,000                   | Short                         |
| СЗ                             | Provide wide sidewalk connections for north-south movement in downtown Sandy<br>Springs along Sandy Springs Circle, Boylston Drive, Blue Stone Road, and Sandy<br>Springs Place  | City of Sandy<br>Springs                    | \$5,300,000                   | Short                         |
| C4                             | Prepare design and implementation plan for transit circulator in downtown Sandy<br>Springs, express bus service to Perimeter Center, and express bus service to Sandy<br>Springs MARTA Rail Station  | City of Sandy<br>Springs                    | \$300,000                     | Short                         |
| C5                             | Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliffwood Drive, and from I-285 to the City of Atlanta   | City of Sandy<br>Springs                    | \$5,000,000                   | Short                         |
| C6                             | Provide streetscape improvements along Sandy Springs Circle from Roswell Road to Hammond Drive   | City of Sandy<br>Springs/ GDOT <sup>3</sup> | \$2,600,000                   | Short                         |
| C7                             | Complete concept design, planning/engineering, and construction of Sandy Springs<br>Circle under I-285 to Kingsport Drive.   | GDOT <sup>4</sup>                           | \$6,200,000                   | Short                         |
| C8                             | Prepare design for improvement of Johnson Ferry Road between Abernathy and Sandy Springs Circle, Johnson Ferry Road between Mount Vernon Highway and Glenridge Road, and Glenridge Road between Mount Vernon Highway and Hammond Drive to improve traffic capacity/operations and add sidewalk/bicycle facilities.                                       | City of Sandy<br>Springs                    | \$1,500,000                   | Short                         |
| C9                             | Prepare concept design for completion of grid system in the Sandy Springs Town<br>Center to include: Improvement of Boylston Road from Mt. Vernon Highway to<br>Hammond Drive, extension of Boylston Road from Hammond Drive to Carpenter Road,<br>construction of a new roadway and pedestrian connection from Sandy Springs Place to<br>Boylston Road. | City of Sandy<br>Springs                    | \$300,000                     | Short                         |
| C10                            | Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.  | City of Sandy<br>Springs                    | \$900,000                     | Short                         |
| C11                            | Extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide two through lanes with sidewalks and bike lanes.  | City of Sandy<br>Springs                    | \$4,800,000                   | Short                         |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference. <sup>2</sup> GDOT Funding participation anticipated following 2009 concept development

<sup>3</sup>GDOT Transportation Enhancement Funding applied to help offset construction costs

<sup>4</sup> Concepts developed in 2007 and construction in 2008. Construction costs are based on \$20 million total cost with 20 percent local match



### Table B1.C (Continued) Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes Sandy Springs Transportation Master Plan - Program of Projects

| Project<br>ID No. <sup>1</sup> | Project   | Project Sponsor          | City of Sandy<br>Springs Cost | Implementation<br>Time Period |
|--------------------------------|---|--------------------------|-------------------------------|-------------------------------|
| C12                            | Construct new roadway and pedestrian connection from Sandy Springs Place to<br>Boylston Road and relocate signal from Sandy Springs Place to new location   | City of Sandy<br>Springs | \$6,900,000                   | Mid                           |
| C13                            | Improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes <sup>2</sup>   | City of Sandy<br>Springs | \$33,800,000                  | Mid                           |
| C14                            | Improve Johnson Ferry Road corridor between Abernathy Road and Sandy Springs<br>Circle to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle<br>lanes <sup>2</sup>  | City of Sandy<br>Springs | \$6,300,000                   | Mid                           |
| C15                            | Improve Johnson Ferry Road between Mount Vernon Road and Glenridge Drive to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes  | City of Sandy<br>Springs | \$4,700,000                   | Mid                           |
| C16                            | Provide transit circulator with short headways along regular route in downtown Sandy Springs (service to parking facilities)  | City of Sandy<br>Springs | \$23,300,000                  | Mid                           |
| C17                            | Provide interparcel pedestrian connections at key locations in downtown Sandy<br>Springs, including: Boylston Drive to Sandy Springs Circle, Sandy Springs Place to<br>Hammond Drive, and Boylston Drive to Sandy Springs Circle south of Hammond Drive)  | City of Sandy<br>Springs | \$4,200,000                   | Mid                           |
| C18                            | Provide express transit service between downtown Sandy Springs and Perimeter<br>Center via Hammond Drive (include one intercept parking structure as anchor point for<br>service)   | City of Sandy<br>Springs | \$16,900,000                  | Mid                           |
| C19                            | Construct centralized parking structures to provide shared parking supply as redevelopment occurs; potential intercept locations include north (in vicinity of Roswell Road at Johnson Ferry Road) and middle (in vicinity of Roswell Road at Hammond Drive) OR south (in vicinity of Roswell Road at Carpenter Drive) <sup>3</sup> | City of Sandy<br>Springs | \$6,100,000                   | Mid                           |
| C20                            | Provide express transit service between downtown Sandy Springs and MARTA Sandy Springs Station via Mount Vernon Road (include one intercept parking structure as anchor point for service) <sup>4</sup>   | City of Sandy<br>Springs | \$2,400,000                   | Long                          |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference.

<sup>2</sup> Estimated ROW costs constitute 40 percent of the total cost for thes projects. Therefore, project costs are subject to change according to variability in availability and cost of ROW. Projects were assumed to require a width of 12 feet of ROW.

<sup>3</sup> Parking deck cost assumes two decks with 600 spaces each to be funded 25% by City and \$75% by development contributions in lieu of parking supply.

<sup>4</sup> Cost estimate assumes 10% funding by City. Additional funding to be provided by MARTA or other funding source





### Table B1.D Provide for Future Travel Demand Sandy Springs Transportation Master Plan - Program of Projects

| Project<br>ID No. <sup>1</sup> | Project  | Project Sponsor          | City of Sandy<br>Springs Cost | Implementation<br>Time Period |
|--------------------------------|--|--------------------------|-------------------------------|-------------------------------|
| D1                             | Improve Johnson Ferry Road from the Chattahoochee River to Abernathy Road and widen Abernathy Road from Johnson Ferry Road to Roswell Road to provide 4 through lanes with bike lanes and 8-foot sidewalk  | GDOT <sup>2</sup>        | \$0                           | Short                         |
| D2                             | Complete concept design and continue planning/engineering for improvement of<br>Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete<br>street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic<br>components | City of Sandy<br>Springs | \$400,000                     | Short                         |
| D3                             | Complete concept design and continue planning/engineering for improvement of<br>Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to<br>include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components              | City of Sandy<br>Springs | \$400,000                     | Short                         |
| D4                             | Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components            | City of Sandy<br>Springs | \$400,000                     | Short                         |
| D5                             | Widen Abernathy Road from Roswell Road to SR 400 to 6 lanes with multiuse trail  | GDOT <sup>3</sup>        | \$4,800,000                   | Mid                           |
| D6                             | Improve Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a<br>"complete street" to include automobile, pedestrian, transit, bicycle, and<br>landscaping/aesthetic components   | City of Sandy<br>Springs | \$10,000,000                  | Mid                           |
| D7                             | Improve Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components   | City of Sandy<br>Springs | \$4,900,000                   | Mid                           |
| D8                             | Improve Hammond Drive corridor between Glenridge Drive and Roswell Road to provide 4 through lanes as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components  | City of Sandy<br>Springs | \$11,200,000                  | Mid                           |
| D9                             | Widen Glenridge Drive from Roswell Road to Glenridge Connector to 4-lane divided section   | City of Sandy<br>Springs | \$14,500,000                  | Mid                           |
| D10                            | Widen Barfield Road from Hammond Drive to Mount Vernon Highway to provide 4 through lanes with bicycle/pedestrian accommodation  | City of Sandy<br>Springs | \$10,400,000                  | Mid                           |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference.

<sup>2</sup> Complete project funding by GDOT.

<sup>3</sup> City construction costs are based on \$23,782,000 construction cost with a 20 percent local match



### Table B1.EPromote Pedestrian and Bicycle Travel Modes for Access to Parks and Community FacilitiesSandy Springs Transportation Master Plan -Program of Projects

| Project<br>ID No. <sup>1</sup> | Project   | Project Sponsor                             | City of Sandy<br>Springs Cost | Implementation<br>Time Period |
|--------------------------------|---|---|-------------------------------|-------------------------------|
| E1                             | Construct greenway along Abernathy Road to include multiuse trail   | City of Sandy<br>Springs/ GDOT <sup>2</sup> | \$8,700,000                   | Short                         |
| E2                             | Construct sidewalks with bike lanes along River Valley Road from Johnson Ferry Road to Riverside Drive  | City of Sandy<br>Springs                    | \$1,500,000                   | Short                         |
| E3                             | Construct sidewalks with bike lanes along Riverside Drive from River Valley Road to<br>Heards Ferry Road and extend sidewalks north on Riverside Drive to swim and tennis<br>club   | City of Sandy<br>Springs                    | \$2,300,000                   | Short                         |
| E4                             | Install pedestrian enhancements at Sandy Springs Circle and Hammond Drive<br>intersection   | City of Sandy<br>Springs                    | \$2,300,000                   | Short                         |
| E5                             | Install sidewalks along Mt. Vernon Parkway from Mt. Vernon Highway to Powers Ferry Road   | City of Sandy<br>Springs                    | \$600,000                     | Short                         |
| E6                             | Install sidewalks along Mt. Vernon Highway from Lake Forest Drive to Powers Ferry Road  | City of Sandy<br>Springs                    | \$1,200,000                   | Short                         |
| E7                             | Install sidewalks along Windsor Parkway from Highpoint Road to Roswell Road   | City of Sandy<br>Springs                    | \$1,800,000                   | Short                         |
| E8                             | Construct bike lanes with sidewalk or multiuse trail in vicinity of Island Ford Park along<br>North River Parkway, Colonel Drive, Roberts Drive (from Roswell Road to Northridge<br>Road), Roswell Road (from North River Parkway to Roberts Drive), and Northridge<br>Road (from Island Ford Park to Dunwoody Place) | City of Sandy<br>Springs                    | \$14,200,000                  | Mid                           |
| E9                             | Construct multiuse trail along power line easement east from Morgan Falls to SR 400, north to Pitts Road, then east to Spalding Drive <sup>3</sup>  | City of Sandy<br>Springs                    | \$7,300,000                   | Mid                           |
| E10                            | Construct multiuse trail along Marsh Creek from Abernathy Greenway to terminus near SR 400 <sup>3</sup>   | City of Sandy<br>Springs                    | \$3,900,000                   | Mid                           |
| E11                            | Construct multiuse trail along Spalding Drive from Peachtree Dunwoody Road to Pitts Road <sup>3</sup>   | City of Sandy<br>Springs                    | \$4,200,000                   | Mid                           |
| E12                            | Construct sidewalks with bike lanes along Heards Ferry Road/Northside Drive/<br>Interstate North Parkway corridor from Riverside Drive to Chattahoochee River   | City of Sandy<br>Springs                    | \$12,000,000                  | Mid                           |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference.

<sup>2</sup>GDOT Transportation Enhancement funding to be applied to help offset the cost of construction

<sup>3</sup>Assumed 10 feet of ROW width necessary for multiuse trails, which makes up 40 to 50 percent of project cost. ROW availability and cost might impact actual cost.





## Table B1.E ContinuedPromote Pedestrian and Bicycle Travel Modes for Access to Parks and Community FacilitiesSandy Springs Transportation Master Plan -Program of Projects

| Project<br>ID No. <sup>1</sup> | Project  | Project Sponsor          | City of Sandy<br>Springs Cost | Implementation<br>Time Period |
|--------------------------------|--|--------------------------|-------------------------------|-------------------------------|
| E13                            | Construct sidewalks with bike lanes along Powers Ferry Road/Heards Ferry Road from<br>Mount Vernon Highway to Heards Ferry Road  | City of Sandy<br>Springs | \$3,300,000                   | Mid                           |
| E14                            | Construct sidewalks with bike lanes along Spalding Drive/Roberts Road from Pitts Road to Northridge Road   | City of Sandy<br>Springs | \$4,900,000                   | Mid                           |
| E15                            | Construct pedestrian/bicycle crossings of Chattahoochee River in vicinity of Roswell Road, Morgan Falls Road, Johnson Ferry Road, and Interstate North Parkway <sup>2</sup>  | City of Sandy<br>Springs | \$8,500,000                   | Mid                           |
| E16                            | Connect sidewalks along Peachtree Dunwoody Road from Mount Vernon Highway to<br>City of Atlanta to provide pedestrian walking route for MARTA and trail access   | City of Sandy<br>Springs | \$8,200,000                   | Mid                           |
| E17                            | Incorporate bike lane construction in other projects to provide cohesive and connected bicycle network, including (but not limited to): Mount Vernon Highway (Northside Drive/Chattahoochee National Recreation area to Peachtree Dunwoody Road), Johnson Ferry Road (Chattahoochee River to Glenridge Drive), Glenridge Drive (Johnson Ferry Road to Hammond Drive), Hammond Drive (Roswell Road to Barfield Road), Barfield Road (Hammond Drive to Mount Vernon Highway), Peachtree Dunwoody Road (Abernathy Road to Spalding Drive) | City of Sandy<br>Springs | Staff Time                    | Ongoing                       |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference.

<sup>2</sup>Cost includes widening of four bridges over the Chattahoochee River by 16 feet to accommodate a multiuse trail.





## Table B1.F Serve Mobility Needs in Residential Areas while Preserving Neighborhoods Sandy Springs Transportation Master Plan - Program of Projects

| Project<br>ID No. <sup>1</sup> | Project   | Project Sponsor          | Cost         | Implementation<br>Time Period |
|--------------------------------|---|--------------------------|--------------|-------------------------------|
| F1                             | Implement "Safe Routes to School" program <sup>2</sup>  | City of Sandy<br>Springs | \$9,600,000  | Short                         |
|                                |   | City of Sandy            | \$500,000    | Short                         |
| F2                             | Provide residential traffic calming through traffic calming program                                     | Springe                  | \$3,000,000  | Mid                           |
|                                |   | Springs                  | \$4,000,000  | Long                          |
| E2                             | Provide sidewalk connectivity by filling in the gaps in the existing sidewalk network <sup>3</sup>      | City of Sandy            | \$6,000,000  | Short                         |
| гэ                             |   | Springs                  | \$27,900,000 | Mid                           |
|                                |   |                          | \$6,100,000  | Long                          |
|                                | Provide refurbishment / reconstruction of sidewalks to maintain current standards and                   | City of Sandy<br>Springs | \$6,000,000  | Short                         |
| F4                             | anourage pedestrian travel <sup>4</sup>   |                          | \$27,900,000 | Mid                           |
|                                | encourage pedestrian travel   |                          | \$37,400,000 | Long                          |
| F5                             | Coordinate bus stop locations and facilities with MARTA to maximize service and<br>usability of transit | City of Sandy<br>Springs | Staff Time   | Short                         |
| F6                             | Provide pedestrian crossing improvements and street lighting to improve access to MARTA bus stops       | City of Sandy<br>Springs | \$1,500,000  | Short                         |

<sup>1</sup> Project ID number is for reference only and does not reflect project prioritization or preference.

<sup>2</sup> Cost is based on estimated needs for 8 miles of sidewalks on collector roads within 1/2 mile of public schools

<sup>3</sup> Cost based on estimated need for 38 centerline miles of sidewalk implemented over 20 years

<sup>4</sup> Cost is based on refurbishing 10 miles of sidewalk per year (5 percent of network)







Appendix C: Potential Funding Sources





### Federal Funds Programmed by GDOT

### National Highway System (NHS)

Provides funding for roads on the National Highway System, which includes roads deemed most important to interstate travel and national defense, roads connecting to other modes of transportation, or roads essential for inter-state and global commerce. These include the interstate highway system and selected principal arterials such as US 19/Roswell Road. NHS funds can also be used, within NHS corridors, for activities such as transit, park and ride lots and bicycle and pedestrian facilities. Up to 10 percent of a state's NHS apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining NHS funds require a minimum 20 percent match.

### Surface Transportation Program (STP)

Provides funding for a wide variety of projects including highways, transit, and other modes such as bicycle and pedestrian facilities. STP funds can be used on any roadway classified above a local road or a rural minor collector. The STP funds require a minimum 20 percent match. Sandy Springs is eligible for the following STP funds:

- STP Rural (<200K) Funds for areas with a population under 200,000.
- STP Enhancement A set-aside for transportation enhancement activities such as providing facilities for bicyclists and pedestrians, landscaping and historic preservation. A minimum of 10 percent of each state's overall STP allocation must be used for such projects. GDOT programs these funds on a statewide basis using a competitive submittal and evaluation process.
- STP Statewide The primary STP category, these funds do not have any specific geographic or use restrictions beyond those applicable to the overall program.

### Safe Routes to School

Federal funds available for pedestrian and bicycle projects within two miles of a school. These funds are distributed through GDOT and are available for grades kindergarten through eight. Funding can be assigned to each individual school by following the program's two steps. First, the school must develop a plan which includes a program for promoting bicycling and walking and any proposed infrastructure projects. Funding is available for up to \$10,000 per school (up to \$100,000 per system) to develop these plans. The second step is to implement the plan. Safe Routes to School funding is also available for this step. Infrastructure projects, which can be sidewalks, bicycle lanes or crosswalks, have a funding limit of \$500,000 while non-infrastructure projects, which can include publicity programs, activities and indirect costs, have a funding limit of \$10,000. GDOT is developing specific guidelines for the program through a special Safe Routes to School Office. The funding is limited to \$16 million through 2009; therefore, the application process will be highly competitive. The Safe Routes to School Office is expected to issue its first call for applications in late 2007.

### Highway Bridge Replacement and Rehabilitation Program

Provides funding for any public bridge replacement or rehabilitation. Included in this category are funds for both on- and off-Federal-aid system bridges.





### Federal Funds Programmed by ARC

### Surface Transportation Program (STP Urban)

This is the one subcategory of STP funds not allocated directly to GDOT for programming. As an MPO with a population over 200,000, ARC is entitled to program these funds to implement a wide variety of highway, transit, bicycle, pedestrian, transportation demand management and air quality projects, studies and programs. Funds for construction projects can be used on any roadway classified as a minor arterial or above. A minimum match of 20 percent is required.

### Livable Centers Initiative

Another program offered by ARC is the Livable Centers Initiative (LCI). The program, initiated in 2000, provides grants to local governments and non-profit organizations to prepare plans that link transportation improvements with land use strategies. Upon the program's extension in 2004, an total of \$5 million was approved for planning studies during the five-year period ending in 2009. In addition to the funding of planning studies, ARC set aside \$150 million for priority funding of transportation projects resulting from LCI studies. LCI grants are awarded on a competitive basis through ARC.

### Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Provides funding for projects contributing to attainment of national ambient air quality standards. Types of projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities and programs, and alternative fuel programs. Up to 10 percent of a state's CMAQ apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining CMAQ funds require a minimum 20 percent match. CMAQ funds are programmed through a collaborative process which also involves the state CMAQ partners (GDOT, GRTA and Georgia Environmental Protection Division (EPD)).

### Federal Transit Agency (FTA) Funding Options

### Urbanized Area Formula Program: FTA Section 5307

Provides funding for capital investment, operating and planning assistance within the urbanized area. MARTA is the designated recipient for the entire Atlanta region; funds are then sub-allocated to other transit service providers based on a process which reflects population by area and the amount of service being provided. Funds are programmed by the individual transit agencies. A match of 10 percent is required for expenditures related to Clean Air Act and ADA compliance, or 20 percent for all other expenditures in this funding category.

### Clean Fuels Formula Grant Program: FTA Section 5308

Provides funding for the purchase of alternative fuel transit vehicles, the conversion of existing vehicles to alternative fuels, and the development of facilities to service clean fuel vehicles. Funds are allocated by FTA on a formula basis and programmed by the recipient transit agency. A minimum of 20 percent match is required.

### New Starts Program: FTA Section 5309

Provides funding for any new fixed guideway system which utilizes and occupies a separate right-of-way or rail line for the exclusive use of mass transportation and other high occupancy vehicles, or which uses a fixed centenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive





facilities for buses (such as bus rapid transit) and other high occupancy vehicles. Funds are awarded by FTA through a competitive process to eligible transit agencies, and programmed by the recipient transit agency. According to a new federal regulation, the match required for transit New Starts funds will be 50 percent of the project cost.

#### <u>Grants for Transportation for Elderly Persons and Persons with Disabilities: FTA</u> <u>Section 5310</u>

Discretionary funds to provide transit services for these population groups. Funds are awarded by FTA and programmed by the Georgia Department of Human Resources (DHR). A match of 10 percent is required for expenditures related to Clean Air Act and ADA compliance, or 20 percent for all other expenditures in this funding category.

### Jobs Access and Reverse Commute: FTA Section 5316

Continued under SAFETEA-LU, JARC's purpose is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

### New Freedom Program: FTA Section 5317

A new program of formula-based transit grants under SAFETEA-LU, the New Freedom Program is part of a larger, government-wide "New Freedom Initiative" that President Bush has been promoting since his first presidential campaign. Formally established in 2001 through Presidential Executive Order, the New Freedom Initiative is a means to integrate persons with disabilities into the workforce, and into daily community life, through a variety of strategies carried out by the federal departments of Labor, Health and Human Services, Housing and Urban Development, Education, Justice, Veterans Affairs, and now Transportation. Grantees are selected competitively by the designated recipient, the states. FTA reserves 20 percent of the New Freedom Program funds to areas with populations of less than 50,000.

### Growing States and High Density States: FTA Section 5340

Another new program of formula-based transit grants established by SAFETEA-LU, these funds are distributed into a single apportionment with the 5307 funds. Separate formulas are used to apportion Section 5307 and Section 5340 funds to urbanized areas. Under the 5340 formula, half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent Census. Amounts apportioned for each state are then allocated to urbanized and rural areas based on the state's urban/rural population ratio. The High Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile, with the funds apportioned only to urbanized areas within those states. The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the 5307 and 5340 formulas into a single apportionment when it publishes program apportionments. The distribution or suballocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility.





### State of Georgia Funds

Georgia Community Streetcar Development and Revitalization Act (SB 150) – Provides for the creation of a program within the State Road and Tollway Authority (SRTA) to receive and distribute available federal grant funds for new streetcar projects.

### Fast Forward Bond Program

A \$15.5 billion state transportation program announced by Governor Sonny Perdue in 2005, the core of the program is designed to relieve traffic congestion and consists of about \$4.5 billion of projects which will have their construction dates accelerated through the sale of bonds. The remainder is comprised of the regular work of GDOT. Potential projects in the Atlanta region were identified from ARC's 2030 Aspirations Plan and GDOT's regular Work Program. Those projects likely to have the greatest congestion relief benefit were selected for inclusion in a \$3 billion GARVEE (Grant Anticipation Revenue Vehicle) bond program, to be supplemented by up to an additional \$1.5 billion of GO (General Obligation) and GRB (Guaranteed Revenue Bond) bonds in the future. Projects for the GARVEE program were selected by consensus of GDOT, GRTA, ARC and SRTA, then forwarded to the Governor's office for approval. It is important to note that these bonds are not a new source of funding. The bonds act as new cash flow mechanisms allowing the state to borrow money to fund projects in the short term. These funds will be paid back over the long term from the same fund sources traditionally used to pay for transportation infrastructure.

### Motor Fuel Funds

Georgia has only one dedicated source of funding for transportation improvements, the motor fuel tax. Further, by state Constitution, this funding source can only be used to build, improve and maintain roads and bridges. Georgia's motor fuel excise tax (7.5 cents per gallon and a 4 percent sales tax) ranks as one of the lowest in the United States.

### **Recreational Trails Program**

Provides funds to develop and maintain recreational trails for motorized and nonmotorized recreational trail users. Funds are programmed by the Georgia Department of Natural Resources (DNR).





### Appendix D: Comments from Planning Commission Resolution, April 17, 2008





### Planning Commission April 17, 2008

#### ITEM #4: A Resolution to Authorize the Adoption of the City of Sandy Springs Transportation Master Plan

#### **PUBLIC COMMENT:**

Jane Kelley: Hi. Jane Kelly, 4590 Windsor Park Place, Atlanta, and I'm here on behalf of the High Point Civic Association which covers, I believe, an area of 2500 homes.

We apparently have reviewed a slightly older plan downloaded from the website, but I'm hoping that these things still apply. The High Point Civic Association would like to go on record as opposing a couple of things and full support of something else. We do not support the widening of Glenridge. We do believe that Glenridge does need some improvements. It's confusing as it is presently striped, but we oppose making it a four lane. We also do not support the widening of Peachtree-Dunwoody between the Atlanta city line and Glenridge Connector as is proposed. We're interested in maintaining the residential character of these neighborhoods and think that the widening proposals are merely a short term effect and do not encourage alternative transportation.

On a different note, we fully support the idea of adding sidewalks and bike lanes to Winter Parkway between Roswell Road and High Point. It has been proposed before and clearly marked as a short term priority in the Transportation Plan, but it seems to be absent from Table A1, which is the Sidewalk Prioritization.

Thank you.

**Jean Reed**: Hello. My name is Jean Reed. I'm from 16 Willow Glen inside the perimeter off Glenridge, and I'm representing the Willow Glen Condominium Association.

Like others the Transportation Plan has many, many more things that we like and then those things that we don't. But, of course, we're going to have to discuss in our short two minutes those things that we're most concerned about.

Our complex exit is on Glenridge, so we're very familiar with Glenridge, and we're very near the Glenridge-Roswell Road exit. We do not support widening Glenridge to four lanes. We do support improving the traffic flow. We certainly support sidewalks, bike lanes, those kinds of things. Again, we feel that Glenridge should be for people that are going into Sandy Springs, not people going through Sandy Springs. And if we really make it a corridor, then that's what it will be, that's what it is now. It's kind of a racing course. We need traffic calming.

In other areas, as I said, the intersection at Glenridge and Roswell Road, the improvements there provided they're not based on four-lane Glenridge, are needed sooner rather than later based on the number of accidents that are there; it's in the plan.

And also we're very impressed with the concept of a traffic impact study that would be related to developer's impact fees, and I think that will help Sandy Springs and certainly the rest of us. Thank you very much and thank all the people that have worked on the plan.

**Doug Faciglia**: My name is Doug Faciglia and I live at 5925 Brook Green Road. I'm on the Board of the Glenridge-Hammond Neighborhood Association, a neighborhood of 500 homes.

We're concerned about the magnitude of this plan in that it is potentially going to be improved in total in one action. There are many large projects in this plan that need to be further evaluated prior to taking action. For example two projects that are included in the plan are shown as being widenings are Johnson Ferry and Hammond Drive. Both are currently being studied to determine what actions should be considered. Yet this report shows that both will be widened. I know that there is strong public sentiment against widening these roads at this time.

When the Comprehensive Land Use plan process regarding the land use each individual change was handled separately. The same method should be used with regard to this plan. Identify and analyze each change that would be made. If you were at the T-11 presentation that was made in November, you would have heard strong, strong sentiment about the potential widening of Johnson Ferry. Not only our neighborhood but all the way up through [inaudible name] Pines on both sides of Roswell Road and as far as the widening of Hammond, there is mixed reaction to that until we see something concrete in terms of a good plan. We don't just want to see it—we'd like it to be widened and have it moving forward, so it directly impacts our neighborhood. Thank you.


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