



CITY COUNCIL AGENDA ITEM

TO: Mayor & City Council

DATE: December 11, 2014

FROM: John McDonough, City Manager

AGENDA ITEM: Report and Resolution for the Bicycle, Pedestrian and Trail Plan

MEETING DATE: For Submission onto the December 16, 2014, City Council Regular Meeting Agenda

BACKGROUND INFORMATION: (Attach additional pages if necessary)

See attached:

Memorandum
Plan
Resolution

CITY MANAGER APPROVAL: _____

PLACED ON AGENDA FOR: **12/16/2014**

CITY ATTORNEY APPROVAL REQUIRED: () YES () NO

CITY ATTORNEY APPROVAL: _____



TO: John McDonough, City Manager

FROM: Garrin M. Coleman, P.E., Public Works Director

DATE: December 4, 2014, for Submission onto the Consent Agenda for the December 16, 2014 City Council Meeting

ITEM: Report and Resolution for the Bicycle, Pedestrian and Trail Plan

Recommendation:

Staff recommends that Mayor and Council adopt the citywide Bicycle, Pedestrian and Trail Plan. The plan provides a long-range roadmap for bicycle and pedestrian infrastructure investment and policy recommendations to complement the adopted Comprehensive Plan and Transportation Master Plan.

Background:

The City initiated development of the Bicycle, Pedestrian and Trail Plan in mid-2013 after receiving an \$80,000 grant from the Atlanta Regional Commission (ARC). The plan's development included an inventory and analysis of the City's existing infrastructure, review of prior plans, and identification of needs which focused on the major street network and predominate travel patterns. Various means were used to engage the citizenry throughout the plan, including a project website, public information meetings, web-based survey, and stakeholder interviews.

Discussion:

Prior adopted Sandy Springs plans provide a wide range of bicycle and pedestrian facility recommendations. The purpose of the Bicycle, Pedestrian and Trail Plan is to provide an updated system evaluation of the major street network needs and provide one, consolidated plan for identifying future investments. The Plan also includes potential policies for further consideration and best practices (other than infrastructure) to support developing a walking and bicycling friendly community.

The overarching goal in developing the Bicycle, Pedestrian, and Trail Plan is to provide a safe, connected, and efficient transportation system for the citizens of Sandy Springs. Supporting objectives included:

- Reflecting community and policy-maker input,
- Identifying a technically sound and feasible program of investments,
- Creating a safe system which minimizes modal conflicts, and
- Developing an integrated pedestrian and bicycling network that accommodates a wide range of users and abilities from children to seniors.

PUBLIC WORKS

The Plan provides a prioritized list of bicycle and pedestrian infrastructure improvements for consideration for future City investment. The prioritized bicycle and pedestrian projects were scored on a 100-point scale that considered network continuity, ease of implementation, level of service and demand, connectivity to priority destinations, and public support. Other recommendations include multi-use trails, mid-block crossing opportunities, and mini-connections.

Alternatives:

The Mayor and Council can elect not to approve the Plan.

Financial Impact:

The City can use the Plan to identify future Capital Improvement Projects for investment.

Attachments:

- I. Bicycle, Pedestrian and Trail Plan
- II. Resolution

City of Sandy Springs

Bicycle, Pedestrian and Trail Implementation Plan



Prepared by HDR Engineering, Inc.

DECEMBER 2014

HDR

This page intentionally left blank



Table of Contents

<u>Page</u>	<u>Section</u>
ES-i	Executive Summary <ul style="list-style-type: none">Existing Conditions Evaluation and System AppraisalBicycle and Pedestrian Network DevelopmentRecommendations and ImplementationPublic Involvement
1	Introduction
3	Existing Conditions Evaluation and System Appraisal <ul style="list-style-type: none">Opportunities and ConstraintsSummaries of Existing Sandy Springs StudiesNeeds Assessment
33	Bicycle and Pedestrian Network Development <ul style="list-style-type: none">Combined LOS and Demand AnalysisPreliminary Bicycle Facility SelectionMidblock Crossing Improvement OpportunitiesProposed Multi-Use Trails
43	Recommendations and Implementation <ul style="list-style-type: none">Recommended Bicycle and Pedestrian NetworkCity Ordinance and Policy ReviewPolicy RecommendationsBest PracticesFunding Options
73	Public Input <ul style="list-style-type: none">Web-Based ToolsStakeholder InterviewsWeb-Based Public SurveyPublic Meetings

LIST OF APPENDICES

- Appendix A: BLOS, PLOS and Demand Analysis
- Appendix B: Bicycle Facility Selection
- Appendix C: Midblock Crossing Opportunities Scoring
- Appendix D: Potential Multi-Use Trail Corridors
- Appendix E: Cost Assumptions
- Appendix F: Stakeholder Interviews
- Appendix G: Web-Based Survey
- Appendix H: Public Meeting (10/23/2013)
- Appendix I: Public Meeting (01/14/2014)
- Appendix J: Public Meeting (03/19/2014)



ES

EXECUTIVE SUMMARY

The City of Sandy Springs Bicycle, Pedestrian, and Trail Plan is a comprehensive plan for the development of Sandy Springs' future bicycle and pedestrian infrastructure. The plan includes five components: existing conditions evaluation and system appraisal, bicycle and pedestrian network development, recommendations and implementation, and public input.

EXISTING CONDITIONS EVALUATION AND SYSTEM APPRAISAL

Opportunities, Constraints, and Existing Planning Recommendations

A general understanding of the City's opportunities and constraints is critical for determining locations of future bicycle and pedestrian network components. Opportunities include connectivity to neighborhoods and destinations, and the expansion of existing bicycle and pedestrian infrastructure. Primary destinations within Sandy Springs include the planned Sandy Springs City Center, the Perimeter Center, Pill Hill, three MARTA Rail Stations, schools, and parks both within the City and directly outside the City's borders. Constraints include traffic congestion, a disconnected road network, long distances between neighborhoods and destinations, topography, and limited public land available for bicycle and pedestrian infrastructure.

The evaluation included a review of existing city, county, and corridor specific planning studies. These studies include bicycle and pedestrian project identification and prioritization, typical standards, and general land use strategies for re-developing Sandy Springs into

a more pedestrian friendly community. The Bicycle, Pedestrian, and Trail Implementation Plan draws upon and consolidates recommendations made in these previous planning studies.

Needs Assessment

An analysis of pedestrian level of service (PLOS) and bicycle level of service (BLOS) was conducted on roadways classified as arterials or collectors as well as a small number of local roads. Key variables in the LOS models include traffic characteristics, roadway configuration, and presence and location of bicycle and pedestrian infrastructure. The overall conditions in Sandy Springs today can be described as fair to poor for both bicyclists and pedestrians.

An analysis of the demand for bicycle and pedestrian transportation was conducted using population and employment density data, as well as the proximity to key destinations. Demand evaluation only considers transportation trips being made to destinations, and does not consider recreational trips such as recreational bike rides or jogs/walks. Areas with the highest demand occurred along the Roswell Road Corridor and the Perimeter Center.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

BICYCLE AND PEDESTRIAN NETWORK DEVELOPMENT

Roadway segments were ranked according to LOS and demand. Based on a combined ranking, five priority levels were established with an equal number of roadway segments at each level. Priority level 1 represents the highest priority for improvement, while priority level 5 represents the lowest priority for improvement.

Considerations for determining appropriate bicycle facility types included the BLOS evaluation factors, including traffic volume, speed, and roadway configuration and width. The majority of roadway segments in Sandy Springs have a preliminary recommendation for separated facilities. This results from the large number of roadways that either have heavy traffic volumes or little to no space available to designate an exclusive bicycle facility. The primary type of separated facility that would be practical in Sandy Springs is sidepath. At time of concept development, further evaluation will be required to determine ultimate cross-section. Separated facilities may also be provided through a cycle track or other design, depending on site conditions and land availability.

A total of 10 midblock crossing locations were evaluated considering pedestrian and bicycle crash history, MARTA ridership, and proximity to the nearest signalized intersection. The midblock crossing locations included eight on Roswell Road, one on Northridge Road, and one on Mount Vernon Highway. The top ranked location is on Roswell Road between Lake Placid Drive and Northwood Drive, and the second ranked location is on Roswell Road at a driveway just over 600 feet south of Spalding Drive.

Proposed multi-use trail locations represent a composite of corridors from previous studies as well as new corridor recommendations. Trail recommendations are shown in **Table ES.1**. Most of the proposed trail connections follow road right-of-ways to avoid private property acquisition.

RECOMMENDATIONS AND IMPLEMENTATION

Recommended Bicycle and Pedestrian Network

A final recommended bicycle and pedestrian network was developed to include location of existing and proposed facilities. Public input, preliminary priority levels, and facility selection were critical in the development of the network. The recommended network provides connections to key destinations, existing facilities, and adjacent municipalities; fills gaps in the network; provides improvements to support both recreational opportunities and transportation trips; provides parallel routes to avoid primary arterials such as Roswell Road; and addresses the desire for facilities on specific roadways as expressed by the community. **Figures ES.1** and **ES.2** present the recommended bicycle network and the recommended pedestrian network, respectively. **Table ES.1** presents the combined projects list for priority Bicycle Facilities and Pedestrian Facilities.

Projects within the network were prioritized based upon the following criteria: network continuity, ease of implementation, priority level, connectivity, and public support. A total of 49 priority bicycle projects, 43 priority pedestrian projects and 14 priority trail projects were identified. The order in which these projects are implemented is flexible based upon funding opportunities. Concept plans were developed for ten representative projects.

Policy and Best Practice Recommendations

The evaluation reviewed the existing City sidewalk and bicycle policies, programs and regulations. The following policy and best practice recommendations are provided for consideration.

The plan recommends the development of a Complete Streets policy and a bicycle parking policy. "Complete Streets" are streets that accommodate travel by all modes



and provide choices to the people that live, work, and travel on them. The recommendations include general guidance on the development of the policy and specific content suggestions, such as:

- All major City (and County) roadways (minor or residential collectors and above) shall include sidewalks and signed and marked bicycle lanes in the urban and transitioning areas.
- All new signals or signal modifications shall include installation of marked crosswalks and pedestrian signal heads with countdown timers.
- Major intersection maintenance or capacity projects shall include provisions for pedestrian and bicycle safety, including bicycle and pedestrian refuges within medians, and bulb-outs or islands to shorten crossing distances.

Although bicycle parking is included in the Overlay District Zoning Ordinance, a comprehensive bicycle parking policy is recommended that would address short term and long term parking, quantities of parking, incentives for developers, and design standards citywide.

Modifications to the existing Sidewalk Master Plan and Development Ordinance requirements that could be considered include:

- Requiring permit applicants to pay a sidewalk fee rather than constructing a sidewalk when sidewalk does not connect to existing system;
- Including provisions for identifying whether sidewalks shall be constructed on one or two sides of the street;
- Providing policy clarification that sidewalks shall be constructed on both sides of the street in the following circumstances: all two-lane roadways identified as Priority Level One or Two, all four-lane or wider collector and arterial roadways, and all two-lane roadways within an activity center (e.g., City Center).

The plan also includes recommendations for best practices to improve bicycle and pedestrian transportation within the City. These practices are categorized under

four primary initiatives: education, encouragement, enforcement, and evaluation, which are based upon the League of American Bicyclists' Bicycle Friendly Community Program. Some examples of recommended best practices include:

- Provide pedestrian and bicycle awareness campaigns for motorists, cyclists, and pedestrians through public service announcements, blogs, the City's newsletter, and the bicycle page on the City's website.
- Encourage large employers to provide bicycle facilities and changing rooms.
- Implement targeted traffic law enforcement campaigns in locations with high rates of pedestrian or bicycle use.
- Conduct research on bicycle and pedestrian use within the City through surveys and physical counting.

Funding Options

Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), also known as "MAP-21", is the primary source of federal funds for bicycle, pedestrian, and trail projects. The following programs under MAP-21 provide the best opportunity for funding: Transportation Alternative Program (TAP), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP) and Federal Lands Access Program National Highway Performance Program (NHPP). These programs require matching local funds and are administered by the Georgia Department of Transportation. Another source of federal funds are Community Development Block Grants (CDBG) which fund community-based projects that improve local transportation options or help revitalize low-income neighborhoods.

Options for local government and non-profit organization grants include: Governor's Office of Highway Safety Grants, PeopleForBikes Community Grants, and Advocacy Advance Rapid Response Grants. The PATH Foundation is a local trail building organization that partners with local governments

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

to manage and fund trail design and construction. They are responsible for many of Atlanta's most significant trails including the Silver Comet Trail, Chastain Trail, and the PATH400 which is currently under construction along SR 400 just south of Sandy Springs. The Sandy Springs Conservancy is another potential source for funding and advocacy of local trail projects.

PUBLIC INVOLVEMENT

Generating public awareness and participation was a major goal of the public involvement process for the project. An active and ongoing outreach process was conducted that generated enthusiasm and support for bike and pedestrian amenities in the City of Sandy Springs. Several outreach techniques were conducted that led to broad participation. Participants provided feedback through the various methods implemented.

Web-based Tools

A number of web-based tools were used to engage the public including a project web page, a web-based survey, communications sign up, comment form and project document postings. The project web page was linked to the City's site and included meeting announcements and summaries, project maps and materials, and the online survey. In addition to participating in the survey, the public was able to visit the site to view project materials and presentations and provide feedback through the project e-mail.

Web-Based Survey

A survey was designed and linked to the project web page to receive the public's insight into bicycling and walking habits, issues, needs, and ideas. A total of 21 questions were included, and the Sandy Springs community was

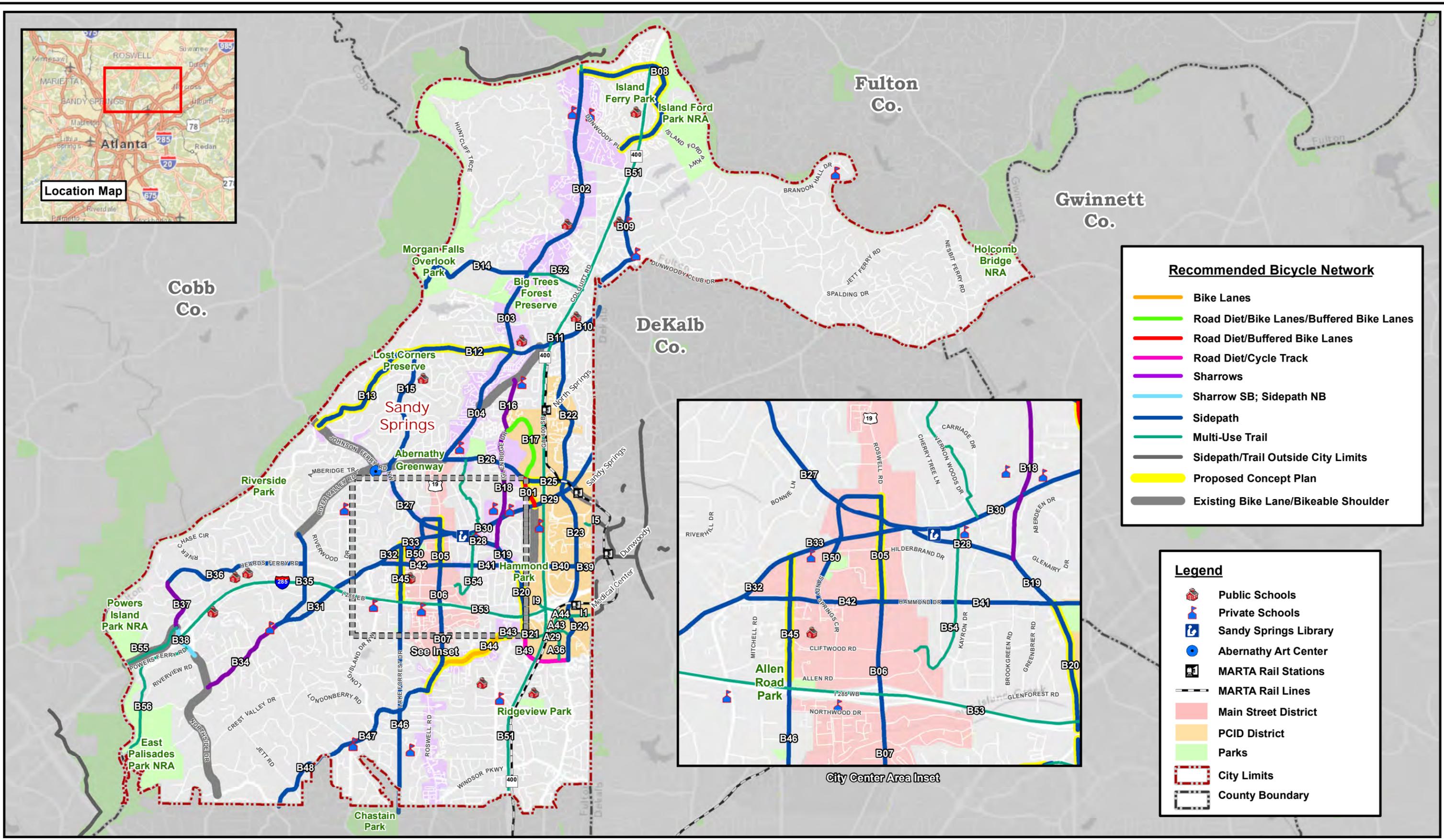
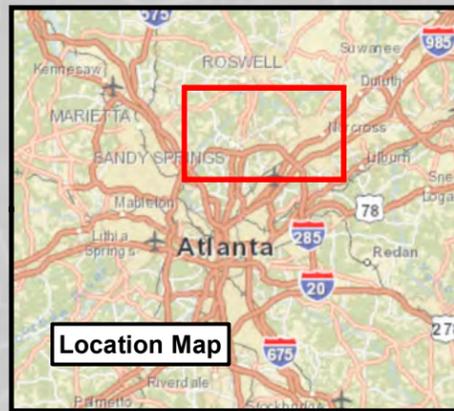
notified of the opportunity to participate in the survey online. A total of 184 surveys were completed. The survey results suggested a broad range of interest in having more amenities provided throughout the City for bicycling and pedestrian activities. Results of the survey were used along with other analytic tools to develop preliminary recommendations and project lists.

Stakeholder Interviews

A list of stakeholders was generated that included various perspectives including City of Sandy Springs staff, community advocates, local residents, and other government entities for the purpose of conducting one on one or group interviews. A total of 17 stakeholder interviews were conducted between October and December 2013. The main purpose of the interviews was to provide an early exchange of information on project goals, objectives and study process. The interviews also gauged feedback on the potential use of bicycle and pedestrian facilities and support in Sandy Springs.

Public Meetings

Public meetings were conducted throughout the process to provide the general public the opportunity to have face-to-face contact with City staff and consultants regarding the project's status. Three public meetings were conducted, as well as one meeting to brief the Mayor and Council. Close to 150 persons attended the three meetings. All three meetings included a presentation to explain technical aspects of the project, and an open house session was held for the public to ask questions and give direct input.



Recommended Bicycle Network

- Bike Lanes
- Road Diet/Bike Lanes/Buffered Bike Lanes
- Road Diet/Buffered Bike Lanes
- Road Diet/Cycle Track
- Sharrows
- Sharrow SB; Sidepath NB
- Sidepath
- Multi-Use Trail
- Sidepath/Trail Outside City Limits
- Proposed Concept Plan
- Existing Bike Lane/Bikeable Shoulder

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary

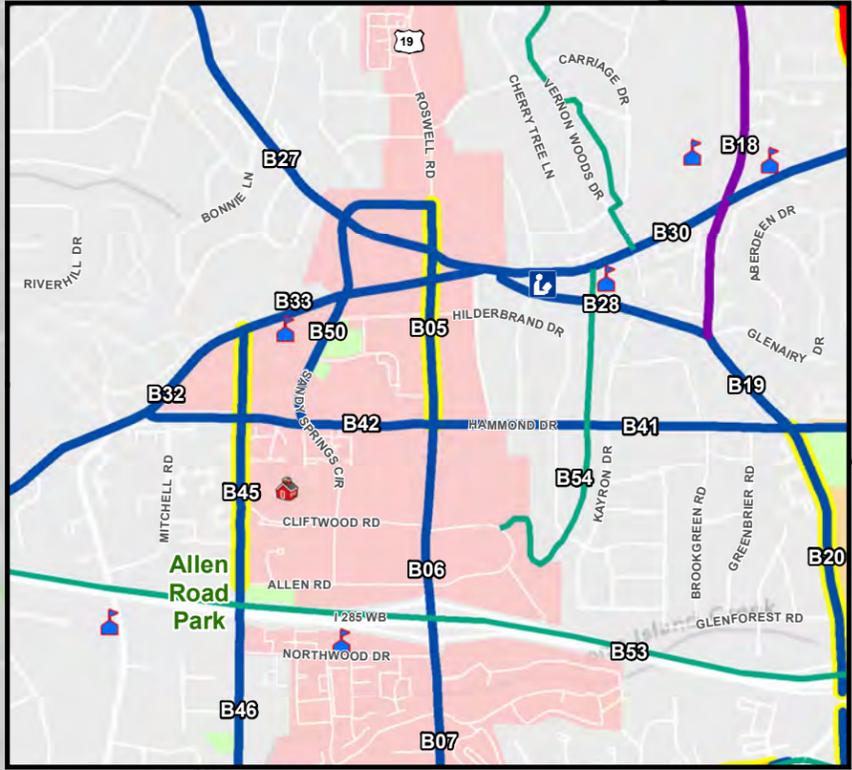
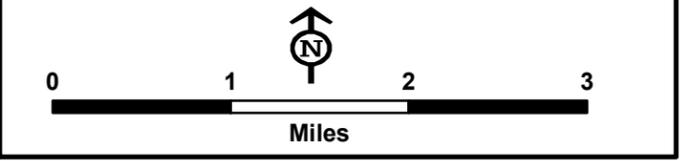
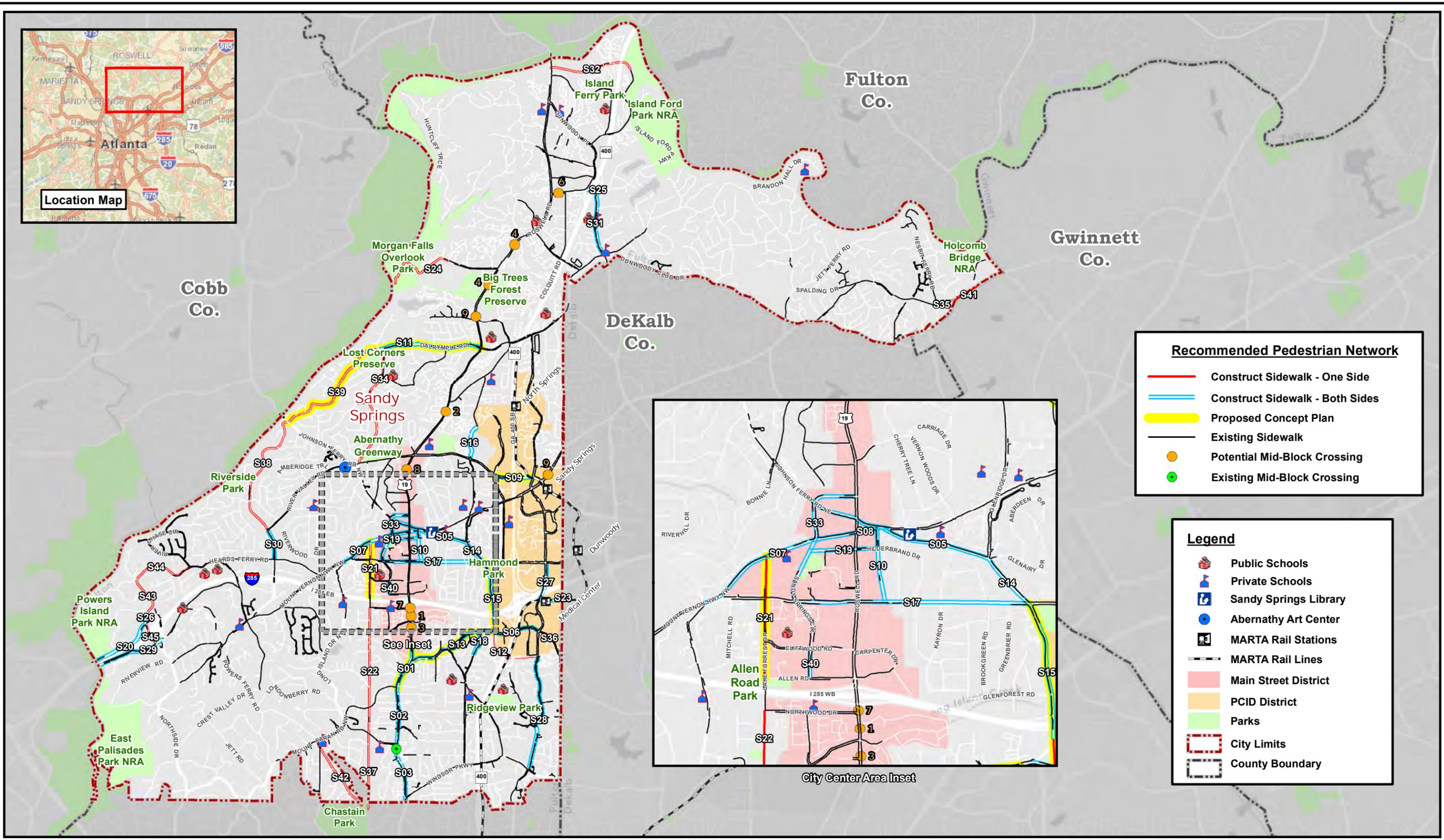
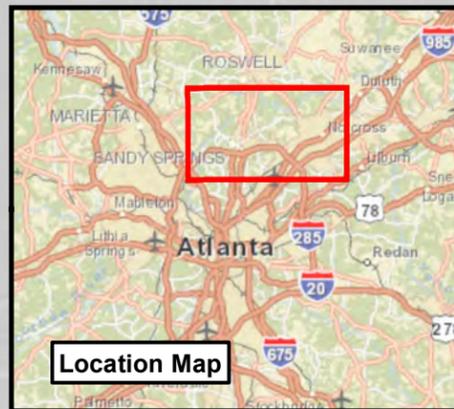


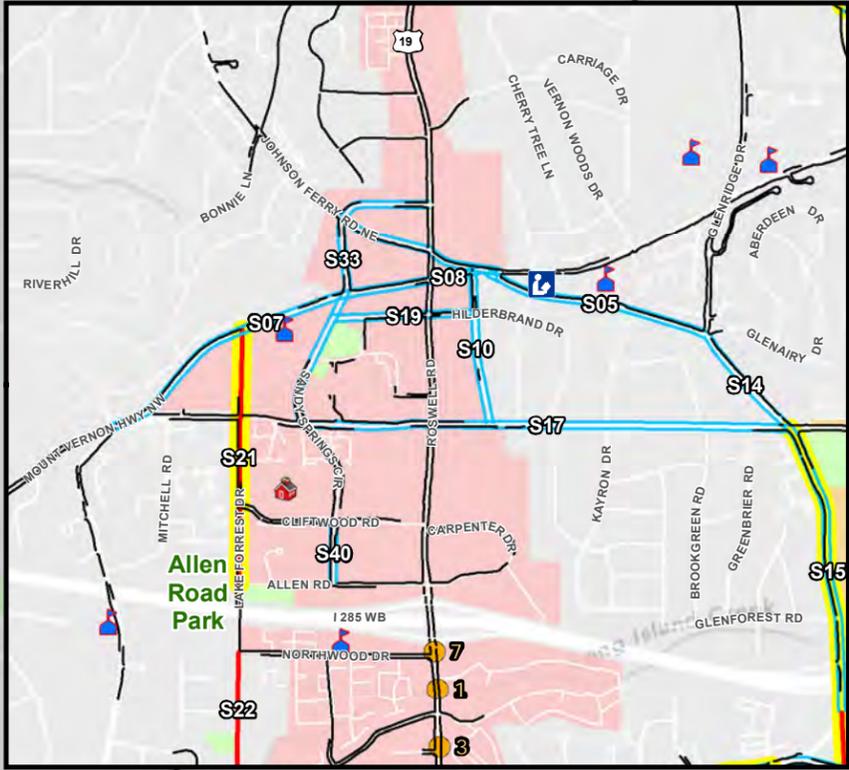
Figure ES.1 - Recommended Bicycle Network
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





Recommended Pedestrian Network

- Construct Sidewalk - One Side
- Construct Sidewalk - Both Sides
- Proposed Concept Plan
- Existing Sidewalk
- Potential Mid-Block Crossing
- Existing Mid-Block Crossing



Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary



Figure ES.2 - Recommended Pedestrian Network
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia

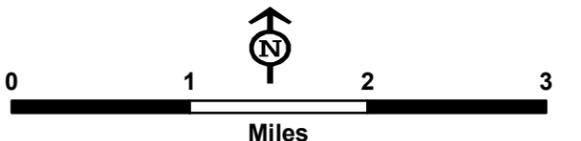


Table ES.1 - Bicycle, Pedestrian, and Trail Plan - Combined Projects List

Top 10 Priority Bicycle Facilities
 Top 10 Priority Pedestrian Facilities

*At time of concept development, further evaluation will be required to determine ultimate cross-section. Separated facilities may also be provided through a cycle track or other design, depending on site conditions and land availability.

Project ID	Street	FROM (West, South)	TO (East, North)	Estimated Segment Length (mi)	PROJECT	Total Score	Sidepath*	Estimated Construction Cost	Programmed Projects / Overlay District / Notes
S01	Roswell Rd	Mt Paran Rd	Broad St/Wentworth St	0.3	Construct Sidewalk - Both Sides	90	Yes	\$280,700	Main Street, Suburban Overlay
B05		Hammond Dr	Sandy Springs Cir	0.53	Sidepath	85		\$1,093,900	City Center Streetscape
B02		0.2 mi south of Morgan Falls Road	Roberts Dr	2.83	Sidepath	76		\$5,818,000	Suburban Overlay
B06		Lake Placid Dr	Hammond Dr	0.7	Sidepath	70		\$1,445,000	City Center Streetscape
B07		Mt Paran Rd	Lake Placid Dr	0.82	Sidepath	70		\$1,680,100	Suburban Overlay
S02		Long Island Dr	Mt Paran Rd	0.28	Construct Sidewalk - Both Sides	68	No	\$260,500	Suburban Overlay
S03		Meadowbrook Dr	Long Island Dr	0.39	Construct Sidewalk - Both Sides	66	No	\$370,200	Suburban Overlay. CIP T-0049 will add sidewalks SB from Franklin Rd to Long Island Dr.
B04		Abernathy Rd	Dalrymple Rd	1.53	Sidepath	65		\$3,140,400	Suburban Overlay
B03		0.2 mi south of Morgan Falls Road	Dalrymple Rd	0.79	Sidepath	50		\$1,635,500	Suburban Overlay
PCID A29*	Johnson Ferry Rd	Glenridge Dr	Peachtree Dunwoody Rd	0.64	Sidepath	—		\$2,023,103	PCID Overlay
S06		Glenridge Dr	Peachtree Dunwoody Rd	0.06	Construct Sidewalk - Both Sides	90	No	\$48,800	PCID Overlay. Substandard sidewalk sections.
S05		Sandy Springs Circle	Glenridge Dr/Glenairy Dr	0.78	Construct Sidewalk - Both Sides	80	Yes	\$803,800	City Center Streetscape, Suburban Overlay
B28		Roswell Rd	Glenridge Dr/Glenairy Dr	0.68	Sidepath	66		\$1,390,600	City Center Streetscape, Suburban Overlay
S36		Peachtree Dunwoody Rd	Old Johnson Ferry Rd	0.21	Construct Sidewalk - One Side	80	No	\$194,700	PCID Overlay. T-0036 MARTA-funded sidewalk project and private project completes sidewalk in EB from Peachtree Dunwoody Rd to Old Johnson Ferry Rd.
B27		Abernathy Rd	Roswell Rd	1.02	Sidepath	73		\$2,095,900	City Center Streetscape, Suburban Overlay
S08	Mount Vernon Hwy	Roswell Rd	Johnson Ferry Rd	0.21	Construct Sidewalk - Both Sides	90	Yes	\$198,600	T-0011 includes sidewalks in dual roundabouts design. City Center Streetscape.
S07		Long Island Dr	Roswell Rd	0.84	Construct Sidewalk - Both Sides	82	Yes	\$863,000	City Center Streetscape
B32		Hearns Ferry Rd	Lake Forrest Rd	0.72	Sidepath	64		\$1,488,200	City Center Streetscape (partial)
B33		Lake Forrest Rd	Johnson Ferry Rd	0.6	Sidepath	64		\$1,239,900	City Center Streetscape
B29		Barfield Rd	Lisa Ln	0.97	Sidepath	70		\$2,812,100	PCID Overlay
B30		Johnson Ferry Rd	Barfield Rd	1.05	Sidepath	67		\$2,162,000	Suburban Overlay
B34		Northside Dr	Powers Ferry Rd	1.12	Sharrows	65		\$8,500	
B31		Powers Ferry Rd	Hearns Ferry Rd	1.04	Sidepath	45		\$2,137,100	
S33	Sandy Springs Cir	Mt Vernon Hwy	Johnson Ferry Rd	0.65	Construct Sidewalk - Both Sides	89	Yes	\$608,800	City Center Streetscape. CIP CC 009 Sandy Springs Circle Streetscape, Ph 1 will add sidewalks NB, SB for this segment.
S40		Allen Rd	Cliftwood Rd	0.04	Construct Sidewalk - Both Sides	80	No	\$34,200	City Center Streetscape. Short gap NB near Allen Rd. City Center Streetscape.
B50		Hammond Dr	Roswell Rd	0.76	Sidepath	45		\$1,557,100	
S09	Abernathy Rd	Barfield Rd	Peachtree Dunwoody Rd	0.21	Construct Sidewalk - Both Sides	85	Yes	\$166,400	Suburban, PCID Overlay. Gap exists on south side of Abernathy between SR 400 and Peachtree Dunwoody Road.
B25		Barfield Rd	Mt Vernon Hwy	0.58	Sidepath	75		\$1,084,300	Suburban, PCID Overlay
B26		Roswell Rd	Barfield Rd	1.02	Sidepath	70		\$2,099,400	Connects to bicycle lanes west of Roswell Road
S13	Glenridge Dr	Roswell Rd	High Point Rd	0.41	Construct Sidewalk - Both Sides	80	No	\$389,800	Main Street, Suburban Overlay. CIP T-0040 project completes sidewalks WB from Julian Pl to High Point Rd and EB Royervista Dr to High Point Rd.
B44		Roswell Rd	High Point Rd	0.93	Bike Lanes	63		\$124,000	Main Street, Suburban Overlay
S15		I-285 Ramp	Hammond Dr	0.53	Construct Sidewalk - Both Sides	80	Yes	\$498,100	PCID Overlay
B20		I-285 Ramp	Hammond Dr	0.66	Sidepath	70		\$1,349,700	PCID Overlay
S14		Hammond Dr	Johnson Ferry Rd/Glenairy Dr	0.26	Construct Sidewalk - Both Sides	75	Yes	\$240,600	Suburban Overlay
B19		Hammond Dr	Johnson Ferry Rd/Glenairy Dr	0.3	Sidepath	65		\$620,300	Suburban Overlay
S16		Abernathy Rd	Glenlake Pkwy	0.71	Construct Sidewalk - Both Sides	75	No	\$671,700	Suburban Overlay
B18		Johnson Ferry Rd/Glenairy Dr	Glenlake Pkwy	1.42	Sharrows	63		\$10,800	Suburban Overlay
B16		Glenlake Pkwy	Spalding Dr	0.63	Sharrows	55		\$4,800	PCID Overlay
B43		High Point Road	Johnson Ferry Road	0.04	Sidepath	35		\$86,700	Suburban Overlay
PCID A24*		Royervista Dr	Johnson Ferry Rd	0.3	Sidepath	—		\$948,329	Suburban Overlay
S34	Brandon Mill Rd	Abernathy Rd	Dalrymple Rd	1.06	Construct Sidewalk - One Side	75	Yes	\$1,096,300	
B15		Abernathy Rd	Dalrymple Rd	1.47	Sidepath	70		\$3,036,100	
S27	Peachtree Dunwoody Rd	Lake Hearn Dr	Hammond Dr	0.13	Construct Sidewalk - Both Sides	75	Yes	\$137,000	PCID Overlay. Gap in NB
S28		Windsor Pkwy	South Trimble Rd	0.39	Construct Sidewalk - Both Sides	75	No	\$367,200	Sidewalk gap is in SB direction
B24		Glenridge Connector	Hammond Dr	1.15	Sidepath	60		\$2,372,400	PCID Overlay
B23		Hammond Dr	Mt Vernon Hwy	0.9	Sidepath	57		\$1,863,100	PCID Overlay
B22		Mt. Vernon Hwy	Spalding Dr	1.88	Sidepath	53		\$3,868,400	PCID Overlay
S21	Lake Forrest Dr	Allen Rd	Mt Vernon Hwy	0.46	Construct Sidewalk - One Side	75	Yes	\$478,100	Main Street Overlay
B45		Northwood Dr	Mt Vernon Hwy	0.78	Sidepath	58		\$1,597,200	Main Street Overlay
S22		Long Island Dr	Northwood Dr	1.25	Construct Sidewalk - One Side	54	Yes	\$1,288,100	
S37		City Limits (Atlanta)	Long Island Dr	0.74	Construct Sidewalk - One Side	35	Yes	\$764,200	
B46		City Limits (Atlanta)	Northwood Dr	2.35	Sidepath	29		\$4,828,900	
S23	Lake Hearn Dr	Peachtree Dunwoody Rd	City Limits (Brookhaven)	0.26	Construct Sidewalk - Both Sides	75	No	\$200,500	Gap is in WB direction. PCID Overlay
S17	Hammond Dr	Sandy Springs Circle	Glenridge Dr	1.26	Construct Sidewalk - Both Sides	74	Yes	\$1,294,400	City Center Streetscape. CIP T-0024 Hammond Dr Improvements, add sidewalks EB, WB from Boylston Dr to Harleson Rd.
B41		Roswell Rd	Barfield Rd	1.09	Sidepath	60		\$2,253,500	City Center Streetscape, Suburban, PCID Overlay
B42		Mt. Vernon Hwy	Roswell Rd	0.7	Sidepath	56		\$1,435,500	City Center Streetscape
B39		Peachtree Dunwoody Rd	City Limits (Dunwoody)	0.21	Sidepath	55		\$436,100	PCID Overlay
B40		Barfield Rd	Peachtree Dunwoody Rd	0.5	Sidepath	50		\$2,024,300	PCID Overlay
S38	Riverside Dr	River Valley Rd	Johnson Ferry Rd	1.36	Construct Sidewalk - One Side	70	No	\$1,279,800	
S30		Hearns Ferry Rd	River Valley Rd	0.2	Construct Sidewalk - Both Sides	65	Yes	\$183,600	
S39		Johnson Ferry Rd	Dalrymple Rd	1.26	Construct Sidewalk - One Side	55	Yes	\$1,184,600	
B13		Johnson Ferry Rd	Dalrymple Rd	1.48	Sidepath	40		\$3,053,600	
B35		Mt. Vernon Hwy	River Valley Rd	1.14	Sidepath	33		\$3,033,900	
S10	Boylston Dr	Hammond Dr	Mt Vernon Hwy	0.55	Construct Sidewalk - Both Sides	69	No	\$512,300	City Center Streetscape
S11	Dalrymple Rd	Wildercliff Dr	Roswell Rd	1.17	Construct Sidewalk - Both Sides	65	Yes	\$1,095,700	
B12		Wildercliff Dr	Trowbridge Drive	1.59	Sidepath	54		\$3,274,100	
S45	Northside Dr	Powers Ferry Rd	Interstate N Pkwy	0.13	Construct Sidewalk - One Side	62	Yes	\$102,500	
B37		Interstate N Pkwy	Hearns Ferry Rd (Winterthur)	0.62	Sharrows	45		\$4,700	
S26		Interstate N Pkwy	Riveredge Pkwy	0.23	Construct Sidewalk - Both Sides	35	No	\$220,400	
S43		Riveredge Pkwy	Hearns Ferry Rd (Winterthur)	0.41	Construct Sidewalk - One Side	30	No	\$418,300	
B38		New Northside Dr	Interstate N Pkwy	0.4	Sharrow SB, Sidepath NB	38		\$1,638,900	
B01	Barfield Rd	Mt. Vernon Hwy	Abernathy Rd	0.34	Road Diet; Buffered Bike Lanes	60		\$79,700	PCID Overlay

Table ES.1 - Bicycle, Pedestrian, and Trail Plan - Combined Projects List

Top 10 Priority Bicycle Facilities
 Top 10 Priority Pedestrian Facilities

*At time of concept development, further evaluation will be required to determine ultimate cross-section. Separated facilities may also be provided through a cycle track or other design, depending on site conditions and land availability.

Project ID	Street	FROM (West, South)	TO (East, North)	Estimated Segment Length (mi)	PROJECT	Total Score	Sidepath*	Estimated Construction Cost	Programmed Projects / Overlay District / Notes
S19	Hilderbrand Dr	Sandy Springs Circle	Boylston Dr	0.38	Construct Sidewalk - Both Sides	60	No	\$354,600	City Center Streetscape
S20	Interstate North Pkwy	City Limits (Cobb Cnty)	Northside Dr/New Northside Dr	0.64	Construct Sidewalk - Both Sides	60	No	\$598,200	Sidewalks on the south side of this segment of Interstate North Parkway are recommended for frontages of developable parcels west of Northside Drive.
B55	Interstate North Pkwy Trail	City Limits (Cobb Cnty)	Northside Dr/New Northside Dr	0.78	Multi-use Trail	—		\$1,606,200	Connects to Cobb Cnty Interstate N Pkwy Trail (Trail located in WB direction)
B49	Glenridge Connector	Johnson Ferry Rd	Peachtree Dunwoody Rd	0.71	Road Diet; Cycle Track	60		\$341,000	PCID Overlay
B21		Glenridge Drive	Johnson Ferry Rd	0.14	Sidepath	45		\$283,800	PCID Overlay
S12		Glenridge Drive	Peachtree Dunwoody Rd	0.72	Construct Sidewalk - One Side	45	Yes	\$745,600	PCID Overlay
S24	Morgan Falls Rd	End (Park)	Harbor Pointe Pkwy	0.78	Construct Sidewalk - One Side	55	Yes	\$736,700	T-0034 Project under rescaping for sidewalk connection to Morgan Falls Park Entrance.
B14		End (Park)	Roswell Rd	1.52	Sidepath	50		\$3,129,400	
S25	Northridge Rd	SR 400 S Ramp	Roberts Dr	0.16	Construct Sidewalk - Both Sides	55	No	\$122,400	T-0037, GDOT PI 75150 and PI0010311 includes sidewalks and pedestrian crossings in GDOT interchange reconstruction
S29	Powers Ferry Rd	City Limits (Cobb Cnty)	New Northside Dr	0.49	Construct Sidewalk - Both Sides	55	No	\$462,000	Sidewalks on WB segment of Powers Ferry Road are recommended for developable parcels west of Northside Drive and both sides between Northside Drive and New Northside Drive
B56	Powers Ferry/River Trail	City Limits (Cobb Cnty)	Northside Dr	1.82	Multi-use Trail	—		\$3,747,700	Connects to Cobb Cnty Akers Mill Trail (Trail located in EB direction)
S32	Roberts Dr (north segment)	Roswell Rd	1,000 ft north of Summer Crossing	0.84	Construct Sidewalk - One Side	55	Yes	\$792,800	
B08		Dunwoody Pl	Roswell Rd	2.21	Sidepath	45		\$4,541,600	
B17	Glenlake Pkwy	Glenridge Drive	Abernathy Rd	0.99	Road Diet; Bike Lanes/Buffered Bike Lanes	51		\$232,600	PCID Overlay
S42	Dudley Ln	City Limits	Powers Ferry Road	0.71	Construct Sidewalk - One Side	50	No	\$732,100	
S35	Spalding Dr (east segment)	Nesbit Ferry Rd	Winters Chapel Rd/Spalding Lake Ct	0.21	Construct Sidewalk - One Side	50	No	\$197,400	
S41		Winters Chapel Rd	River Exchange Dr	0.24	Construct Sidewalk - One Side	35	No	\$227,200	
B11	Spalding Dr (west segment)	Trowbridge Dr	Peachtree Dunwoody Rd	0.28	Sidepath	50		\$1,495,300	
B10		Peachtree Dunwoody Rd	Roberts Dr	1.12	Sidepath	34		\$2,315,300	
S31	Roberts Dr (south segment)	Spalding Dr	Northridge Rd	0.44	Construct Sidewalk - Both Sides	50	Yes	\$416,000	
B09		Spalding Dr	Northridge Rd	0.8	Sidepath	30		\$1,642,000	
S18	High Point Rd	Tamarisk Dr	Glenridge Dr	0.26	Construct Sidewalk - Both Sides	45	No	\$239,900	
S44	Hearns Ferry Rd	Northside Dr (Winterthur)	River Chase Cir	0.64	Construct Sidewalk - One Side	40	Yes	\$662,600	
B36		Northside Dr (Winterthur)	Riverside Dr	1.76	Sidepath	28		\$3,633,000	
B47	Mount Paran Rd	Powers Ferry Rd	Roswell Rd	1.31	Sidepath	35		\$2,702,100	
B48		City Limits (Atlanta)	Powers Ferry Rd	1.19	Sidepath	34		\$2,449,500	
PCID A43*	Hollis Cobb Cir	Johnson Ferry Rd	Parking Garage Drive	0.2	Sidepath	—		\$632,220	PCID Overlay
PCID A44*		Parking Garage Dr	Peachtree Dunwoody Rd	0.1	Sidepath	—		\$198,595	PCID Overlay
PCID A36*	Meridian Mark Rd	Glenridge Connector	Johnson Ferry Rd	0.34	Sidepath	—		\$564,090	PCID Overlay
PCID I1*	Lake Hearn-Medical Ctr Trail	Peachtree Dunwoody Rd	City Limits (Dunwoody)	0.28	Multi-use Trail	—		\$348,408	PCID advancing design Summer 2014
PCID I5*	Central-Mall Trail	Central Park Drive	City Limits (Dunwoody)	0.1	Multi-use Trail	—		\$161,689	PCID advancing design Summer 2014
PCID I9*	Lakeside-Medical Ctr Trail	NW Corner of SR 400 interchange	Hollis Cobb Circle	0.34	Multi-use Trail	—		\$5,625,000	
B51	SR 400 Trail	City Limits (Atlanta)	Roberts Dr	9	Multi-use Trail	—		\$18,532,800	The planned GA400 Trail terminates east of SR 400 at Loridans Drive (approximately 1/3 mi south of Sandy Springs).
B52	Morgan Falls Trail	Roswell Rd	City Limits (Dunwoody)	0.69	Multi-use Trail	—		\$1,420,800	
B53	I-285 Trail	Northside Dr	SR 400	4.57	Multi-use Trail	—		\$9,410,500	
B54	Livable Sandy Springs Trail	Carpenter Dr	Abernathy Rd	1.9	Multi-use Trail	—		\$3,912,500	

* Projects identified in Commuter Trail System Master Plan, Perimeter Community Improvement District, 2012



1.0

INTRODUCTION

A comprehensive network of bicycle and pedestrian facilities can provide many positive benefits for a community, including improved quality of life, vibrant neighborhoods and urban centers, reduced automobile traffic congestion, increased economic vitality, and improved public and environmental health.

The City of Sandy Springs is known for its family friendly neighborhoods, premier office space, and a large medical district. The region's original development pattern and transportation system was automobile oriented; however, since its incorporation in 2005, the City has prioritized the development of bicycle and pedestrian infrastructure to improve connectivity between these varied land uses and to enhance livability within the community. The City has made considerable progress over its short history developing policies that support bicycle and pedestrian infrastructure and implementing bicycle and pedestrian projects. This plan, *The City of Sandy Springs Bicycle, Pedestrian, and Trail Implementation Plan*, will integrate and build upon the City's previous planning and

engineering efforts and provide a comprehensive plan for the development of Sandy Springs' future bicycle and pedestrian infrastructure.

The goal of the plan is to provide a safe, connected, and efficient bicycle and pedestrian transportation system for the citizens of Sandy Springs that complements the existing automobile transportation system. The plan will focus on connecting the City's varied residential neighborhoods to the area's significant destinations, such as transit stations, employment centers, parks, schools, and commercial districts. The plan will draw upon a toolbox of pedestrian and bicycle infrastructure (including sidewalks, multi-use trails, bicycle lanes, physically separated in-street bicycle facilities, midblock crossings, and intersection enhancements) to create the bicycle and pedestrian transportation network. The plan includes four components: existing conditions evaluation and system appraisal, bicycle and pedestrian network development, recommendations and implementation, and public involvement.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank



2.0

EXISTING CONDITIONS EVALUATION AND SYSTEM APPRAISAL

This chapter provides an overview and evaluation of the City's existing bicycle, pedestrian, and trail conditions and a demand analysis for bicycle and pedestrian transportation within the City.

The overview of existing conditions begins with the identification of opportunities and constraints for the development of a pedestrian, bicycle, and trail network within the City. The overview describes opportunities for connectivity (such as potential corridors for trail alignment, and existing bicycle and pedestrian infrastructure) and constraints, such as traffic congestion, a disconnected road network, steep topography and land ownership. The discussion of opportunities and constraints is followed by an evaluation of the bicycle level of service (BLOS) and pedestrian level of service (PLOS) within the City. The BLOS and PLOS evaluations grade each of the City's arterial and collector roadways for the quality of service in the shared use roadway environment. The results of these



evaluations help to identify the suitability of a particular roadway for travel by bicyclists and pedestrians based on roadway design geometrics and traffic conditions (travel speeds, traffic volumes, etc.). The chapter's final element is a demand analysis that shows the relative levels of bicycle and pedestrian demand within different parts of the City, based on a GIS analysis of population and employment density, employment to population ratio, and proximity to various key destinations.

OPPORTUNITIES AND CONSTRAINTS

Identification of the City's opportunities and constraints is the first step in the system evaluation process. A general understanding of these opportunities and constraints is critical for determining locations of future bicycle and pedestrian network components. The following provides an overview of findings.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

OPPORTUNITIES

DESCRIPTION

NEIGHBORHOODS



The City of Sandy Springs is largely composed of single family residential neighborhoods. These large neighborhoods are a defining character of the City, and their preservation is one of the goals of the City's Comprehensive Plan. The City's future population growth is planned to occur through more dense development along the Roswell Road corridor and within the future City Center, rather than through the redevelopment of existing single family neighborhoods. These high density residential areas and low density neighborhoods are a potentially significant source of bicycle and pedestrian users, and their connectivity to the bicycle and pedestrian network is one of the keys to the success of this plan. Further, short connections between adjacent (but disconnected) neighborhoods or between neighborhoods and adjacent destinations can support bicycling and walking by providing shorter trip lengths and also by supporting travel on less congested local roadways.

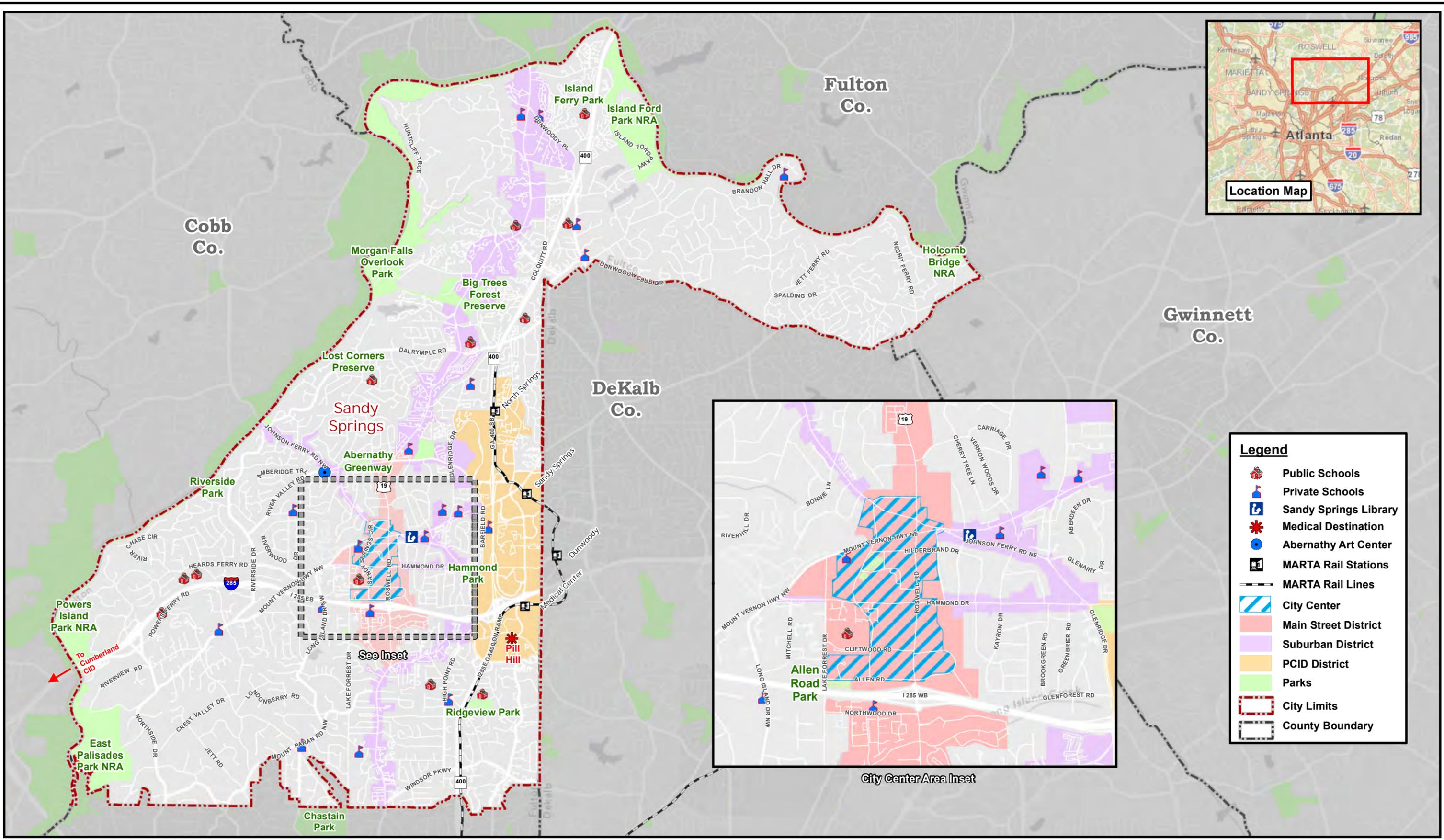
DESTINATIONS

Connectivity to destinations, both inside and outside of the City, is one goal of this project. The bicycle and pedestrian network should connect to commuter destinations (employment centers, schools, and commercial areas) and to recreational amenities (parks, trails, and scenic areas). The region's most significant destinations include:

Sandy Springs City Center



- **Sandy Springs City Center:** The City of Sandy Springs is developing a City Center that will include a mix of residential, park, retail, and civic/community land uses. The approximate limits of the City Center include: Allen Road (southern limit), Johnson Ferry Road (northern limit), Sandy Springs Circle (western limit), and Boylston Drive (eastern limit) (see Figure 2.1). Walkability and connected green space are a focus of the plan, which include breaking up the long existing blocks into a smaller gridded network of roads, the addition of sidewalks and bikable paths throughout the district, and a circulator transit system with connectivity to the Perimeter Center. Bicycle and pedestrian connectivity into the City Center from other parts of the City will be an essential goal of this project.

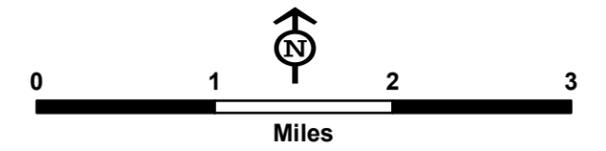


Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Medical Destination
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- City Center
- Main Street District
- Suburban District
- PCID District
- Parks
- City Limits
- County Boundary



Figure 2.1 - Primary Destinations
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia



Back of 11 x 17 Graphic



Employment Centers



- **Perimeter Center:** The Perimeter Center is one of the largest concentrations of office space in the southeastern United States. In addition to office space, the Perimeter Center includes an emerging residential component, four heavy rail MARTA transit stations, the Perimeter Mall, and a medical district, known as “Pill Hill” (discussed in more detail below). Approximately half of the Perimeter is located on the east side of the City along the SR 400 corridor. The other half of the Perimeter Center is within the cities of Dunwoody and Brookhaven in DeKalb County. Sandy Springs has developed a zoning overlay district for Perimeter Center that promotes pedestrian and bicycle infrastructure (**boundaries depicted in Figure 2.1**). Although the Perimeter Center is within the City, it is also included within a self taxing entity, known as the Perimeter Community Improvement Districts (PCIDs) which uses its tax revenues to improve the area’s infrastructure, including roads, trails, and bridges.

Many of PCIDs’ projects are intended to improve transportation and connectivity associated with the significant traffic congestion caused by the daily commuting of workers into and out of the area. Recent PCID projects include streetscapes along several arterial roadways, ramps from SR 400 to Hammond Drive and a commuter trail planning study.

- **“Pill Hill”:** Pill Hill is a cluster of three hospitals (Northside Hospital, St. Joseph’s Hospital and Children’s Healthcare of Atlanta at Scottish Rite Hospital) and their associated medical offices located along Peachtree Dunwoody Road, south of I-285. An existing sidewalk network provides pedestrian connectivity between the Medical Center transit station and the major medical facilities; however, the area has no bicycle facilities.
- **Cumberland Community Improvement District (Cumberland CID):** Cumberland CID is located just outside the City’s western boundary at the intersection of I-75 and I-285. Much like PCIDs, Cumberland CID is a self taxing office and retail district that includes high density office towers, a performance arts center, the Cumberland Mall, and is planned to be the new home of the Atlanta Braves, with a new 45,000 capacity stadium scheduled to open in 2017. The Cumberland CID has constructed several multi-use trails, two of which terminate at the City of Sandy Springs boundary at the Cochran Shoals Recreation Area on Interstate North Parkway and Powers Ferry Road..

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

Retail Corridors



Retail corridors are located along Roswell Road, Peachtree Dunwoody Road in Perimeter, Powers Ferry Road at Northside Drive, Dunwoody Club Drive at Jett Ferry Road and Spalding Drive at Holcomb Bridge Road. Roswell Road is the City's primary retail corridor and is comprised of automobile-oriented strip mall developments. The City is in the process of improving pedestrian connectivity along Roswell Road through streetscape improvements and signalized midblock crossings.

Transit



Four heavy rail transit stations (Medical Center Station, Sandy Springs Station, North Springs and Dunwoody) are located along a north south line on the eastern side of the city (see **Figure 2.1**). Three of these stations are within the city itself - Dunwoody Station is located just outside of the city limits. Access to rail transit is a significant opportunity for Sandy Springs, which is not common in Metropolitan Atlanta. Sidewalks exist in the immediate vicinity of the stations; however, the lone exclusive bicycle facility near the stations is adjacent to the Sandy Springs Station along Perimeter Center West, with on-street bicycle lanes extending from Mount Vernon Highway to the east into the City of Dunwoody.

Schools



The City is home to 19 private schools and 11 public schools (see **Figure 2.1**). Sidewalk connectivity to schools has been the focus of the City's sidewalk construction program, and most schools have had some sidewalk connections installed. However, additional improvements to support bicycling and walking to schools could help to boost the numbers of students using these modes.



Parks/ Recreation Areas

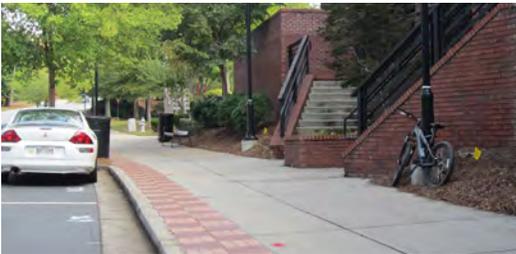


The City's park system includes 12 parks that offer a variety of active and passive facilities. The City's most significant parks include Hammond Park, Morgan Falls Overlook Park and Athletic Facilities, Sandy Springs Tennis Center, Big Trees Forest Preserve, Heritage Green, Lost Corners Preserve, and Abernathy Greenway Linear Park. A network of small parks and civic spaces, including a 2.2 acre civic green, are planned within the City Center. Additionally, four different units of the federally owned Chattahoochee River National Recreation Area (CRNRA), totaling approximately 800 acres, are located within the City of Sandy Springs. These units include the Palisades, Cochran Shoals (Powers Island Section), Island Ford, and Holcomb Bridge.

The CRNRA park space includes passive trails and canoe access. A national "water trail" is planned along the Chattahoochee River that can be accessed through these CRNRA units. The location of existing park space within the City is included in **Figure 2.1**. Recreation destinations located just outside of the City include Chastain Park (a 268 acre City of Atlanta park) and additional CRNRA units located on the north and west side of the Chattahoochee River (Cochran Shoals, Johnson Ferry, Gold Branch, and Vickery Creek).

EXISTING BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Sidewalks



Special attention will be paid to expanding and connecting existing bicycle and pedestrian infrastructure to create an interconnected network.

The City has invested more than \$8,000,000 over the last five years on its sidewalk program. Significant progress has been made in constructing sidewalks to public schools and adding sidewalks along the City's arterial roadways. This plan will identify opportunities to fill gaps in the sidewalk networks and provide connectivity to the destinations described above. The location of existing sidewalks is shown in **Figure 2.2**.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank

Back of 11 x 17 Graphic



Bicycle Lanes



The City of Sandy Springs' limited existing bicycle infrastructure includes designated bicycle lanes along the following three roadway segments (see **Figure 2.3**):

- Johnson Ferry Road, from the Chattahoochee River to Abernathy Road/Brandon Mill Road
- Abernathy Road, from Johnson Ferry Road/Brandon Mill Road to Roswell Road
- Perimeter Center West, from Mount Vernon Highway into the City of Dunwoody

"Bikeable Shoulders"



There are also a number of roadways with "bikeable shoulders" or undesignated bike lanes (not designated with signs or bike lane markings) that are generally four feet wide (not including gutter width on streets with curb and gutter), including the following roadway segments:

- Barfield Road, from Mount Vernon Highway to Hammond Drive
- Spalding Drive, from Roswell Road to Dalrymple Road
- Interstate Parkway North, from the Chattahoochee River to Northside Drive
- Northside Drive, from New Northside Drive to Harris Trail
- River Valley Road, from Johnson Ferry Road to Riverside Drive

Narrowed Travel Lanes



On several roadways within the City, the motor vehicle travel lanes have been narrowed to 11 feet with small areas available between the lane stripe and the edge of pavement or gutter pan. However, with the exception of the wider undesignated facilities listed above, these roadways typically only provide one to two feet of width to the right of the lane stripe (in some rare cases, three feet is available). These narrow widths are not sufficient to accommodate a bicycle and should not be considered bicycle facilities. The physical space occupied by a bicycle is 30 inches in width, but the natural side-to-side movement of bicyclists due to speed, wind, and rider proficiency requires a minimum of four feet of operating space and five feet of operating space is preferred.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank

Back of 11 x 17 Graphic



Multi-use Trails



A trail is currently under construction along Abernathy Road (as a component of the Abernathy Linear Park). The following trails outside of the city limits are potential destinations: the Bob Callan Trail along I-285 (Cumberland CID/Cobb County), The Riverwalk (City of Roswell), PATH 400 along SR 400 (City of Atlanta) and Chastain Trail (Chastain Park/City of Atlanta).

CORRIDORS



Utility corridors and stream corridors offer potential for multi-use trail routing. These corridors provide uninterrupted routes with very little vehicular conflicts; however there are private ownership issues that must be addressed. The most promising utility corridor is a power easement that originates at Morgan Falls Park and extends west into the City of Dunwoody. This corridor is targeted as a potential trail route in the City's Recreation and Parks Master Plan. A smaller power easement also originates near Morgan Falls Park and heads southeast to Roswell Road. A gas easement located approximately 1000 feet south of Dalrymple Road heads east into the City of Dunwoody. Two stream corridors also offer potential for greenway development: Long Island Creek (an east-west stream located south of I-285) and Marsh Creek (an east west stream located north of Abernathy that is recommended by the Recreation and Parks Master Plan).

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

CONSTRAINTS

DESCRIPTION

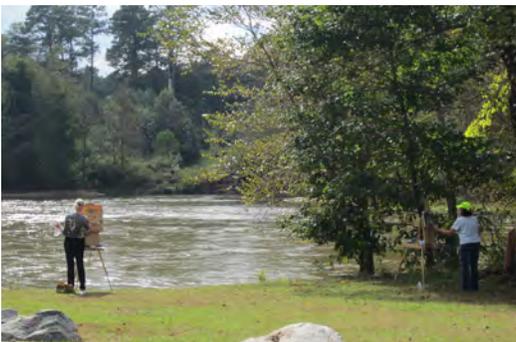
TRAFFIC CONGESTION AND THE DISCONNECTED ROAD NETWORK



Sandy Springs' road network provides limited connected routes for travelling within the City. This is particularly the case with north-south circulation. Roswell Road provides the only continuous north-south, local street access route through the City. Additionally, many of Sandy Springs' city streets terminate in dead end roads or cul de sacs. The Chattahoochee River, I-285, and SR 400 and create barriers to circulation with limited crossing locations.

This disconnected road network, circulation barriers, and heavy demand from Perimeter Center commuters, results in significant traffic congestion. The lack of connectivity and heavy traffic volumes will make bicycle and pedestrian connectivity challenging. Roadways with heavy traffic volumes that will be particularly challenging for bicycle and pedestrian connectivity include: Roswell Road, Abernathy Road, Johnson Ferry Road, Hammond Drive, Peachtree Dunwoody Road, Dunwoody Club Drive, Riverside Drive, Mt. Vernon Highway and Mt. Paran Road.

PRIVATE OWNERSHIP OF THE CHATTAHOOCHEE RIVER CORRIDOR



The Chattahoochee River corridor has many positive trail alignment attributes. It has limited vehicular conflicts, good connectivity to parks, and excellent natural environment. However, the majority of the riverfront is privately owned, which limits its potential as a viable trail corridor.

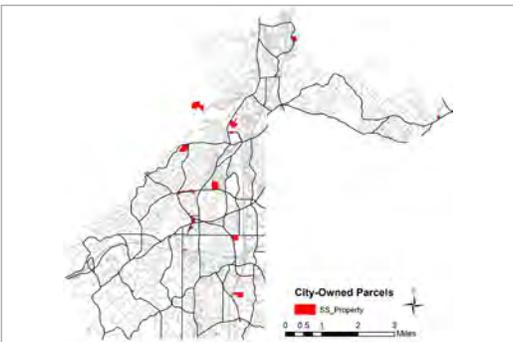


TOPOGRAPHY



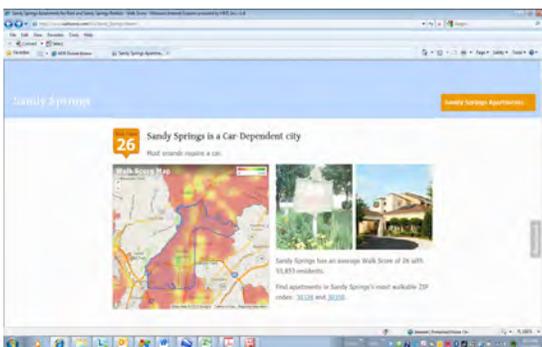
The City's rolling topography limits the potential for some roadway corridors to be expanded to include bicycle and pedestrian infrastructure. The expansion of these road corridors to include sidewalks or bicycle lanes may require significant and expensive walls. This expense limits their viability as a bicycle and pedestrian network component.

LAND OWNERSHIP



The use of public lands, such as parks, schools, and road right-of-way minimizes the need for right-of-way acquisition; unfortunately, the City has limited land ownership that would minimize the need for acquisition.

GENERAL PROXIMITY TO COMMUNITY DESTINATION AND AMENITIES

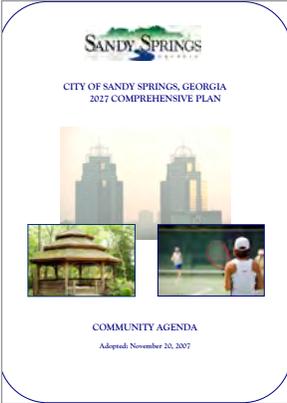
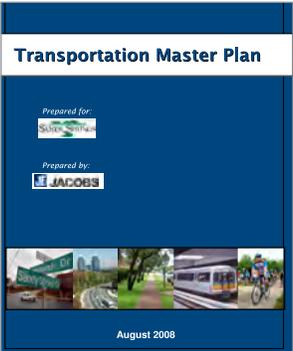


The website Walk Score (www.walkscore.com) measures the walkability of individual addresses and thousands of cities across the U.S. The score is based on the walking distance to numerous types of amenities and measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The Walk Score for Sandy Springs is 26 on a scale from 0 to 100, a score which Walk Score characterizes as a "Car-Dependent City" and notes "most errands require a car". The Walk Score methodology does have a number of limitations, such as not accounting for street design details (such as sidewalk presence and width, traffic speeds, tree cover, etc.), crime and crash data, pedestrian-friendly community design (such as building placement and setbacks), topography, and weather. Nevertheless, the poor Walk Score reflects the prevalent land use patterns within the City characterized by large, disconnected neighborhoods, which are generally isolated and not within easy walking distance of many destinations and amenities.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

SUMMARIES OF EXISTING SANDY SPRINGS STUDIES

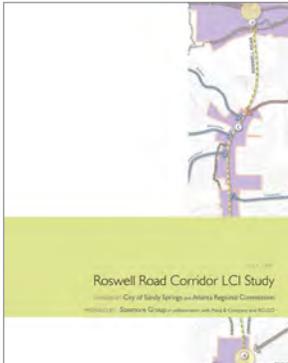
Recommendations for the development of bicycle and pedestrian infrastructure have been made in numerous city, county, and corridor specific planning studies. Recommendations cover a wide range of topics including: project identification and prioritization, typical standards, and general land use strategies for re-developing Sandy Springs into a more pedestrian friendly community. These studies were reviewed as part of the existing conditions inventory process and are summarized below.

EXISTING REPORT	DESCRIPTION
<p data-bbox="155 737 431 800"><i>Comprehensive Plan - Nov 20, 2007</i></p> 	<p data-bbox="526 737 1471 926">The Comprehensive Plan establishes a vision for the City of Sandy Springs which includes: preserving its low density, residential neighborhoods; redeveloping Roswell Road into a pedestrian friendly, mixed use corridor anchored by civic and institutional land uses; concentrating development within designated live/work centers that emphasize connectivity to transit; protecting streams and the forest canopy; and acquiring greenspace to connect parks, employment centers and neighborhoods.</p> <p data-bbox="526 961 1471 1213">The plan's Future Land Use Map designates the majority of the City as low density residential land use, and concentrates live/work and dense residential land uses in a few select zones. These live/work and dense residential zones occur in the following locations: the Roswell Road corridor, the PCIDs area adjacent to SR 400, areas adjacent to Interstate 285 (at the west and east edges of the City), and a small node at the far eastern end of the City at Holcomb Bridge Road. The plan recommends a Town Center Redevelopment Area along Roswell Road that will include civic, institutional, and mixed use development.</p>
<p data-bbox="147 1302 440 1365"><i>Transportation Master Plan – August 2008</i></p> 	<p data-bbox="526 1302 1442 1394">A Transportation Master Plan was developed as part of the comprehensive planning process which addresses the goals, guiding principles, needs, and project implementation recommendations for the City's transportation network.</p> <p data-bbox="526 1430 1479 1650">The Transportation Master Plan is a guide for the development of the vehicular, bicycle, pedestrian, transit, and freight transportation network within the City through 2030. Separate needs assessments were performed for both pedestrian and bicycle transportation. The assessments identified the need for connectivity between neighborhoods, community facilities, employment centers, and transit. Three of the six guiding principles established in the Transportation Master Plan are directly related to bicycle and pedestrian infrastructure. These include:</p> <ul data-bbox="526 1686 1442 1843" style="list-style-type: none"> ▪ Park once and circulate in downtown Sandy Springs via transit and pedestrian modes ▪ Promote pedestrian and bicycle travel modes for access to parks and community facilities ▪ Serve mobility needs in residential areas while preserving neighborhoods



Recommendations for future transportation projects were developed based upon these guiding principles. The majority of the recommended transportation improvement projects (almost 75%) include pedestrian facilities, and over 20% of the transportation projects include bicycle facilities. Many of the projects are associated with the town center development, while other projects included bike lanes, sidewalks, and multipurpose trail connections to major destinations.

*Roswell Road Corridor
LCI – July 2008 and
Roswell Road Corridor
LCI 2013 Update –
February 2013*



This study provides recommendations to improve the Roswell Road Corridor (from Interstate 285, south to the city line) as a mixed use, mixed income Main Street for the City. The study recommends establishing four different live work nodes along Roswell Road and developing a multimodal transportation network between each node. The project includes a five-year implementation plan that identifies ten improvement projects that primarily consist of streetscape improvements, but it also includes recommendations for multipurpose trails (one parallel to Roswell Road).

The Roswell Road Corridor LCI 2013 Update is a 5 year update of the original study and discusses how the original study has been implemented. The update shows that the City has made significant progress in the corridor, with 6 of the 10 priority projects moving forward. A project that is currently inactive includes the multi-purpose trails along Roswell Road. This project is on hold pending further study by through this Bicycle, Pedestrian and Trail Plan process.

*Sandy Springs City
Center Master Plan -
2012*



This plan establishes a framework for the development of a downtown for the City of Sandy Springs, which would extend from Allen Road north to Johnson Ferry Road. This study also served as the ten-year update to the Sandy Springs LCI described on the following page. The redevelopment would include civic, community, residential, and retail uses that would be tied together with walkable streets, bicycle facilities, transit, and a greenspace network. Goals that are relevant to Bicycle, Pedestrian and Trail Master Plan include:

- Create a unique, vibrant, walkable City Center rich in amenities desired by the community, such as commercial retail, recreational and cultural facilities.
- Create comprehensive infrastructure to support City Center, which would include: walkable streets, stormwater management, traffic flow, transit services, bicycling facilities, parking, utilities and signage.
- Introduce a green space network that accommodates a variety of activities, draws activity from new development, and ties together City Center, Sandy Springs' established neighborhoods, and existing open spaces.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

The plan's recommendations related to bicycle and pedestrian infrastructure include: introducing a network of gridded streets to reduce block length; developing a network of on-street and off-street bike facilities throughout the district and into the surrounding neighborhoods (primary routes include Sandy Springs Circle, Boylston Drive, Hammond Drive, Mt Vernon Highway, and Johnson Ferry Road); and creating a greenspace network that includes a mixture of small urban parks, plaza spaces, and larger park spaces like Heritage Green that are connected with streetscapes and the proposed bicycle network.

Livable Sandy Springs LCI – June 2001



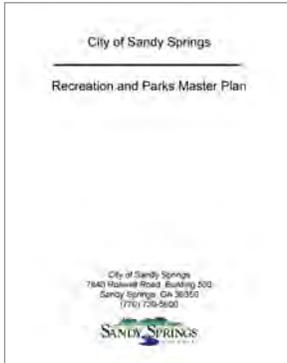
This plan was developed for Sandy Springs Revitalization Inc. prior to the founding of the City of Sandy Springs. Many of initial LCI Study recommendations form the basis for the City's Comprehensive Plan and the Sandy Springs City Center Master Plan. The study area for the Livable Sandy Springs LCI extended from Glenridge Drive (southern limit) to Abernathy Road (northern limit), and from Lake Forest Drive (western limit) to just west of SR 400 (eastern limit). This plan provided recommendations to improve transportation, develop a town center, modify land use, and establish urban design guidelines. Plan recommendations that are relevant to the Bicycle, Pedestrian and Trail Master Plan include: implementation of a gridded street network in the town center area, interconnectivity of parcels, filling in gaps in sidewalk service, and developing multi-use trails along streams and roadways. The plan establishes nine street classifications, eight that include sidewalks (of varying widths), three that include bicycle lanes, and one that includes a multi-use path adjacent to the street.

The transportation work program consisted of 35 projects, and included the following bicycle/pedestrian projects:

- Bikeway projects along Mount Vernon Highway, Johnson Ferry Road, Sandy Springs Circle, Glenridge Drive, and Lake Forrest Drive.
- Sidewalk/streetscape projects at the Georgia Power Substation, North Hampton Drive, Sandy Springs Circle, and Roswell Road.
- Multi-use trails along Mount Vernon Woods and Glenridge Forest/I-285.



*City of Sandy Springs
Recreation Master
Plan - 2007*

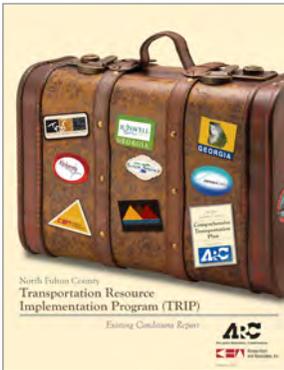


The City's Recreation Master Plan provides recommendations for the development of parks and greenways to meet the needs of Sandy Springs' growing population. The plan recommends the development of linear parks (which would include multi-use trails), that would connect to trails and parks within and outside of the City. The following greenway projects are recommended:

- **Abernathy Greenway** - a linear park along Johnson Ferry /Abernathy Road from the Chattahoochee River to SR 400. The greenway would include a multi-use trail, sidewalks, and other recreation amenities, and provide neighborhood connections to the Columns Drive recreation area in Cobb County and the Sandy Springs Tennis Center. A portion of the greenway is currently under construction from Brandon Mill Road to Wright Road.
- **Marsh Creek Greenway** would follow a creek and Fulton County sewer easement from the Chattahoochee River to Glenlake Parkway which would provide connectivity between neighborhoods, the Weber School, Sandy Springs Tennis Center, and UPS headquarters.
- **Morgan Falls Greenway and Pedestrian Bridge** would begin in Morgan Falls Park at Bull Sluice and would follow a Georgia Power transmission line easement to Spalding Drive and the North Springs MARTA Station. The plan proposes a pedestrian bridge over the Chattahoochee River at Morgan Falls Park that would connect to Cobb County trails on the west side of the river.
- **A North-South Pedestrian Link to Chastain Park** is proposed east of SR 400 from the Morgan Falls Greenway to the southern city line. This would provide connectivity to DeKalb County's Perimeter Trail, City of Atlanta's North Atlanta Trail, and Chastain Park.
- **A linkage across the Chattahoochee River to the Roswell River Walk** - A pedestrian bridge adjacent to Roswell Road is currently under design that will provide this linkage.
- **Chattahoochee River Corridor Trail** would be a component of a future regional trail that would connect Unicoi State Park in north Georgia to the City of Columbus in middle Georgia. This plan conceptually recommends that a portion of this trail be within Sandy Springs.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

North Fulton Transportation Resource Implementation Plan-2010



The North Fulton Comprehensive Transportation Plan considered transportation improvement recommendations for a sub-regional area. The North Fulton County sub-region includes six cities: Sandy Springs, Alpharetta, Milton, Johns Creek, Roswell, and Mountain Park. The pedestrian and bicycle infrastructure recommendations are based upon level of service analysis and include two priority bicycle/pedestrian projects within the City of Sandy Springs:

- A multi-use trail that begins at an existing trail in Cobb County, bridges over the Chattahoochee River, continues, generally east/west, across Sandy Springs using Morgan Falls Park, a power easement, and road right-of-way before terminating at proposed trails in the City of Dunwoody. This is a Tier One project.
- Bicycle and pedestrian facilities along Roswell Road (or parallel streets), for the length of the City. This is a Tier Two project.

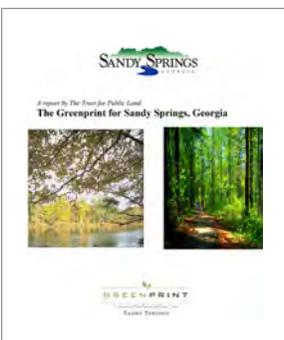
The plan also makes recommendations for three priority corridors, one of which is Roswell Road from Abernathy Road to the Chattahoochee River. The plan recommends a sidepath along Roswell Road or development of bicycle facilities along parallel roadways with connections to Roswell Road.

Capital Improvement Projects



The City is working on approximately 40 transportation improvement projects, the majority of which include provisions for pedestrians. A significant number of sidewalk and streetscape projects are located along Roswell Road. Other project locations include Sandy Springs Circle, Morgan Falls Road, Abernathy Road, Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, and Riverside Drive. Additional projects include a pedestrian bridge over the Chattahoochee River parallel to Roswell Road and a linear park along Abernathy Road.

The Greenprint for Sandy Springs-2008



The intent of this plan is to identify opportunities for park, trail, and greenway development with the goal of increasing recreation, promoting connectivity, mitigating traffic congestion, and preserving greenspace. The plan shows bicycle and pedestrian connectivity between neighborhoods, workspaces, and parks (both City and Federal). The plan includes a comprehensive network of sidewalks, bicycle paths with sidewalk, and bicycle paths without sidewalks.



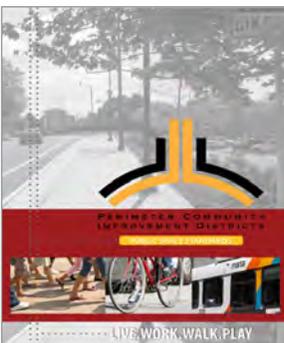
PCIDs Commuter Trail System Master Plan



The plan focuses on improving pedestrian and bicycle transportation within the PCIDs by focusing upon connectivity from workplaces to the MARTA stations and by generally improving pedestrian and bicycle mobility throughout the PCIDs. The plan includes a map showing areas of highest job intensity and potential connectivity from these areas to MARTA stations. The plan recommends the following projects within the City of Sandy Springs:

- Sidepaths along the major roadways that lead to MARTA stations
- Two independent paths that help provide connectivity to the Medical Center station, and one independent path that roughly follows SR 400 from Hammond Drive southward
- Sidewalks along Johnson Ferry Road, Glenridge Drive, Hammond Drive, and Abernathy Drive
- Buffered bikeways along Glenlake Parkway and Central Park Drive

PCIDs Public Space Standards



This plan provides standards for roadway typical sections, intersections, bicycle/pedestrian facilities, and street furnishings. The roadway typical sections include three different categories of roads: thoroughfare, avenue, and street. Sidewalks are proposed along all three categories of roads, and range from six feet to ten feet in width. Bicycle lanes are recommended along all categories of roads, except thoroughfares with medians; the standard width for the bicycle lane is five feet. The recommended minimum width for paved multi-use paths is ten feet. Three different typical intersections are recommended: high traffic intersections (signalization gives priority to vehicular traffic, but pedestrians are accommodated), balanced intersections (signalization balances vehicular and pedestrian traffic), and frequent pedestrian intersections (intersection design gives priority to pedestrians).

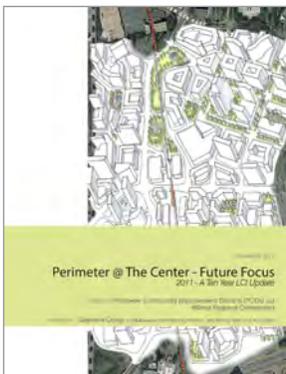
BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

Perimeter Circulator Implementation Plan – 2012



This plan provides recommendations for small bus/van transit routes that provide connectivity between key destinations in the PCIDs such as: MARTA stations, employment centers, and retail centers. The plan recommends seven routes, including four routes within the City of Sandy Springs. Primary destinations within Sandy Springs include the Sandy Springs Town Center, the MARTA stations, UPS headquarters, the Concourse office development, and the medical center district adjacent to Peachtree Dunwoody Road. Glenlake Parkway, Abernathy Drive, Hammond Drive, Barfield Road, Peachtree Dunwoody Road, Lake Hearn Drive, and Meridian Mark Road/Hollis Circle are included in the circulator routes.

Perimeter @ The Center – Future Focus – 2011 LCI Update



Perimeter @ The Center – Future Focus is the ten year update to the original LCI plan that was created for the Perimeter in 2001. The plan’s recommendations are intended to continue the Perimeter’s transformation from a suburban office center to a livable mixed-use community. The plan recommendations that are most relevant to the development of the Bicycle, Pedestrian and Trail Plan include:

1. Focusing growth around the transit stations (concentrating on dense, walkable and livable development).
2. Reducing the large block sizes by introducing a smaller network of streets.
3. Improving bicycle and pedestrian connectivity within and between the Perimeter’s ten established “connected districts”, the transit stations, and the surrounding neighborhoods.

The plan includes 28 implementation projects, ten of which are within the City of Sandy Springs. The implementation projects include: multi-modal improvements along Johnson Ferry Road, Hammond Drive, Central Parkway, and Meridian Mark Road/Hollis Circle; bicycle/pedestrian connectivity to the three transit stations; and multi-use paths along Perimeter Center West and Mount Vernon Highway.



NEEDS ASSESSMENT

A supply and demand method was used for determining the locations of greatest pedestrian and bicycle facility need within the City. The supply side is based on pedestrian level of service (PLOS) and bicycle level of service (BLOS) models for assessing the existing quality of service in a shared roadway environment. Key variables in the LOS models include traffic characteristics (volume, speed, percentage of trucks) and roadway geometric configuration (number of lanes, outside lane width, presence of paved shoulder or bike lane, presence and location of sidewalk). A computed score and corresponding grade from A to F allows the suitability and compatibility of the roadway environment for bicyclists and pedestrians to be determined. The demand side is based on assessing population and employment density data, as well as the proximity to key destinations such as transit stops, schools, parks, and activity centers, which results in a quantification of the relative levels of bicycle and pedestrian demand within different parts of the City. When the LOS and demand analyses are combined, the results are significant because the roadways with the poorest levels of service (worst conditions for bicycling or walking) and the highest user demand can be given a high priority for improvements.

Level of Service Analysis

An analysis of the existing BLOS and PLOS was conducted within the City limits for all roadways classified as arterials or collectors, in addition to a small number of local roads identified by the City. A total of approximately 98 miles of roadway were evaluated using the BLOS and PLOS models. The BLOS and PLOS are shown on **Figure 2.4** and **Figure 2.5**, respectively, for each roadway segment evaluated.

Table 2.1 provides a summation of the data showing the total miles and percentage at each level of service. As shown, the overall conditions in Sandy Springs today can be described as fair to poor for both bicyclists and pedestrians. Only a very small percentage of roadways exemplify outstanding environments for walking or bicycling at LOS “B” or better, while more than 70% of roadway segments have significantly poorer conditions rating LOS “D” or worse. For Sandy Springs, it is recommended to use a minimum standard of “C” for both BLOS and PLOS. This would be the minimum desirable

grade for any corridor on which bicycle or pedestrian travel is to be emphasized or prioritized.

Appendix A provides more technical detail concerning the background and results from the BLOS and PLOS analysis.

Table 2.1: City of Sandy Springs BLOS & PLOS Summary

BLOS	Miles	%	PLOS	Miles	%
A	0.2	0.2%	A	0.0	0.0%
B	0.8	0.8%	B	0.5	0.5%
C	19.7	20.0%	C	28.2	28.7%
D	61.9	62.9%	D	55.7	56.6%
E	13.9	14.1%	E	13.2	13.4%
F	2.0	2.0%	F	0.8	0.8%
Total	98.4	100.0%	Total	98.4	100.0%

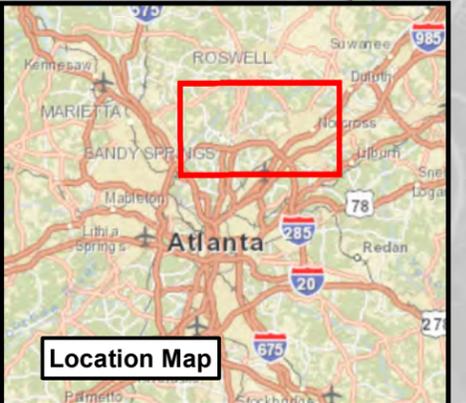
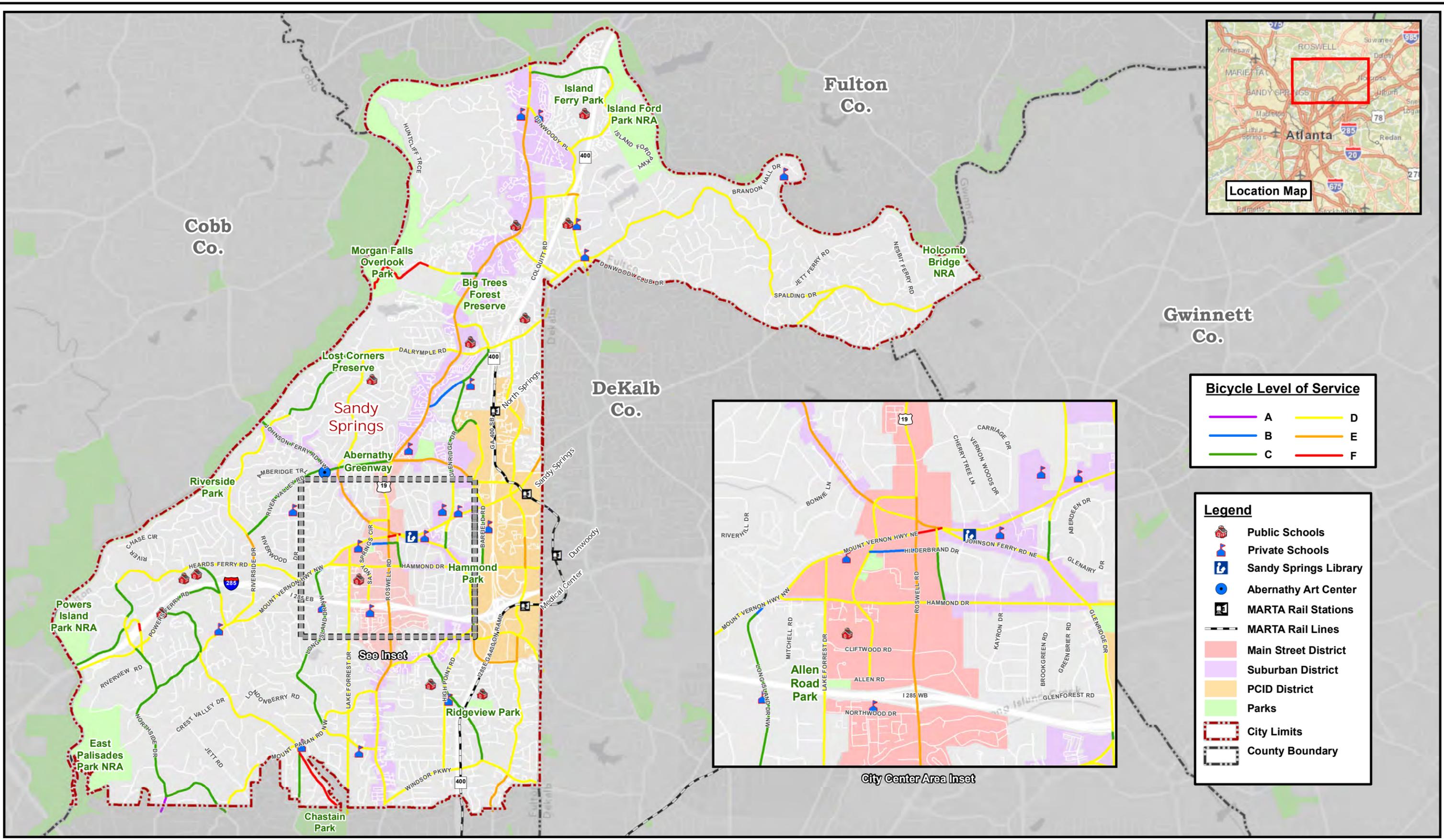
Bicycle and Pedestrian Demand Analysis

The result of the demand analysis is two “heat maps”, one each for bicycle demand and pedestrian demand that stratifies the demand levels by the color gradations on each map. Areas with darker colors are projected to have higher levels of demand. **Figure 2.6** shows the bicycle demand map and **Figure 2.7** shows the pedestrian demand map.

It should be noted that this demand evaluation only considers transportation trips being made to destinations and does not consider recreational trips such as recreational bike rides or jogs/walks that do not include a stop at an intermediate destination. It is recognized that there are a substantial number of cycling club routes that traverse the City and reflect many of the City’s most popular bicycle routes – these routes and other recreational corridors will be considered during the evaluation of appropriate facility improvements and project prioritization.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank



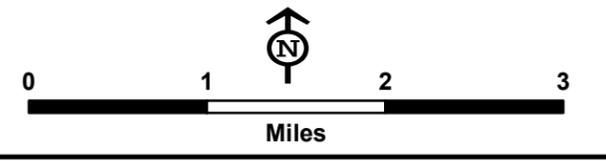
Bicycle Level of Service

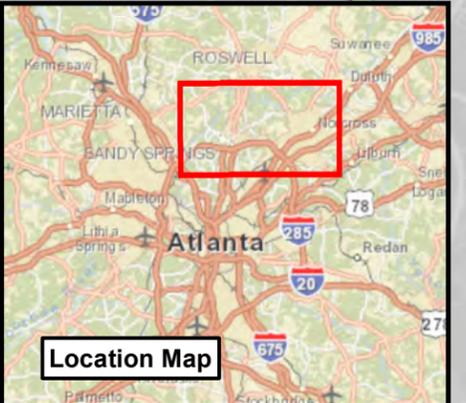
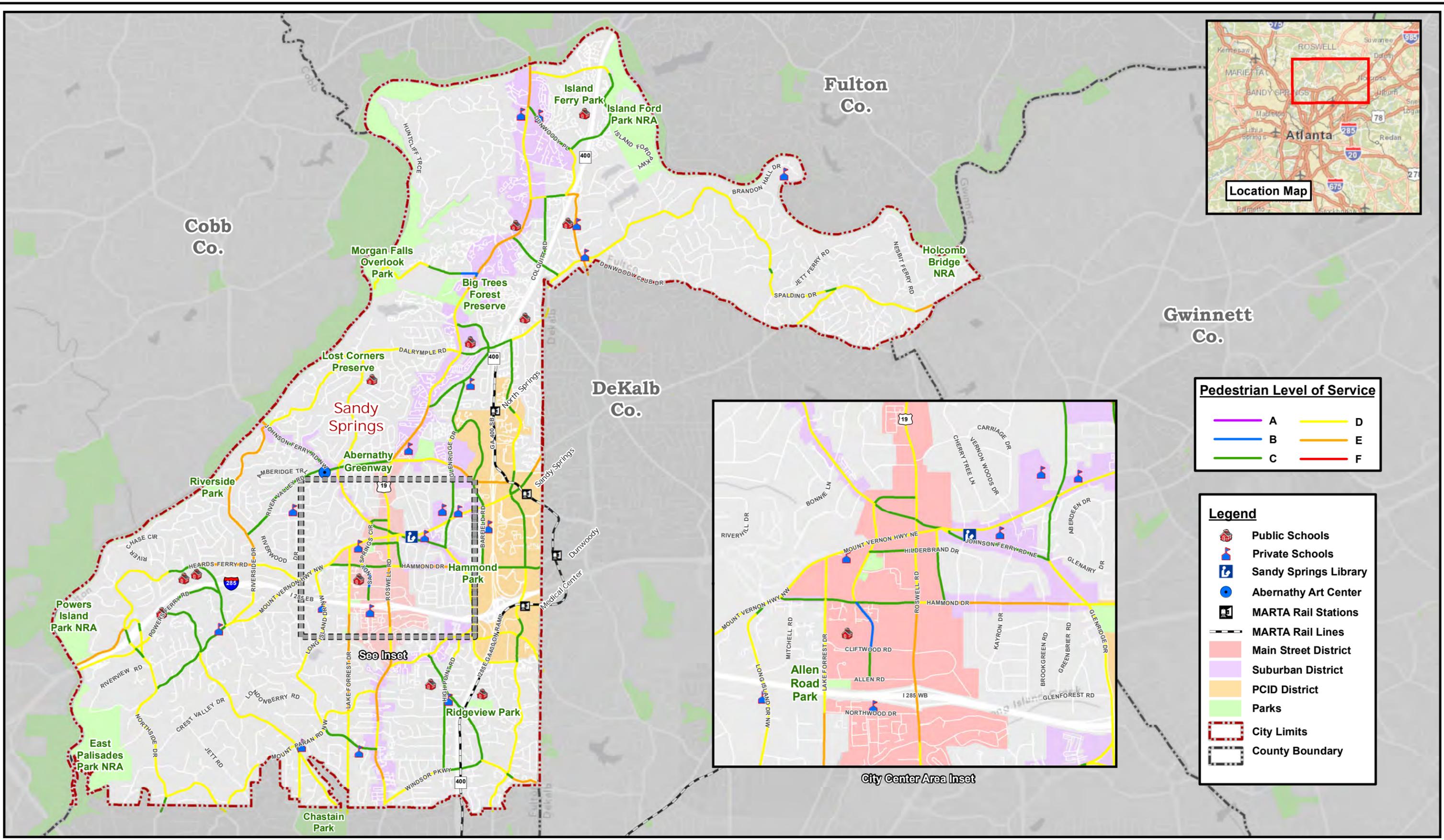
— A	— D
— B	— E
— C	— F

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- Suburban District
- PCID District
- Parks
- City Limits
- County Boundary

Figure 2.4 - Bicycle Level of Service
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





Pedestrian Level of Service

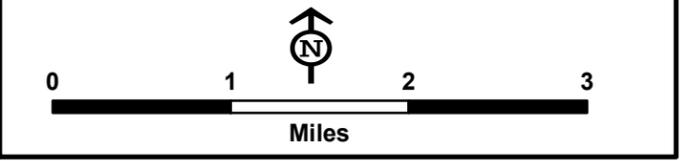
—	A	—	D
—	B	—	E
—	C	—	F

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- Suburban District
- PCID District
- Parks
- City Limits
- County Boundary



Figure 2.5 - Pedestrian Level of Service
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia



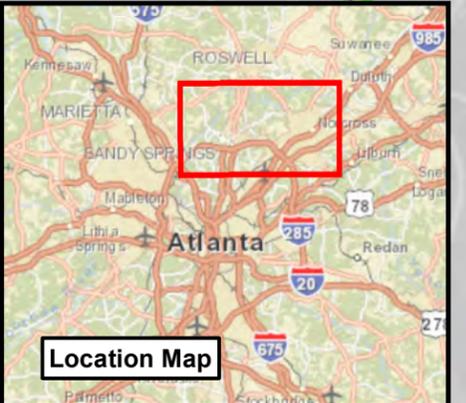
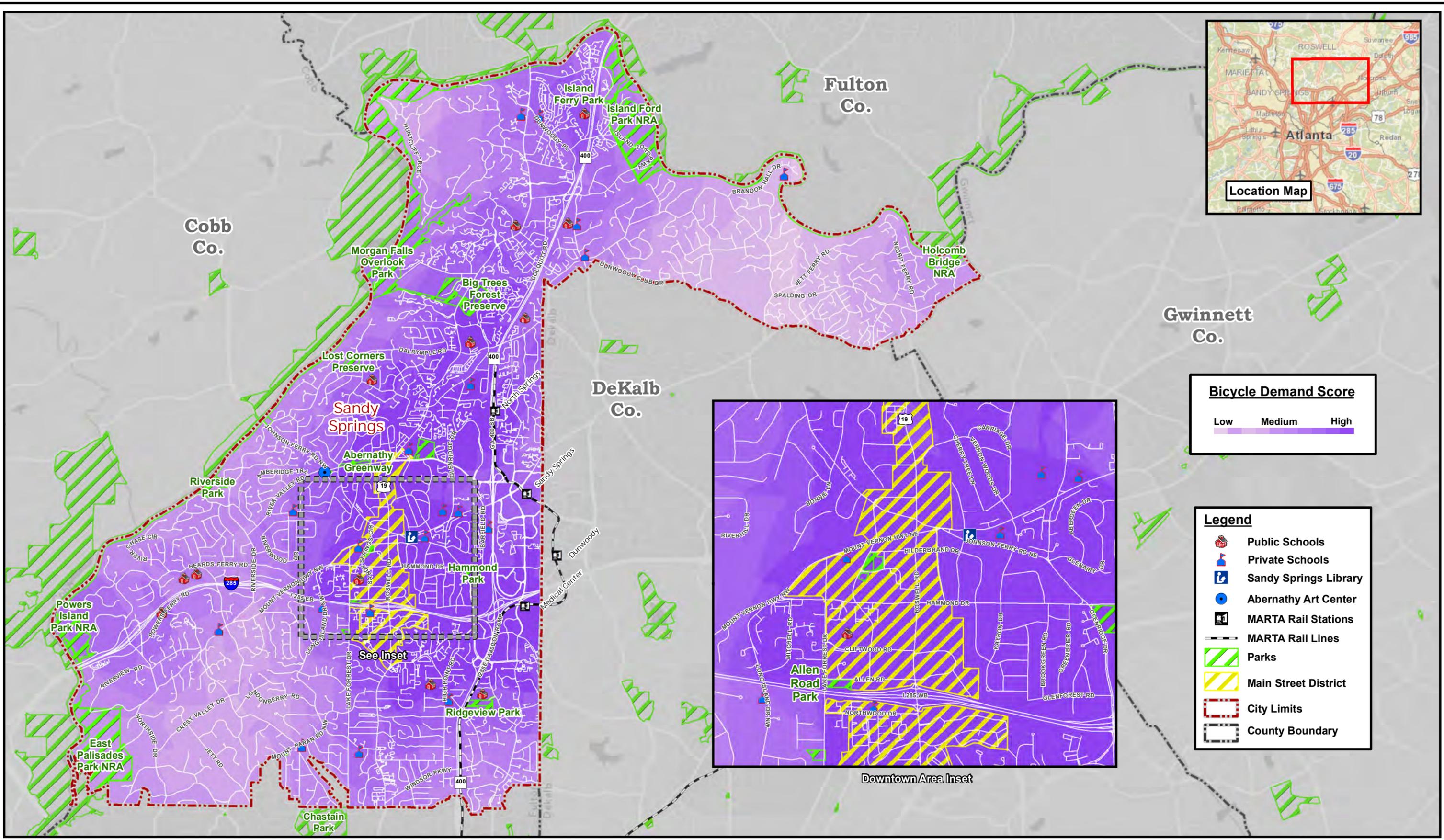
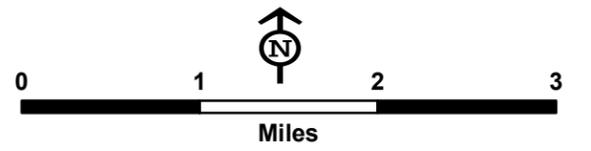


Figure 2.6 - Bicycle Demand Score
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia



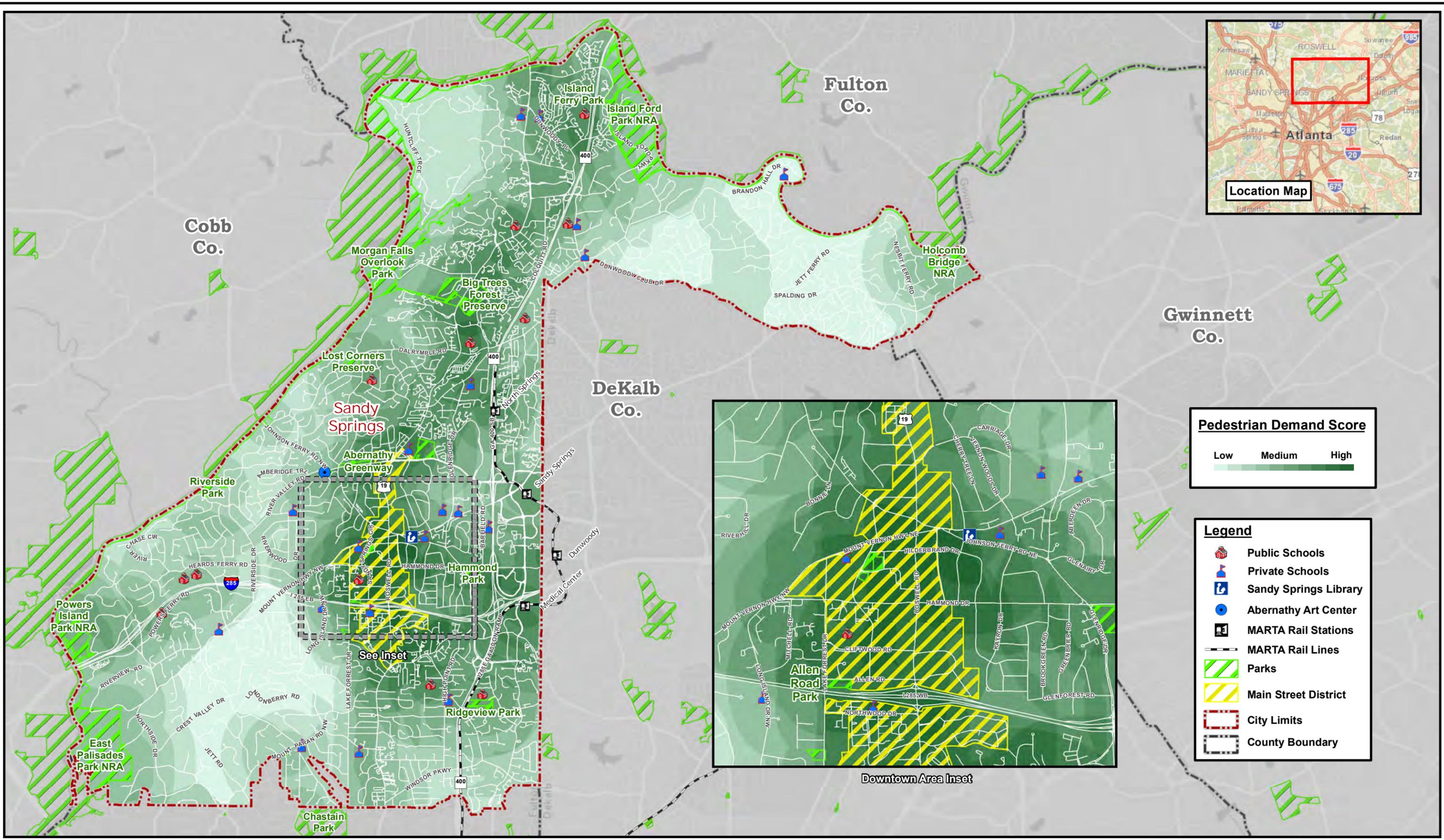
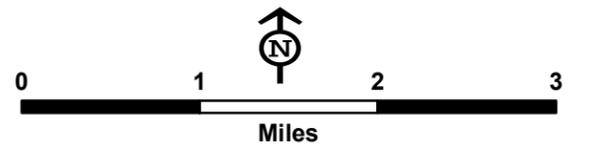


Figure 2.7 - Pedestrian Demand Score
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





3.0

BICYCLE AND PEDESTRIAN NETWORK DEVELOPMENT

Chapter 3 describes the process and analysis conducted to develop the bicycle and pedestrian network. The first step is a combined analysis of LOS and demand results to prioritize the roadways with the poorest existing conditions about the most potential usage by bicyclists and pedestrians. The combined LOS and demand analysis is paired with a preliminary determination of the preferred bicycle facility types for each roadway segments being evaluated.

Midblock crossing opportunities, primarily on Roswell Road, are assessed to determine the highest priority locations for consideration. Potential multi-use trail corridors recommended in previous planning studies and projects are compiled and additional trail corridors are proposed.

COMBINED LOS AND DEMAND ANALYSIS

A combined supply and demand analysis allows the segments with the poorest existing conditions (poor bicycle or pedestrian LOS) but the most potential for trips to be made by bicycling or walking (high demand) to be given the highest priority in the overall network. This was accomplished by ranking the roadway segments according to LOS, as well as according to its demand score.

The two rankings were then averaged (giving equal weight to the LOS and demand) to compute a combined ranking that considers both supply and demand. The

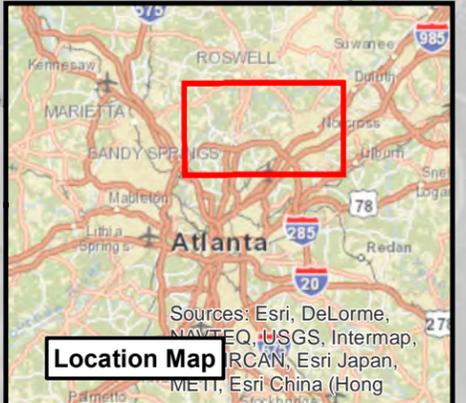
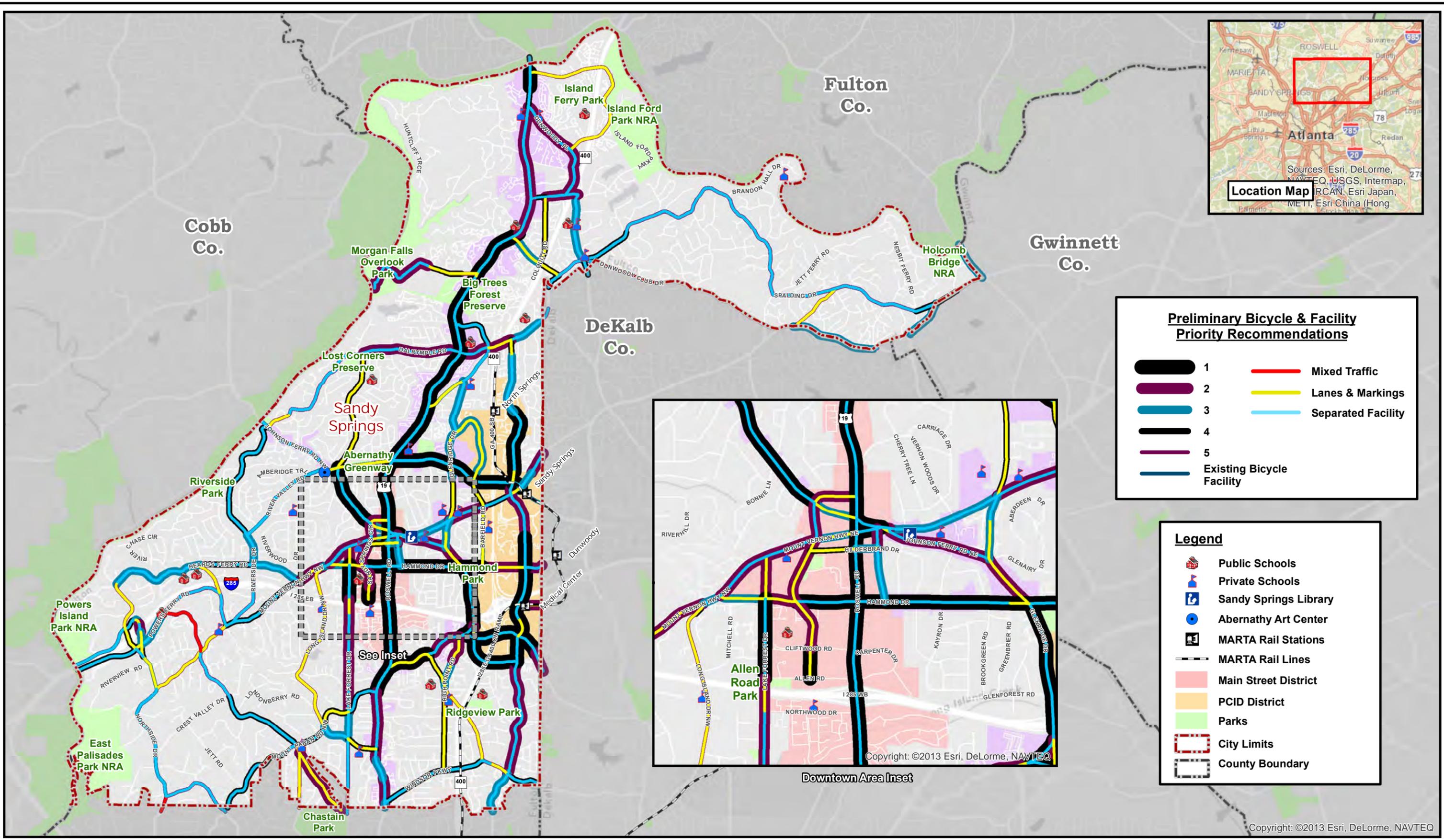
roadway segments were then sorted in a descending order by this overall score. For the bicycle analysis, segments were removed from further consideration if the roadway segment has existing four-foot minimum designated bike lanes or bikeable shoulders for its entire length. In the pedestrian needs analysis, segments were removed if they have complete sidewalks on both sides of the street. Sidewalks were assumed to be complete in the analysis if they were noted to have at least 85 percent coverage on both sides of the street for a particular segment. The 85 percent coverage recognizes that the sidewalk length along a particular segment may be up to 15 percent shorter than the segment length due to interruptions where it crosses driveways and cross streets.

Based on the combined ranking, five priority levels were established with an equal number of roadway segments at each level. Priority level one represents the highest priority for improvement, while priority level five represents the lowest priority for improvement. The bicycle need priority levels are shown in **Figure 3.1**, and the pedestrian need priority levels are shown in **Figure 3.2**.

Appendix A provides the technical details of the combined LOS and demand analysis and provides summary tables showing the rankings and relative priority levels of roadway segments for bicycle and pedestrian improvements. It should be noted that this analysis does not consider multi-use trails in exclusive rights-of-way or right-of-way constraints. Also as explained earlier, this analysis does not exclusively consider the recreational potential of corridors

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank



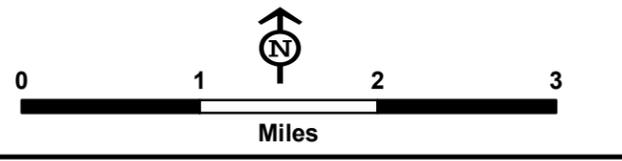
Preliminary Bicycle & Facility Priority Recommendations

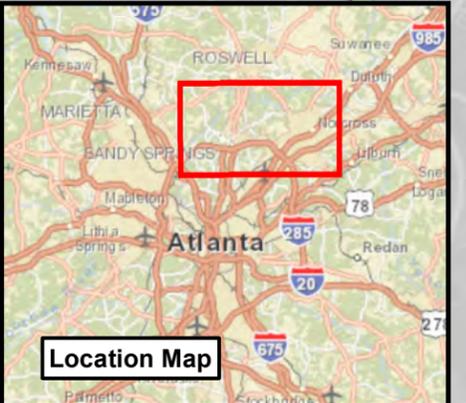
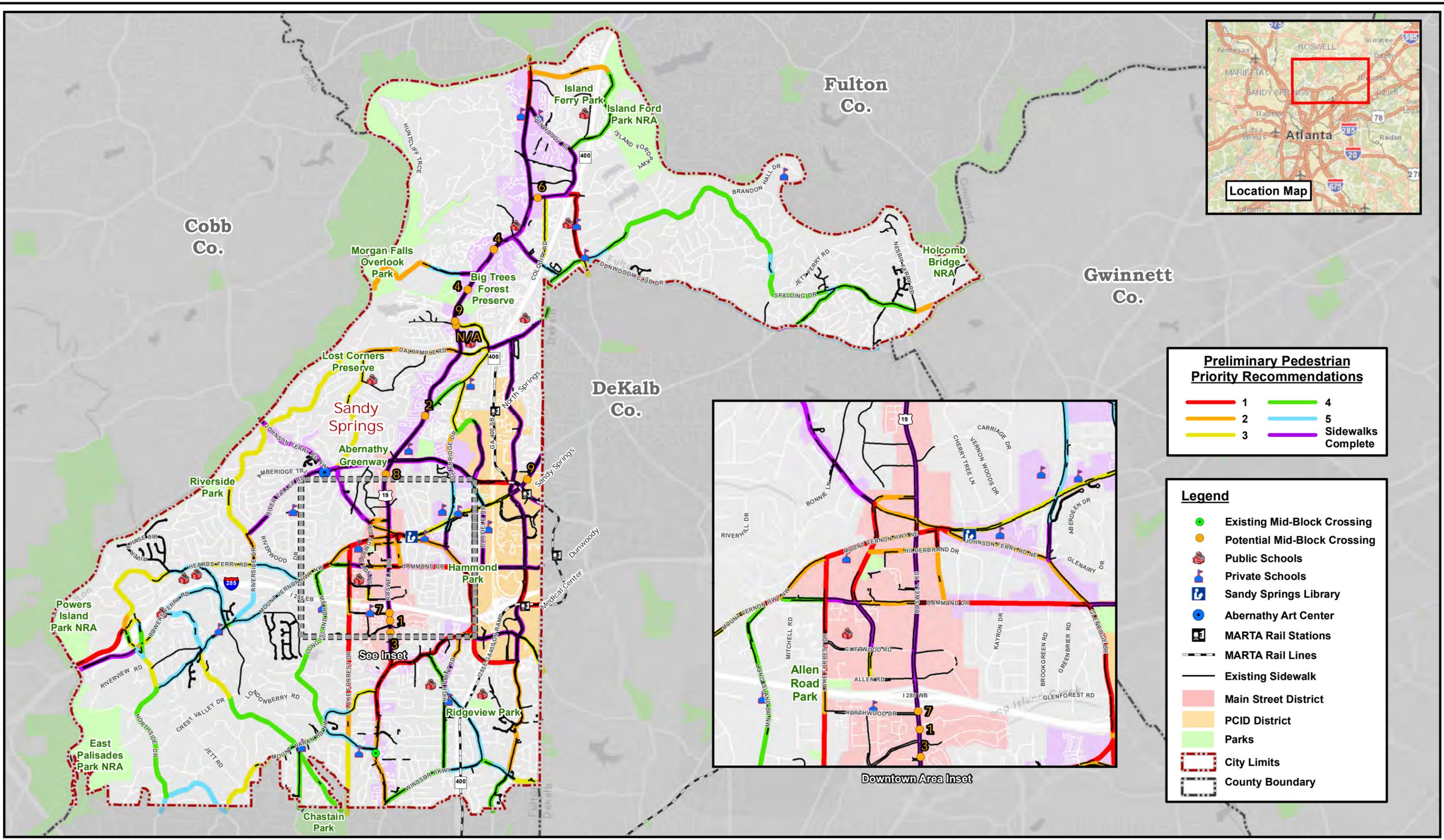
	1		Mixed Traffic
	2		Lanes & Markings
	3		Separated Facility
	4		
	5		
			Existing Bicycle Facility

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary

Figure 3.1 - Preliminary Bicycle Priority & Facility Recommendations
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





Preliminary Pedestrian Priority Recommendations

Red Line	1	Green Line	4
Orange Line	2	Light Blue Line	5
Yellow Line	3	Purple Line	Sidewalks Complete

Legend

- Existing Mid-Block Crossing
- Potential Mid-Block Crossing
- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Existing Sidewalk
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary

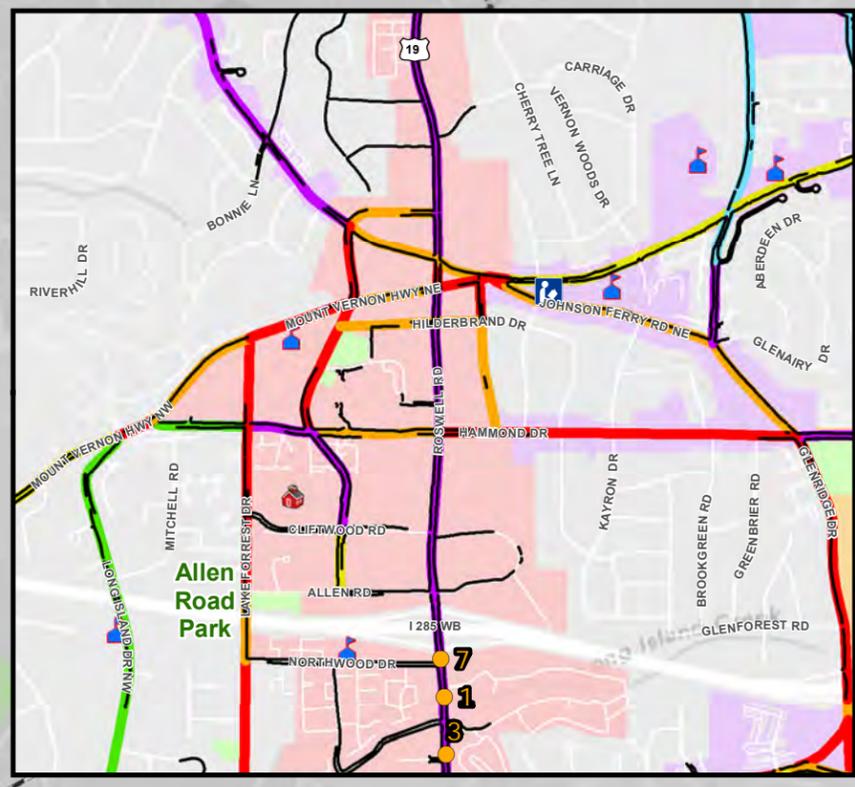
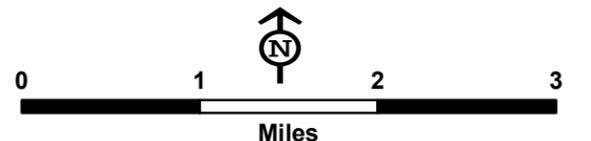


Figure 3.2 - Preliminary Pedestrian Priority Recommendations
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





since recreational uses are not accounted for in the demand analysis.

PRELIMINARY BICYCLE FACILITY SELECTION

An evaluation process was used to provide a preliminary selection of the appropriate bicycle facility on each roadway segment evaluated. This process was based on data taken from the BLOS evaluation such as traffic volume, speed, and roadway configuration and width. Each facility was initially put into one of three general facility categories based on the relationship of traffic volumes and speed. The three categories are described as follows:

- **Mixed Traffic.** These are generally low volume roadways that do not necessarily require any special treatment in order to accommodate bicycles. They would include signed routes, roadways with wide curb lanes or paved shoulders.
- **Lanes and Markings.** This category represents roadways with a specific marked bicycle designation such as bicycle lanes or shared lane markings (“sharrows”).
- **Separated Facilities.** This category represents facilities that are physically separated from motor vehicle traffic such as cycle tracks, sidepaths, and trails in exclusive right-of-way.

Following placement of each roadway segment in an initial facility category, additional criteria was used to refine the facility category selection. The criteria were designed to move the roadway segment to the most appropriate category given the general traffic characteristics and physical configuration of the roadway segment. Technical details relating to the bicycle facility selection process are described in **Appendix B**.

The result of the bicycle facility selection is shown in conjunction with the results of the combined bicycle LOS and demand analysis in **Figure 3.1**. As shown, the majority of roadway segments in Sandy Springs have a preliminary recommendation for separated facilities. This results from the large number of roadways that either have heavy traffic volumes, high speeds, or little to no space available to designate an exclusive in-street bicycle facility. These types of roadways discourage all but the most confident

cyclists from using the roadway. As a result, even if on-street facilities are provided on these types of roadways, many bicyclists may decline to use the facilities and ride on the sidewalk instead. For this reason, it makes sense to accommodate the more casual rider by providing a wider space separated from traffic rather than have them share a narrow sidewalk with pedestrians. Separated facilities correlate well to the desires expressed by Sandy Springs residents in a web-based survey that was performed as part of this project (and discussed in more detail in Chapter 5). More than 63% of the survey respondents classified themselves as either “comfortable but cautious” or “interested but concerned” when it comes to bicycling. The described characteristics of both categories favors facilities specifically geared to cyclists. Further, nearly 88% of survey respondents would be motivated to ride a bicycle more often (or begin riding a bicycle) with more separated/protected bike paths or trails available.

The primary type of separated facility that would be practical in Sandy Springs is the “sidepath” or shared-use path that is located immediately adjacent and parallel to a roadway. Depending on the specific location, these may be either wider concrete sidewalks (ten feet wide minimum is desirable to support two-way bicycle traffic and allow for passing of pedestrians), or may be asphalt pathways (again, ten feet wide minimum). In certain areas, it may also be desirable to designate a bikeway that is not only physically separated from the adjacent roadway, but also is separate from a designated sidewalk space. This concept was illustrated in the City Center Master Plan and the PCID Commuter Trail System Master Plan, and may be able to be applied in certain corridors where greater width is available within the roadside environment. However, in most cases, it may not be feasible to acquire the right-of-way to build separated bikeways and sidewalks on the same side of the street.

Sidepaths offer a location for bicycling that provides more separation and protection from motor vehicle traffic at midblock locations compared to on-street facilities such as bike lanes, shared lane markings, or mixed traffic. However, the tradeoff for this perceived safer condition between intersections is a documented higher potential for conflicts and crashes at side streets and driveways. Each and every driveway or side street a sidepath crosses is a potential conflict point. The AASHTO Guide for the Development of Bicycle Facilities cautions against using sidepaths in

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

other than a narrow set of conditions because of their operational concerns. Many of the operational concerns are related to turning traffic movements, potential limited visibility, unexpected movements (such as riding against traffic by bicyclists) and unexpected speeds of bicyclists. A primary example of potential conflicts is motorists turning right of out of driveway or cross street who may only look to their left for a gap in traffic and not look to the right for bicycles coming from the opposite direction on a sidepath.

There are several mitigating measures that can be taken to design sidepaths to provide optimal conditions for bicyclists and limit conflict points. These include:

- Limiting access points through improved access management techniques such as use of shared driveways, use of minimum driveway widths, cross-access easements, and limiting access, where possible, to right-in, right-out only.
- Designing intersections to reduce speeds of both drivers and bicyclists. This may be accomplished through tighter corner radii, avoiding higher speed or free flow movements, maintaining sufficient sight distance, provision of median and channelizing islands, and use of chicanes on sidepath approaches to slow bicyclists. At driveways, the path surface can be maintained continuously to draw more attention to the crossing point where bicyclists and pedestrians have the right-of-way.
- Keeping approaches to intersections and driveways clear of sight obstructions from parked vehicles, landscaping, or other obstacles such as signs and street furniture.
- At signalized intersections, providing consideration to restricting right turns on red for the crossing movements, providing leading pedestrian (or bicycle) intervals, and having left turns that can be made across the sidepath restricted to protected-only phasing.

It is important to note that each preliminary recommended bicycle facility should be further evaluated during the concept development phase to confirm the preliminary recommendation as the most appropriate. It may be determined that another facility type may be more optimal based on the corridor context, characteristics, and site-specific roadway conditions. Preliminary facility recommendations for sidepaths, as well as sidewalks on only one side, are not side-specific; additional evaluation

would be needed to determine the most appropriate side of the roadway on which to construct the improvement.”

MIDBLOCK CROSSING IMPROVEMENT OPPORTUNITIES

Most pedestrians seek to take the shortest possible route to get to their destination, and therefore will rarely walk more than a couple hundred feet out of their way to cross at a signalized intersection, even if it means crossing multiple lanes of high speed traffic at a midblock location. However, an uncontrolled, midblock crossing becomes increasingly difficult and dangerous for pedestrians as the number of lanes increases and traffic volumes and speeds increase. Compared to downtown urban areas, suburban areas such as those in Sandy Springs typically have much longer blocks, less frequent signalized crossing locations, wide intersections, and higher vehicle speeds, which makes crossing at intersections less practical and often more dangerous. Well-designed midblock crossings at convenient locations can enhance pedestrian safety by providing marked crosswalks in areas of higher pedestrian demand, along with median refuge islands and even traffic control that warns motorists of or requires motorists to stop for crossing pedestrians.

Locations for which the City received requests for midblock crossing improvements were reviewed for relative importance with respect to a series of factors, including pedestrian and bicycle crash history, MARTA ridership, and proximity to the nearest signalized intersection. A total of 10 midblock locations were evaluated, including 8 on Roswell Road, one on Northridge Road, and one on Mount Vernon Highway.” Revise beginning of next paragraph to read: “An additional four locations on Roswell Road were filtered out of the analysis.

From the original list, four locations were filtered out of the analysis. One location is at the signalized intersection at Roswell Road and Trowbridge Road and the other three locations were located in close proximity to the recently installed Pedestrian Hybrid Beacon (PHB) just south of the Roswell Road / Long Island Drive intersection.

The results of the analysis are shown in **Table 3.1**. The locations are also shown by ranking in **Figure 3.2**. The top ranked location is on Roswell Road between Lake Placid



Drive and Northwood Drive. This location is adjacent to multi-family housing and the Prado Shopping Center and has the highest level of MARTA bus ridership of any site evaluated. It also had 11 pedestrian or bicycle crashes in its vicinity between 2010 and 2012 based on data provided by the City. The location ranked third at Roswell Road and Prado Place is also in the same area (about 700 to 800 feet to the south), but ranked lower because there were fewer crashes recorded in its immediate vicinity. Due to its proximity to location one, a separate midblock crossing improvement would not likely be pursued at location three if an improvement is made at location one.

The second ranked location is on Roswell Road at a driveway just over 600 feet south of Spalding Drive. This location had the second highest number of pedestrian or bicycle crashes (six) and included one pedestrian fatality. Two locations tied in the rankings for fourth based on the scoring criteria, and two locations tied for ninth.

Table 3.1 – Prioritized Ranking of Midblock Crossing Improvement Opportunities

Rank	Roadway	Between	
1	Roswell Rd	Lake Placid Dr	Northwood Dr
2	Roswell Rd	At driveway 643 ft S/O Spalding Dr	
3	Roswell Rd	At Prado Pl	
4	Roswell Rd	Grogans Ferry Rd	Morgans Landing Dr
4	Roswell Rd	At Driveway 620 ft S/O Jefferson Dr	
6	Northridge Rd	Colquitt Rd	Roswell Rd
7	Roswell Rd	Northwood Dr	I-285
8	Roswell Rd	Chaseland Rd	Abernathy Rd
9	Roswell Rd	Cimarron Pkwy	Trowbridge Rd
9	Mount Vernon Hwy	Abernathy Rd	North Park Pl

Appendix C provides technical details related to the data and scoring criteria used to rank the midblock crossing opportunities (i.e., sight distance, pedestrian crossing volumes, distance to existing crosswalks, etc.).

PROPOSED MULTI-USE TRAILS

Proposed multi-use trails represent a composite of recommendations from prior studies and several new corridors. **Appendix D** includes a preliminary map of potential trail locations with corresponding information regarding the original planning study source for each trail.

Table 3.2 provides a list of recommended long-range multi-use trail corridors. No specific prioritization evaluation was completed for these projects. The top portion of the table with project ID's beginning with the letter B are projects outside of the PCID. The bottom portion of the table with project ID's beginning with the letter A or I were projects taken directly from the PCID Commuter Trail System Master Plan. The recommended multi-use trails are included in **Figure 4.1** in Section 4.

New trail corridors are proposed along SR 400 and I-285 to enhance cross-town connectivity. The SR 400 trail represents an extension of the proposed PATH 400 trail project in Buckhead. The first of seven phases of that project began construction in February 2014 on the section between Lenox Road at Tower Place to Old Ivy Road. The northern limit of the proposed PATH 400 trail is Loridan's Drive, which is just south of the southern Sandy Springs boundary. An extension of the trail north through Sandy Springs would provide an alternative to Roswell Road, connect to the PCID area, and provide a connection on the north to both Island Ford National Park and to the proposed bridge across the Chattahoochee River at Roswell Road connecting to the City of Roswell.

The I-285 corridor would provide an east-west route from SR 400 to Powers Island Park at the City's western border. This I-285 route would provide connectivity to the PCID area, City Center, Powers Island Park, and to an existing Cumberland CID trail. Structures may be desirable at interchanges along SR 400 and I-285, although access points at the at-grade intersections will also be required to provide access points to the trails. More detailed feasibility studies will be required for the proposed trails along SR 400 and I-285 to determine preferred alignments, including which side of the highway the trail should be located on, and where grade separated crossings will be required.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

Table 3.2 – Recommended Trails Projects

Bike Project ID	Street Name	From	To	Segment Length (mi)	Project	ESTIMATED CONSTRUCTION COST
B51	SR 400 Trail	City Limits (South)	Roberts	9.00	Multi-use Trail	\$18,530,000
B52	Morgan Falls Trail	Roswell	City Limits (East)	0.69	Multi-use Trail	\$1,420,000
B53	I-285 Trail	Northside	SR 400	4.57	Multi-use Trail	\$9,410,000
B54	Livable Sandy Springs Trail	Carpenter	Abernathy	1.90	Multi-use Trail	\$3,910,000
B55	Interstate North Pkwy Trail	City Limits (West)	Northside	0.78	Multi-use Trail	\$1,610,000
B56	Power Ferry / River Trail	City Limits (Southwest)	Northside	1.82	Multi-use Trail	\$3,750,000
A24*	Glenridge Drive	Royervista	Johnson Ferry	0.30	Sidepath	\$950,000
A29*	Johnson Ferry Rd	Glenridge	Peachtree Dunwoody	0.64	Sidepath	\$2,020,000
A36*	Meridian Mark Rd	Glenridge Connector	Johnson Ferry	0.34	Sidepath	\$560,000
A43*	Hollis Cobb Cir	Johnson Ferry	Parking Garage Driveway	0.20	Sidepath	\$630,000
A44*	Hollis Cobb Cir	Parking Garage Driveway	Peachtree Dunwoody	0.10	Sidepath	\$200,000
I1*	Lake Hearn-Medical Ctr Trail	Peachtree Dunwoody	City Limits (East)	0.28	Multi-use Trail	\$350,000
i5*	Central-Mall Trail	Central Pkwy	City Limits (East)	0.10	Multi-use Trail	\$160,000
I9*	Lakeside-Medical Ctr Trail	NW Corner of SR 400 Interchange	Hollis Cobb Cir	0.34	Multi-use Trail	\$5,630,000

* Source: PCID Commuter Trail System Master Plan. Costs for these projects also taken from the PCID Commuter Trail System Master Plan - in cases where the project limits include sections outside the Sandy Springs city limits, the costs have been adjusted to only include the portion within Sandy Springs.

Table 3.2 includes construction cost estimates for the “B” projects that were based on same sidepath project costs from **Appendix E** assuming an ease of implementation score of 1. Although these projects may require structures which would likely increase the project costs, a more

detailed planning evaluation of each corridor would be needed to determine specific alignment and requirements for structures. The cost estimates for the “A” and “I” projects were taken directly from the *PCID Commuter Trail System Master Plan*.



MINI-CONNECTIONS

Mini-connections are short walkways or bikeways that connect between adjacent developments or streets. Due to the nature of the roadway network and development patterns within Sandy Springs, it is difficult for non-motorized users to travel for extended distances on local streets without having to travel on less friendly, higher volume and higher speed collector or arterial roadways. Providing mini-connections at strategic locations would help to facilitate non-motorized travel on disconnected, local roadways, thereby providing more opportunities for these users to travel on lower volume, lower speed, low stress and more family friendly routes. Mini-connections can also facilitate connections between bicycle and pedestrian facilities such as sidewalks, trails, and bike lanes as more of these facilities are constructed over time.

Mini-connections, while beneficial to non-motorized travel, also can be very challenging to implement for a variety of reasons, including the following:

- Making connections in a largely built-out environment is challenging due to limited or unavailable right-of-way. Based on a review of City parcel maps, the majority of cul-de-sacs do not include any existing easements which might be used on which to construct a connection. In these cases, a connection would only be possible if an easement could be gained or land purchased from a private property owner.
- Negative impacts. Most projects involve tradeoffs between improved access for area residents and increased



Example of a mini-connection

impacts for adjacent property owners. Connections that are perceived as a benefit to one neighborhood could have a negative impact for another or for the community as a whole. For example, a frequent public complaint that must be overcome is the perception that a new connection provides access and escape routes for criminals; although challenging, this can be overcome through the use of Crime Prevention Through Environmental Design (CPTED) principles.

Based on review of the Sandy Springs roadway network and comments received during the public meetings, the following is a list of four potential candidate mini-connection projects:

1. **Arlington Memorial Park cemetery to Angus Trail** – allows a complete connection between Mount Vernon Highway and Wright Road, which then provides a parallel route to Roswell Road on local streets from Mount Vernon Highway to north of Abernathy Road.
2. **Mark Trail to West Spalding Drive** – would provide further parallel routing to Roswell Road, and would allow a continuation of the previously described parallel route north to Dalrymple Road (via Wright Road to Stone Mill Trail, Mark Trail, West Spalding Drive, Duncourtney Drive, and Glencourtney Drive).
3. **Spalding Road to south end of Colquitt Road** – would allow a connection between the undesignated bicycle lanes on Spalding Road south of Dalrymple Road to north of Pitts Road, which would parallel both Roswell Road and SR 400. The connection may ultimately be part of the proposed SR 400 multi-use trail.
4. **Beachland Drive to Belada Boulevard** – a connection at this location would allow bicyclists to travel between Glenridge Drive and Mount Paran Road without traveling along Roswell Road, but instead cross it at the existing Mount Paran Road/Beachland Drive traffic signal.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank



4.0

RECOMMENDATIONS AND IMPLEMENTATION

This chapter begins with the presentation of the recommended bicycle and pedestrian network and priority project lists. Each of the projects is evaluated using a detailed set of prioritization criteria in order to set the stage for development of near term and long term projects.

City ordinances and policies are reviewed and recommendations for policy additions and modifications are made to improve bicycle and pedestrian transportation within Sandy Springs. Additionally, suggestions for best practices are included to address education, encouragement, enforcement, and evaluation aspects of the bicycle and pedestrian system.

Finally, federal, state, and local funding sources are presented to provide options for implementation of bicycle and pedestrian projects.

RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK

Based on the analysis completed and the public input received, the proposed bicycle and pedestrian network was developed. The intent was to provide connections to key destinations, existing facilities, and adjacent municipalities; fill gaps in the network; provide improvements to support both recreational opportunities and utilitarian/transportation trips; provide parallel routes to avoid primary arterials such as Roswell Road; and address the desire for facilities on specific roadways as

expressed by the community. In addition, bicycle projects included identification of “low hanging fruit” such as projects that could be easily implemented through simple signing and striping modifications, as well as providing facilities on roadways not necessarily highlighted by the community, but which provided easy connections between other roadways identified for improvement. Pedestrian improvements focused on filling sidewalk gaps on both sides of the roadways that were within the top two priority levels as identified in **Figure 3.2 (in Section 3)**. Filling sidewalk gaps was also considered on one side of the roadway on roadways at priority level three if they had high or medium levels of public support. The next step was to prioritize the proposed projects required to complete the networks. This was accomplished through the development and application of a set of prioritization criteria. Five criteria were used to score each project on a scale from 0 to 100:

1. Network continuity
2. Ease of implementation
3. Priority level
4. Connectivity
5. Public support

Each of the five criteria was equally weighted with a maximum of 20 points possible, with a total of 100 points possible for each project. **Table 4.1** provides a summation of the various points possible for each category.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

Table 4.1 – Project Prioritization Criteria

CRITERIA		SCORING	POINTS
Network Continuity	Project connects directly to more than one existing or programmed bicycle / pedestrian / trail facility focused on the same mode ¹		20
	Project connects directly to one existing or programmed bicycle / pedestrian / trail facility and connects to one or more planned bicycle / pedestrian / trail facilities focused on the same mode ¹		15
	Project connects directly to one existing or programmed bicycle/pedestrian/trail facility focused on the same mode ¹		10
	Project connects directly to one or more planned bicycle/pedestrian/trail facility focused on the same mode ¹		5
	Isolated project that does not provide a direct connection to an existing, programmed, or planned facility focused on the same mode		0
Ease of Implementation	Simple, low cost projects without significant construction (e.g., signage and/or striping only)		20
	Low to moderate complexity and cost (e.g., adding paved shoulders, building sidewalk, resurfacing/restriping, minor intersection improvements; right-of way is generally available or obtainable through easements)		15
	Moderate complexity and cost (e.g., adding paved shoulders, building sidewalk, resurfacing/restriping, minor intersection improvements, with minor right-of way acquisition required)		10
	Complex, high cost projects (e.g., major construction with extensive right-of-way acquisition required)		5
	Very complex, high cost projects (e.g., major construction for long project lengths, new structures, and extensive amounts of right-of-way acquisition required)		0
Project Priority Level (Existing Conditions & Relative Demand) ²	Priority Level 1 for the project being considered (bicycle or pedestrian focus)		20
	Priority Level 2 for the project being considered (bicycle or pedestrian focus)		15
	Priority Level 3 for the project being considered (bicycle or pedestrian focus)		10
	Priority Level 4 for the project being considered (bicycle or pedestrian focus)		5
	Priority Level 5 for the project being considered (bicycle or pedestrian focus)		0
Connectivity of Priority Areas	Project facilitates a direct connection within or between high priority City activity centers (e.g., City Center/Main Street District, PCID) and/or recreation areas (Chattahoochee River, Island Ford National Park, Morgan Falls Park, Abernathy Greenway, Chastain Park, etc.)		20
	Enhances the pedestrian and/or bicycle environment on a corridor that is recognized within the City as a priority recreational corridor (e.g., club cycling routes)		10
	Project does not facilitate a connection within or between high priority City activity centers, and/or recreation areas or corridors		0
Public Support	High level of support for project during planning process		20
	Moderate level of support for project during planning process		10
	Low level of support for project during planning process		0

MAX SCORE

100

Notes:

¹ Includes facilities in adjoining jurisdictions and municipalities.

² Project Priority Level accounts for both existing conditions (bicycle or pedestrian level of service) and demand (which is based on proximity to key destinations such as parks, schools, transit, and the Main Street District, as well as population and employment density, and population to employment ratio). The Project Priority level is averaged across the subsegments used in the analysis.



Figures 4.1 and 4.2 present the recommended bicycle and pedestrian networks, respectively. **Figure 4.1** includes both on-street bicycle facilities and off-street trails, including those in exclusive right-of-way and those proposed to be located adjacent to roadways or within or adjacent to limited access highway right-of-way. **Tables 4.2 and 4.3** present the list of bicycle and pedestrian projects, respectively, which are ranked according to the results of the prioritization scoring criteria. **Tables 4.2 and 4.3** also provide an order-of-magnitude construction cost estimate for each project. The construction cost estimate unit costs are shown in **Appendix E**. These estimates are generally based on recent historical construction costs from the City of Sandy Springs and *Costs for Pedestrian and Bicyclist Infrastructure Improvements*¹. The cost estimates are reflective of construction cost averages only, and do not include costs for right-of-way acquisition. For the list of projects included in **Tables 4.2 and 4.3**, no right-of-way assessment has been completed.

For the sidewalk projects listed in **Table 4.3**, the Total Project Distance field includes the approximate total length of sidewalk construction (in miles) based on the length of the existing sidewalk gaps on that segment and whether the recommended project is to construct sidewalk on one or both sides of the street. In many cases, the sidewalk gap is shorter than the segment length, which is reflected in the total project distance.

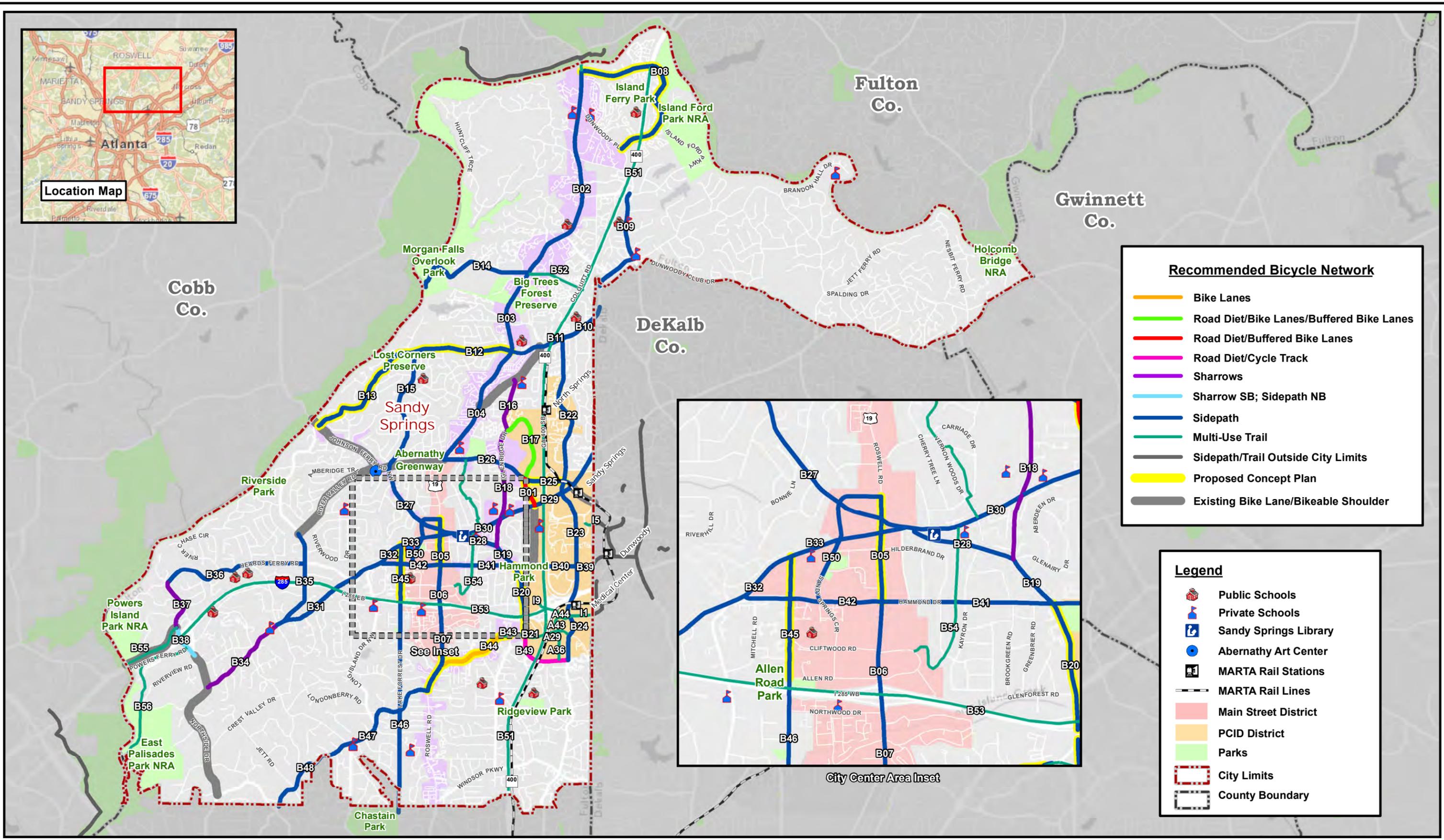
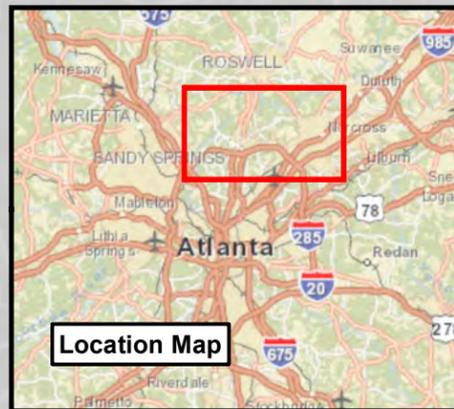
At this point, a specific determination has not been made as to which side of the street sidewalk should be constructed on if the project is to construct sidewalk on one side only. In these cases, the total project distance conservatively assumes the longer sidewalk gap distance from the two sides of the segment. In cases where sidewalk is recommended on both sides of the street in addition to a sidepath, the wider sidepath could be substituted for the sidewalk on one side of the street. In cases where sidewalk is only recommended on one side of the street, the wider sidepath could be substituted for the sidewalk (although in some cases it may be desired to have the sidewalk constructed on one side with the sidepath on the other).

Figures 4.3 through 4.12 are conceptual plans for ten representative projects from the recommended project list. These projects were selected to show a range of project types and do not represent level of importance or priority. The concept plans are drawn to scale and include a typical section, description of the project and its benefits, length of facilities, cost, and ease of implementation with scores ranging from 0 (most difficult) to 4 (easiest).

1 UNC Highway Research Center, October 2013.

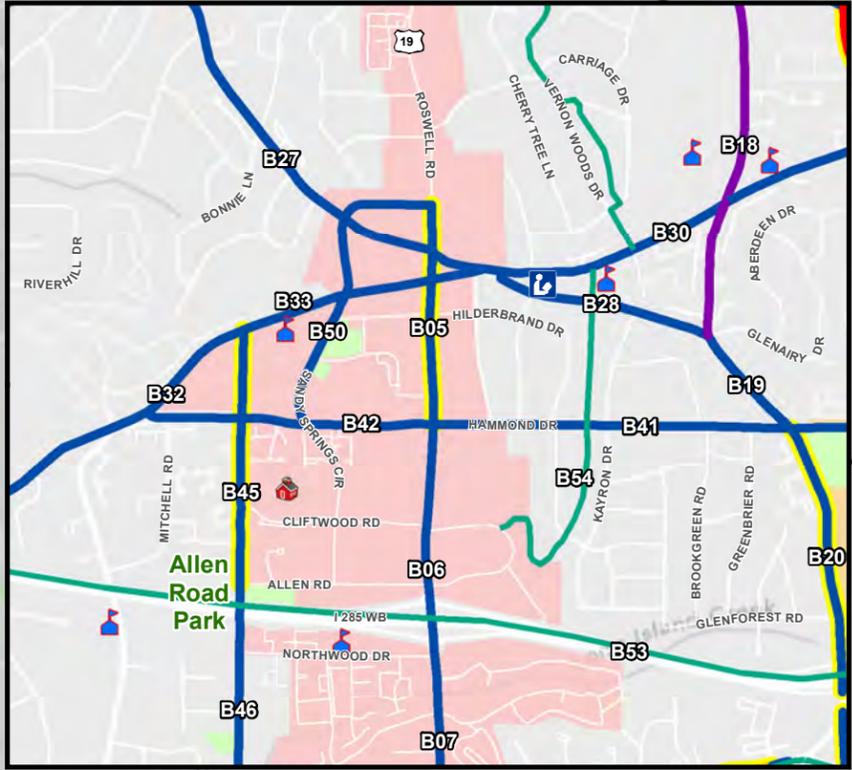
BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

This page intentionally left blank



Recommended Bicycle Network

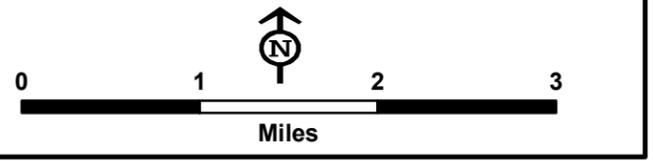
- Bike Lanes
- Road Diet/Bike Lanes/Buffered Bike Lanes
- Road Diet/Buffered Bike Lanes
- Road Diet/Cycle Track
- Sharrows
- Sharrow SB; Sidepath NB
- Sidepath
- Multi-Use Trail
- Sidepath/Trail Outside City Limits
- Proposed Concept Plan
- Existing Bike Lane/Bikeable Shoulder



Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary

Figure 4.1 - Recommended Bicycle Network
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia



Back of 11 x 17 Graphic



Table 4.2 - Recommended Bicycle Projects and Prioritization Evaluation

PROJECT ID	STREET NAME	FROM	TO	SEGMENT LENGTH (MI)	PROJECT SCORE	PROJECT	ESTIMATED CONSTRUCTION COST
B05	Roswell Rd	Sandy Springs	Hammond	0.53	85	Sidepath	\$1,093,900
B02	Roswell Rd	Roberts	0.2 Mi. S/O Morgan Falls	2.83	76	Sidepath	\$5,818,000
B25	Abernathy Rd	Mount Vernon/Perimeter	Barfield	0.58	75	Sidepath	\$1,084,300
B27	Johnson Ferry Rd	Roswell	Abernathy	1.02	73	Sidepath	\$2,095,900
B06	Roswell Rd	Hammond	Lake Placid	0.70	70	Sidepath	\$1,445,000
B07	Roswell Rd	Lake Placid	Mount Paran	0.82	70	Sidepath	\$1,680,100
B15	Brandon Mill Rd	Dalrymple	Abernathy / Johnson Ferry	1.47	70	Sidepath	\$3,036,100
B20	Glenridge Dr	Hammond	I-285 E Glenridge Off Ramp	0.66	70	Sidepath	\$1,349,700
B26	Abernathy Rd	Barfield	Roswell Rd	1.02	70	Sidepath	\$2,099,400
B29	Mount Vernon Hwy	Lisa	Barfield	0.97	70	Sidepath	\$2,812,100
B30	Mount Vernon Hwy	Barfield	Johnson Ferry	1.05	67	Sidepath	\$2,162,000
B28	Johnson Ferry Rd	Glenridge/Glenairy	Roswell	0.68	66	Sidepath	\$1,390,600
B04	Roswell Rd	Dalrymple	Abernathy	1.53	65	Sidepath	\$3,140,400
B19	Glenridge Dr	Johnson Ferry/Glenairy	Hammond	0.30	65	Sidepath	\$620,300
B34	Mount Vernon Hwy	Northside	Powers Ferry/Mount Vernon	1.12	65	Sharrows	\$8,500
B32	Mount Vernon Hwy	Heards Ferry	Lake Forrest	0.72	64	Sidepath	\$1,488,200
B33	Mount Vernon Hwy	Lake Forrest	Johnson Ferry	0.60	64	Sidepath	\$1,239,900
B18	Glenridge Dr	Glenlake	Johnson Ferry/Glenairy	1.42	63	Sharrows	\$10,800
B44	Glenridge Dr	High Point	Roswell	0.93	63	Bike Lanes	\$124,000
B01	Barfield Rd	Abernathy	Mount Vernon	0.34	60	Road Diet; Buffered Bike Lanes	\$79,700
B24	Peachtree Dunwoody Rd	Hammond	Glenridge Connector	1.15	60	Sidepath	\$2,372,400
B41	Hammond Dr	Barfield	Roswell	1.09	60	Sidepath	\$2,253,500
B49	Glenridge Connector	Johnson Ferry	Peachtree Dunwoody/Glenridge	0.71	60	Road Diet; Cycle Track	\$341,000
B45	Lake Forrest Dr	Mount Vernon	Northwood	0.78	58	Sidepath	\$1,597,200
B23	Peachtree Dunwoody Rd	Mount Vernon	Hammond	0.90	57	Sidepath	\$1,863,100
B42	Hammond Dr	Roswell	Mount Vernon	0.70	56	Sidepath	\$1,435,500

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

PROJECT ID	STREET NAME	FROM	TO	SEGMENT LENGTH (MI)	PROJECT SCORE	PROJECT	ESTIMATED CONSTRUCTION COST
B16	Glenridge Dr	Spalding	Glenlake	0.63	55	Sharrows	\$4,800
B39	Hammond Dr	City Limits	Peachtree Dunwoody	0.21	55	Sidepath	\$436,100
B12	Dalrymple Rd	Spalding/Trowbridge	Wildercliff	1.59	54	Sidepath	\$3,274,100
B22	Peachtree Dunwoody Rd	Spalding/Gables	Mount Vernon	1.88	53	Sidepath	\$3,868,400
B17	Glenlake Pkwy	Glenridge	Abernathy/Barfield	0.99	51	Road Diet; Bike Lanes / Buffered Bike Lanes	\$232,600
B14	Morgan Falls Rd	Roswell	End	1.52	50	Sidepath	\$3,129,400
B03	Roswell Rd	0.2 Mi S/O Morgan Falls	Dalrymple	0.79	50	Sidepath	\$1,635,500
B11	Spalding Dr	Peachtree Dunwoody	Trowbridge/Spalding	0.28	50	Sidepath	\$1,495,300
B40	Hammond Dr	Peachtree Dunwoody	Barfield	0.50	50	Sidepath	\$2,024,300
B08	Roberts Dr	Roswell	Dunwoody	2.21	45	Sidepath	\$4,541,600
B21	Glenridge Connector	Glenridge	Johnson Ferry	0.14	45	Sidepath	\$283,800
B31	Mount Vernon Hwy	Powers Ferry	Heards Ferry	1.04	45	Sidepath	\$2,137,100
B37	Northside Dr	Winterthur/Heards Ferry	Interstate North/New Northside	0.62	45	Sharrows	\$4,700
B50	Sandy Springs Cir	Roswell	Hammond	0.76	45	Sidepath	\$1,557,100
B13	Riverside Dr	Dalrymple/Wildercliff	Johnson Ferry	1.48	40	Sidepath	\$3,053,600
B38	Northside Dr	Interstate North/New Northside	New Northside	0.40	38	Sharrow SB, Sidepath NB	\$1,638,900
B43	Glenridge Dr	Johnson Ferry	HIGH POINT	0.04	35	Sidepath	\$86,700
B47	Mount Paran Rd	Roswell	Powers Ferry	1.31	35	Sidepath	\$2,702,100
B48	Mount Paran Rd	Powers Ferry	City Limits	1.19	34	Sidepath	\$2,449,500
B10	Spalding Dr	Peachtree Dunwoody	Roberts	1.12	34	Sidepath	\$2,315,300
B35	Riverside Dr	River Valley	Mount Vernon	1.14	33	Sidepath	\$3,033,900
B09	Roberts Dr	Northridge	Spalding	0.80	30	Sidepath	\$1,642,000
B46	Lake Forrest Dr	Northwood	City Limits	2.35	29	Sidepath	\$4,828,900
B36	Heards Ferry Rd	Northside/Winterthur	Riverside	1.76	28	Sidepath	\$3,633,000

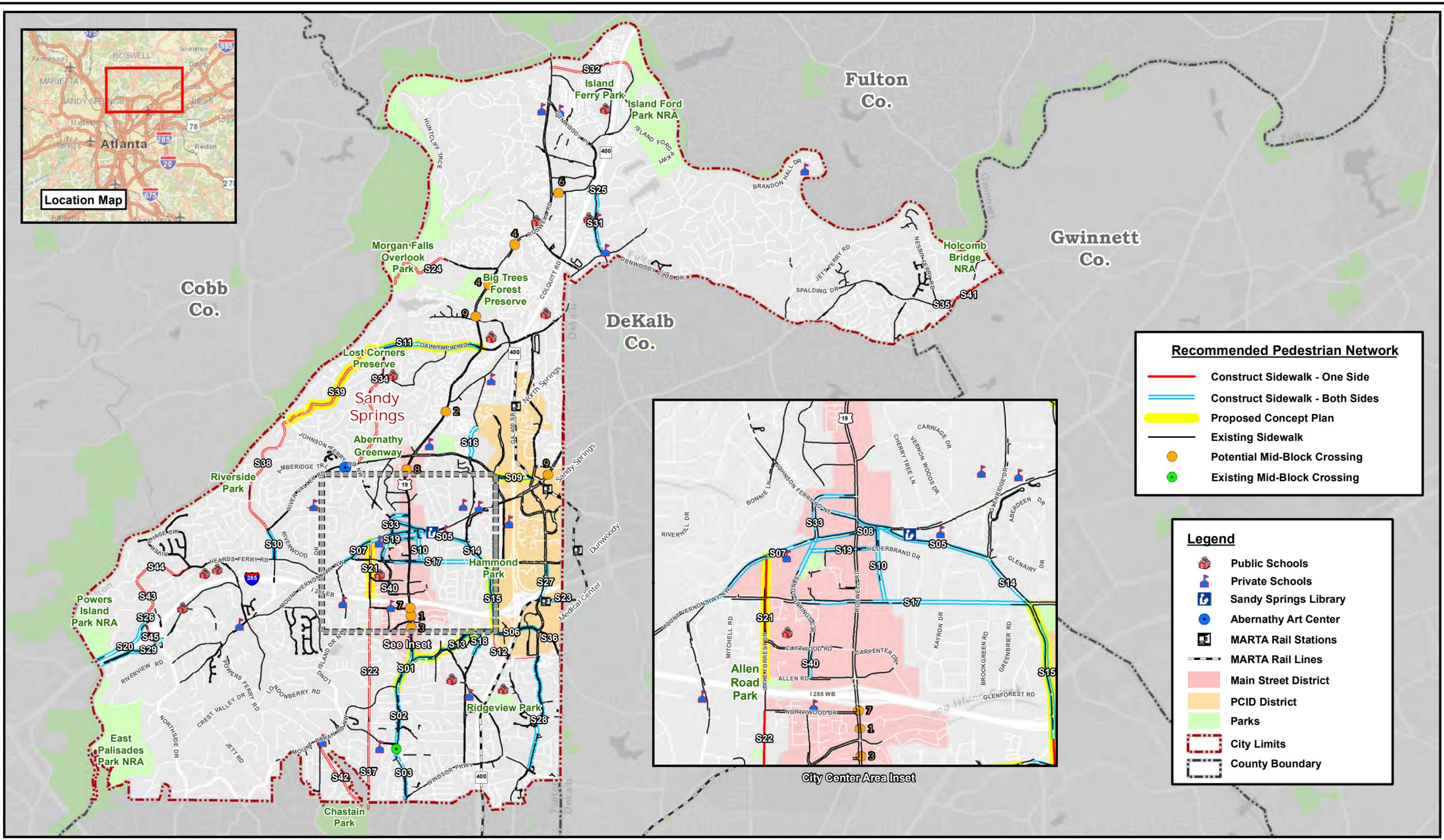
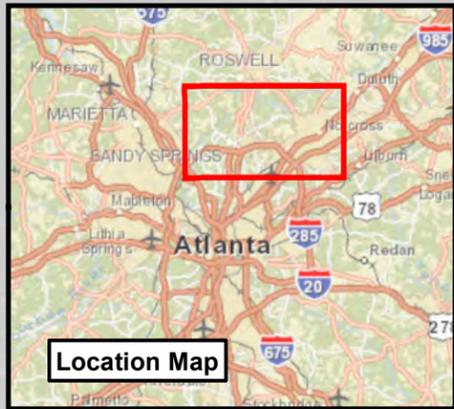


Table 4.3 - Recommended Pedestrian Projects and Prioritization Evaluation

PROJECT ID	STREET NAME	FROM	TO	TOTAL DISTANCE BOTH DIR (MI)	PROJECT	PROJECT SCORE	ESTIMATED CONSTRUCTION COST
S01	Roswell Rd	Broad/Wentworth	Mount Paran	0.30	Construct Sidewalk-Both Sides	90	\$280,700
S06	Johnson Ferry Rd	Peachtree Dunwoody	Glenridge	0.06	Construct Sidewalk-Both Sides	90	\$48,800
S08	Mount Vernon Hwy	Roswell	Johnson Ferry	0.21	Construct Sidewalk-Both Sides	90	\$198,600
S33	Sandy Springs Cir	Mount Vernon	Johnson Ferry	0.65	Construct Sidewalk-Both Sides	89	\$608,800
S09	Abernathy Rd	Peachtree Dunwoody	Barfield	0.21	Construct Sidewalk-Both Sides	85	\$166,400
S07	Mount Vernon Hwy	Long Island	Roswell	0.84	Construct Sidewalk-Both Sides	82	\$863,000
S05	Johnson Ferry Rd	Glenridge/Glenair	Sandy Springs Cir	0.78	Construct Sidewalk-Both Sides	80	\$803,800
S13	Glenridge Dr	High Point	Roswell	0.41	Construct Sidewalk-Both Sides	80	\$389,800
S36	Johnson Ferry Rd	OLD Johnson Ferry	Peachtree Dunwoody	0.21	Construct Sidewalk - One Side	80	\$194,700
S40	Sandy Springs Cir	Cliftwood	ALLEN	0.04	Construct Sidewalk-Both Sides	80	\$34,200
S15	Glenridge Dr	Hammond	I-285 E Glenridge Off Ramp	0.53	Construct Sidewalk-Both Sides	80	\$498,100
S14	Glenridge Dr	Johnson Ferry/Glenair	Hammond	0.26	Construct Sidewalk-Both Sides	75	\$240,600
S16	Glenridge Dr	Glenlake	Abernathy	0.71	Construct Sidewalk-Both Sides	75	\$671,700
S23	Lake Hearn Dr	Peachtree Dunwoody	City Limits	0.26	Construct Sidewalk-Both Sides	75	\$200,500
S27	Peachtree Dunwoody Rd	Hammond	Lake Hearn	0.13	Construct Sidewalk-Both Sides	75	\$137,000
S28	Peachtree Dunwoody Rd	Glenridge Connector	Windsor	0.39	Construct Sidewalk-Both Sides	75	\$367,200
S34	Brandon Mill Rd	Dalrymple	Abernathy/Johnson Ferry	1.06	Construct Sidewalk - One Side	75	\$1,096,300
S21	Lake Forrest Dr	Mount Vernon	Allen	0.46	Construct Sidewalk - One Side	75	\$478,100
S17	Hammond Dr	Glenridge	Sandy Springs	1.26	Construct Sidewalk-Both Sides	74	\$1,294,400
S38	Riverside Dr	Johnson Ferry	River Valley	1.36	Construct Sidewalk - One Side	70	\$1,279,800
S10	Boylston Dr	Mount Vernon	Hammond	0.55	Construct Sidewalk-Both Sides	69	\$512,300
S02	Roswell Rd	Mount Paran	Long Island	0.28	Construct Sidewalk-Both Sides	68	\$260,500
S03	Roswell Rd	Long Island	Meadowbrook	0.39	Construct Sidewalk-Both Sides	66	\$370,200
S11	Dalrymple Rd	Roswell	Wildercliff	1.17	Construct Sidewalk-Both Sides	65	\$1,095,700
S30	Riverside Dr	River Valley	Heardeys Ferry	0.20	Construct Sidewalk-Both Sides	65	\$183,600

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

PROJECT ID	STREET NAME	FROM	TO	TOTAL DISTANCE BOTH DIR (MI)	PROJECT	PROJECT SCORE	ESTIMATED CONSTRUCTION COST
S45	Northside Dr	Interstate North / New Northside	Powers Ferry	0.13	Construct Sidewalk - One Side	62	\$102,500
S19	Hilderbrand Dr	Sandy Springs Cir	Boylston	0.38	Construct Sidewalk-Both Sides	60	\$354,600
S20	Interstate North Pkwy	Northside/New Northside	City Limits	0.64	Construct Sidewalk-Both Sides	60	\$598,200
S24	Morgan Falls Rd	Harbor Pointe	End	0.78	Construct Sidewalk - One Side	55	\$736,700
S25	Northridge Rd	Roberts	Dunwoody/GA400 S Northridge Off Ramp	0.16	Construct Sidewalk-Both Sides	55	\$122,400
S29	Powers Ferry Rd	City Limits	New Northside	0.49	Construct Sidewalk-Both Sides	55	\$462,000
S32	Roberts Dr	Roswell	1000ft N/O Summer Crossing	0.84	Construct Sidewalk - One Side	55	\$792,800
S39	Riverside Dr	Dalrymple/Wildercliff	Johnson Ferry	1.26	Construct Sidewalk - One Side	55	\$1,184,600
S22	Lake Forrest Dr	Northwood	Long Island	1.25	Construct Sidewalk - One Side	54	\$1,288,100
S31	Roberts Dr	Northridge	Spalding	0.44	Construct Sidewalk-Both Sides	50	\$416,000
S35	Spalding Dr	Spalding Lake	Nesbit Ferry	0.21	Construct Sidewalk - One Side	50	\$197,400
S42	Dudley Ln	Powers Ferry	City Limits	0.71	Construct Sidewalk - One Side	50	\$732,100
S12	Glenridge Connector	Glenridge	Peachtree Dunwoody/ Glenridge	0.72	Construct Sidewalk - One Side	45	\$745,600
S18	High Point Rd	Glenridge	Tamarisk	0.26	Construct Sidewalk-Both Sides	45	\$239,900
S44	Hearde Ferry Rd	Northside/Winterthur	River Chase	0.64	Construct Sidewalk - One Side	40	\$662,600
S26	Northside Dr	Riveredge	Interstate North/New Northside	0.23	Construct Sidewalk-Both Sides	35	\$220,400
S37	Lake Forrest Dr	Long Island	City Limits	0.74	Construct Sidewalk - One Side	35	\$764,200
S41	Spalding Dr	River Exchange	Winters Chapel	0.24	Construct Sidewalk - One Side	35	\$227,200
S43	Northside Dr	Winterthur/Hearde Ferry	Riveredge	0.41	Construct Sidewalk - One Side	30	\$418,300



Recommended Pedestrian Network

- Construct Sidewalk - One Side
- Construct Sidewalk - Both Sides
- Proposed Concept Plan
- Existing Sidewalk
- Potential Mid-Block Crossing
- Existing Mid-Block Crossing

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary

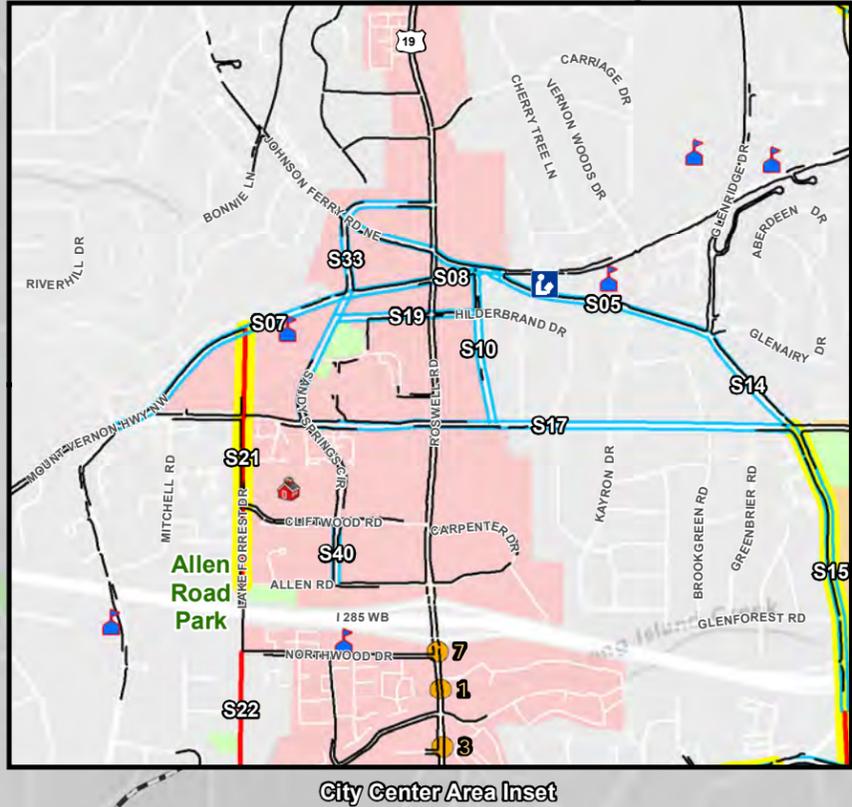
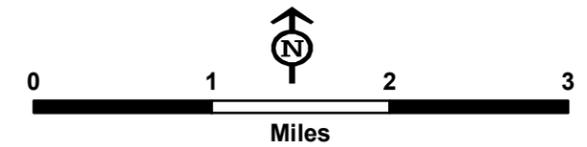
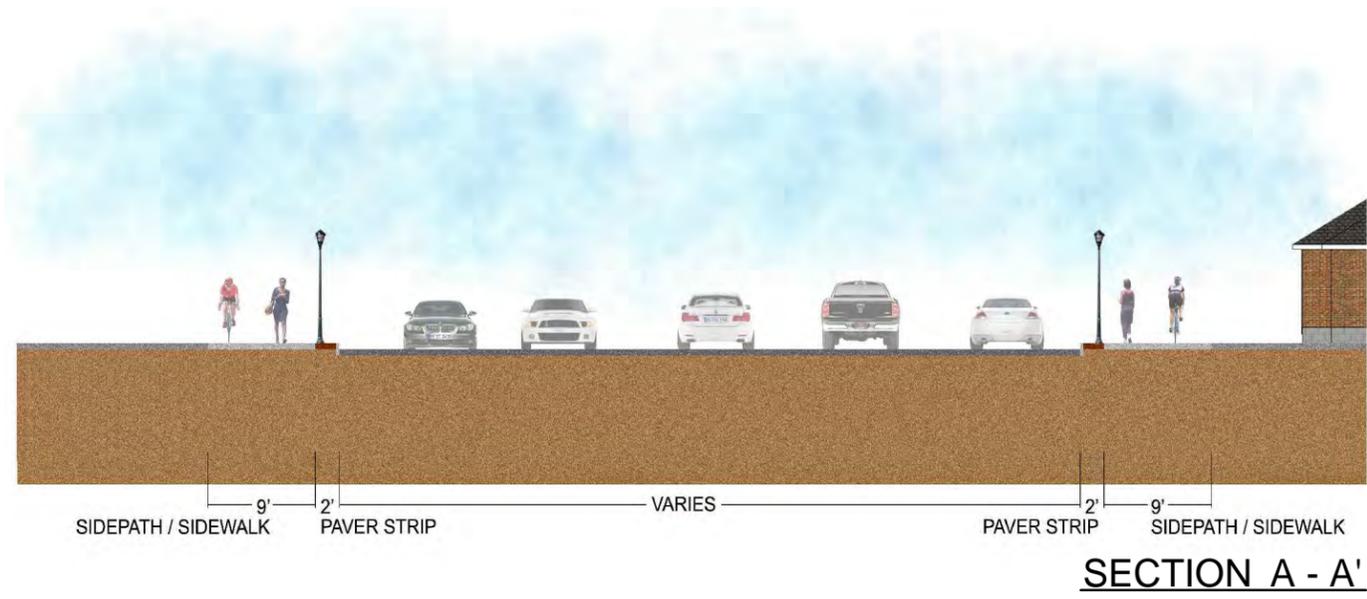
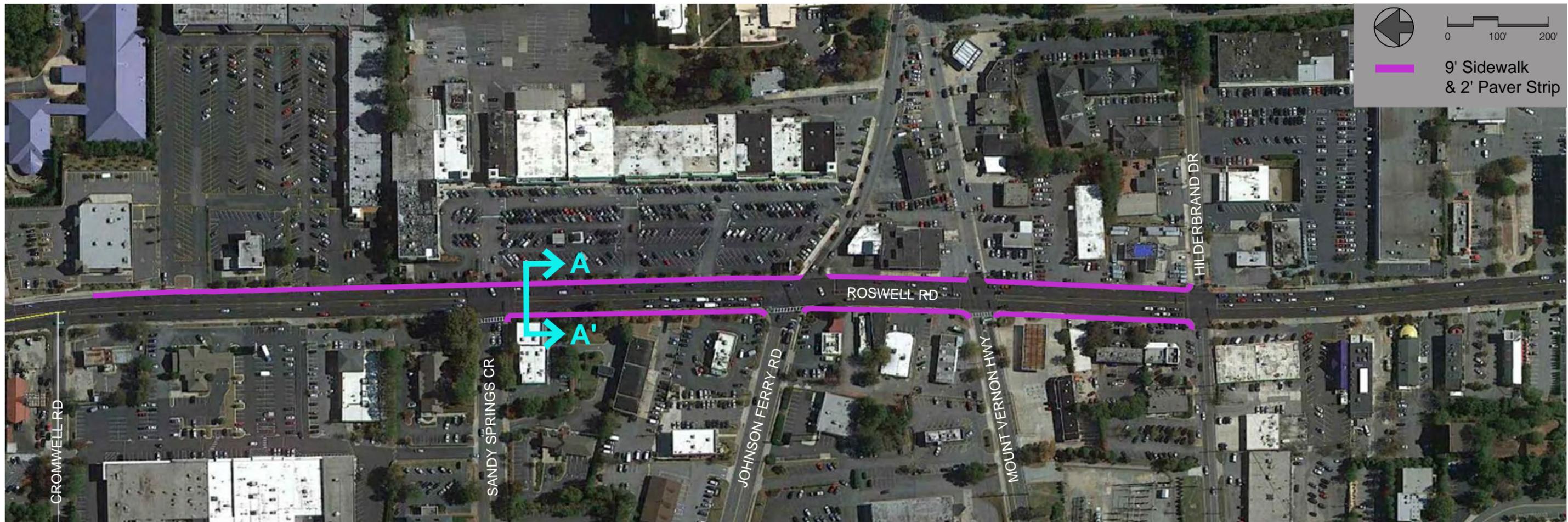


Figure 4.2 - Recommended Pedestrian Network
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





SECTION A - A'

DESCRIPTION / PROJECT ID: B05 - Sidewalk / sidepath along east side of Roswell Road from Cromwell Road to Hilderbrand Drive. Sidewalk / sidepath along west side of Roswell Road from Sandy Springs Circle to Hilderbrand Drive. Provide 9' clear zone on existing sidewalks between Cromwell Road and Hilderbrand Drive by relocating utilities and streetscape furnishings.

BENEFITS: Provide bicycle infrastructure along Roswell Road within the City Center.

LENGTH: Sidewalk - 3,550 LF
Clear Zone - 800 LF

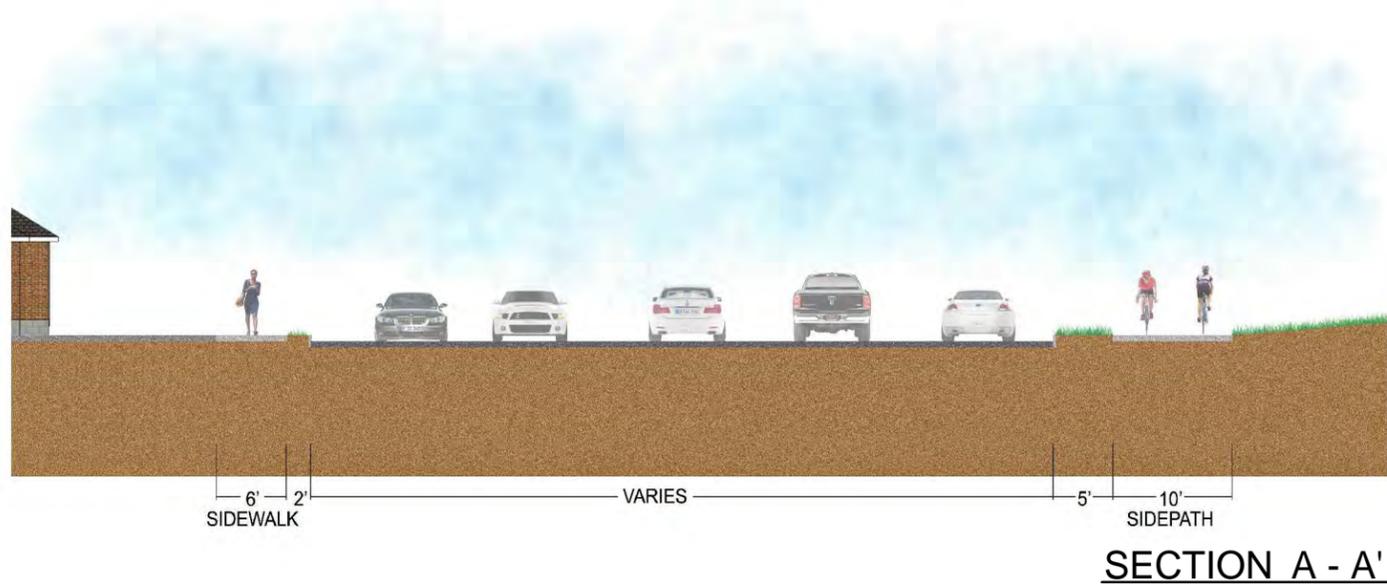
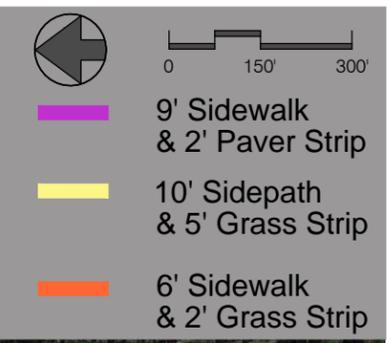
COST: \$1,384,500

EASE OF IMPLEMENTATION: 1 (easements and right of way may be required)

FIGURE 4.3

CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN

CONCEPT PLAN: ROSWELL ROAD FROM CROMWELL RD TO HILDERBRAND DR



DESCRIPTION / PROJECT ID: B07 and S01 - Sidewalk / sidepath along east and west sides of Roswell Road to fill gaps and upgrade substandard sidewalks from Prado to Glenridge Drive. Sidepath along the west side of Roswell Road and sidewalk on the east side of Roswell Road between Glenridge Drive and Mt Paran Road.

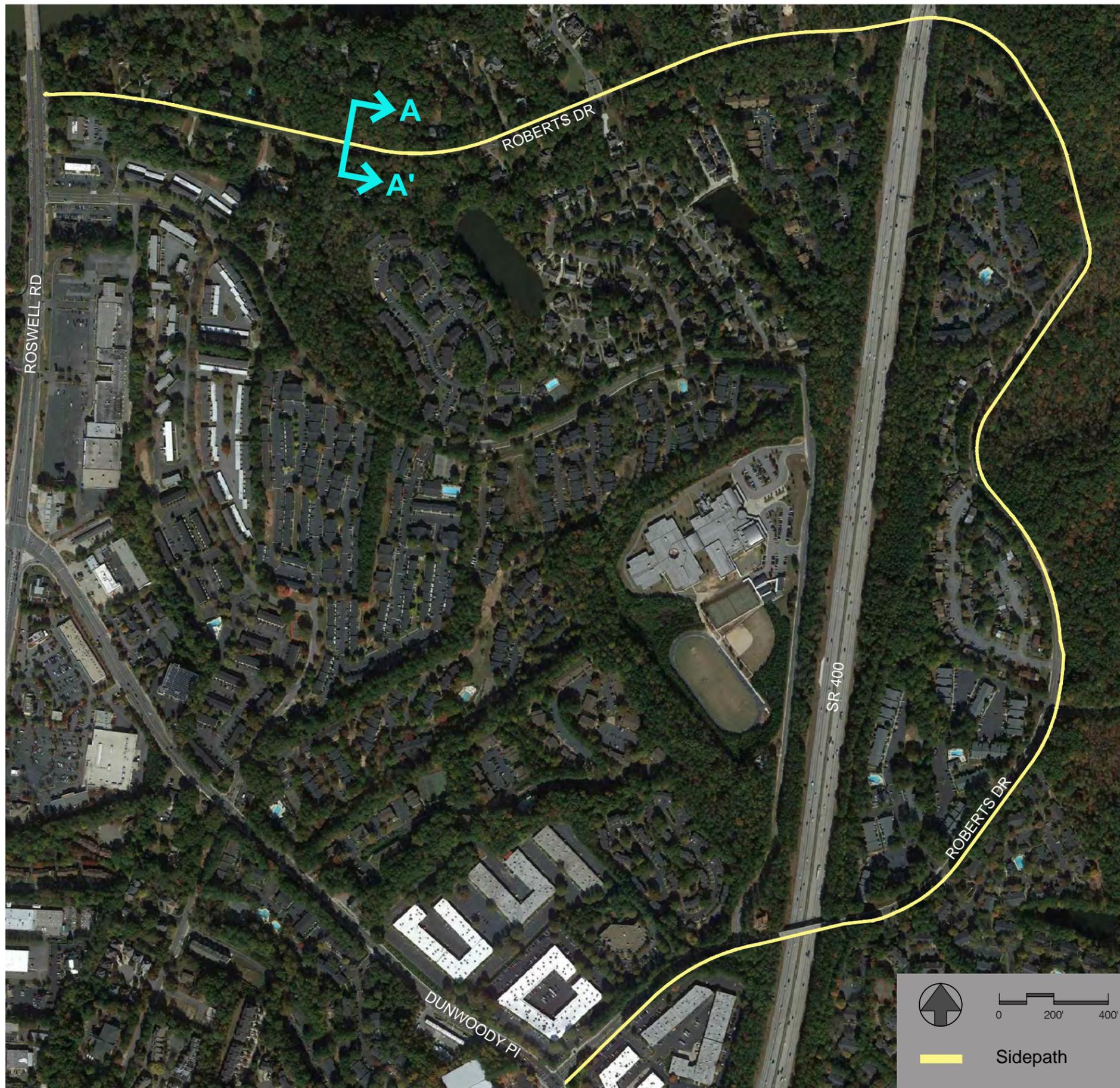
BENEFITS: Fills gaps and provides bicycle infrastructure along Roswell Road from the Prado Shopping Center to Mt Paran Road..

LENGTH: Sidewalk / Sidepath - 2,090 LF
 Sidepath - 1,780 LF
 Sidewalk - 1,660 LF

COST: \$1,694,460

EASE OF IMPLEMENTATION: 1 (easements and right of way may be required)

FIGURE 4.4
 CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN
CONCEPT PLAN: ROSWELL ROAD FROM THE PRADO SHOPPING CENTER TO MOUNT PARAN RD



SECTION A - A'

DESCRIPTION / PROJECT ID: B08 - Sidepath along the north and east sides of Roberts Drive from Roswell Road to Dunwoody Place.

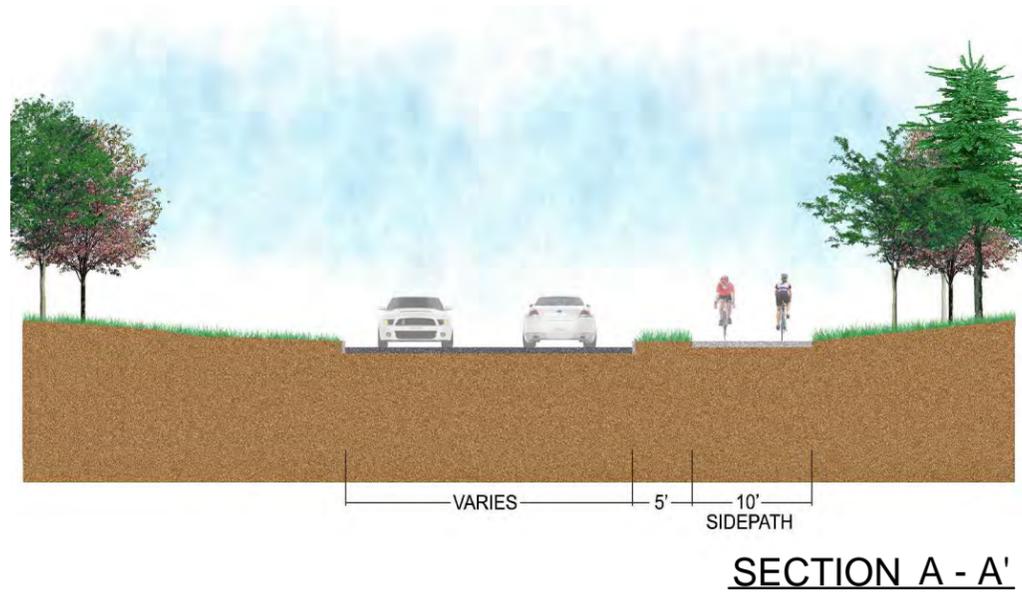
BENEFITS: Provides connectivity to the Chattahoochee River pedestrian bridge at Roswell Road as well as Sandy Springs Middle School and Island Ford Park.

LENGTH: Sidepath - 8,750 LF

COST: \$3,412,500

EASE OF IMPLEMENTATION: 2 (easements and right of way may be required)

FIGURE 4.5 CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN
CONCEPT PLAN: ROBERTS DRIVE FROM ROSWELL RD TO DUNWOODY PL



DESCRIPTION: Sidepath along the south side of Riverside Drive from Johnson Ferry Road to Brandon Mill Road.

BENEFITS: Provides connection to sidepath and sidewalks along Dalrymple Road.

LENGTH: Sidepath - 8,130 LF

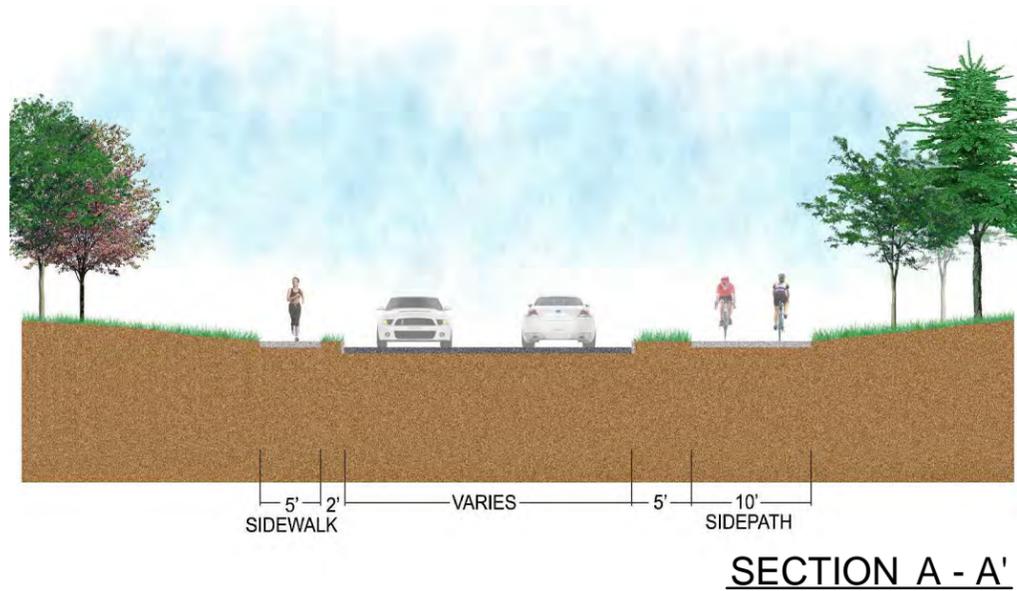
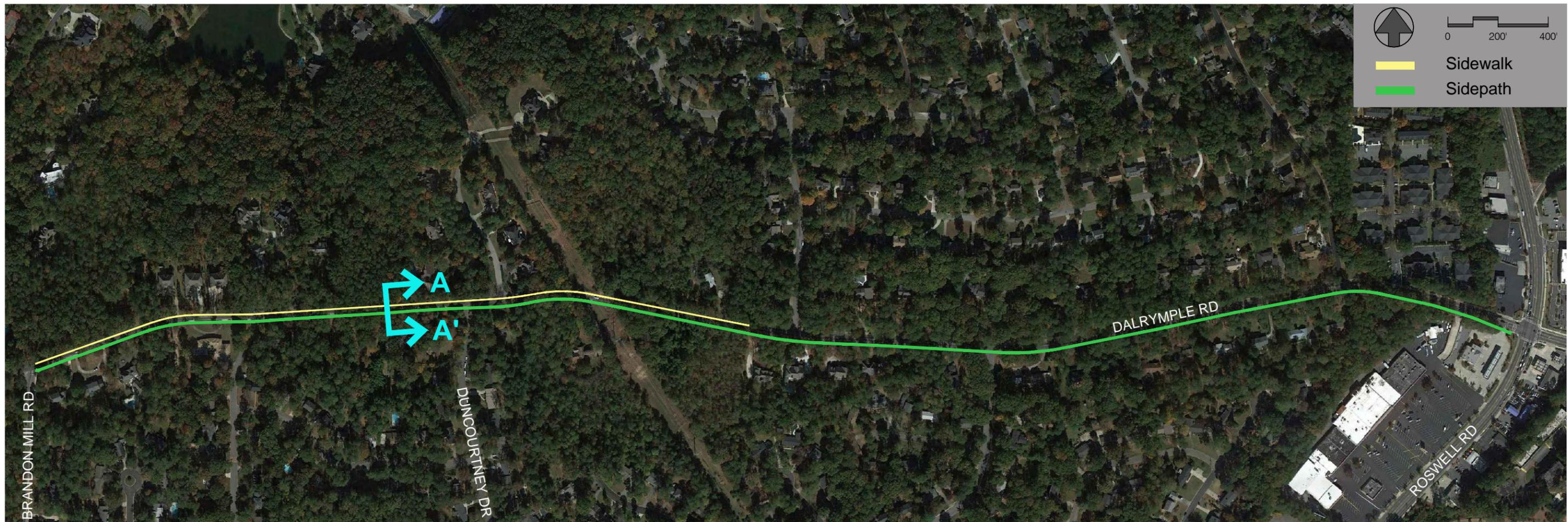
COST: \$3,170,700

EASE OF IMPLEMENTATION: 1 (easements and right of way may be required)

FIGURE 4.6

CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN

CONCEPT PLAN: RIVERSIDE DRIVE FROM JOHNSON FERRY RD TO BRANDON MILL RD



DESCRIPTION / PROJECT ID: B12 and S11 - Sidepath along south side of Dalrymple Road from Brandon Mill Road to Roswell Road. Sidewalk added to north side of Dalrymple Road from Brandon Mill to Princeton Way.

LENGTH: Sidepath - 6,000 LF
Sidewalk - 2,900 LF

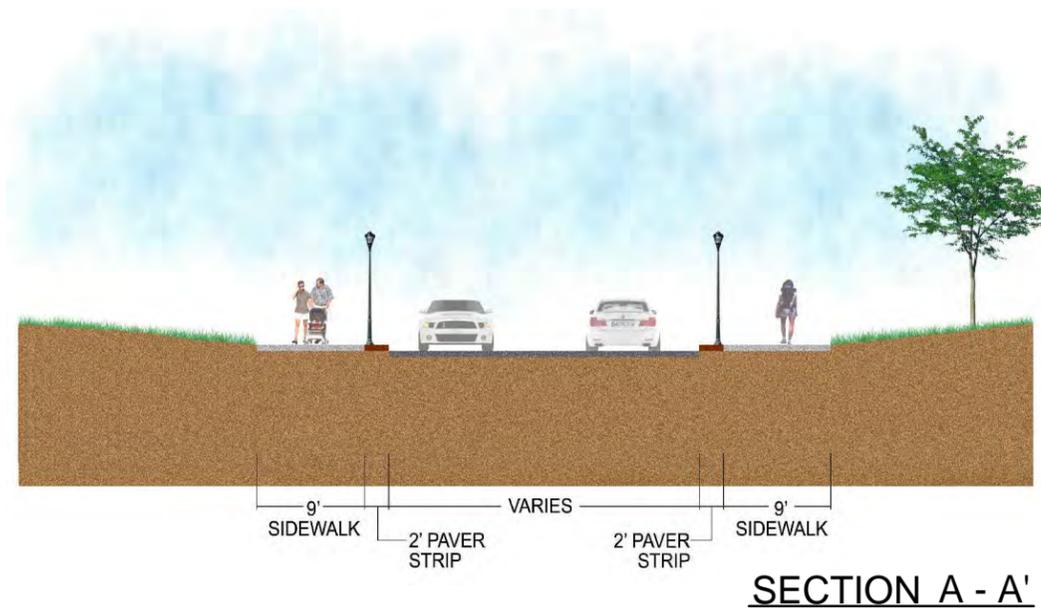
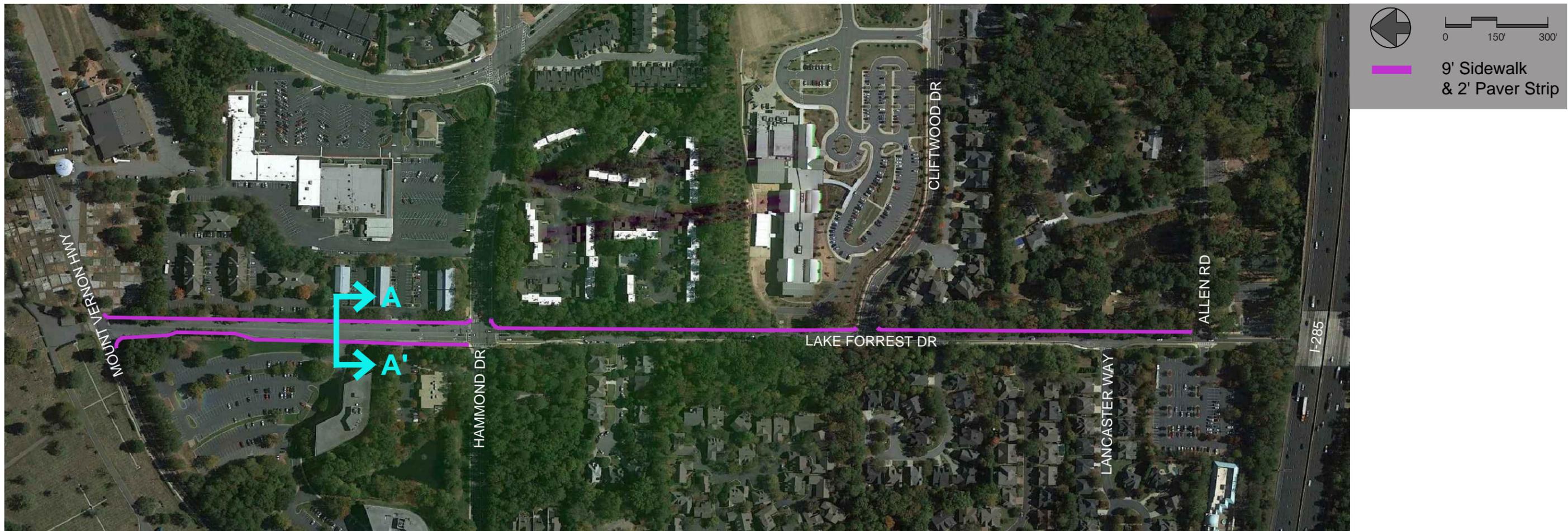
COST: \$1,157,000

EASE OF IMPLEMENTATION: 4 (all work within existing right of way)

FIGURE 4.7

CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN

CONCEPT PLAN: DALRYMPLE ROAD FROM BRANDON MILL RD TO ROSWELL ROAD



DESCRIPTION / PROJECT ID: B45 and S21 - Sidewalk / sidepath with paver strip (matching the Main Street Overlay District sidewalk section) along the east side of Lake Forrest Dr. from Mount Vernon Hwy to Allen Rd. and along the west side of Lake Forrest Dr. from Mount Vernon Hwy to Hammond Dr.

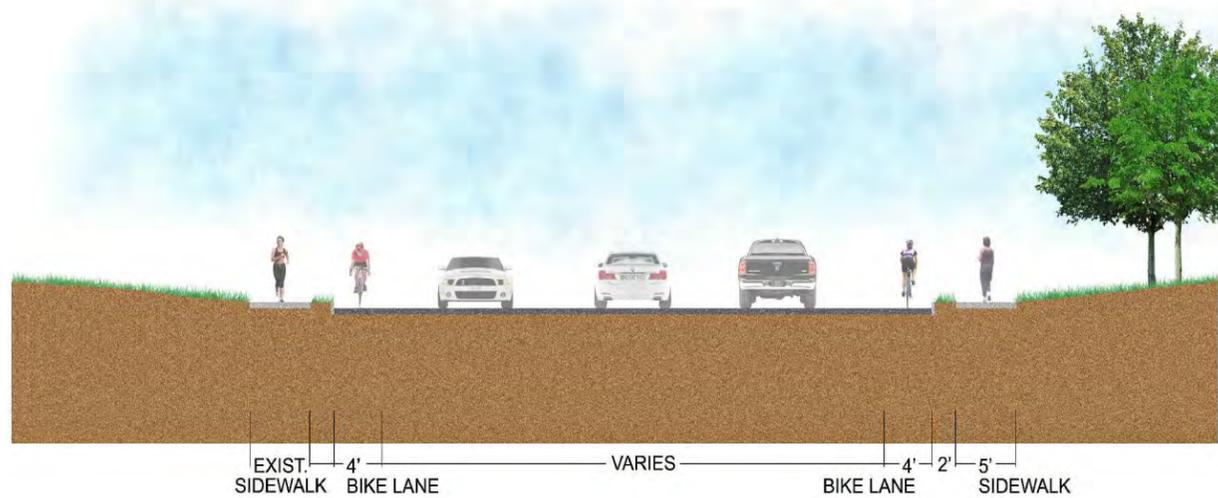
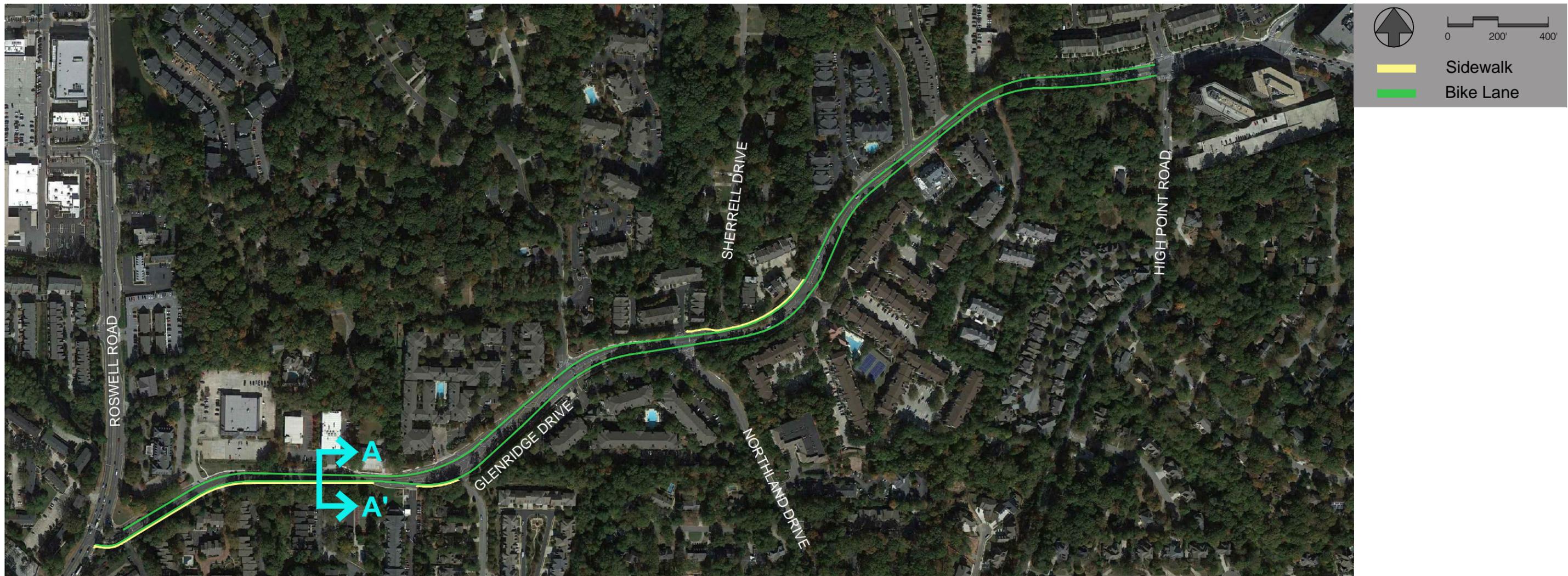
BENEFITS: This wide sidewalk section (9' sidewalk with 2' paver strip) would function as a sidepath along the east side of Lake Forest Dr. The sidewalk along the west side fills a gap in the sidewalk network.

LENGTH: Sidewalk (West) - 1,050 LF
Sidewalk (East) - 3,190 LF

COST: \$1,255,040

EASE OF IMPLEMENTATION: 3 (easements and right of way may be required)

FIGURE 4.8
CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN
CONCEPT PLAN: LAKE FORREST DRIVE FROM MOUNT VERNON HWY TO ALLEN RD



SECTION A - A'

DESCRIPTION / PROJECT ID: B44 / S13 - Add bike lanes on both sides of Glenridge Drive between Roswell Road and Highpoint Road. Sidewalk gaps will be filled on the south side of Glenridge Drive between Roswell Road and Northland Drive as well as on the north side of Glenridge Drive east of Northland Drive.

LENGTH: Sidewalk - 1,900 LF
Bike Lanes - 4,755 LF

COST: \$243,420

EASE OF IMPLEMENTATION: 4 (all work within existing right of way)

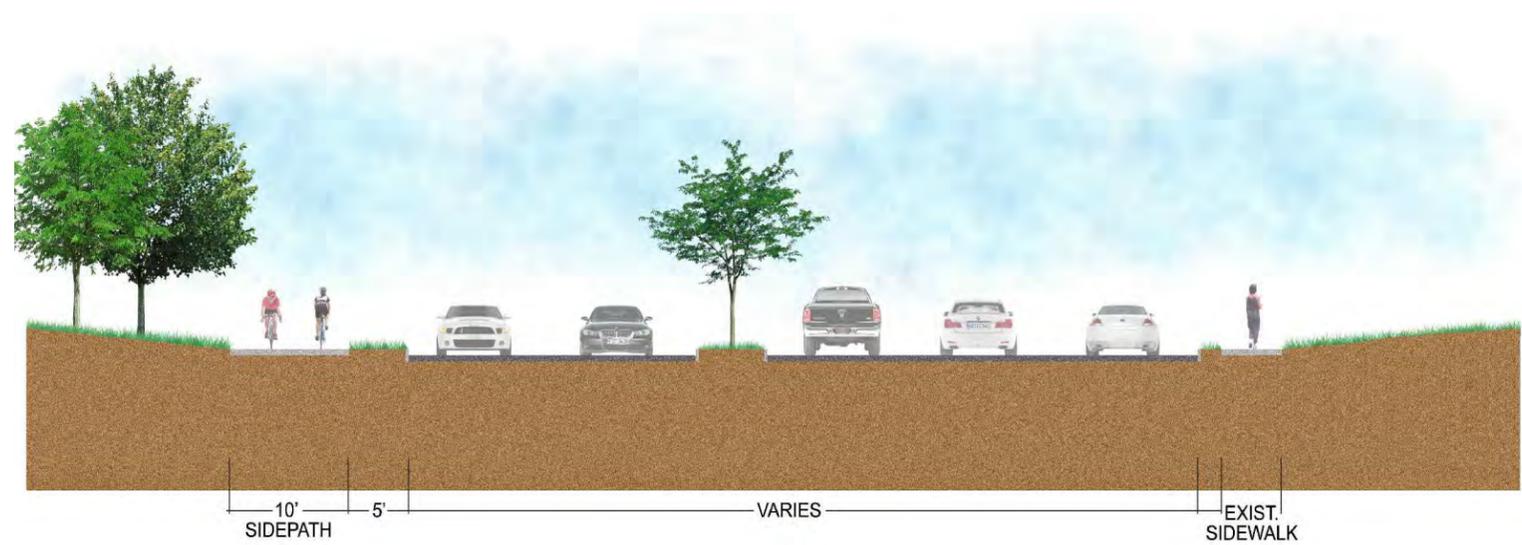
FIGURE 4.9

CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN

CONCEPT PLAN: GLENRIDGE DRIVE FROM ROSWELL ROAD TO HIGH POINT ROAD



Sidepath
Cycle Track



SECTION A - A'

DESCRIPTION: A sidepath and cycle track on the east side of Glenridge Dr. from Hammond Dr. to Johnson Ferry Rd. The sidepath would begin at Hammond Dr. and transition to a cycle track just before the I-285 underpass. The cycletrack would replace one of the two through lanes along Glenridge Dr.

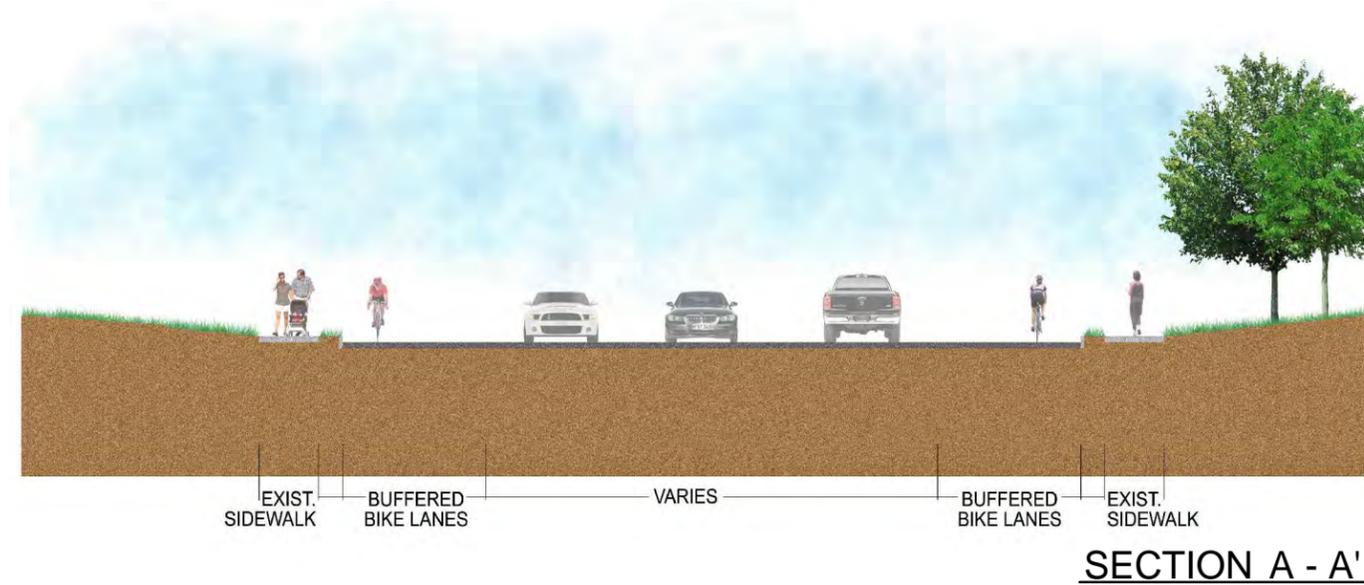
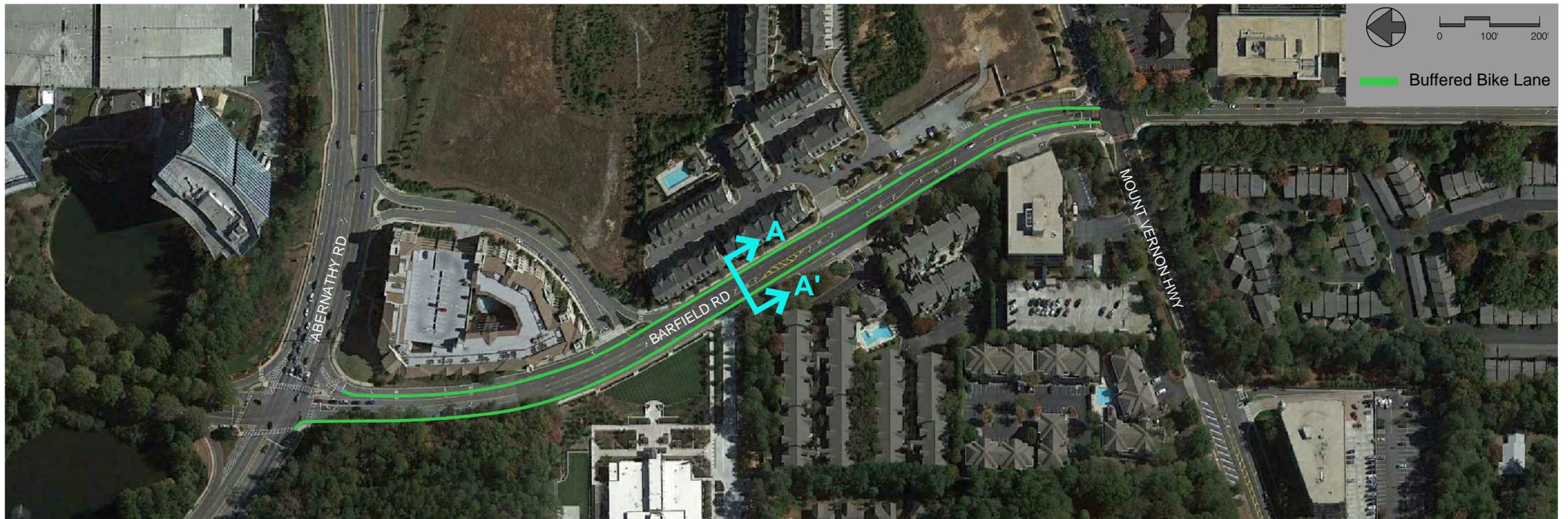
BENEFITS: Provides connectivity between office parks, a city park as well as pedestrian access under the 285 overpass.

LENGTH: Sidepath - 2,600 LF
Cycletrack - 1,770 LF

COST: \$1,174,078

EASE OF IMPLEMENTATION: 2 (easements and right of way may be required)

FIGURE 4.10
CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN
CONCEPT PLAN: GLENRIDGE DRIVE FROM HAMMOND DR TO JOHNSON FERRY RD



DESCRIPTION / PROJECT ID: B01 - Buffered bike lanes along both sides of Barfield Road from Abernathy Road to Mount Vernon Highway. Barfield Road would be reduced from four through lanes to two through lanes to accommodate the buffered bike lanes.

LENGTH: Buffered Bike Lane - 1,750 LF each side

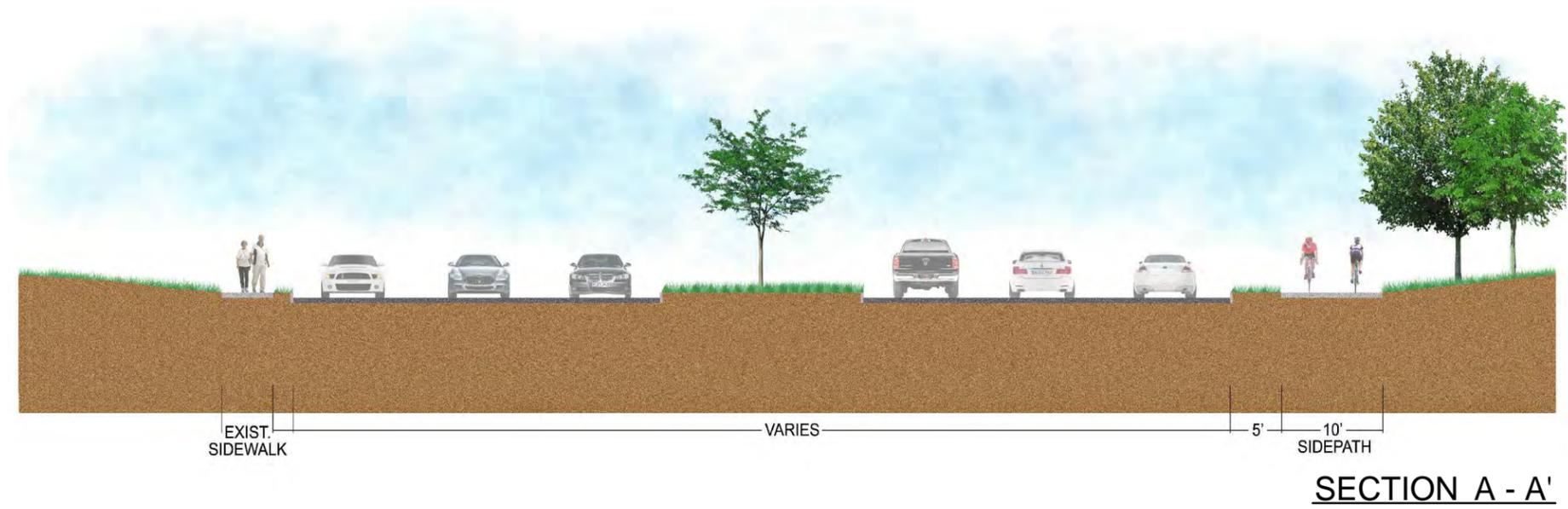
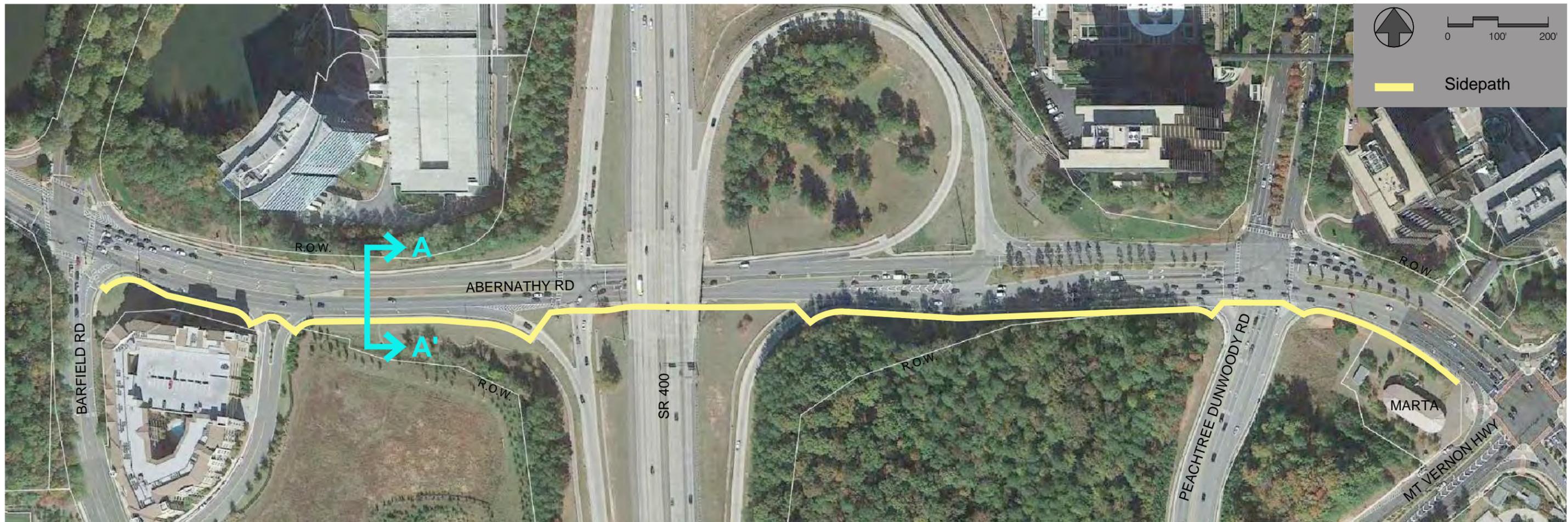
COST: \$78,085

EASE OF IMPLEMENTATION: 4 (all work within existing right of way)

FIGURE 4.11

CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN

CONCEPT PLAN: BARFIELD ROAD FROM ABERNATHY RD TO MOUNT VERNON HWY



DESCRIPTION / PROJECT ID: B25 - Sidepath along south side of Abernathy Rd. from Barfield Rd. to Mount Vernon Hwy. Sidewalks are currently present along north side of Abernathy Rd.

BENEFITS: Sidepath would connect to Sandy Springs MARTA Station, existing bike lanes on Perimeter Center West at Mt Vernon Hwy., and high density office developments at Peachtree Dunwoody Rd.

LENGTH: Sidepath - 2,945 Linear Feet

COST: \$1,048,420

EASE OF IMPLEMENTATION: 2 (easements and right of way may be required)

FIGURE 4.12
 CITY OF SANDY SPRINGS BICYCLE, PEDESTRIAN, AND TRAIL IMPLEMENTATION PLAN
CONCEPT PLAN: ABERNATHY ROAD FROM BARFIELD RD TO MOUNT VERNON HWY

Back of 11 x 17 Graphic



CITY ORDINANCE AND POLICY REVIEW

Provisions for sidewalks and bicycle facilities occur in several City ordinances, including:

- **Code of Ordinances, General Ordinances, Chapter 50, Section 50-30** includes requirements for the creation of sidewalks. The requirements include a provision that requires property owners install sidewalks adjacent to public streets (along the property's entire frontage) when a building or development permit is required. The code also requires sidewalks along non-single-family private roadways.
- **Code of Ordinances, Land Development Regulations, Chapter 103, Article XI, Section 103-80** details sidewalk and multi-use trail design standards, and includes a minimum width of five feet for sidewalks and ten feet for multi-use trails. The code also requires sidewalks and curb ramps to be installed in all new development and redevelopment projects, and easements be granted between parcels for inter-parcel connectivity.
- **Code of Ordinances, Land Development Regulations, Chapter 103, Article XI, Section 103-84** requires developers to dedicate right-of-way and install the necessary pavement and other improvements for the construction of bicycle lanes in locations as may be required by the director. The code also establishes the bicycle lane minimum width at five feet (as measured from the edge of pavement, not including curb and gutter).
- **Zoning Ordinance Article XII** establishes the Sandy Springs Overlay District and the Perimeter Center Improvement Design Overlay District. The ordinance includes streetscape design standards that include typical sections, planting locations, and furnishings, as well as minimum bicycle parking requirements.

The Sandy Springs Overlay District includes two components, the Main Street District and the Suburban District. The Main Street District is roughly centered on Roswell Road (from Glenridge Drive (south of I-285) to approximately Abernathy Road). The Main Street District streetscape typical section includes two foot brick paver strip along the road, nine foot sidewalk, and ten foot planting strip behind the sidewalk. However, it is important to note that the City Center Master Plan has

modified streetscape sections for some of the roadways within the Main Street District. The Suburban District follows the northern portion of Roswell Road, Johnson Ferry Road, Abernathy Road, and Mount Vernon Highway. The Suburban Corridor zone includes a two foot planting strip adjacent to the curb, a six foot sidewalk, and a ten foot planting strip behind the sidewalk.

The Perimeter Center Overlay District codifies the design standards and typical sections presented in the Perimeter Community Improvements Districts Public Space Standards, which is summarized later in this section.

Comprehensive Plan Policies

Pedestrian transportation is a significant component of the policies in the City's Comprehensive Plan. Pedestrian transportation is addressed in the following policy categories:

1. Redevelopment policies, which state that redevelopment should be pedestrian friendly.
2. Land use policies, which create Living Working Areas that are walkable, scaled for the pedestrian, and offer a mixture of land uses that would encourage pedestrian transportation.
3. Transportation policies that "improve sidewalks and bicycle routes to provide alternative travel options with emphasis on connections to parks, green space, and the central business district".

Bicycle transportation is a much smaller component of the City's Comprehensive Plan policies; it is mentioned only in the transportation policy mentioned above.

City of Sandy Springs Sidewalk Master Policy

The City's *Sidewalk Master Policy* includes four different methods for implementing sidewalk construction: a Capital Improvement Program (CIP) Sidewalk Program, Developer Required Sidewalks, a Pedestrian Access Program, and a Neighborhood Sidewalk Program.

The CIP Sidewalk Program implements sidewalks (along roadways classified as collector or higher) per the sidewalk component of the City's *Comprehensive Transportation*

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

Plan. Projects are prioritized based upon a series of criteria that include right-of-way availability, anticipated utility relocations, constructability, evidence of pedestrian activity, roadway classification, and gap closure.

Developer Required Sidewalks are installed whenever a land disturbance or building permit (excluding renovations or accessory structures) is issued for a property. A developer may pay in lieu of constructing a sidewalk if there is a “topographic hardship where it would not be safe or advisable to construct sidewalk”.

The Pedestrian Access Sidewalk Program installs small scale connections between residential neighborhoods and pedestrian destinations; these projects must be requested by neighborhoods, cost less than \$50,000 to construct, create a contiguous sidewalk segment, be located on streets classified as collector or higher, and be within existing right-of-way or donated easements.

The Neighborhood Sidewalk Program provides sidewalks along the local neighborhood roads, which are not considered in the *Comprehensive Transportation Plan* because of their low functional classification. These projects must be requested by neighborhoods or individual citizens, and the installation cost to construct the projects is shared between the City (which covers 75% of the cost) and the neighborhood (which covers 25% of the cost). In order for a project to be considered, it must be supported by a minimum of 65% of the affected property owners. These sidewalk projects are placed on a prioritized list based upon meeting the following criteria: safety, school connectivity, recreation and park connectivity, transit connectivity, multiple land use connectivity (links between land uses), current pedestrian use, adjacent roadway volumes, constructability, and age of request (the longer a project is on the list the more its justification increases).

POLICY RECOMMENDATIONS

Bicycling and walking as healthy modes of transportation, or as purely recreational activities, provide positive benefits in many areas including personal health, the health of the environment, reduced traffic congestion, improved quality of life, and the increased economic vitality of communities that have emphasized bicycle and pedestrian mobility. In a growing number of communities, bicycling and walking

are considered as indicators of a community’s livability – a factor that has a profound impact on attracting businesses and workers as well as tourism. In cities and towns where people can regularly be seen out bicycling and walking, there is a sense that these are safe and friendly places to live and visit.

The following policies are recommended to facilitate the development of bicycle and pedestrian infrastructure within Sandy Springs:

1) Develop and adopt a Complete Streets policy to integrate bicycle/pedestrian facilities into the design of all transportation projects.²

“Complete streets” are streets that accommodate travel by all modes and provide choices to the people that live, work, and travel on them. A network of complete streets improves the safety, convenience, efficiency, and accessibility of the transportation system for all users. Pedestrians and bicyclists feel comfortable using complete streets, because they have been planned, designed and constructed to accommodate all users. Items that should be considered in developing a complete streets policy include:

1. Provide a clear and direct vision and intent for the policy.
2. Include an affirmation that pedestrian and bicycle travel are legitimate modes of transportation that equally deserve safe transportation facilities. Other modes of transportations, such as transit, emergency response vehicles, and freight traffic may also be included.
3. Include statement that policies apply to new construction, reconstruction, maintenance and operation projects.
4. Include clear and accountable exceptions to providing for all modes of transportation. Examples of specific exceptions include corridors where specific users are prohibited, excessive cost, and absence of current or future demand of specific modes of transportation.

² Elements are based upon guidance from *The National Complete Streets Coalition*



5. Acknowledge the need for a connected, integrated transportation network.
6. Articulate the need to work with other jurisdictions and transportation agencies.
7. Reference the best and latest design standards.
8. Reference the need for designs to be context sensitive (i.e., design is compatible with adjacent land uses).
9. Incorporate a provision to measure the performance of the Complete Streets Policy.
10. Include discussion of how the Complete Streets Policy will be implemented (the National Complete Streets Coalition offers additional guidance on key steps for implementation).

A complete streets policy could be developed by a variety of methods such as by ordinance or resolution, by policy in a Comprehensive Plan or Strategic Plan document, and with implementation requirements by land development code amendments or by department directive. Smart Growth America and the Complete Streets Coalition have developed a detailed Local Policy Development workbook that may be a useful reference in developing a complete streets policy (visit www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf).

Sandy Springs may want to consider first adopting Complete Streets policy or policies into the comprehensive plan. Several factors that should be considered in developing the policy are summarized in **Table 4.4**.

Table 4.4: Complete Streets Policy Development Factors

Who should be involved?	Those who make decisions about transportation projects	Planning or Growth management, Public Works / Engineering, Parks and Recreation, Transit providers, Private Developers
	Those who set priorities for spending	Council, Metropolitan Planning Organization (MPO), Department of Transportation (DOT), Transit Agency
	Those who use the facilities	Existing Bicycle or Citizens Committees
What is already adopted	Those policies that already exist	Comprehensive Plans, Strategic Plans, Overlay Districts, MPO or State policies
	Those requirements already exist	Land Development Codes, Roadway design requirements, parking requirements, intersection design requirements, signal and ITS requirements
Who is the champion?	Those in the decision making process that are interested in sponsoring changes to existing policies	Elected Official, City Manager or Department Head

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

The initial policy may be quite general. The following are examples from the Complete Streets Coalition:

To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users... (Bloomington-Monroe County Metropolitan Planning Organization, Indiana).

Develop as many street projects as possible in an affordable, balanced, responsible, and equitable way that accommodates and encourages travel by motorists, bicyclists, public transit vehicles and their passengers, and pedestrians of all ages and abilities. (Dubuque, Iowa)

Modification to land development codes is an important method for implementation of the Complete Streets policy. A few examples that could be considered:

- All major City (and County) roadways (minor or residential collectors and above) shall include sidewalks and signed and marked bicycle lanes in the urban and transitioning areas, and paved shoulders wide enough to safely accommodate bicyclists in less intensively developed areas, with the following exceptions: (Provide reasonable exceptions appropriate to Sandy Springs)
- New residential developments shall include provisions for bicycle and pedestrian facilities, either with bike lanes and sidewalks, or a system of multi-use trails. Such facilities must connect to existing or planned bicycle and pedestrian facilities and will include provisions for connections to adjacent land uses, as appropriate.
- Within School Walk Zones, implement shared-use paths in conjunction with a Safe Routes to Schools Program to safely accommodate children walking and bicycling to school. Special attention shall be given to provide adequate crosswalks, crosswalk signage and lighting in the walk zones.
- All new signals or signal modifications shall include installation of marked crosswalks and pedestrian signal heads with countdown timers. All signals in downtown

areas having significant pedestrian activity shall be set up with pedestrian indications on automatic recall (no button push required). Other signal improvements should be considered for those with visual impairments, such as audible indications.

- Major intersection maintenance or capacity projects (such as the addition of turn lanes) shall include provisions for pedestrian and bicycle safety, including bicycle and pedestrian refuges within medians, and bulb-outs or islands to shorten crossing distances.

2) Develop and adopt a bicycle parking ordinance that requires safely located, adequate bicycle parking at major attractors.

Secure, convenient bicycle parking is an essential component of a bicycle transportation system. Bicycle parking is addressed in the Overlay District Zoning Ordinance, which requires one bicycle parking space per 20 automobile parking space. A more comprehensive bicycle parking ordinance is recommended. Items that should be considered in developing a comprehensive bicycle parking ordinance include:

1. Address both short term bicycle parking (outside racks at short term destinations) and long term bicycle parking (secure rooms, cages, or lockers for extended bicycle storage such as at schools, employment centers, or apartments)
2. Include quantities of bicycle parking based upon ratios related to square footage of land use, number of vehicular parking spaces, or specific units (such as bedroom, residential units, or employees).
3. Include incentives for developers to replace some of the vehicular parking spaces with bicycle parking facilities.
4. Require special events permits to include provisions for bicycle parking.
5. Provide design Standards, such as size of parking space, parking location, and style of racks. It is recommended that the preferred rack type be the "inverted U", and that any other type of rack considered for use support the bicycle frame at two points above the wheel hubs.



Table 4.5 - Bicycle Parking Requirements

LAND USE TYPE	OTHER CITY EXAMPLES		
	ORLANDO, FL	WINTER PARK, FL	OVIEDO, FL
EMPLOYMENT			
Restaurant	Min. of 4 Spaces; Additional Space every 7,500 SF; 1 Locker per 50,000 SF	10% of Automobile Spaces	1 Space per 500 SF
Convenience Store			1 Space per 500 SF
Shopping Center			1 Space per 2,500 SF
Retail			5% of Automobile Spaces
Offices	Min. of 4 Spaces; Additional Space every 15,000 SF; 1 Locker per 15,000 SF	10% of Automobile Spaces	1 per 2,500 SF
Industrial	Min. of 4 Spaces; Additional Space every 20,000 SF; 1 Locker per 20,000 SF		
EDUCATIONAL FACILITIES			
Universities / Vocational	2 Spaces per Classroom; 1 Locker per 10 Classrooms	1 per 20 Students	
Elementary	2 Spaces per Classroom; 1 Locker per 10 Classrooms	1 per 5 Students	10 Spaces per Classroom
Middle	2 Spaces per Classroom; 1 Locker per 10 Classrooms	1 per 5 Students	10 Spaces per Classroom
High	2 Spaces per Classroom; 1 Locker per 10 Classrooms	1 per 20 Students	5 Spaces per Classroom
DWELLING UNITS			
Hotel / Motels	1 Space per 30 Rooms; (1 Locker per 80 Rooms)	1 Space per 30 Rooms	
Multi-Family	1 Space per 5 Units ; (1 Locker per 20 Units)	1 Space per 3 Units	
OTHERS			
Libraries	Min. of 8 Spaces; Additional Space every 5,000 SF; 1 Locker per 25,000 SF	15% of Automobile Spaces	1 per 1,500 SF
Social Clubs	Min. of 8 Spaces; Additional Space every 50,000 SF; 1 Locker per 25,000 SF	15% of Automobile Spaces	1 per 1,500 SF
Place of Worship	Min. of 4 Spaces; Additional Space every 10,000	15% of Automobile Spaces	0.7 per 1,000 SF
Parks	Min. of 4 Spaces	15% of Automobile Spaces	5% of Automobile Spaces

Table 4.5 shows some bicycle parking requirements by land use type from Central Florida.

The following modifications are recommended for the following policies and ordinances:

Code of Ordinances, General Ordinances, Chapter 50, Section 50-30 and for the Developer Requirements section of the City’s current to Sidewalk Master Policy:

1. Require Developers to pay a sidewalk construction fee.
2. Include provision for payment based upon linear feet and a unit price that is determined by the Director of Public Works.
3. Include provision that all funds collected will be deposited in a unique account to be used solely to fund CIP sidewalk projects.
4. Require Developer to dedicate right-of-way for future sidewalk if development parcel includes roadway frontage that is on the master plan network.
5. Limit payment to one time per parcel owner.

6. Include provision that the Director of Public Works may require sidewalk construction in lieu of payment if the parcel connects to an adjacent sidewalk network.
7. Include provisions for when sidewalks could be considered on one side of the street as opposed to both sides of the street. Criteria to consider includes the number of motor vehicle through lanes, the pedestrian priority level as identified in this study, and the location of the facility relative to a defined activity center.

For example:

- Sidewalk on one side may only be considered when the roadway in question is a two-lane roadway that is identified as Priority Level Three or lower. Such facilities shall include appropriate crosswalk



Inverted U bike rack

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

connections to sidewalk facilities on intersecting streets.

- All two-lane roadways identified as Priority Level One or Two shall have complete sidewalks on both sides.
- All four-lane or wider collector and arterial roadways, no matter their priority level, shall have complete sidewalks on both sides.
- All two-lane roadways within an activity center (e.g., City Center) shall have complete sidewalks and ADA (Americans with Disabilities Act)-compliant curb ramps on both sides.

BEST PRACTICES

There are essential elements across five categories, known as the Five E's, that are necessary to create great places for bicycling and walking. This plan is primarily focused on one of the E's, engineering, to identify and prioritize safe and convenient infrastructure improvements that will help support trips made by bicycling and walking. However, bicycle and walking friendly communities also incorporate elements from the other four E's (education, encouragement, enforcement, and evaluation) to ensure a holistic approach that covers all aspects of bicycle and pedestrian transportation, not just the development of infrastructure. The Five E's serve as the foundation for the League of American Bicyclists' Bicycle Friendly Community Program, a designation that communities across the nation are striving to achieve. The following are recommended best practices in education, encouragement, enforcement, and evaluation to improve the environment provided for walking and bicycling within the City.

Education

1. Implement a Safe Route to Schools program for all elementary and middle schools that includes bicycle and pedestrian education. Safe Routes to Schools projects are eligible for federal funding through the Transportation Alternatives Program under the federal transportation bill MAP-21. This effort would require a partnership with the Fulton County school system.
2. Implement a traffic ticket diversion program which provides an opportunity for cyclists who have received traffic violations to attend bicycle/pedestrian

education classes in lieu of payment of the traffic ticket. Example: programs have been successfully implemented in Tempe, AZ; Huntington Beach, CA; Walnut Creek, CA.

3. Provide pedestrian and bicycle awareness campaigns for motorists, cyclists, and pedestrians through public service announcements, blogs, the City's newsletter, and the bicycle page on the City's website. Example: The City of Edmonton, Ontario provides a web-based series of videos using Lego characters to educate the public on various bicycle laws and safety concerns (visit www.edmonton.ca/transportation/cycling_walking/cycling-video-gallery.aspx).
4. Provide motorist education classes for staff that drive public vehicles that focus upon bicycle and pedestrian safety.

Encouragement

1. Develop a bicycle parking ordinance that increases bicycle parking facilities at destinations such as transit stations, parks, schools, and MARTA stations. Recommendations for bicycle parking strategies can be found in the Policy Recommendations Section above.
2. Encourage large employers to provide bicycle facilities and changing rooms. This effort could be coordinated with the PCIDS, which works closely with the Perimeter area employers.
3. Host "open streets" events that temporarily close a route of surface streets to automobile traffic so that bikers and pedestrians can use the streets without vehicular conflicts. Example: Atlanta Streets Alive is a five mile, four hour event coordinated by the Atlanta Bicycle Coalition, which most recently attracted over 80,000 participants (visit www.atlantastreetsalive.com).
4. Host "Bike and Walk to Work" and "Bike and Walk to School" days. These events are typically sponsored by municipalities or schools but coordinated by bicycle advocacy groups. The Georgia Department of Transportation's Safe Routes to School Resource Center supports development of Safe Routes to Schools programs at Georgia K-8 schools. The Resource Center also promotes statewide and national walk and bike to school days.



5. Work with local employers to develop incentive programs that encourage bicycle and pedestrian commuting by employees. PCIDS and the Sandy Springs-Perimeter Chamber would be an essential link between the City and large employers.
6. Develop bicycle maps and wayfinding signage that provide designated routes for pedestrian and bicyclists to navigate between the City's significant destinations. Development of maps and signage are eligible for funding through the federal Transportation Alternatives Program. Example: The WalkArlington program provides maps for 23 "Walkabouts" through different neighborhoods and to different destinations (visit www.walkarlington.com/pages/walkabouts).
7. Continue to support and develop the Bicycle Advisory Committee. The committee should initiate regular meetings and establish key initiatives.

Enforcement

1. Implement targeted traffic law enforcement campaigns in locations with high rates of pedestrian or bicycle use. Example: The Best Foot Forward program, run by Bike/Walk Central Florida (visit www.iyield4peds.org/), targets crosswalk enforcement with week long, highly visible enforcement campaigns at ten intersections across the City of Orlando, Florida.
2. Emphasize police officer training related to bicycle and pedestrian transportation. Example: Columbia, Missouri and Sheboygan County, Wisconsin.

Evaluation

1. Conduct research on bicycle and pedestrian use within the City through surveys and physical counting. Example: Boston Bikes tracks key bicycle usage through an annual bicycle count and annual bicycle survey (visit www.cityofboston.gov/bikes/statistics.asp)
2. Track bicycle and pedestrian crashes through emergency medical services and the police department data.
3. Track implementation progress of priority projects developed in this plan.

FUNDING OPTIONS

This section provides an overview of the federal, local, and private funding sources currently available for bicycle, pedestrian and trail projects.

MAP-21 Funding Sources

Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), also known as "MAP-21", is the primary source of federal funds for bicycle, pedestrian, and trail projects. This two-year funding bill (FY 2013 - FY 2014) authorized \$105 billion in federal funds for all modes of surface transportation, including highways, transit, bicycling and pedestrian. MAP-21 replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which was passed in 2005.

MAP-21 funds are administered by the State of Georgia, through the Georgia Department of Transportation. The following are Map-21 programs that fund bicycle and pedestrian projects.

Transportation Alternatives Program (TAP)

TAP provides funding for alternative transportation projects, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, recreational trail projects and safe routes to school projects. MAP-21 consolidated the Transportation Enhancements Program, Recreational Trails Program, and the Safe Routes to School Program, that were formerly part of SAFETEA-LU, to create TAP.

Surface Transportation Program (STP) Funds

Surface Transportation Program funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures and public service announcements the City has used) related to safe bicycle use and walking.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ Program funds projects that improve air quality and reduce congestion, including pedestrian and bicycle infrastructure projects that provide a reduction in single-occupant vehicle travel. CMAQ funds are only available

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

in non-attainment areas (areas where pollutants exceed national regulated levels). The Atlanta metro area including the City of Sandy Springs is in a non-attainment area and therefore may apply for CMAQ funds.

Highway Safety Improvement Program (HSIP)

HSIP provides funding for infrastructure and non-infrastructure projects that improve highway safety. Highway safety may be improved with the following projects: sidewalks, bicycle lanes, intersection enhancements, and pedestrian bridges.

Federal Lands Access Program

The Federal Lands Access Program provides funding for transportation projects that are located on, are adjacent to, or provide access to Federal lands. This funding could potentially be used to provide bicycle and pedestrian connectivity to the CRNRA lands located within the City.

National Highway Performance Program (NHPP)

NHPP provides funding for infrastructure, safety, mobility, and freight movement on the National Highway System. These funds apply to the National Highway System, which includes the Interstate System, principal arterials, and intermodal connectors. This program specifically includes bicycle transportation and pedestrian walkways as eligible activities.

Community Development Block Grants (CDBG)

Community Development Block Grants (CDBG) are offered through the Department of Housing and Urban Development. These grants are a potential source of funds for community-based projects, such as commercial district streetscape improvements, sidewalk improvements, safe routes to school projects, or other neighborhood-based bicycling and walking facilities that improve local transportation options or help revitalize low-income neighborhoods. These grants have been used by the City in the past.

Governor's Office of Highway Safety Grants

The Governor's Office of Highway Safety provides grants for bicycle and pedestrian safety programs oriented

towards education, awareness, and enforcement of Georgia's bicycle and pedestrian laws.

PeopleForBikes Community Grants

PeopleForBikes (formerly the Bikes Belong Coalition) has funded \$2.1 million in community bicycling projects and leveraged more than \$654 million in federal, state, and private funding. Grants are available for shared-use paths, mountain bike trails, and bicycle advocacy initiatives. Visit www.peopleforbikes.org for more information about PeopleForBikes, including grant applications and related information.

Advocacy Advance Rapid Response Grants

Advocacy Advance issues grants to state and local advocacy organizations so that they may take advantage of unexpected opportunities to win, increase, or preserve funding for biking and walking. Advocacy Advance has a 2014 budget of \$100,000 for Rapid Response Grants. More information is available at www.advocacyadvance.org/grants.

PATH Foundation

The PATH Foundation is an Atlanta based non profit organization that assists local governments with the development of trails. The PATH Foundation manages the planning, design, construction and maintenance of trail projects and may also provide development funds. The PATH foundation has developed over 180 miles of trails in Georgia, including the Silver Comet Trail, Chastain Park, and Arabia Mountain.

Sandy Springs Conservancy

The Sandy Springs Conservancy is a non profit organization that assists with the development of parks, trails and greenspaces in Sandy Springs. They partner with the City, corporations, and other entities to identify projects, provide planning, and obtain funding. The Sandy Springs Conservancy has played a significant role in the development of Morgan Falls Park, Lost Corner Preserve and the Abernathy Greenway.



5.0

PUBLIC INPUT

Public input was gathered through a series of three public meetings, stakeholder interviews, and a web-based survey. This public input strategy provided a way to reach a wide variety of participants at each critical step of the plan development process. Participants provided feedback through the various methods implemented. Public input was critical to the development of policy recommendations and the priority project list.

WEB-BASED TOOLS

A number of web-based tools were used to engage the public including a project web page, web-based survey, communications sign up, comment form and project document postings. The project web page was linked to the City's site and included meeting announcements and summaries, project maps and materials and the online survey. In addition to participating in the survey, the public was able to visit the site to view project materials and presentations and provide feedback through the project e-mail.

STAKEHOLDER INTERVIEWS

A list of stakeholders was generated including City of Sandy Springs staff, community advocates, local residents, and other government entities. A total of 17 stakeholder interviews were conducted between October and December 2013. The stakeholder interview summaries are in **Appendix F**. The purpose of the interviews was to obtain input on the potential use of bicycle and pedestrian

facilities in the City and to discuss opportunities to support these facilities in Sandy Springs. Common goals expressed among the stakeholder interviews included:

- Improve internal connectivity within the city
- Coordinate with and connect to adjacent jurisdictions – Cobb County, Atlanta, Dunwoody, and Roswell
- Provide driver, pedestrian, and cyclist education to improve safety
- Create a sidewalk roadmap/network for implementation
- Plan and design facilities that lead to highly desired areas (MARTA stations, employment centers, new downtown, parks, etc.).

WEB-BASED PUBLIC SURVEY

A 22-question, web-based public survey was online for four weeks, beginning the night of the initial public meeting on October 23, 2013 and ending on November 21, 2013. The survey was accessible through the City's homepage, and a total of 184 surveys were completed. The survey responses provided a snapshot of the public's opinion of the quality and availability of the City's bicycle and pedestrian transportation system; how the system is being used; who is using the system; and what are important aspects of the system and its future development. Observations of key survey responses are provided below. A complete summary of the survey results can be found in **Appendix G**.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

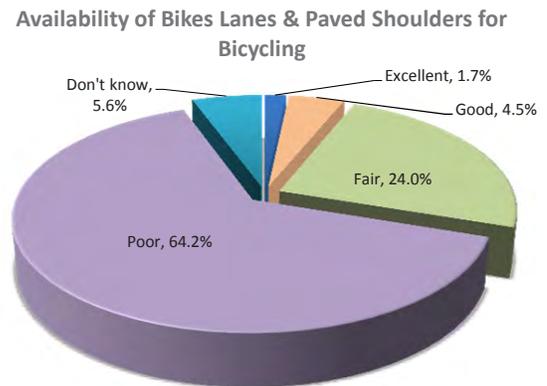
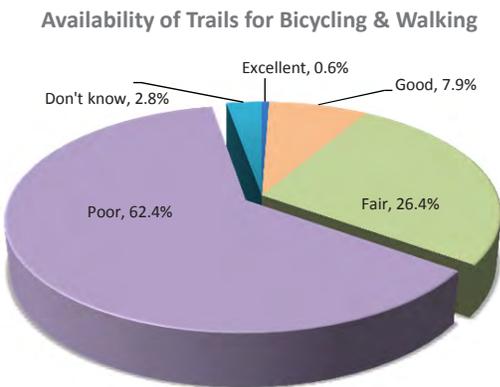
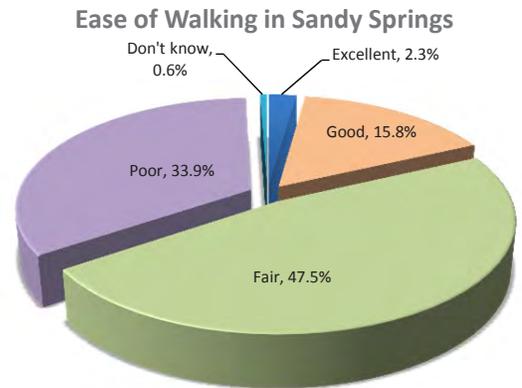
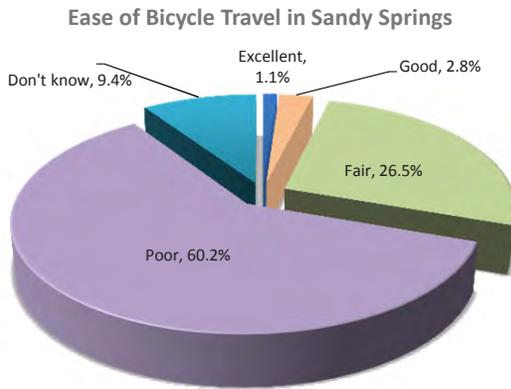
QUESTION

Please rate each of the following characteristics as they relate today to Sandy Springs as a whole:

- Ease of bicycle travel in Sandy Springs
- Ease of walking in Sandy Springs
- Availability of trails for bicycling and walking
- Availability of bike lanes and paved shoulders for bicycling

OBSERVATIONS

- Bicycling conditions and availability of bicycle facilities in the City were rated as poor by a majority of respondents.
- Ease of walking in the City was rated as fair by nearly one-half of the respondents but rated poor by one-third of the respondents.





QUESTION

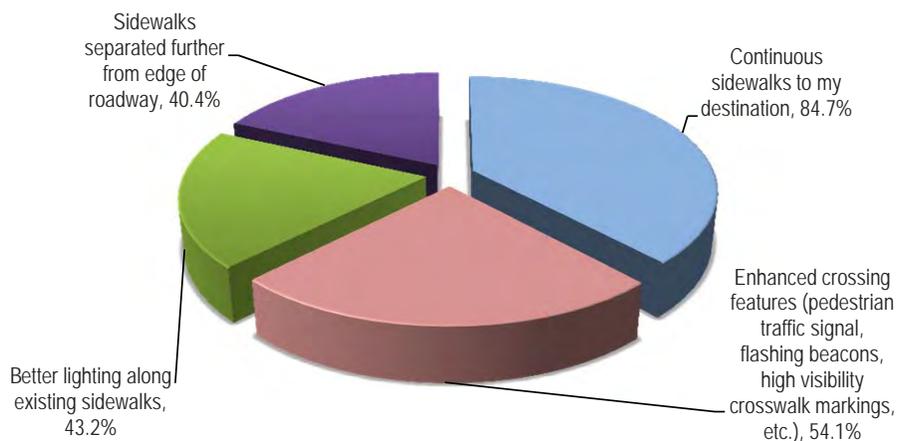
What might motivate you to walk more often?
(Indicate all that apply)

- Continuous sidewalks to my destination
- Sidewalks separated further from edge of roadway
- Lower traffic speeds or stricter enforcement of traffic laws
- Smaller, more compact intersections
- Enhanced crossing features (pedestrian traffic signal, flashing beacons, high visibility crosswalk markings, etc.)
- Better lighting along existing sidewalks
- Other (please specify)

OBSERVATIONS

- Nearly 85% of respondents identified continuous sidewalks to their destination as motivation to walk more, which was by far the most popular response.
- The second and third most popular responses were enhanced crossing features and better lighting along existing sidewalks at 54% and 43%, respectively.
- Of the 24 "other" responses specified, the most common was more/wider sidewalks (seven occurrences), followed by trails to destinations / pleasant places to walk (two occurrences).

What might motivate you to walk more often?
(Indicate all that apply)



BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

QUESTION

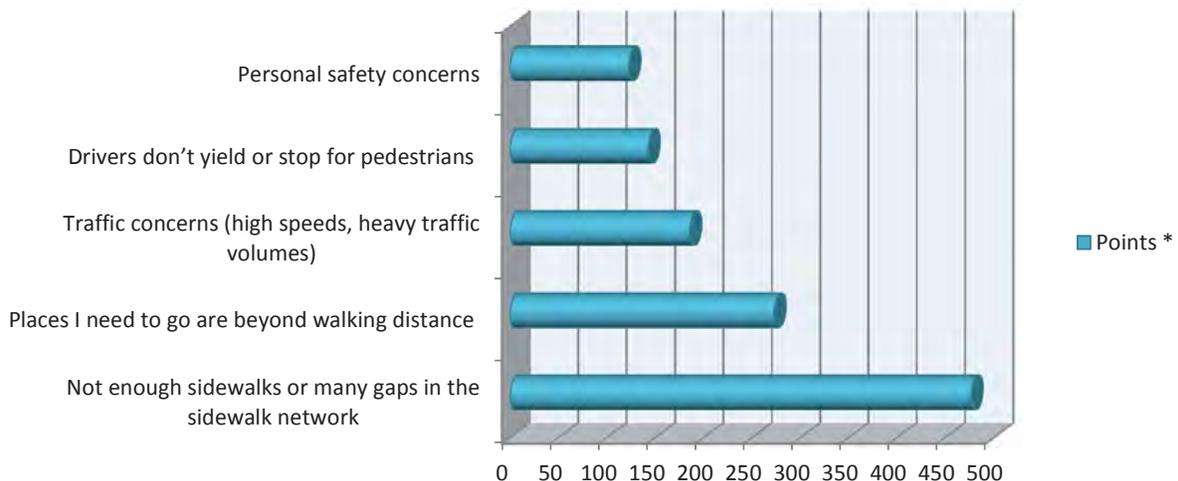
Please select and rank the **THREE MOST SIGNIFICANT** barriers to walking that you experience in Sandy Springs (things that make it difficult or uncomfortable to walk):

- Not enough sidewalks or many gaps in the sidewalk network
- Poor sidewalk surface quality
- Sidewalks are too close to the road
- Sidewalks are too narrow or crowded
- Places I need to go are beyond walking distance
- Traffic concerns (high speeds, heavy traffic volumes)
- Drivers don't yield or stop for pedestrians
- Intersections are too wide
- Not enough time provided to cross intersections
- Poor lighting
- Personal safety concerns
- Inadequate accommodations for people with mobility challenges
- Obstructions in pedestrian walkways (sidewalks or crosswalks blocked by construction or vehicles)
- Poorly marked crosswalks
- Not enough midblock crossings
- Other (please specify)

OBSERVATIONS

- To assess the most significant barriers to walking across the rankings, a cumulative point total was calculated by giving three points to items ranked #1, two points to items ranked #2, and one point to items ranked #3.
- By far the most significant barrier to walking identified was not enough sidewalks or many gaps in the sidewalk network.
- The second and third most significant barriers to walking in Sandy Springs were: places I need to go are beyond walking distance and traffic concerns (high speeds, heavy traffic volumes).
- The fourth and fifth most significant barriers to walking identified were drivers don't yield or stop for pedestrians and personal safety concerns.
- Of the four "other" responses specified, three listed no sidewalks or no sidewalks to destination.

Most Significant Barriers to Walking





QUESTION

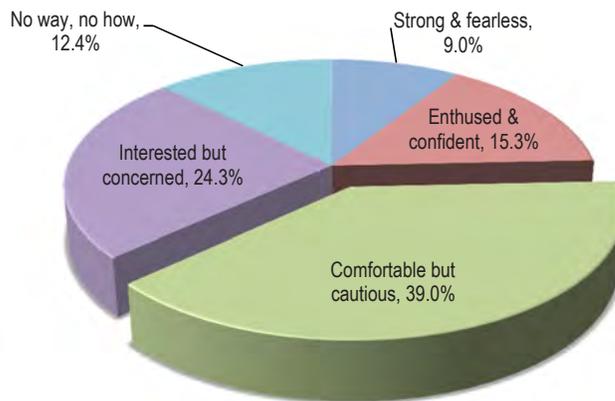
In terms of your level of comfort and confidence as a bicyclist, how would you categorize yourself?

- *Strong & fearless – I am willing to ride my bike in any situation. I consider myself a bicyclist as part of my identity.*
- *Enthused & confident – I am confident sharing the road with vehicles, but prefer facilities geared to bicyclists.*
- *Comfortable but cautious – I am comfortable on most roads, but strongly prefer facilities geared to bicyclists. I will choose another travel mode depending on the facilities.*
- *Interested but concerned – I have heard a lot about bicycling and am curious to try it, but I require facilities geared to cyclists before I would do so.*
- *No way, no how – Due to weather, physical condition, or lack of interest, I am not interested in bicycling.*

OBSERVATIONS

- The most popular bicyclist category respondents rated themselves as was “comfortable but cautious” at 39%.
- The second most popular category was “interested but concerned” at 24%, followed by “enthused and confident” at 15%.
- The least noted category was “strong and fearless” at only 9%.

**In Terms of Comfort & Confidence as a Bicyclist,
How Would You Categorize Yourself?**



BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

QUESTION

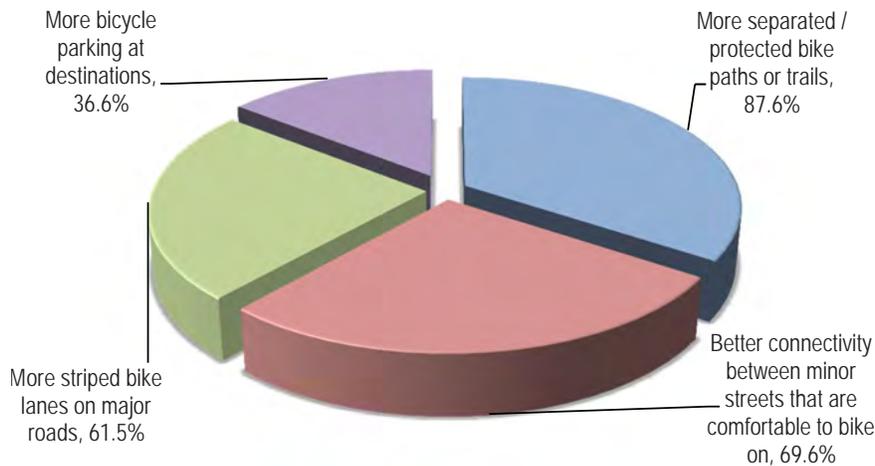
What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply):

- More separated/protected bike paths or trails
- Lower traffic speeds or stricter enforcement of traffic laws
- Better connectivity between minor streets that are comfortable to bike on
- More striped bike lanes on major roads
- More bicycle parking at destinations
- Better lighting along existing bikeways
- Other (please specify)
- None of the above

OBSERVATIONS

- Nearly 88% of respondents identified more separated/protected bike paths or trails, which was by far the most popular response.
- The second and third most popular responses were better connectivity between minor streets that are comfortable to bike on and more striped bike lanes on major roads at 70% and 62% respectively.
- Of the 12 “other” responses specified, there were no common responses with more than one occurrence.

Motivation to Begin Riding a Bike More Often





QUESTION

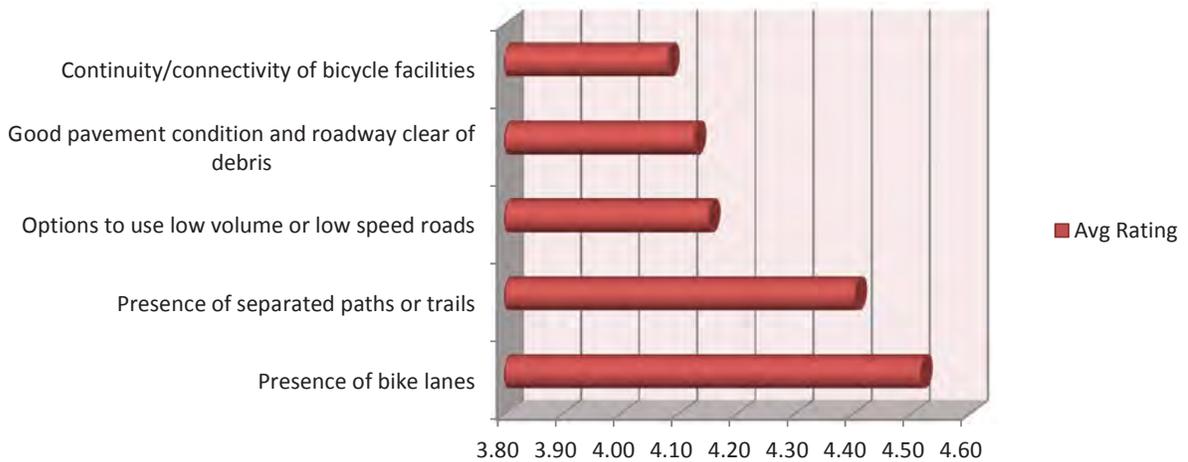
How important are the following components to you in selecting a route for bicycling? (Rank each on a scale from 1 to 5 with 1 representing very low importance and 5 representing very high importance.)

- *Presence of bike lanes*
- *Presence of separated paths or trails*
- *Options to use low volume or low speed roads*
- *Continuity/connectivity of bicycle facilities*
- *Directness to destination*
- *Good pavement condition and roadway clear of debris*
- *Traffic signals designed with bicyclists in mind (timing and/or detection)*
- *Avoiding large intersections*
- *Relatively flat terrain*
- *Availability of bike parking at destination*
- *Transit access along route*
- *Attractive scenery*
- *Avoiding areas where I worry about crime*
- *Other conditions (please specify)*

OBSERVATIONS

- In terms of average rating at 4.52, the presence of bike lanes was given the most importance by respondents in terms of selecting a route for bicycling. Nearly three quarters of respondents rated this factor a 5 (very high importance).
- The second and third rated items of importance to selecting a route for bicycling, respectively, were presence of separated paths or trails (average rating of 4.40) and options to use low volume or low speed roadways (average rating of 4.15).

Importance in Selecting a Route for Bicycling



BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

QUESTION

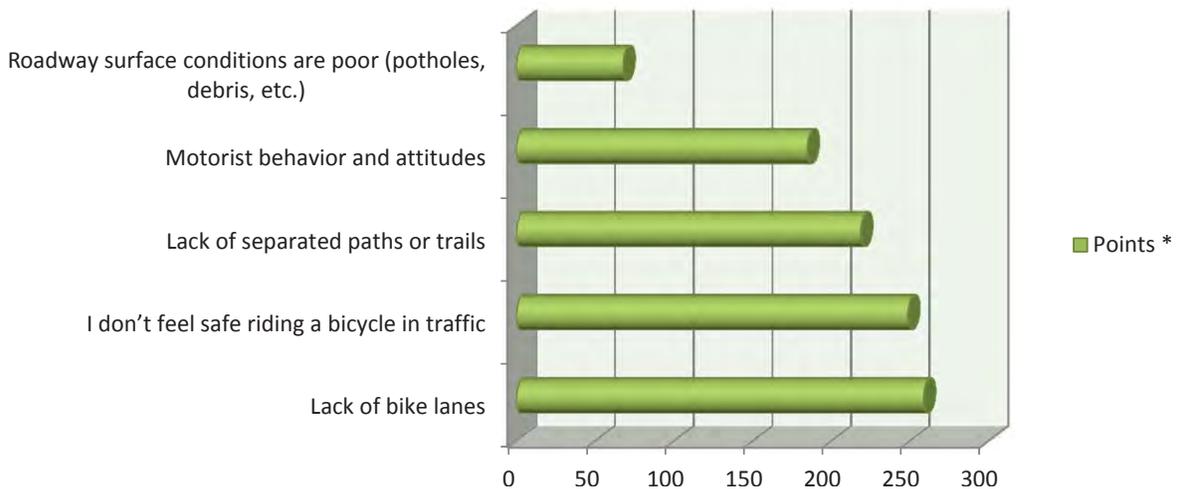
Please select and rank the **THREE MOST SIGNIFICANT** barriers to bicycling that you experience in Sandy Springs (things that make it difficult or uncomfortable to ride a bicycle):

- I don't feel safe riding a bicycle in traffic
- Roadway surface conditions are poor (potholes, debris, etc.)
- Motorist behavior and attitudes
- Lack of bike lanes
- Lack of separated paths or trails
- Destinations too far away
- I don't have a place to shower or change at my destination
- Lack of bike parking at destination
- I don't own a bicycle
- Other (please specify)

OBSERVATIONS

- To assess the most significant barriers to bicycling across the rankings, a cumulative point total was calculated by giving three points to items ranked #1, two point to items ranked #2, and one point to items ranked #3.
- The top two most significant barriers to bicycling identified were lack of bike lanes, and I don't feel safe riding a bicycle in traffic.
- The third and fourth most significant barriers to bicycling in Sandy Springs were lack of separated paths or trails and motorist behaviors and attitudes.
- All other listed choices as barriers to bicycling in Sandy Springs received far fewer points.
- There were four "other" responses specified but no common responses.

Most Significant Barriers to Walking





QUESTION

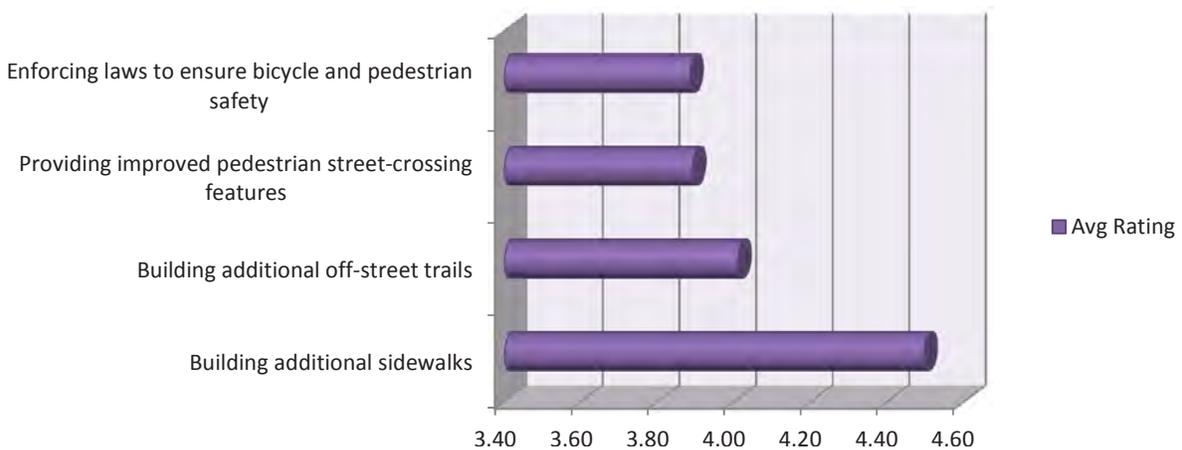
How important is it to invest in the following as part of the Bicycle/Pedestrian/Trail Plan?

- *Building additional sidewalks*
- *Providing improved pedestrian street-crossing features*
- *Building additional on-street bicycle facilities (bike lanes, shared lane markings, etc.)*
- *Building additional off-street trails*
- *Education programs about bicycle and pedestrian safety*
- *Programs to encourage or promote bicycling and walking*
- *Enforcing laws to ensure bicycle and pedestrian safety*

OBSERVATIONS

- With an average rating of 4.50, building additional sidewalks was given the most importance by respondents in terms of investment as part of the Bicycle/Pedestrian/Trail Plan. Just under 70% of respondents rated this factor a 5 (very high importance).
- The second rated investment was building additional off-street trails (average rating of 4.01).
- Three investments were nearly identical in rating: providing improved pedestrian street-crossing features (3.89), enforcing laws to ensure bicycle and pedestrian safety (3.88), and building additional on-street bicycle facilities (3.88).
- The two investment options that rated lowest were education programs about bicycle and pedestrian safety (3.07) and programs to encourage or promote bicycling and walking (3.03).

Importance of Investment as part of the Bicycle/Pedestrian/Trail Plan



BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

QUESTION

Please rank the following priorities in order from most important to least important in terms of potential funding:

- *Maintaining the existing transportation system (re-paving, pothole repair, etc.)*
- *Addressing traffic*
- *Improving public safety*
- *Increasing transit service*
- *Expanding the bicycle, pedestrian, and trail network*
- *Improved stormwater management*
- *Managing tree canopy protection*

OBSERVATIONS

- Based on average ranking from the survey results, the seven funding priorities in order from highest priority to lowest priority were (average rank shown in parentheses):
 1. Expanding the bicycle, pedestrian, and trail network
 2. Maintaining the existing transportation system
 3. Addressing traffic
 4. Improving public safety
 5. Improved stormwater management
 6. Managing tree canopy protection
 7. Increased transit service
- 42% of respondents ranked expanding the bicycle, pedestrian, and trail network first, which was the option with the highest percentage of first place rankings. Nearly three quarters of respondents placed expanding the bicycle, pedestrian, and trail network within the top three rankings for funding.



PUBLIC MEETINGS

Public meetings were conducted throughout the process to provide the general public the opportunity to have face-to-face contact with City staff and consultants regarding the project's status. Three public meetings were conducted, as well as one meeting to brief the Mayor and Council. Close to 150 persons attended the three meetings. All three meetings included a presentation to explain technical aspects of the project and an open house session was held for the public to ask questions and give direct input.

Public Meeting (10/23/2013)

A public workshop was held on October 23, 2013 to inform and engage local residents and stakeholders. Communication about the workshop was conducted through several methods including outreach from the Sandy Springs Office of Communications, distribution of meeting announcements at public locations, and follow up phone calls and e-mails to the stakeholder interview group. The workshop was held in the City Council chambers and approximately 60 participants attended. Meeting Materials and notes are included in **Appendix H**.

The meeting consisted of an open house session, followed by break-out groups at individual tables, and concluded with a report-back/questions and answers period. The presentation included an overview of the project, project goals and process, examples of potential bicycle and pedestrian facilities, and system evaluation and appraisal of the city's existing bicycle infrastructure. The breakout session allowed participants to locate destinations, provide connectivity to those destinations and recommend types of bicycle and pedestrian facilities. Project display boards were available for viewing during the open house sessions.

Additionally, opportunities to submit comments after the meeting were provided through e-mail and ongoing discussions with City staff and consultant team members. Input from the meeting generated the following common themes that were generally consistent with the stakeholder interview feedback:

- Connect with local area schools
- Frequently mentioned roads/corridors for improvements: Roswell Road, Abernathy Road, Mt. Paran Road, Mt. Vernon Highway, Hammond Drive and Johnson Ferry Road
- Connect to adjacent trail systems
- Consider safety factors when planning a system
- Include provisions for bicycle parking

Public Meeting (01/14/2014)

The second public meeting was held on January 14, 2014 in the City Council Chambers. The meeting began with an open house that included three boards for public comment: a Bicycle Priority and Facility Recommendation Map, a Pedestrian Priority Map that included midblock crossing locations, and a Multi-use Trail Recommendations Map. A formal presentation followed the open house that included an overview of the project, web survey results, and methodology behind the development of the priority and facility maps. The meeting concluded with a breakout session that allowed the public to comment on the preliminary priority maps, recommended facilities, and policy recommendations. Discussion during the breakout session was guided by five questions. On the following page are the questions and a summary of the responses to the questions. Meeting Materials and notes are included in **Appendix I**.

BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

Meeting #2 Input

QUESTION	RESPONSE
<i>How should the City prioritize investments?</i>	<ul style="list-style-type: none"> The most common response was that the development of sidewalks should be a higher priority for the City than the development of bicycle infrastructure.
<i>Comments regarding any specific bicycle or pedestrian priority level or facility type?</i>	<ul style="list-style-type: none"> Raising the priority of sidewalks along Brandon Mill Road was recommended at three of the four breakout stations.
<i>Should the City consider modification of policy to install sidewalks on one side of street first, then 2 sides?</i>	<ul style="list-style-type: none"> Generally the public supported the development of sidewalks along one side of the street first; except along busy streets, where sidewalk development along both sides of the street is important.
<i>Additional suggested locations for trails, midblock crossings, and connections?</i>	<ul style="list-style-type: none"> The public offered a variety of connectivity suggestions, none of which were consistent.
<i>Other than facilities, what other key items should be introduced in the plan to build a more bicycle and pedestrian friendly City?</i>	<ul style="list-style-type: none"> Public education regarding bicycle and pedestrian transportation and increasing bicycle parking were common responses at two of the four tables.

Public Meeting (03/19/2014)

The third public meeting was held on March 19, 2014 in the City Council Chambers. The meeting began with an open house that included two boards for public comment: a Recommended Bicycle Network Map and a Recommended Pedestrian Network Map that included midblock crossing locations and multi-use trails. A formal presentation followed the open house that included an overview of the project process, project prioritization methodology, and policy and best practice recommendations. The meeting concluded with a final open house session. The open house session was guided by a comment form with four points for comment - below are the comment points and a general summary of responses. Meeting Materials and notes are included in **Appendix J**.

Meeting #3 Input

QUESTION	RESPONSE
<i>List (up to 3) Bicycle/Pedestrian/Trail projects that you believe are important but are not included on the display maps or projects list.</i>	<ul style="list-style-type: none"> The most common responses included the trail along SR 400 and connectivity to Island Ford Park and Morgan Falls Park.
<i>Provide any comments you may have regarding policies or "best practices".</i>	<ul style="list-style-type: none"> The most common responses included support for bike share programs, maintenance of facilities, and enforcement and awareness campaigns.
<i>In your opinion, how should the City of Sandy Springs move forward with the recommended implementation strategies?</i>	<ul style="list-style-type: none"> Proceeding with the "low hanging fruit" (low cost/high benefit) projects was the most common response followed by partnering with local businesses and the PATH Foundation.
<i>Please provide any additional comments you may have on the Bicycle, Pedestrian, and Trail Plan.</i>	<ul style="list-style-type: none"> The most common response was that there should be more focus placed upon the needs of the recreational user.



APPENDICES



Appendix A:

BLOS, PLOS and

Demand Analysis

Bicycle and Pedestrian Level of Service and Demand Analysis

A supply and demand method was used for determining the locations of greatest pedestrian and bicycle facility need within the City. The supply side is based on pedestrian level of service (PLOS)¹ and bicycle level of service (BLOS)² models for assessing the existing quality of service in a shared roadway environment. A computed score and corresponding grade from A to F allows the suitability and compatibility of the roadway environment for bicyclists and pedestrians to be determined. The demand side is based on assessing the density of population and employment data, as well as identifying the proximity to key destinations, which results in a quantification of the relative levels of bicycle and pedestrian demand within different parts of the City. The combination of LOS and demand analysis results is particularly powerful because the roadways with the poorest levels of service (worst conditions for bicycling or walking) and the highest user demand can be given a high priority for improvements.

The results of the LOS analysis can also be used for several other purposes such as conducting a benefits comparison among proposed roadway cross-sections, identifying roadway re-striping or reconfiguration candidates for bicycle or pedestrian improvements, and prioritizing and programming roadways for improvements. An example of using LOS for a benefits comparison would be evaluating several different potential typical section configurations to determine which one provides the most substantial improvement to bicyclists and pedestrians based on the change in LOS score.

Level of Service Analysis

Research Background

There is a general consensus that bicyclists' and pedestrians' sense of safety and comfort within a roadway corridor is based on a complex assortment of factors including traffic characteristics, roadway geometrics, personal safety, security, aesthetics, lighting and amenities, and conditions at intersections. Research has led to the development of two models, one each for bicyclists and pedestrians, which measure the perceptions of personal safety and comfort with respect to motor vehicle traffic. The Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) models (version 2.0) do not measure vehicle flow or capacity, but are based on human responses to measurable roadway and traffic stimuli. Each of the two models were derived from a study that placed participants in actual urban roadway and traffic conditions to obtain feedback regarding the perception of hazard or level of comfort on a variety of different roadway segments. Participants graded roadway segments on a scale from A (least hazardous) to F (most hazardous) based on how safe or comfortable they felt as they bicycled or walked on each segment. While these studies focused on the quality, or level of service, of the roadway links, the conditions at intersections were not addressed.

¹ Landis, Bruce, et al., "Modeling the Roadside Walking Environment: A Pedestrian Level of Service." Transportation Research Board Paper No. 01-0511.

² Landis, Bruce, Venkat R. Vattikuti and Michael T. Brannick, "Real-Time Human Perceptions Toward a Bicycle Level of Service." Transportation Research Record 1578, p.119-126.

The result of the research was the calibration of statistically reliable mathematical models that quantify bicyclists' and pedestrians' perceptions of the quality of service on shared use roadway environments. The two models have been used or adopted by many City and State agencies. Part of the reason for the models' widespread acceptance is that they use the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes.

The BLOS model clearly reflects the effect on bicycling suitability or "compatibility" of factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicle speed and type, and on-street parking. Statistically, the most important variables involved the separation of the bicyclist from motorized traffic, such as the presence of a designated, striped bicycle lane. It is important to note that the BLOS model only represents bicycling suitability of the on-road environment, and does not incorporate separated facilities such as shared use paths/sidepaths or cycle tracks. Further, the model has not been developed to distinguish between shared lane environments without any markings versus those with shared lane markings ("sharrows").

The factors contained in the PLOS model include lateral separation elements between pedestrians and motor vehicle traffic (i.e., width of sidewalk, width of buffer, etc.), as well as motor vehicle traffic volume, and motor vehicle speed. Similar to the BLOS model, the most important variable was found to be the lateral separation between pedestrians and motor vehicle traffic. A pedestrian's sense of safety or comfort is strongly influenced by the presence of a sidewalk. Furthermore, the value of the sidewalk varies according to its location and buffering (separation) from the motor vehicle traffic. In general, as the buffering increases, the pedestrian's comfort level increases.

Additionally, a pedestrian's comfort level increases further with the presence of a barrier within the buffer, such as on-street parking, a line of trees, or a roadside swale. Unlike the BLOS model, the PLOS model can account for the presence of shared-use sidepaths, since they are located adjacent to the roadway and essentially function as wide sidewalks.

The BLOS and PLOS models being used represent a predecessor to the methodologies currently included in the 2010 Highway Capacity Manual (HCM) for link-based evaluation, but are based on essentially the same set of variables and provide similar results.

Sandy Springs Data

An analysis of the existing BLOS and PLOS was conducted within the City limits for all roadways classified as arterials or collectors, in addition to a small number of local roads identified by the City. A total of approximately 98 miles of roadway were evaluated using the BLOS and PLOS models. It is important to note that the BLOS and PLOS were computed for each roadway segment in each direction independently. However, the computed scores in each direction were averaged to provide an overall score for the roadway segment, and that average score was used to determine the roadway segment's letter grade (A to F). The following are a few additional notes about the LOS analysis:

- For the handful of one-way street segments within the City (Johnson Ferry Road and Mount Vernon Highway immediately east of Roswell Road, and Northside Drive and New Northside Drive at I-285), the BLOS was only computed in the direction of travel based on the conditions in

the right-most lane. However, PLOS was computed for both directions because it was assumed that pedestrians may use either side of a one-way street.

- There are five roadway segments evaluated in the City that have on-street parking, including three segments with parallel parking and two segments with 90-degree head-in parking. From observations in the field and from Google Earth aerials, it was noted that the parallel parking was generally not highly utilized, and in both cases the 90-degree head-in parking was adjacent to churches and is presumed to have low utilization on weekdays. The parallel parking also represented only small portions of the roadway segment and could not be considered to be the typical condition along the entire roadway segment. Bicyclists are not anticipated to be impacted by the parallel parking on two of the three segments. On the one-way section of Mount Vernon Road immediately east of Roswell Road, the parallel parking is on the north side of the road, but most cyclists would be using the right-most lane which is on the south side (not adjacent to the parallel parking). On Hammond Drive, the short section of parallel parking is adjacent to a right turn lane, and through bicyclists would most likely occupy the adjacent through lane. Finally, the BLOS methodology does not typically consider angle or 90-degree parking within its roadway cross-section data inputs. For these reasons, the on-street parking was not considered at this time in the BLOS and PLOS evaluations.
- In the PLOS evaluation, the results reflect an estimate of the percentage of sidewalk coverage on each side of the street based on the sidewalk GIS data provided by the City. It should be noted that the current GIS sidewalk data includes “gaps” along roadway segments having complete sidewalks. It is assumed that the gaps are the result of the width associated with driveways or minor/local side streets (perhaps because the GIS data was converted from a previous CADD inventory).
- Pavement condition data was based on the City’s pavement condition index (PCI), which is based on a scoring scale from 0 to 100. Because the BLOS methodology uses FHWA’s present serviceability rating (PSR) scale from 1 to 5 to assess the surface quality of pavements, PCI scores were correlated to an approximate PSR score based on establishing thresholds for the upper values of ranges that generally correspond to pavement description conditions of very good, good, fair, poor, and very poor. It should be noted that very poor pavement condition (PSR values less than 1.5) have a very negative impact on BLOS score – the few roadway segments with very poor pavement condition had BLOS grades of E or F even if conditions otherwise were generally favorable for cycling.

Table A.1 provides a summation of the data showing the total miles and percentage at each level of service, as well as the numeric score thresholds between LOS grades. As shown, the overall conditions in Sandy Springs today can be described as fair to poor for both bicyclists and pedestrians. Only a very small percentage of roadways exemplify outstanding environments for walking or bicycling at LOS “B” or better, while more than 70% of roadway segments have significantly poorer conditions rating LOS “D” or worse. **Table A.2** and **Table A.3** provide the tabular BLOS and PLOS results, respectively.

Table A.1 – City of Sandy Springs BLOS & PLOS Summary

BLOS	Score Threshold	Miles	%	PLOS	Score Threshold	Miles	%
A	≤ 1.5	0.2	0.2%	A	≤ 1.5	0.0	0.0%
B	≤ 2.5	0.8	0.8%	B	≤ 2.5	0.5	0.5%
C	≤ 3.5	19.7	20.0%	C	≤ 3.5	28.2	28.7%
D	≤ 4.5	61.9	62.9%	D	≤ 4.5	55.7	56.6%
E	≤ 5.5	13.9	14.1%	E	≤ 5.5	13.2	13.4%
F	> 5.5	2.0	2.0%	F	> 5.5	0.8	0.8%
Total		98.4	100.0%	Total		98.4	100.0%

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE	S/W Side of Street		AVERAGE	
											W ₁ (ft)	W ₂ (ft)	W _{ps} (ft)					BLOS Score	BLOS Grade	BLOS Score	BLOS Grade
0	NB/EB	ABERNATHY RD	ROSWELL	BRANDON MILL/JOHNSON FERRY	0.64	4	D	19,874	2	35	15	4	0	0	4.1	2.99	C	2.99	C	2.99	C
1	NB/EB	ABERNATHY RD	PEACHTREE DUNWOODY	BARFIELD	0.46	4	U	40,550	2	35	12	0	0	0	4.5	4.37	D	4.48	D	4.43	D
2	NB/EB	BARFIELD RD	MOUNT VERNON	HAMMOND	0.71	2	U	5,144	2	35	15	4	0	0	4.8	2.56	C	2.56	C	2.56	C
3	NB/EB	BRANDON MILL RD	DALRYMPLE	ABERNATHY/JOHNSON FERRY	1.47	2	U	3,760	2	35	10	0	0	0	3.5	3.92	D	3.92	D	3.92	D
4	NB/EB	COLQUITT RD	NORTHDRIDGE	PITTS	0.79	2	U	4,418	2	35	11	0	0	0	4.4	3.74	D	3.74	D	3.74	D
5	NB/EB	DALRYMPLE RD	SPALDING/TROWBRIDGE	ROSWELL	0.35	2	U	9,835	2	35	13	0	0	0	3.9	4.01	D	4.13	D	4.07	D
6	NB/EB	DALRYMPLE RD	ROSWELL	BRANDON MILL	1.15	2	U	8,260	2	35	10	0	0	0	4.1	4.19	D	4.19	D	4.19	D
7	NB/EB	DUNWOODY PL	ROSWELL	ROBERTS	0.72	4	U	15,900	2	35	10	0	0	0	3.8	4.25	D	4.25	D	4.25	D
8	NB/EB	DUNWOODY CLUB DR	HAPPY HOLLOW	CITY LIMITS	0.06	2	U	6,970	2	35	11	0	0	0	3.5	4.19	D	4.07	D	4.13	D
9	NB/EB	DUNWOODY CLUB DR	HAPPY HOLLOW	MOUNT VERNON	0.98	2	U	6,970	2	35	11	0	0	0	2.2	5.02	E	5.02	E	5.02	E
10	NB/EB	DUNWOODY CLUB DR	MOUNT VERNON	SPALDING	2.46	2	U	7,000	2	35	11	0	0	0	4.5	3.94	D	3.94	D	3.94	D
11	NB/EB	GARMON RD	CITY LIMITS	NORTHSIDE	0.19	2	U	1,550	2	35	14	0	0	0	3.5	1.48	A	1.48	A	1.48	A
12	NB/EB	GLENLAKE PKWY	DRIVEWAY	ABERNATHY/BARFIELD	0.70	4	U	11,491	2	35	12	0	0	0	4.2	3.79	D	3.79	D	3.79	D
13	NB/EB	GLENRIDGE DR	GLENRIDGE CONNECTOR	I285E GLENRIDGE OFF RAMP	0.05	6	D	23,290	2	35	12	0	0	0	3.5	4.13	D	2.21	B	3.17	C
14	NB/EB	GLENRIDGE DR	HIGH POINT	NORTHLAND	0.44	2	U	15,512	2	35	15	3	0	0	4.4	3.36	C	4.26	D	3.81	D
15	NB/EB	GLENRIDGE DR	JOHNSON FERRY/GLENAIRY	HAMMOND	0.30	2	U	9,630	2	35	11	0	0	0	4.6	4.10	D	3.86	D	3.98	D
16	NB/EB	GLENRIDGE DR	GLENLAKE	ABERNATHY	0.42	2	U	3,550	2	35	14	0	0	0	4.3	3.01	C	3.01	C	3.01	C
17	NB/EB	GLENRIDGE DR	HAMMOND	I285W GLENRIDGE ON RAMP	0.57	4	D	24,664	2	35	13	0	0	0	3.4	4.24	D	4.36	D	4.30	D
18	NB/EB	GLENRIDGE DR	I285W GLENRIDGE ON RAMP	I285E GLENRIDGE OFF RAMP	0.08	5	D	24,664	2	35	13	0	0	0	3.1	4.16	D	4.29	D	4.23	D
19	NB/EB	GLENRIDGE DR	GLENGATE	MOUNT VERNON	0.51	2	U	5,929	2	35	13	0	0	0	3.7	3.79	D	3.79	D	3.79	D
20	NB/EB	GLENRIDGE DR	SPALDING	GLENLAKE	0.63	2	U	5,447	2	35	14	0	0	0	4.5	3.44	C	3.44	C	3.44	C
21	NB/EB	GLENRIDGE CONNECTOR	JOHNSON FERRY	PEACHTREE DUNWOODY/GLENRIDGE	0.71	6	D	26,558	2	35	11	0	0	0	2.7	4.69	E	4.69	E	4.69	E
22	NB/EB	HAMMOND DR	ROSWELL	SANDY SPRINGS	0.31	4	U	13,713	2	35	12	0	0	0	2.7	4.44	D	4.55	E	4.50	D
23	NB/EB	HAMMOND DR	PEACHTREE DUNWOODY	BARFIELD	0.50	6	U	27,459	2	35	12	0	0	0	4.9	3.90	D	4.02	D	3.96	D
24	NB/EB	HAMMOND DR	LAKE FORREST	MOUNT VERNON	0.23	4	U	8,519	2	35	11	0	0	0	4.9	3.63	D	3.63	D	3.63	D
25	NB/EB	HEARDS FERRY RD	NORTHSIDE/WINTERTHUR	RIVER CHASE	0.76	2	U	7,710	2	35	11	0	0	0	3.5	4.24	D	4.24	D	4.24	D
26	NB/EB	HEARDS FERRY RD	HEARDS CREEK/RAIDER	RIVERSIDE	0.63	2	U	7,882	2	35	11	0	0	0	3.5	4.25	D	4.25	D	4.25	D
27	NB/EB	HIGH POINT RD	NORTHLAND	WINDSOR	0.98	2	U	4,794	2	35	13	0	0	0	4.3	3.54	D	3.54	D	3.54	D
28	NB/EB	HOLCOMB BRIDGE RD	SPALDING	CITY LIMITS	0.47	4	U	45,980	2	35	11	0	0	0	3.5	4.79	E	4.79	E	4.79	E
29	NB/EB	INTERSTATE NORTH PKWY	NORTHSIDE/NEW NORTHSIDE	CITY LIMITS	0.77	2	U	18,359	2	40	16	4	0	0	4.1	3.20	C	3.20	C	3.20	C
30	NB/EB	JOHNSON FERRY RD	MOUNT VERNON	JOHNSON FERRY	0.05	1	O	2,483	2	35	11	0	0	0	4.8	3.67	D	N/A	N/A	3.67	D
31	NB/EB	JOHNSON FERRY RD	LAURIAN WOOD	BARNARD/REDDING	0.11	4	D	25,534	2	35	16	4	0	0	4.1	2.92	C	2.92	C	2.92	C
32	NB/EB	JOHNSON FERRY RD	BARNARD/REDDING	RIVER VALLEY	0.20	4	D	25,534	2	35	16	4	0	0	4.1	2.92	C	2.92	C	2.92	C
33	NB/EB	JOHNSON FERRY RD	RIVERSIDE	LAURIAN WOOD	0.53	4	U	26,090	2	35	16	4	0	0	3.0	3.29	C	3.29	C	3.29	C
34	NB/EB	JOHNSON FERRY RD	PEACHTREE DUNWOODY	GLENRIDGE CONNECTOR	0.55	4	U	22,044	2	35	11	0	0	0	4.2	4.24	D	4.24	D	4.24	D
35	NB/EB	JOHNSON FERRY RD	SANDY SPRINGS CIR	ABERNATHY	0.79	2	U	17,615	2	35	11	0	0	0	3.8	4.55	E	4.55	E	4.55	E
36	NB/EB	JOHNSON FERRY RD	OLD JOHNSON FERRY	PEACHTREE DUNWOODY	0.29	4	U	15,031	2	35	12	0	0	0	3.3	4.15	D	4.15	D	4.15	D
37	NB/EB	JOHNSON FERRY RD	GLENRIDGE/GLENAIRY	MOUNT VERNON	0.54	2	U	4,966	2	35	10	0	0	0	4.3	3.90	D	3.90	D	3.90	D
38	NB/EB	LAKE FORREST DR	NORTHWOOD	MOUNT PARAN	1.15	2	U	9,274	2	35	10	0	0	0	4.6	4.19	D	4.19	D	4.19	D
39	NB/EB	LAKE HEARN DR	PEACHTREE DUNWOODY	CITY LIMITS	0.27	2	U	7,134	2	35	11	0	0	0	3.6	4.17	D	4.17	D	4.17	D
40	NB/EB	LONG ISLAND DR	MOUNT VERNON	LONG GROVE	0.06	2	U	2,340	2	35	12	1	0	0	4.4	2.58	C	2.33	B	2.46	B
41	NB/EB	LONG ISLAND DR	LONG GROVE	MOUNT PARAN	2.07	2	U	2,340	2	35	10	0	0	0	4.8	2.95	C	2.95	C	2.95	C
42	NB/EB	MOUNT PARAN RD	CONWAY	CITY LIMITS	1.02	2	U	7,478	2	35	11	0	0	0	3.6	4.19	D	4.19	D	4.19	D
43	NB/EB	MOUNT VERNON HWY	DUNWOODY CLUB	DUNWOODY CLUB	0.19	3	U	6,970	2	35	12	0	0	0	4.8	3.44	C	3.44	C	3.44	C
44	NB/EB	MOUNT VERNON HWY	NORTHSIDE	POWERS FERRY/DUPREE	0.69	2	U	2,820	2	35	12	0	0	0	3.8	3.02	C	3.02	C	3.02	C
45	NB/EB	MOUNT VERNON HWY	SANDY SPRINGS	ROSWELL	0.21	2	U	6,679	2	35	12	0	0	0	4.7	3.77	D	3.77	D	3.77	D
46	NB/EB	MOUNT VERNON HWY	ABERNATHY/PERIMETER	PEACHTREE DUNWOODY	0.14	4	D	18,556	2	35	11	0	0	0	4.8	4.06	D	3.94	D	4.00	D
47	NB/EB	MOUNT VERNON HWY	LISA	PARK	0.26	2	U	23,699	2	35	13	0	0	0	3.5	4.57	E	4.69	E	4.63	E
48	NB/EB	MOUNT VERNON HWY	GLENRIDGE	JOHNSON FERRY	0.58	2	U	10,485	2	35	15	0	0	0	4.5	3.63	D	3.63	D	3.63	D
49	NB/EB	MOUNT VERNON RD	SPALDING	DUNWOODY CLUB	0.68	2	U	7,513	2	35	10	0	0	0	4.5	4.08	D	4.08	D	4.08	D
50	NB/EB	NEW NORTHSIDE DR	POWERS FERRY	NORTHSIDE	0.15	3	O	6,235	2	35	11	0	0	0	3.9	3.96	D	N/A	N/A	3.96	D
51	NB/EB	NORTHLAND DR	HIGH POINT	WINDSOR	1.01	2	U	2,477	2	35	11	0	0	0	4.1	2.93	C	2.93	C	2.93	C
52	NB/EB	NORTHLAND DR	GLENRIDGE	HIGH POINT	0.42	2	U	3,030	2	35	10	0	0	0	4.2	3.42	C	3.42	C	3.42	C
53	NB/EB	NORTHDRIDGE RD	DUNWOODY/GA400S NORTHDRIDGE OFF RAMP	COLQUITT	0.24	5	U	28,234	2	35	12	0	0	0	3.6	4.19	D	4.19	D	4.19	D
54	NB/EB	NORTHSIDE DR	GARMON	CITY LIMITS	0.90	2	U	3,224	2	35	15	2	0	0	2.4	3.46	C	2.88	C	3.17	C
55	NB/EB	NORTHSIDE DR	NEW NORTHSIDE	MOUNT VERNON	0.41	2	U	6,884	2	35	14	4	0	0	4.3	2.95	C	2.95	C	2.95	C

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE	S/W Side of Street		AVERAGE	
											W _l (ft)	W _i (ft)	W _{ps} (ft)					BLOS Score	BLOS Grade	BLOS Score	BLOS Grade
56	NB/EB	NORTHSIDE DR	INTERSTATE NORTH/NEW NORTHSIDE	I285E NORTHSIDE OFF RAMP	0.19	3	O	8,330	2	35	12	0	0	0	4.0	3.95	D	N/A	N/A	3.95	D
57	NB/EB	NORTHSIDE DR	MOUNT VERNON	GARMON	1.46	2	U	5,530	2	35	15	4	0	0	4.5	2.62	C	2.62	C	2.62	C
58	NB/EB	NORTHSIDE DR	WINTERTHUR/HEARDS FERRY	RIVEREDGE	0.48	2	U	4,294	2	35	13	2	0	0	4.6	3.46	C	3.46	C	3.46	C
59	NB/EB	PEACHTREE DUNWOODY RD	GLENRIDGE CONNECTOR	WINDSOR	1.38	2	U	15,820	2	35	12	0	0	0	3.9	4.37	D	4.37	D	4.37	D
60	NB/EB	PEACHTREE DUNWOODY RD	HAMMOND	LAKE HEARN	0.46	4	D	32,626	2	35	12	0	0	0	3.6	4.47	D	4.47	D	4.47	D
61	NB/EB	PEACHTREE DUNWOODY RD	MOUNT VERNON	CENTRAL PARK	0.56	4	D	19,253	2	35	13	0	0	0	3.4	4.11	D	4.24	D	4.18	D
62	NB/EB	PEACHTREE DUNWOODY RD	ROBERTS	PARK	0.73	2	U	13,339	2	35	10	0	0	0	4.4	4.40	D	4.40	D	4.40	D
63	NB/EB	PERIMETER CTR	CITY LIMITS	MOUNT VERNON/ABERNATHY	0.33	4	D	27,266	2	45	15	4	0	0	3.3	3.54	D	3.54	D	3.54	D
64	NB/EB	PITTS RD	COLQUITT	ROSWELL	0.45	2	U	7,190	2	35	11	0	0	0	4.9	3.89	D	4.00	D	3.95	D
65	NB/EB	POWERS FERRY RD	DUPREE	HEARDS	0.77	2	U	4,913	2	35	11	0	0	0	4.3	3.79	D	3.11	C	3.45	C
66	NB/EB	POWERS FERRY RD	RAIDER	MOUNT VERNON	0.40	2	U	5,546	2	35	11	0	0	0	4.5	3.82	D	3.82	D	3.82	D
67	NB/EB	POWERS FERRY RD	CITY LIMITS	NORTHSIDE	0.73	3	U	16,209	2	35	12	0	0	0	4.4	3.93	D	4.15	D	4.04	D
68	NB/EB	POWERS FERRY RD	CREST VALLEY	MOUNT PARAN	1.06	2	U	5,930	2	35	11	0	0	0	3.2	4.19	D	4.19	D	4.19	D
69	NB/EB	RAIDER DR	HEARDS FERRY	POWERS FERRY	0.42	2	U	5,546	2	25	13	0	0	0	4.3	3.26	C	3.26	C	3.26	C
70	NB/EB	RIVER VALLEY RD	AMBERIDGE	JOHNSON FERRY	0.21	2	U	5,640	2	35	14	4	0	0	4.5	2.82	C	2.82	C	2.82	C
71	NB/EB	RIVER VALLEY RD	RIVERSIDE	AMBERIDGE	1.04	2	U	6,010	2	35	15	4	0	0	4.6	2.66	C	2.66	C	2.66	C
72	NB/EB	RIVERSIDE DR	JOHNSON FERRY	RIVER VALLEY	1.60	2	U	13,410	2	35	13	2	0	0	3.7	4.20	D	4.20	D	4.20	D
73	NB/EB	RIVERSIDE DR	DALRYMPLE/WILDERCLIFF	BREAKWATER RIDGE	1.19	2	U	5,989	2	35	14	2	0	0	4.6	3.49	C	3.49	C	3.49	C
74	NB/EB	ROBERTS DR	ROSWELL	1000ft N/O SUMMER CROSSING	0.99	2	U	3,198	2	35	12	1	0	0	4.5	3.11	C	3.11	C	3.11	C
75	NB/EB	ROBERTS DR	1000ft N/O SUMMER CROSSING	DUNWOODY	1.21	2	U	4,556	2	35	12	1	0	0	4.1	3.67	D	3.67	D	3.67	D
76	NB/EB	ROBERTS DR	NORTHTRIDGE	SPALDING	0.80	2	U	17,860	2	35	12	0	0	0	4.1	4.37	D	4.37	D	4.37	D
77	NB/EB	ROSWELL RD	TAHOMA	PITTS	0.08	4	U	36,420	2	45	10	0	0	0	4.3	4.73	E	4.73	E	4.73	E
78	NB/EB	ROSWELL RD	LAKE PLACID	BROAD/WENTWORTH	0.32	4	U	38,573	2	35	10	0	0	0	4.2	4.63	E	4.63	E	4.63	E
79	NB/EB	ROSWELL RD	OSNER	HARDEMAN	0.16	4	U	32,225	2	35	11	0	0	0	3.9	4.50	D	4.50	D	4.50	D
80	NB/EB	ROSWELL RD	0.2 MI S/O MORGAN FALLS	CIMARRON	0.33	4	U	29,240	2	45	10	0	0	0	4.2	4.65	E	4.65	E	4.65	E
81	NB/EB	ROSWELL RD	MYSTIC	DRIVEWAY	0.12	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D	4.40	D	4.40	D
82	NB/EB	ROSWELL RD	HAMMOND	LAKE PLACID	0.70	4	U	40,632	2	35	11	0	0	0	3.5	4.73	E	4.73	E	4.73	E
83	NB/EB	ROSWELL RD	GLENRIDGE	MOUNT PARAN	0.34	4	U	33,530	2	35	11	0	0	0	3.8	4.52	E	4.52	E	4.52	E
84	NB/EB	ROSWELL RD	HARDEMAN	LONG ISLAND	0.32	4	U	32,225	2	35	11	0	0	0	4.0	4.46	D	4.46	D	4.46	D
85	NB/EB	ROSWELL RD	MYSTIC PINE	WINDSOR	0.30	4	U	32,411	2	35	11	0	0	0	4.2	4.43	D	4.43	D	4.43	D
86	NB/EB	ROSWELL RD	PITTS	0.2 MI S/O MORGAN FALLS	0.82	4	U	36,420	2	45	10	0	0	0	4.2	4.76	E	4.76	E	4.76	E
87	NB/EB	ROSWELL RD	NORTHTRIDGE	TAHOMA	0.43	4	U	36,420	2	45	11	0	0	0	4.6	4.59	E	4.59	E	4.59	E
88	NB/EB	ROSWELL RD	HANOVER PARK/DUNWOODY	NORTHTRIDGE PKWY	0.91	4	U	32,160	2	45	11	0	0	0	3.5	4.78	E	4.78	E	4.78	E
89	NB/EB	ROSWELL RD	CITY LIMITS	ROBERTS	0.18	4	U	35,310	2	45	13	0	0	0	4.1	4.40	D	4.40	D	4.40	D
90	NB/EB	SANDY SPRINGS CIR	ROSWELL	JOHNSON FERRY	0.23	4	U	8,510	2	35	12	0	0	0	3.3	3.86	D	3.98	D	3.92	D
91	NB/EB	SANDY SPRINGS CIR	MOUNT VERNON	HAMMOND	0.34	4	U	9,800	2	35	11	0	0	0	4.1	3.82	D	3.82	D	3.82	D
92	NB/EB	SPALDING DR	OLD DOMINION	TYNECASTLE	2.38	2	U	4,998	2	35	11	0	0	0	3.5	4.02	D	4.02	D	4.02	D
93	NB/EB	SPALDING DR	DUNWOODY/AUDEN	CITY LIMITS	0.21	2	U	11,633	2	35	12	0	0	0	4.4	4.11	D	4.11	D	4.11	D
94	NB/EB	SPALDING DR	HOLCOMB BRIDGE	RIVER EXCHANGE	0.34	3	U	18,250	2	35	12	0	0	0	3.7	4.13	D	4.13	D	4.13	D
95	NB/EB	SPALDING DR	SPALDING SPRINGS	ROBERTS	0.22	2	U	7,835	2	35	12	0	0	0	4.6	3.88	D	3.88	D	3.88	D
96	NB/EB	SPALDING DR	PEACHTREE DUNWOODY	DUNWOODY/AUDEN	0.39	2	U	11,633	2	35	12	0	0	0	4.5	4.08	D	4.08	D	4.08	D
97	NB/EB	SPALDING DR	NESBIT FERRY	MOUNT VERNON	1.03	2	U	12,240	2	35	12	0	0	0	4.6	4.11	D	4.11	D	4.11	D
98	NB/EB	SPALDING DR	GLENRIDGE	ROSWELL	0.51	2	U	3,773	2	35	15	4	0	0	4.6	2.25	B	2.25	B	2.25	B
99	NB/EB	TROWBRIDGE RD	ROSWELL	SPALDING/DALRYMPLE	0.56	2	U	7,037	2	30	13	0	0	0	4.4	3.60	D	3.60	D	3.60	D
100	NB/EB	WINDSOR PKWY	HIGH POINT	ROSWELL	0.80	2	U	9,060	2	35	11	0	0	0	4.1	4.14	D	4.02	D	4.08	D
101	NB/EB	WINTERS CHAPEL RD	SPALDING	CITY LIMITS	0.48	2	U	11,256	2	40	11	0	0	0	2.7	4.90	E	4.90	E	4.90	E
102	NB/EB	SPALDING DR	DUNWOODY CLUB	ROBERTS	0.03	2	U	8,264	2	35	11	0	0	0	4.6	4.02	D	4.02	D	4.02	D
103	NB/EB	ROBERTS DR	SPALDING	CITY LIMITS	0.18	2	U	17,860	2	35	11	0	0	0	4.1	4.48	D	4.37	D	4.43	D
104	NB/EB	NORTHTRIDGE RD	ROBERTS	DUNWOODY/GA400S NORTHTRIDGE OFF RAMP	0.14	4	U	28,234	2	35	11	0	0	0	3.2	4.64	E	4.64	E	4.64	E
105	NB/EB	NORTHTRIDGE RD	COLQUITT	ROSWELL	0.17	4	U	22,900	2	35	14	0	0	0	4.2	3.88	D	3.88	D	3.88	D
106	NB/EB	DUNWOODY PL	ROBERTS	NORTHTRIDGE	0.57	4	U	27,414	2	35	11	0	0	0	4.9	4.22	D	4.22	D	4.22	D
107	NB/EB	ROSWELL RD	DRIVEWAY	HANOVER PARK/DUNWOODY	0.24	4	U	35,310	2	45	12	0	0	0	4.5	4.46	D	3.38	C	3.92	D
108	NB/EB	SPALDING DR	CITY LIMITS	PITTS	0.18	2	U	9,830	2	35	11	0	0	0	4.4	4.14	D	4.14	D	4.14	D
109	NB/EB	ROSWELL RD	CIMARRON	TROWBRIDGE	0.14	4	U	29,240	2	45	11	0	0	0	4.2	4.55	E	4.55	E	4.55	E
110	NB/EB	ROSWELL RD	TROWBRIDGE	DALRYMPLE	0.32	4	U	28,640	2	45	11	0	0	0	3.9	4.61	E	4.61	E	4.61	E
111	NB/EB	ROSWELL RD	DALRYMPLE	SPALDING	0.75	4	U	30,290	2	45	11	0	0	0	4.3	4.53	E	4.53	E	4.53	E

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE	S/W Side of Street		AVERAGE	
											W _l (ft)	W _r (ft)	W _{ps} (ft)					BLOS Score	BLOS Grade	BLOS Score	BLOS Grade
112	NB/EB	ROSWELL RD	SPALDING	ABERNATHY	0.77	4	U	36,380	2	45	10	0	0	0	2.7	5.32	E	5.32	E	5.32	E
113	NB/EB	ROSWELL RD	ABERNATHY	SANDY SPRINGS	0.73	4	U	34,982	2	35	11	0	0	0	4.1	4.47	D	4.47	D	4.47	D
114	NB/EB	ROSWELL RD	JOHNSON FERRY	MOUNT VERNON	0.07	4	U	32,180	2	35	11	0	0	0	3.4	4.62	E	4.72	E	4.67	E
115	NB/EB	ROSWELL RD	MOUNT VERNON	HAMMOND	0.35	4	U	32,180	2	35	10	0	0	0	3.5	4.72	E	4.72	E	4.72	E
116	NB/EB	JOHNSON FERRY RD	ROSWELL	SANDY SPRINGS CIR	0.23	4	U	7,450	2	35	11	0	0	0	4.3	3.56	D	3.56	D	3.56	D
117	NB/EB	RIVERSIDE DR	RIVER VALLEY	HEARDS FERRY	0.37	2	U	19,624	2	35	11	0	0	0	4.2	4.53	E	4.53	E	4.53	E
118	NB/EB	RIVERSIDE DR	HEARDS FERRY	MOUNT VERNON	0.78	2	U	5,020	2	35	11	0	0	0	3.6	3.98	D	3.98	D	3.98	D
119	NB/EB	JOHNSON FERRY RD	RIVER VALLEY	BRANDON MILL/ABERNATHY	0.18	4	U	19,874	2	35	16	4	0	0	4.5	2.73	C	2.73	C	2.73	C
120	NB/EB	SPALDING DR	TROWBRIDGE/DALRYMPLE	GLENRIDGE	0.51	2	U	6,189	2	35	15	4	0	0	3.5	2.93	C	2.93	C	2.93	C
121	NB/EB	GLENRIDGE DR	ABERNATHY	GLENGATE	0.16	2	U	5,929	2	25	13	0	0	0	4.2	3.33	C	3.33	C	3.33	C
122	NB/EB	MOUNT VERNON HWY	PEACHTREE DUNWOODY	BARFIELD	0.36	4	U	11,750	2	35	11	0	0	0	4.7	3.82	D	3.82	D	3.82	D
123	NB/EB	MOUNT VERNON HWY	BARFIELD	GLENRIDGE	0.43	2	U	13,390	2	35	11	0	0	0	4.5	4.27	D	4.27	D	4.27	D
124	NB/EB	PEACHTREE DUNWOODY RD	WINDSOR	CITY LIMITS	0.51	2	U	11,711	2	35	12	0	0	0	2.4	4.99	E	4.87	E	4.93	E
125	NB/EB	PEACHTREE DUNWOODY RD	JOHNSON FERRY	GLENRIDGE CONNECTOR	0.29	4	U	21,210	2	35	12	0	0	0	2.5	4.83	E	4.83	E	4.83	E
126	NB/EB	HIGH POINT RD	TAMARISK	NORTHLAND	0.32	2	U	5,822	2	35	12	0	0	0	4.6	3.73	D	3.73	D	3.73	D
127	NB/EB	WINDSOR PKWY	CITY LIMITS	CRESTWICKE	0.34	2	U	9,107	2	35	11	0	0	0	4.7	4.05	D	4.05	D	4.05	D
128	NB/EB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.24	3	U	8,350	2	35	12	0	0	0	4.3	3.60	D	3.60	D	3.60	D
129	NB/EB	WINDSOR PKWY	NORTHLAND	HIGH POINT	0.47	2	U	8,705	2	35	11	0	0	0	4.4	4.08	D	4.08	D	4.08	D
130	NB/EB	LAKE FORREST DR	MOUNT VERNON	HAMMOND	0.21	4	U	8,857	2	35	11	0	0	0	3.3	4.00	D	4.00	D	4.00	D
131	NB/EB	LAKE FORREST DR	MOUNT PARAN	LONG ISLAND	0.32	2	U	7,954	2	35	11	0	0	0	4.6	4.00	D	4.00	D	4.00	D
132	NB/EB	LAKE FORREST DR	LONG ISLAND	CITY LIMITS	0.87	2	U	7,954	2	35	12	0	0	0	4.4	3.92	D	3.92	D	3.92	D
133	NB/EB	MOUNT PARAN RD	ROSWELL	LAKE FORREST	0.46	2	U	5,981	2	35	11	0	0	0	4.6	3.86	D	3.86	D	3.86	D
134	NB/EB	MOUNT PARAN RD	LAKE FORREST	LONG ISLAND	0.43	2	U	6,360	2	35	10	0	0	0	4.8	3.97	D	3.97	D	3.97	D
135	NB/EB	MOUNT PARAN RD	LONG ISLAND	POWERS FERRY	0.42	2	U	9,306	2	35	11	0	0	0	4.3	4.12	D	4.12	D	4.12	D
136	NB/EB	MOUNT VERNON HWY	POWERS FERRY/DUPREE	POWERS FERRY/MOUNT VERNON	0.43	2	U	6,118	2	35	13	0	0	0	3.4	3.88	D	3.88	D	3.88	D
137	NB/EB	HEARDS FERRY RD	RIVERSIDE	MOUNT VERNON	0.59	2	U	6,830	2	35	11	0	0	0	3.5	4.18	D	4.18	D	4.18	D
138	NB/EB	HEARDS FERRY RD	RIVER CHASE	HEARDS CREEK/RAIDER	0.38	2	U	7,710	2	35	11	0	0	0	3.5	4.24	D	4.24	D	4.24	D
139	NB/EB	MOUNT VERNON HWY	POWERS FERRY	RIVERSIDE	0.08	2	U	9,416	2	35	11	0	0	0	4.2	4.16	D	4.16	D	4.16	D
140	NB/EB	MOUNT VERNON HWY	RIVERSIDE	HEARDS FERRY	0.95	2	U	9,416	2	35	11	0	0	0	3.7	4.26	D	4.26	D	4.26	D
141	NB/EB	MOUNT VERNON HWY	HEARDS FERRY	LONG ISLAND	0.32	2	U	11,450	2	35	12	0	0	0	4.6	4.08	D	4.08	D	4.08	D
142	NB/EB	MOUNT VERNON HWY	LONG ISLAND	HAMMOND	0.10	3	U	14,730	2	35	11	0	0	0	4.8	3.93	D	3.93	D	3.93	D
143	NB/EB	MOUNT VERNON HWY	HAMMOND	LAKE FORREST	0.31	2	U	7,236	2	35	11	0	0	0	4.6	3.95	D	3.95	D	3.95	D
144	NB/EB	MOUNT VERNON HWY	LAKE FORREST	SANDY SPRINGS	0.26	2	U	7,236	2	35	12	0	0	0	4.8	3.81	D	3.81	D	3.81	D
145	NB/EB	ROSWELL RD	LONG ISLAND	FRANKLIN	0.13	4	U	33,070	2	35	11	0	0	0	4.2	4.44	D	4.44	D	4.44	D
146	NB/EB	ROSWELL RD	MOUNT PARAN	OSNER	0.19	4	U	32,225	2	35	11	0	0	0	4.1	4.43	D	4.43	D	4.43	D
147	NB/EB	GLENRIDGE DR	NORTHLAND	ROSWELL	0.49	2	U	16,469	2	35	14	0	0	0	4.1	4.06	D	4.06	D	4.06	D
148	NB/EB	GLENRIDGE DR	GLENRIDGE CONNECTOR	JOHNSON FERRY	0.18	3	D	16,940	2	35	13	0	0	0	3.8	3.94	D	3.94	D	3.94	D
149	NB/EB	ROSWELL RD	BROAD/WENTWORTH	GLENRIDGE	0.16	4	U	38,573	2	35	11	0	0	0	4.2	4.52	E	4.52	E	4.52	E
150	NB/EB	GLENRIDGE CONNECTOR	GLENRIDGE	JOHNSON FERRY	0.14	6	D	23,290	2	35	13	0	0	0	3.7	3.93	D	3.93	D	3.93	D
151	NB/EB	GLENRIDGE DR	JOHNSON FERRY	HIGH POINT	0.04	4	D	16,940	2	35	13	0	0	0	4.1	3.86	D	3.86	D	3.86	D
152	NB/EB	PEACHTREE DUNWOODY RD	HOLLIS COBB	JOHNSON FERRY	0.24	4	D	21,330	2	35	11	0	0	0	4.2	4.22	D	4.22	D	4.22	D
153	NB/EB	PEACHTREE DUNWOODY RD	ABERNATHY	MOUNT VERNON	0.14	4	D	24,198	2	35	12	0	0	0	3.8	4.24	D	4.24	D	4.24	D
154	NB/EB	ABERNATHY RD	MOUNT VERNON/PERIMETER	PEACHTREE DUNWOODY	0.11	4	D	38,944	2	45	11	0	0	0	4.6	4.63	E	4.63	E	4.63	E
155	NB/EB	PITTS RD	SPALDING	COLQUITT	0.26	2	U	7,630	2	35	11	0	0	0	4.4	4.02	D	4.02	D	4.02	D
156	NB/EB	JOHNSON FERRY RD	CITY LIMITS	RIVERSIDE	0.11	4	U	45,162	2	35	16	4	0	0	4.2	3.21	C	3.21	C	3.21	C
157	NB/EB	SANDY SPRINGS CIR	JOHNSON FERRY	MOUNT VERNON	0.19	4	U	18,332	2	35	12	0	0	0	4.3	4.00	D	4.00	D	4.00	D
158	NB/EB	ROSWELL RD	SANDY SPRINGS	JOHNSON FERRY	0.12	4	U	35,211	2	35	11	0	0	0	3.7	4.58	E	4.58	E	4.58	E
159	NB/EB	HAMMOND DR	SANDY SPRINGS	LAKE FORREST	0.16	4	U	10,720	2	35	11	0	0	0	4.5	3.81	D	3.81	D	3.81	D
160	NB/EB	HAMMOND DR	GREENBRIER	BOYLSTON	0.63	2	U	14,393	2	35	11	0	0	0	4.3	4.34	D	4.34	D	4.34	D
161	NB/EB	HAMMOND DR	BARFIELD	GLENRIDGE	0.23	4	U	26,120	2	35	10	0	0	0	4.8	4.33	D	4.33	D	4.33	D
162	NB/EB	HAMMOND DR	CITY LIMITS	PEACHTREE DUNWOODY	0.21	4	U	17,343	2	35	12	0	0	0	4.1	4.00	D	4.00	D	4.00	D
163	NB/EB	GLENRIDGE DR	AUTUMN GLEN	JOHNSON FERRY/GLENAIRY	0.20	2	U	7,553	2	25	15	0	0	0	4.8	3.07	C	3.07	C	3.07	C
164	NB/EB	MOUNT VERNON HWY	JOHNSON FERRY	JOHNSON FERRY	0.04	2	U	10,485	2	35	12	0	0	0	4.5	4.03	D	4.03	D	4.03	D
165	NB/EB	JOHNSON FERRY RD	MOUNT VERNON	ROSWELL	0.14	2	O	6,004	2	35	13	0	0	0	2.7	4.54	E	N/A	N/A	4.54	E
166	NB/EB	GLENRIDGE DR	MOUNT VERNON	AUTUMN GLEN	0.13	2	U	7,553	2	35	14	0	0	0	4.1	3.67	D	3.67	D	3.67	D
167	NB/EB	ABERNATHY RD	GLENRIDGE	ROSWELL	0.68	4	D	31,150	2	45	11	0	0	0	2.7	5.14	E	5.14	E	5.14	E

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE	S/W Side of Street		AVERAGE	
											W ₁ (ft)	W ₂ (ft)	W _{ps} (ft)					BLOS Score	BLOS Grade	BLOS Score	BLOS Grade
168	NB/EB	ABERNATHY RD	BARFIELD	GLENRIDGE	0.34	4	D	36,115	2	45	11	0	0	0	4.3	4.62	E	4.62	E	4.62	E
169	NB/EB	DALRYMPLE RD	BRANDON MILL	WILDERCLIFF	0.09	2	U	5,989	2	35	12	0	0	0	4.3	3.78	D	3.78	D	3.78	D
170	NB/EB	BARFIELD RD	ABERNATHY	MOUNT VERNON	0.34	4	U	7,620	2	35	10	0	0	0	4.1	3.75	D	3.75	D	3.75	D
171	NB/EB	LONG ISLAND DR	MOUNT PARAN	LAKE FORREST	0.34	2	U	5,246	2	35	11	0	0	0	3.0	4.22	D	4.22	D	4.22	D
172	NB/EB	LONG ISLAND DR	LAKE FORREST	ROSWELL	0.36	2	U	5,246	2	35	12	0	0	0	4.3	3.71	D	3.71	D	3.71	D
173	NB/EB	POWERS FERRY RD	MOUNT PARAN	CITY LIMITS	0.65	2	U	3,598	2	35	12	0	0	0	4.7	3.31	C	3.31	C	3.31	C
174	NB/EB	ROSWELL RD	WINDSOR	MEADOWBROOK	0.05	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D	4.40	D	4.40	D
175	NB/EB	SPALDING DR	PEACHTREE DUNWOODY	TROWBRIDGE/SPALDLING	0.28	2	U	11,630	2	35	11	0	0	0	4.5	4.20	D	4.20	D	4.20	D
176	NB/EB	POWERS FERRY RD	NEW NORTHSIDE	BRICKSTONE	0.17	2	U	9,287	2	35	12	0	0	0	4.2	4.04	D	4.04	D	4.04	D
177	NB/EB	POWERS FERRY RD	NORTHSIDE	NEW NORTHSIDE	0.08	3	U	9,287	2	35	11	0	0	0	4.2	3.80	D	3.80	D	3.80	D
178	NB/EB	NORTHSIDE DR	I285E NORTHSIDE OFF RAMP	POWERS FERRY	0.09	3	O	8,330	2	35	12	0	0	0	4.0	3.95	D	N/A	N/A	3.95	D
179	NB/EB	NORTHSIDE DR	POWERS FERRY	NEW NORTHSIDE	0.13	2	O	6,235	2	35	19	0	0	0	4.2	3.04	C	N/A	N/A	3.04	C
180	NB/EB	MOUNT VERNON HWY	ROSWELL	JOHNSON FERRY	0.13	2	O	6,720	2	35	10	0	0	0	2.1	5.60	F	N/A	N/A	5.60	F
181	NB/EB	JOHNSON FERRY RD	GLENRIDGE CONNECTOR	GLENRIDGE	0.14	4	U	16,940	2	35	11	0	0	0	4.1	4.10	D	3.99	D	4.05	D
182	NB/EB	PEACHTREE DUNWOODY RD	CENTRAL PARK	HAMMOND	0.35	4	D	19,253	2	35	12	0	0	0	2.2	5.07	E	5.07	E	5.07	E
183	NB/EB	JOHNSON FERRY RD	CITY LIMITS	OLD JOHNSON FERRY	0.24	2	U	13,290	2	35	12	0	0	0	3.3	4.45	D	4.45	D	4.45	D
184	NB/EB	MOUNT PARAN RD	POWERS FERRY	CONWAY	0.17	2	U	8,392	2	35	11	0	0	0	4.8	4.00	D	4.00	D	4.00	D
185	NB/EB	POWERS FERRY RD	BRICKSTONE	DUPREE	0.29	2	U	5,059	2	35	13	0	0	0	2.7	4.16	D	4.16	D	4.16	D
186	NB/EB	GLENLAKE PKWY	GLENRIDGE	DRIVEWAY	0.29	3	U	3,550	2	35	16	0	0	0	4.3	2.60	C	3.04	C	2.82	C
187	NB/EB	MOUNT VERNON HWY	PARK	ABERNATHY/PERIMETER	0.21	4	D	22,250	2	35	12	0	0	0	4.2	4.13	D	4.13	D	4.13	D
188	NB/EB	NEW NORTHSIDE DR	NORTHSIDE	NEW NORTHSIDE NW	0.17	5	U	15,410	2	35	12	0	0	0	3.5	3.92	D	3.92	D	3.92	D
189	NB/EB	NEW NORTHSIDE DR	NEW NORTHSIDE NW	I-285 SB RAMPS	0.07	4	D	15,410	2	35	12	0	0	0	3.5	4.13	D	4.24	D	4.19	D
190	NB/EB	NEW NORTHSIDE DR	I-285 SB RAMPS	I-285 NB RAMPS	0.09	3	O	10,823	2	35	12	0	0	0	0.7	18.09	F	N/A	N/A	18.09	F
191	NB/EB	NEW NORTHSIDE DR	I-285 NB RAMPS	POWERS FERRY	0.15	4	O	10,823	2	35	12	0	0	0	4.1	4.05	D	N/A	N/A	4.05	D
192	NB/EB	NORTHSIDE DR	RIVEREDGE	INTERSTATE NORTH/NEW NORTHSIDE	0.14	3	U	6,312	2	35	11	0	0	0	4.8	3.51	D	3.51	D	3.51	D
193	NB/EB	POWERS FERRY RD	DUPREE/MOUNT VERNON	CREST VALLEY	0.66	2	U	7,475	2	35	11	0	0	0	4.6	3.97	D	3.97	D	3.97	D
194	NB/EB	RIVERSIDE DR	BREAKWATER RIDGE	JOHNSON FERRY	0.29	2	U	5,287	2	35	12	1	0	0	4.8	3.66	D	3.66	D	3.66	D
195	NB/EB	ROSWELL RD	FRANKLIN	MYSTIC	0.05	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D	4.40	D	4.40	D
196	NB/EB	ROSWELL RD	DRIVEWAY	MYSTIC PINE	0.06	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D	4.40	D	4.40	D
197	NB/EB	ROSWELL RD	NORTHDRIDGE PKWY	NORTHDRIDGE RD	0.18	4	D	30,160	2	45	11	0	0	0	4.1	4.56	E	4.56	E	4.56	E
198	NB/EB	ROSWELL RD	ROBERTS	DRIVEWAY	0.16	4	U	35,310	2	45	11	0	0	0	4.1	4.64	E	4.64	E	4.64	E
199	NB/EB	WINDSOR PKWY	CRESTWICKE	PEACHTREE DUNWOODY	0.07	2	U	8,340	2	35	12	0	0	0	4.8	3.88	D	4.00	D	3.94	D
200	NB/EB	SPALDING DR	MOUNT VERNON	SPALDING HEIGHTS	0.13	2	U	5,753	2	35	12	0	0	0	4.6	3.72	D	3.72	D	3.72	D
201	NB/EB	SPALDING DR	SPALDING HEIGHTS	JETT FERRY	0.62	2	U	5,753	2	35	11	0	0	0	4.3	3.87	D	3.87	D	3.87	D
202	NB/EB	SPALDING DR	JETT FERRY	SAGEBRUSH	0.27	2	U	5,699	2	35	11	0	0	0	3.5	4.08	D	4.08	D	4.08	D
203	NB/EB	SPALDING DR	SAGEBRUSH	OLD COBBLESTONE	0.06	2	U	5,699	2	35	14	3	0	0	3.5	3.24	C	3.84	D	3.54	D
204	NB/EB	SPALDING DR	OLD COBBLESTONE	OLD DOMINION	0.14	2	U	5,699	2	35	11	0	0	0	3.5	4.08	D	3.84	D	3.96	D
205	NB/EB	SPALDING DR	TYNECASTLE	GATED DRIVEWAY	0.28	2	U	8,264	2	35	11	0	0	0	4.2	4.09	D	4.09	D	4.09	D
206	NB/EB	SPALDING DR	GATED DRIVEWAY	KENSTONE	0.04	2	U	8,264	2	35	11	0	0	0	4.6	4.02	D	4.02	D	4.02	D
207	NB/EB	SPALDING DR	KENSTONE	DUNWOODY CLUB	0.27	2	U	8,264	2	35	11	0	0	0	4.6	4.02	D	4.02	D	4.02	D
208	NB/EB	POWERS FERRY RD	MOUNT PARAN	DUDLEY	0.09	2	U	4,034	2	35	12	0	0	0	3.4	3.80	D	3.80	D	3.80	D
209	NB/EB	SPALDING DR	RIVER EXCHANGE	WINTERS CHAPEL	0.28	2	U	18,250	2	35	11	0	0	0	3.7	4.60	E	4.60	E	4.60	E
210	NB/EB	SPALDING DR	PITTS	SPALDING SPRINGS	0.12	2	U	7,835	2	35	12	0	0	0	4.4	3.92	D	3.92	D	3.92	D
211	NB/EB	SPALDING DR	SPALDING LAKE	NESBIT FERRY	0.25	2	U	15,245	2	35	12	0	0	0	3.7	4.39	D	4.39	D	4.39	D
212	NB/EB	HIGH POINT RD	GLENRIDGE	TAMARISK	0.30	2	U	5,822	2	35	12	0	0	0	4.2	3.80	D	3.80	D	3.80	D
213	NB/EB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.10	2	U	8,350	2	35	12	0	0	0	4.2	3.98	D	3.98	D	3.98	D
214	NB/EB	PEACHTREE DUNWOODY RD	LAKE HEARN	HOLLIS COBB	0.16	4	D	25,138	2	35	11	0	0	0	3.4	4.49	D	4.49	D	4.49	D
215	NB/EB	HAMMOND DR	GLENRIDGE	GREENBRIER	0.10	3	U	15,475	2	35	11	0	0	0	4.1	4.06	D	4.06	D	4.06	D
216	NB/EB	HAMMOND DR	BOYLSTON	ROSWELL	0.14	4	U	19,870	2	35	12	0	0	0	3.5	4.26	D	4.26	D	4.26	D
217	NB/EB	LAKE FORREST DR	HAMMOND	ALLEN	0.40	2	U	9,487	2	35	11	0	0	0	4.1	4.16	D	4.16	D	4.16	D
218	NB/EB	LAKE FORREST RD	ALLEN	NORTHWOOD	0.17	2	U	5,310	2	35	11	0	0	0	4.8	3.77	D	4.49	D	4.13	D
219	NB/EB	PEACHTREE DUNWOODY DR	SPALDING/GABLES	WEMBLEY	0.20	3	U	12,920	2	35	12	1	0	0	4.5	3.78	D	4.06	D	3.92	D
220	NB/EB	PEACHTREE DUNWOODY DR	WEMBLEY	WESTFAIR	0.11	2	U	12,920	2	35	13	0	0	0	4.6	4.01	D	4.26	D	4.14	D
221	NB/EB	PEACHTREE DUNWOODY DR	WESTFAIR	ROBERTS	0.57	3	U	12,920	2	35	12	0	0	0	4.3	3.81	D	4.16	D	3.99	D
222	NB/EB	PEACHTREE DUNWOODY DR	PARK	ABERNATHY	0.13	6	D	13,339	2	35	11	0	0	0	4.4	3.74	D	3.77	D	3.76	D
223	NB/EB	MORGAN FALLS RD	ROSWELL	MORGAN FALLS PL	0.19	4	U	4,922	2	35	10	0	0	0	4.1	3.13	C	2.70	C	2.92	C

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE	S/W Side of Street		AVERAGE	
											W _l (ft)	W _r (ft)	W _{ps} (ft)					BLOS Score	BLOS Grade	BLOS Score	BLOS Grade
224	NB/EB	MORGAN FALLS RD	MORGAN FALLS PL	HARBOR POINTE	0.41	3	U	4,922	2	35	13	0	0	0	4.1	3.24	C	4.01	D	3.63	D
225	NB/EB	MORGAN FALLS RD	HARBOR POINTE	End	0.92	2	U	4,922	0	30	10	0	0	0	1.1	8.94	F	3.81	D	6.38	F
226	NB/EB	DUPREE RD	POWERS FERRY	MOUNT VERNON	0.77	2	U	2,222	2	30	13	0	0	0	4.3	2.09	B	3.74	D	2.92	B
227	NB/EB	BOYLSTON RD	MOUNT VERNON	HILDERBRAND	0.10	2	U	4,179	2	30	13	0	0	0	3.4	3.56	D	3.13	C	3.35	C
228	NB/EB	BOYLSTON RD	HILDERBRAND	HAMMOND	0.27	2	U	3,698	2	30	11	0	0	0	2.5	4.18	D	3.24	C	3.71	D
229	NB/EB	DUDLEY RD	POWERS FERRY	City Limits	0.84	2	U	4,827	2	25	11	0	0	0	4.9	3.34	C	8.94	F	6.14	F
230	NB/EB	HILDERBRAND DR	SANDY SPRINGS CIR	ROSWELL	0.23	2	U	2,210	2	35	11	3	0	0	4.3	2.20	B	2.09	B	2.15	B
231	NB/EB	HILDERBRAND DR	ROSWELL	BOYLSTON	0.11	2	U	2,820	2	35	12	0	0	0	4.3	2.92	C	3.56	D	3.24	C
232	NB/EB	SANDY SPRINGS DR	CLIFTWOOD	ALLEN	0.15	2	U	4,900	2	35	12	0	0	0	3.3	3.93	D	4.18	D	4.06	D
233	NB/EB	SANDY SPRINGS LN	HAMMOND	CLIFTWOOD	0.26	4	U	7,710	2	35	12	0	0	0	3.6	3.69	D	3.34	C	3.52	D
0	SB/WB	ABERNATHY RD	ROSWELL	BRANDON MILL/JOHNSON FERRY	0.64	4	D	19,874	2	35	15	4	0	0	4.1	2.99	C				
1	SB/WB	ABERNATHY RD	PEACHTREE DUNWOODY	BARFIELD	0.46	4	U	40,550	2	35	11	0	0	0	4.5	4.48	D				
2	SB/WB	BARFIELD RD	MOUNT VERNON	HAMMOND	0.71	2	U	5,144	2	35	15	4	0	0	4.8	2.56	C				
3	SB/WB	BRANDON MILL RD	DALRYMPLE	ABERNATHY/JOHNSON FERRY	1.47	2	U	3,760	2	35	10	0	0	0	3.5	3.92	D				
4	SB/WB	COLQUITT RD	NORTHTRIDGE	PITTS	0.79	2	U	4,418	2	35	11	0	0	0	4.4	3.74	D				
5	SB/WB	DALRYMPLE RD	SPALDING/TROWBRIDGE	ROSWELL	0.35	2	U	9,835	2	35	12	0	0	0	3.9	4.13	D				
6	SB/WB	DALRYMPLE RD	ROSWELL	BRANDON MILL	1.15	2	U	8,260	2	35	10	0	0	0	4.1	4.19	D				
7	SB/WB	DUNWOODY PL	ROSWELL	ROBERTS	0.72	4	U	15,900	2	35	10	0	0	0	3.8	4.25	D				
8	SB/WB	DUNWOODY CLUB DR	HAPPY HOLLOW	CITY LIMITS	0.06	2	U	6,970	2	35	12	0	0	0	3.5	4.07	D				
9	SB/WB	DUNWOODY CLUB DR	HAPPY HOLLOW	MOUNT VERNON	0.98	2	U	6,970	2	35	11	0	0	0	2.2	5.02	E				
10	SB/WB	DUNWOODY CLUB DR	MOUNT VERNON	SPALDING	2.46	2	U	7,000	2	35	11	0	0	0	4.5	3.94	D				
11	SB/WB	GARMON RD	CITY LIMITS	NORTHSIDE	0.19	2	U	1,550	2	35	14	0	0	0	3.5	1.48	A				
12	SB/WB	GLENLAKE PKWY	DRIVEWAY	ABERNATHY/BARFIELD	0.70	4	U	11,491	2	35	12	0	0	0	4.2	3.79	D				
13	SB/WB	GLENRIDGE DR	GLENRIDGE CONNECTOR	I285E GLENRIDGE OFF RAMP	0.05	6	D	23,290	2	35	17	6	0	0	3.5	2.21	B				
14	SB/WB	GLENRIDGE DR	HIGH POINT	NORTHLAND	0.44	2	U	15,512	2	35	12	0	0	0	4.4	4.26	D				
15	SB/WB	GLENRIDGE DR	JOHNSON FERRY/GLENAIRY	HAMMOND	0.30	2	U	9,630	2	35	13	0	0	0	4.6	3.86	D				
16	SB/WB	GLENRIDGE DR	GLENLAKE	ABERNATHY	0.42	2	U	3,550	2	35	14	0	0	0	4.3	3.01	C				
17	SB/WB	GLENRIDGE DR	HAMMOND	I285W GLENRIDGE ON RAMP	0.57	4	D	24,664	2	35	12	0	0	0	3.4	4.36	D				
18	SB/WB	GLENRIDGE DR	I285W GLENRIDGE ON RAMP	I285E GLENRIDGE OFF RAMP	0.08	5	D	24,664	2	35	12	0	0	0	3.1	4.29	D				
19	SB/WB	GLENRIDGE DR	GLENGATE	MOUNT VERNON	0.51	2	U	5,929	2	35	13	0	0	0	3.7	3.79	D				
20	SB/WB	GLENRIDGE DR	SPALDING	GLENLAKE	0.63	2	U	5,447	2	35	14	0	0	0	4.5	3.44	C				
21	SB/WB	GLENRIDGE CONNECTOR	JOHNSON FERRY	PEACHTREE DUNWOODY/GLENRIDGE	0.71	6	D	26,558	2	35	11	0	0	0	2.7	4.69	E				
22	SB/WB	HAMMOND DR	ROSWELL	SANDY SPRINGS	0.31	4	U	13,713	2	35	11	0	0	0	2.7	4.55	E				
23	SB/WB	HAMMOND DR	PEACHTREE DUNWOODY	BARFIELD	0.50	6	U	27,459	2	35	11	0	0	0	4.9	4.02	D				
24	SB/WB	HAMMOND DR	LAKE FORREST	MOUNT VERNON	0.23	4	U	8,519	2	35	11	0	0	0	4.9	3.63	D				
25	SB/WB	HEARDS FERRY RD	NORTHSIDE/WINTERTHUR	RIVER CHASE	0.76	2	U	7,710	2	35	11	0	0	0	3.5	4.24	D				
26	SB/WB	HEARDS FERRY RD	HEARDS CREEK/RAIDER	RIVERSIDE	0.63	2	U	7,882	2	35	11	0	0	0	3.5	4.25	D				
27	SB/WB	HIGH POINT RD	NORTHLAND	WINDSOR	0.98	2	U	4,794	2	35	13	0	0	0	4.3	3.54	D				
28	SB/WB	HOLCOMB BRIDGE RD	SPALDING	CITY LIMITS	0.47	4	U	45,980	2	35	11	0	0	0	3.5	4.79	E				
29	SB/WB	INTERSTATE NORTH PKWY	NORTHSIDE/NEW NORTHSIDE	CITY LIMITS	0.77	2	U	18,359	2	40	16	4	0	0	4.1	3.20	C				
30	SB/WB	JOHNSON FERRY RD	MOUNT VERNON	JOHNSON FERRY	0.05	1	O	2,483	2	35	0	0	0	0	4.8	4.28	D				
31	SB/WB	JOHNSON FERRY RD	LAURIAN WOOD	BARNARD/REDDING	0.11	4	D	25,534	2	35	16	4	0	0	4.1	2.92	C				
32	SB/WB	JOHNSON FERRY RD	BARNARD/REDDING	RIVER VALLEY	0.20	4	D	25,534	2	35	16	4	0	0	4.1	2.92	C				
33	SB/WB	JOHNSON FERRY RD	RIVERSIDE	LAURIAN WOOD	0.53	4	U	26,090	2	35	16	4	0	0	3.0	3.29	C				
34	SB/WB	JOHNSON FERRY RD	PEACHTREE DUNWOODY	GLENRIDGE CONNECTOR	0.55	4	U	22,044	2	35	11	0	0	0	4.2	4.24	D				
35	SB/WB	JOHNSON FERRY RD	SANDY SPRINGS CIR	ABERNATHY	0.79	2	U	17,615	2	35	11	0	0	0	3.8	4.55	E				
36	SB/WB	JOHNSON FERRY RD	OLD JOHNSON FERRY	PEACHTREE DUNWOODY	0.29	4	U	15,031	2	35	12	0	0	0	3.3	4.15	D				
37	SB/WB	JOHNSON FERRY RD	GLENRIDGE/GLENAIRY	MOUNT VERNON	0.54	2	U	4,966	2	35	10	0	0	0	4.3	3.90	D				
38	SB/WB	LAKE FORREST DR	NORTHWOOD	MOUNT PARAN	1.15	2	U	9,274	2	35	10	0	0	0	4.6	4.19	D				
39	SB/WB	LAKE HEARN DR	PEACHTREE DUNWOODY	CITY LIMITS	0.27	2	U	7,134	2	35	11	0	0	0	3.6	4.17	D				
40	SB/WB	LONG ISLAND DR	MOUNT VERNON	LONG GROVE	0.06	2	U	2,340	2	35	13	2	0	0	4.4	2.33	B				
41	SB/WB	LONG ISLAND DR	LONG GROVE	MOUNT PARAN	2.07	2	U	2,340	2	35	10	0	0	0	4.8	2.95	C				
42	SB/WB	MOUNT PARAN RD	CONWAY	CITY LIMITS	1.02	2	U	7,478	2	35	11	0	0	0	3.6	4.19	D				
43	SB/WB	MOUNT VERNON HWY	DUNWOODY CLUB	DUNWOODY CLUB	0.19	3	U	6,970	2	35	12	0	0	0	4.8	3.44	C				
44	SB/WB	MOUNT VERNON HWY	NORTHSIDE	POWERS FERRY/DUPREE	0.69	2	U	2,820	2	35	12	0	0	0	3.8	3.02	C				
45	SB/WB	MOUNT VERNON HWY	SANDY SPRINGS	ROSWELL	0.21	2	U	6,679	2	35	12	0	0	0	4.7	3.77	D				

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE
											W _l (ft)	W _r (ft)	W _{ps} (ft)				
46	SB/WB	MOUNT VERNON HWY	ABERNATHY/PERIMETER	PEACHTREE DUNWOODY	0.14	4	D	18,556	2	35	12	0	0	0	4.8	3.94	D
47	SB/WB	MOUNT VERNON HWY	LISA	PARK	0.26	2	U	23,699	2	35	12	0	0	0	3.5	4.69	E
48	SB/WB	MOUNT VERNON HWY	GLENRIDGE	JOHNSON FERRY	0.58	2	U	10,485	2	35	15	0	0	0	4.5	3.63	D
49	SB/WB	MOUNT VERNON RD	SPALDING	DUNWOODY CLUB	0.68	2	U	7,513	2	35	10	0	0	0	4.5	4.08	D
50	SB/WB	NEW NORTHSIDE DR	POWERS FERRY	NORTHSIDE	0.15	3	O	6,235	2	35	12	0	0	0	3.9	3.84	D
51	SB/WB	NORTHLAND DR	HIGH POINT	WINDSOR	1.01	2	U	2,477	2	35	11	0	0	0	4.1	2.93	C
52	SB/WB	NORTHLAND DR	GLENRIDGE	HIGH POINT	0.42	2	U	3,030	2	35	10	0	0	0	4.2	3.42	C
53	SB/WB	NORTHRIDGE RD	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	COLQUITT	0.24	5	U	28,234	2	35	12	0	0	0	3.6	4.19	D
54	SB/WB	NORTHSIDE DR	GARMON	CITY LIMITS	0.90	2	U	3,224	2	35	15	3	0	0	2.4	2.88	C
55	SB/WB	NORTHSIDE DR	NEW NORTHSIDE	MOUNT VERNON	0.41	2	U	6,884	2	35	14	4	0	0	4.3	2.95	C
56	SB/WB	NORTHSIDE DR	INTERSTATE NORTH/NEW NORTHSIDE	I285E NORTHSIDE OFF RAMP	0.19	3	O	8,330	2	35	12	0	0	0	4.0	3.95	D
57	SB/WB	NORTHSIDE DR	MOUNT VERNON	GARMON	1.46	2	U	5,530	2	35	15	4	0	0	4.5	2.62	C
58	SB/WB	NORTHSIDE DR	WINTERTHUR/HEARDS FERRY	RIVEREDGE	0.48	2	U	4,294	2	35	13	2	0	0	4.6	3.46	C
59	SB/WB	PEACHTREE DUNWOODY RD	GLENRIDGE CONNECTOR	WINDSOR	1.38	2	U	15,820	2	35	12	0	0	0	3.9	4.37	D
60	SB/WB	PEACHTREE DUNWOODY RD	HAMMOND	LAKE HEARN	0.46	4	D	32,626	2	35	12	0	0	0	3.6	4.47	D
61	SB/WB	PEACHTREE DUNWOODY RD	MOUNT VERNON	CENTRAL PARK	0.56	4	D	19,253	2	35	12	0	0	0	3.4	4.24	D
62	SB/WB	PEACHTREE DUNWOODY RD	ROBERTS	PARK	0.73	2	U	13,339	2	35	10	0	0	0	4.4	4.40	D
63	SB/WB	PERIMETER CTR	CITY LIMITS	MOUNT VERNON/ABERNATHY	0.33	4	D	27,266	2	45	15	4	0	0	3.3	3.54	D
64	SB/WB	PITTS RD	COLQUITT	ROSWELL	0.45	2	U	7,190	2	35	10	0	0	0	4.9	4.00	D
65	SB/WB	POWERS FERRY RD	DUPREE	HEARDS	0.77	2	U	4,913	2	35	13	3	0	0	4.3	3.11	C
66	SB/WB	POWERS FERRY RD	RAIDER	MOUNT VERNON	0.40	2	U	5,546	2	35	11	0	0	0	4.5	3.82	D
67	SB/WB	POWERS FERRY RD	CITY LIMITS	NORTHSIDE	0.73	3	U	16,209	2	35	10	0	0	0	4.4	4.15	D
68	SB/WB	POWERS FERRY RD	CREST VALLEY	MOUNT PARAN	1.06	2	U	5,930	2	35	11	0	0	0	3.2	4.19	D
69	SB/WB	RAIDER DR	HEARDS FERRY	POWERS FERRY	0.42	2	U	5,546	2	25	13	0	0	0	4.3	3.26	C
70	SB/WB	RIVER VALLEY RD	AMBERIDGE	JOHNSON FERRY	0.21	2	U	5,640	2	35	14	4	0	0	4.5	2.82	C
71	SB/WB	RIVER VALLEY RD	RIVERSIDE	AMBERIDGE	1.04	2	U	6,010	2	35	15	4	0	0	4.6	2.66	C
72	SB/WB	RIVERSIDE DR	JOHNSON FERRY	RIVER VALLEY	1.60	2	U	13,410	2	35	13	2	0	0	3.7	4.20	D
73	SB/WB	RIVERSIDE DR	DALRYMPLE/WILDERCLIFF	BREAKWATER RIDGE	1.19	2	U	5,989	2	35	14	2	0	0	4.6	3.49	C
74	SB/WB	ROBERTS DR	ROSWELL	1000ft N/O SUMMER CROSSING	0.99	2	U	3,198	2	35	12	1	0	0	4.5	3.11	C
75	SB/WB	ROBERTS DR	1000ft N/O SUMMER CROSSING	DUNWOODY	1.21	2	U	4,556	2	35	12	1	0	0	4.1	3.67	D
76	SB/WB	ROBERTS DR	NORTHRIDGE	SPALDING	0.80	2	U	17,860	2	35	12	0	0	0	4.1	4.37	D
77	SB/WB	ROSWELL RD	TAHOMA	PITTS	0.08	4	U	36,420	2	45	10	0	0	0	4.3	4.73	E
78	SB/WB	ROSWELL RD	LAKE PLACID	BROAD/WENTWORTH	0.32	4	U	38,573	2	35	10	0	0	0	4.2	4.63	E
79	SB/WB	ROSWELL RD	OSNER	HARDEMAN	0.16	4	U	32,225	2	35	11	0	0	0	3.9	4.50	D
80	SB/WB	ROSWELL RD	0.2 MI S/O MORGAN FALLS	CIMARRON	0.33	4	U	29,240	2	45	10	0	0	0	4.2	4.65	E
81	SB/WB	ROSWELL RD	MYSTIC	DRIVEWAY	0.12	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D
82	SB/WB	ROSWELL RD	HAMMOND	LAKE PLACID	0.70	4	U	40,632	2	35	11	0	0	0	3.5	4.73	E
83	SB/WB	ROSWELL RD	GLENRIDGE	MOUNT PARAN	0.34	4	U	33,530	2	35	11	0	0	0	3.8	4.52	E
84	SB/WB	ROSWELL RD	HARDEMAN	LONG ISLAND	0.32	4	U	32,225	2	35	11	0	0	0	4.0	4.46	D
85	SB/WB	ROSWELL RD	MYSTIC PINE	WINDSOR	0.30	4	U	32,411	2	35	11	0	0	0	4.2	4.43	D
86	SB/WB	ROSWELL RD	PITTS	0.2 MI S/O MORGAN FALLS	0.82	4	U	36,420	2	45	10	0	0	0	4.2	4.76	E
87	SB/WB	ROSWELL RD	NORTHRIDGE	TAHOMA	0.43	4	U	36,420	2	45	11	0	0	0	4.6	4.59	E
88	SB/WB	ROSWELL RD	HANOVER PARK/DUNWOODY	NORTHRIDGE PKWY	0.91	4	U	32,160	2	45	11	0	0	0	3.5	4.78	E
89	SB/WB	ROSWELL RD	CITY LIMITS	ROBERTS	0.18	4	U	35,310	2	45	13	0	0	0	4.1	4.40	D
90	SB/WB	SANDY SPRINGS CIR	ROSWELL	JOHNSON FERRY	0.23	4	U	8,510	2	35	11	0	0	0	3.3	3.98	D
91	SB/WB	SANDY SPRINGS CIR	MOUNT VERNON	HAMMOND	0.34	4	U	9,800	2	35	11	0	0	0	4.1	3.82	D
92	SB/WB	SPALDING DR	OLD DOMINION	TYNECASTLE	2.38	2	U	4,998	2	35	11	0	0	0	3.5	4.02	D
93	SB/WB	SPALDING DR	DUNWOODY/AUDEN	CITY LIMITS	0.21	2	U	11,633	2	35	12	0	0	0	4.4	4.11	D
94	SB/WB	SPALDING DR	HOLCOMB BRIDGE	RIVER EXCHANGE	0.34	3	U	18,250	2	35	12	0	0	0	3.7	4.13	D
95	SB/WB	SPALDING DR	SPALDING SPRINGS	ROBERTS	0.22	2	U	7,835	2	35	12	0	0	0	4.6	3.88	D
96	SB/WB	SPALDING DR	PEACHTREE DUNWOODY	DUNWOODY/AUDEN	0.39	2	U	11,633	2	35	12	0	0	0	4.5	4.08	D
97	SB/WB	SPALDING DR	NESBIT FERRY	MOUNT VERNON	1.03	2	U	12,240	2	35	12	0	0	0	4.6	4.11	D
98	SB/WB	SPALDING DR	GLENRIDGE	ROSWELL	0.51	2	U	3,773	2	35	15	4	0	0	4.6	2.25	B
99	SB/WB	TROWBRIDGE RD	ROSWELL	SPALDING/DALRYMPLE	0.56	2	U	7,037	2	30	13	0	0	0	4.4	3.60	D
100	SB/WB	WINDSOR PKWY	HIGH POINT	ROSWELL	0.80	2	U	9,060	2	35	12	0	0	0	4.1	4.02	D
101	SB/WB	WINTERS CHAPEL RD	SPALDING	CITY LIMITS	0.48	2	U	11,256	2	40	11	0	0	0	2.7	4.90	E

S/W Side of Street		AVERAGE	
BLOS Score	BLOS Grade	BLOS Score	BLOS Grade

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE
											W _l (ft)	W _r (ft)	W _{ps} (ft)				
102	SB/WB	SPALDING DR	DUNWOODY CLUB	ROBERTS	0.03	2	U	8,264	2	35	11	0	0	0	4.6	4.02	D
103	SB/WB	ROBERTS DR	SPALDING	CITY LIMITS	0.18	2	U	17,860	2	35	12	0	0	0	4.1	4.37	D
104	SB/WB	NORTHRIDGE RD	ROBERTS	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	0.14	4	U	28,234	2	35	11	0	0	0	3.2	4.64	E
105	SB/WB	NORTHRIDGE RD	COLQUITT	ROSWELL	0.17	4	U	22,900	2	35	14	0	0	0	4.2	3.88	D
106	SB/WB	DUNWOODY PL	ROBERTS	NORTHRIDGE	0.57	4	U	27,414	2	35	11	0	0	0	4.9	4.22	D
107	SB/WB	ROSWELL RD	DRIVEWAY	HANOVER PARK/DUNWOODY	0.24	4	U	35,310	2	45	15	4	0	0	4.5	3.38	C
108	SB/WB	SPALDING DR	CITY LIMITS	PITTS	0.18	2	U	9,830	2	35	11	0	0	0	4.4	4.14	D
109	SB/WB	ROSWELL RD	CIMARRON	TROWBRIDGE	0.14	4	U	29,240	2	45	11	0	0	0	4.2	4.55	E
110	SB/WB	ROSWELL RD	TROWBRIDGE	DALRYMPLE	0.32	4	U	28,640	2	45	11	0	0	0	3.9	4.61	E
111	SB/WB	ROSWELL RD	SPALDING	DALRYMPLE	0.75	4	U	30,290	2	45	11	0	0	0	4.3	4.53	E
112	SB/WB	ROSWELL RD	SPALDING	ABERNATHY	0.77	4	U	36,380	2	45	10	0	0	0	2.7	5.32	E
113	SB/WB	ROSWELL RD	ABERNATHY	SANDY SPRINGS	0.73	4	U	34,982	2	35	11	0	0	0	4.1	4.47	D
114	SB/WB	ROSWELL RD	JOHNSON FERRY	MOUNT VERNON	0.07	4	U	32,180	2	35	10	0	0	0	3.4	4.72	E
115	SB/WB	ROSWELL RD	MOUNT VERNON	HAMMOND	0.35	4	U	32,180	2	35	10	0	0	0	3.5	4.72	E
116	SB/WB	JOHNSON FERRY RD	ROSWELL	SANDY SPRINGS CIR	0.23	4	U	7,450	2	35	11	0	0	0	4.3	3.56	D
117	SB/WB	RIVERSIDE DR	RIVER VALLEY	HEARDS FERRY	0.37	2	U	19,624	2	35	11	0	0	0	4.2	4.53	E
118	SB/WB	RIVERSIDE DR	HEARDS FERRY	MOUNT VERNON	0.78	2	U	5,020	2	35	11	0	0	0	3.6	3.98	D
119	SB/WB	JOHNSON FERRY RD	RIVER VALLEY	BRANDON MILL/ABERNATHY	0.18	4	U	19,874	2	35	16	4	0	0	4.5	2.73	C
120	SB/WB	SPALDING DR	TROWBRIDGE/DALRYMPLE	GLENRIDGE	0.51	2	U	6,189	2	35	15	4	0	0	3.5	2.93	C
121	SB/WB	GLENRIDGE DR	ABERNATHY	GLENGATE	0.16	2	U	5,929	2	25	13	0	0	0	4.2	3.33	C
122	SB/WB	MOUNT VERNON HWY	PEACHTREE DUNWOODY	BARFIELD	0.36	4	U	11,750	2	35	11	0	0	0	4.7	3.82	D
123	SB/WB	MOUNT VERNON HWY	BARFIELD	GLENRIDGE	0.43	2	U	13,390	2	35	11	0	0	0	4.5	4.27	D
124	SB/WB	PEACHTREE DUNWOODY RD	WINDSOR	CITY LIMITS	0.51	2	U	11,711	2	35	13	0	0	0	2.4	4.87	E
125	SB/WB	PEACHTREE DUNWOODY RD	JOHNSON FERRY	GLENRIDGE CONNECTOR	0.29	4	U	21,210	2	35	12	0	0	0	2.5	4.83	E
126	SB/WB	HIGH POINT RD	TAMARISK	NORTHLAND	0.32	2	U	5,822	2	35	12	0	0	0	4.6	3.73	D
127	SB/WB	WINDSOR PKWY	CITY LIMITS	CRESTWICKE	0.34	2	U	9,107	2	35	11	0	0	0	4.7	4.05	D
128	SB/WB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.24	3	U	8,350	2	35	12	0	0	0	4.3	3.60	D
129	SB/WB	WINDSOR PKWY	NORTHLAND	HIGH POINT	0.47	2	U	8,705	2	35	11	0	0	0	4.4	4.08	D
130	SB/WB	LAKE FORREST DR	MOUNT VERNON	HAMMOND	0.21	4	U	8,857	2	35	11	0	0	0	3.3	4.00	D
131	SB/WB	LAKE FORREST DR	MOUNT PARAN	LONG ISLAND	0.32	2	U	7,954	2	35	11	0	0	0	4.6	4.00	D
132	SB/WB	LAKE FORREST DR	LONG ISLAND	CITY LIMITS	0.87	2	U	7,954	2	35	12	0	0	0	4.4	3.92	D
133	SB/WB	MOUNT PARAN RD	ROSWELL	LAKE FORREST	0.46	2	U	5,981	2	35	11	0	0	0	4.6	3.86	D
134	SB/WB	MOUNT PARAN RD	LAKE FORREST	LONG ISLAND	0.43	2	U	6,360	2	35	10	0	0	0	4.8	3.97	D
135	SB/WB	MOUNT PARAN RD	LONG ISLAND	POWERS FERRY	0.42	2	U	9,306	2	35	11	0	0	0	4.3	4.12	D
136	SB/WB	MOUNT VERNON HWY	POWERS FERRY/DUPREE	POWERS FERRY/MOUNT VERNON	0.43	2	U	6,118	2	35	13	0	0	0	3.4	3.88	D
137	SB/WB	HEARDS FERRY RD	RIVERSIDE	MOUNT VERNON	0.59	2	U	6,830	2	35	11	0	0	0	3.5	4.18	D
138	SB/WB	HEARDS FERRY RD	RIVER CHASE	HEARDS CREEK/RAIDER	0.38	2	U	7,710	2	35	11	0	0	0	3.5	4.24	D
139	SB/WB	MOUNT VERNON HWY	POWERS FERRY	RIVERSIDE	0.08	2	U	9,416	2	35	11	0	0	0	4.2	4.16	D
140	SB/WB	MOUNT VERNON HWY	RIVERSIDE	HEARDS FERRY	0.95	2	U	9,416	2	35	11	0	0	0	3.7	4.26	D
141	SB/WB	MOUNT VERNON HWY	HEARDS FERRY	LONG ISLAND	0.32	2	U	11,450	2	35	12	0	0	0	4.6	4.08	D
142	SB/WB	MOUNT VERNON HWY	LONG ISLAND	HAMMOND	0.10	3	U	14,730	2	35	11	0	0	0	4.8	3.93	D
143	SB/WB	MOUNT VERNON HWY	HAMMOND	LAKE FORREST	0.31	2	U	7,236	2	35	11	0	0	0	4.6	3.95	D
144	SB/WB	MOUNT VERNON HWY	LAKE FORREST	SANDY SPRINGS	0.26	2	U	7,236	2	35	12	0	0	0	4.8	3.81	D
145	SB/WB	ROSWELL RD	LONG ISLAND	FRANKLIN	0.13	4	U	33,070	2	35	11	0	0	0	4.2	4.44	D
146	SB/WB	ROSWELL RD	MOUNT PARAN	OSNER	0.19	4	U	32,225	2	35	11	0	0	0	4.1	4.43	D
147	SB/WB	GLENRIDGE DR	NORTHLAND	ROSWELL	0.49	2	U	16,469	2	35	14	0	0	0	4.1	4.06	D
148	SB/WB	GLENRIDGE DR	GLENRIDGE CONNECTOR	JOHNSON FERRY	0.18	3	D	16,940	2	35	13	0	0	0	3.8	3.94	D
149	SB/WB	ROSWELL RD	BROAD/WENTWORTH	GLENRIDGE	0.16	4	U	38,573	2	35	11	0	0	0	4.2	4.52	E
150	SB/WB	GLENRIDGE CONNECTOR	GLENRIDGE	JOHNSON FERRY	0.14	6	D	23,290	2	35	13	0	0	0	3.7	3.93	D
151	SB/WB	GLENRIDGE DR	JOHNSON FERRY	HIGH POINT	0.04	4	D	16,940	2	35	13	0	0	0	4.1	3.86	D
152	SB/WB	PEACHTREE DUNWOODY RD	HOLLIS COBB	JOHNSON FERRY	0.24	4	D	21,330	2	35	11	0	0	0	4.2	4.22	D
153	SB/WB	PEACHTREE DUNWOODY RD	ABERNATHY	MOUNT VERNON	0.14	4	D	24,198	2	35	12	0	0	0	3.8	4.24	D
154	SB/WB	ABERNATHY RD	MOUNT VERNON/PERIMETER	PEACHTREE DUNWOODY	0.11	4	D	38,944	2	45	11	0	0	0	4.6	4.63	E
155	SB/WB	PITTS RD	SPALDING	COLQUITT	0.26	2	U	7,630	2	35	11	0	0	0	4.4	4.02	D
156	SB/WB	JOHNSON FERRY RD	CITY LIMITS	RIVERSIDE	0.11	4	U	45,162	2	35	16	4	0	0	4.2	3.21	C
157	SB/WB	SANDY SPRINGS CIR	JOHNSON FERRY	MOUNT VERNON	0.19	4	U	18,332	2	35	12	0	0	0	4.3	4.00	D

S/W Side of Street		AVERAGE	
BLOS Score	BLOS Grade	BLOS Score	BLOS Grade

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE
											W ₁ (ft)	W ₂ (ft)	W _{ps} (ft)				
158	SB/WB	ROSWELL RD	SANDY SPRINGS	JOHNSON FERRY	0.12	4	U	35,211	2	35	11	0	0	0	3.7	4.58	E
159	SB/WB	HAMMOND DR	SANDY SPRINGS	LAKE FORREST	0.16	4	U	10,720	2	35	11	0	0	0	4.5	3.81	D
160	SB/WB	HAMMOND DR	GREENBRIER	BOYLSTON	0.63	2	U	14,393	2	35	11	0	0	0	4.3	4.34	D
161	SB/WB	HAMMOND DR	BARFIELD	GLENRIDGE	0.23	4	U	26,120	2	35	10	0	0	0	4.8	4.33	D
162	SB/WB	HAMMOND DR	CITY LIMITS	PEACHTREE DUNWOODY	0.21	4	U	17,343	2	35	12	0	0	0	4.1	4.00	D
163	SB/WB	GLENRIDGE DR	AUTUMN GLEN	JOHNSON FERRY/GLENAIRY	0.20	2	U	7,553	2	25	15	0	0	0	4.8	3.07	C
164	SB/WB	MOUNT VERNON HWY	JOHNSON FERRY	JOHNSON FERRY	0.04	2	U	10,485	2	35	12	0	0	0	4.5	4.03	D
165	SB/WB	JOHNSON FERRY RD	MOUNT VERNON	ROSWELL	0.14	2	O	6,004	2	35	15	0	0	0	2.7	4.26	D
166	SB/WB	GLENRIDGE DR	MOUNT VERNON	AUTUMN GLEN	0.13	2	U	7,553	2	35	14	0	0	0	4.1	3.67	D
167	SB/WB	ABERNATHY RD	GLENRIDGE	ROSWELL	0.68	4	D	31,150	2	45	11	0	0	0	2.7	5.14	E
168	SB/WB	ABERNATHY RD	BARFIELD	GLENRIDGE	0.34	4	D	36,115	2	45	11	0	0	0	4.3	4.62	E
169	SB/WB	DALRYMPLE RD	BRANDON MILL	WILDERCLIFF	0.09	2	U	5,989	2	35	12	0	0	0	4.3	3.78	D
170	SB/WB	BARFIELD RD	ABERNATHY	MOUNT VERNON	0.34	4	U	7,620	2	35	10	0	0	0	4.1	3.75	D
171	SB/WB	LONG ISLAND DR	MOUNT PARAN	LAKE FORREST	0.34	2	U	5,246	2	35	11	0	0	0	3.0	4.22	D
172	SB/WB	LONG ISLAND DR	LAKE FORREST	ROSWELL	0.36	2	U	5,246	2	35	12	0	0	0	4.3	3.71	D
173	SB/WB	POWERS FERRY RD	MOUNT PARAN	CITY LIMITS	0.65	2	U	3,598	2	35	12	0	0	0	4.7	3.31	C
174	SB/WB	ROSWELL RD	WINDSOR	MEADOWBROOK	0.05	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D
175	SB/WB	SPALDING DR	PEACHTREE DUNWOODY	TROWBRIDGE/SPALDLING	0.28	2	U	11,630	2	35	11	0	0	0	4.5	4.20	D
176	SB/WB	POWERS FERRY RD	NEW NORTHSIDE	BRICKSTONE	0.17	2	U	9,287	2	35	12	0	0	0	4.2	4.04	D
177	SB/WB	POWERS FERRY RD	NORTHSIDE	NEW NORTHSIDE	0.08	3	U	9,287	2	35	11	0	0	0	4.2	3.80	D
178	SB/WB	NORTHSIDE DR	I285E NORTHSIDE OFF RAMP	POWERS FERRY	0.09	3	O	8,330	2	35	12	0	0	0	4.0	3.95	D
179	SB/WB	NORTHSIDE DR	POWERS FERRY	NEW NORTHSIDE	0.13	2	O	6,235	2	35	16	0	0	0	4.2	3.56	D
180	SB/WB	MOUNT VERNON HWY	ROSWELL	JOHNSON FERRY	0.13	2	O	6,720	2	35	21	0	0	0	2.1	3.89	D
181	SB/WB	JOHNSON FERRY RD	GLENRIDGE CONNECTOR	GLENRIDGE	0.14	4	U	16,940	2	35	12	0	0	0	4.1	3.99	D
182	SB/WB	PEACHTREE DUNWOODY RD	CENTRAL PARK	HAMMOND	0.35	4	D	19,253	2	35	12	0	0	0	2.2	5.07	E
183	SB/WB	JOHNSON FERRY RD	CITY LIMITS	OLD JOHNSON FERRY	0.24	2	U	13,290	2	35	12	0	0	0	3.3	4.45	D
184	SB/WB	MOUNT PARAN RD	POWERS FERRY	CONWAY	0.17	2	U	8,392	2	35	11	0	0	0	4.8	4.00	D
185	SB/WB	POWERS FERRY RD	BRICKSTONE	DUPREE	0.29	2	U	5,059	2	35	13	0	0	0	2.7	4.16	D
186	SB/WB	GLENLAKE PKWY	GLENRIDGE	DRIVEWAY	0.29	3	U	3,550	2	35	13	0	0	0	4.3	3.04	C
187	SB/WB	MOUNT VERNON HWY	PARK	ABERNATHY/PERIMETER	0.21	4	D	22,250	2	35	12	0	0	0	4.2	4.13	D
188	SB/WB	NEW NORTHSIDE DR	NORTHSIDE	NEW NORTHSIDE NW	0.17	5	U	15,410	2	35	12	0	0	0	3.5	3.92	D
189	SB/WB	NEW NORTHSIDE DR	NEW NORTHSIDE NW	I-285 SB RAMPS	0.07	4	D	15,410	2	35	11	0	0	0	3.5	4.24	D
190	SB/WB	NEW NORTHSIDE DR	I-285 SB RAMPS	I-285 NB RAMPS	0.09	3	O	10,823	2	35	12	0	0	0	0.7	18.09	F
191	SB/WB	NEW NORTHSIDE DR	I-285 NB RAMPS	POWERS FERRY	0.15	4	O	10,823	2	35	12	0	0	0	4.1	4.05	D
192	SB/WB	NORTHSIDE DR	RIVEREDGE	INTERSTATE NORTH/NEW NORTHSIDE	0.14	3	U	6,312	2	35	11	0	0	0	4.8	3.51	D
193	SB/WB	POWERS FERRY RD	DUPREE/MOUNT VERNON	CREST VALLEY	0.66	2	U	7,475	2	35	11	0	0	0	4.6	3.97	D
194	SB/WB	RIVERSIDE DR	BREAKWATER RIDGE	JOHNSON FERRY	0.29	2	U	5,287	2	35	12	1	0	0	4.8	3.66	D
195	SB/WB	ROSWELL RD	FRANKLIN	MYSTIC	0.05	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D
196	SB/WB	ROSWELL RD	DRIVEWAY	MYSTIC PINE	0.06	4	U	32,411	2	35	11	0	0	0	4.4	4.40	D
197	SB/WB	ROSWELL RD	NORTHRIDGE PKWY	NORTHRIDGE RD	0.18	4	D	30,160	2	45	11	0	0	0	4.1	4.56	E
198	SB/WB	ROSWELL RD	ROBERTS	DRIVEWAY	0.16	4	U	35,310	2	45	11	0	0	0	4.1	4.64	E
199	SB/WB	WINDSOR PKWY	CRESTWICKE	PEACHTREE DUNWOODY	0.07	2	U	8,340	2	35	11	0	0	0	4.8	4.00	D
200	SB/WB	SPALDING DR	MOUNT VERNON	SPALDING HEIGHTS	0.13	2	U	5,753	2	35	12	0	0	0	4.6	3.72	D
201	SB/WB	SPALDING DR	SPALDING HEIGHTS	JETT FERRY	0.62	2	U	5,753	2	35	11	0	0	0	4.3	3.87	D
202	SB/WB	SPALDING DR	JETT FERRY	SAGEBRUSH	0.27	2	U	5,699	2	35	11	0	0	0	3.5	4.08	D
203	SB/WB	SPALDING DR	SAGEBRUSH	OLD COBBLESTONE	0.06	2	U	5,699	2	35	13	2	0	0	3.5	3.84	D
204	SB/WB	SPALDING DR	OLD COBBLESTONE	OLD DOMINION	0.14	2	U	5,699	2	35	13	2	0	0	3.5	3.84	D
205	SB/WB	SPALDING DR	TYNECASTLE	GATED DRIVEWAY	0.28	2	U	8,264	2	35	11	0	0	0	4.2	4.09	D
206	SB/WB	SPALDING DR	GATED DRIVEWAY	KENSTONE	0.04	2	U	8,264	2	35	11	0	0	0	4.6	4.02	D
207	SB/WB	SPALDING DR	KENSTONE	DUNWOODY CLUB	0.27	2	U	8,264	2	35	11	0	0	0	4.6	4.02	D
208	SB/WB	POWERS FERRY RD	MOUNT PARAN	DUDLEY	0.09	2	U	4,034	2	35	12	0	0	0	3.4	3.80	D
209	SB/WB	SPALDING DR	RIVER EXCHANGE	WINTERS CHAPEL	0.28	2	U	18,250	2	35	11	0	0	0	3.7	4.60	E
210	SB/WB	SPALDING DR	PITTS	SPALDING SPRINGS	0.12	2	U	7,835	2	35	12	0	0	0	4.4	3.92	D
211	SB/WB	SPALDING DR	SPALDING LAKE	NESBIT FERRY	0.25	2	U	15,245	2	35	12	0	0	0	3.7	4.39	D
212	SB/WB	HIGH POINT RD	GLENRIDGE	TAMARISK	0.30	2	U	5,822	2	35	12	0	0	0	4.2	3.80	D
213	SB/WB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.10	2	U	8,350	2	35	12	0	0	0	4.2	3.98	D

S/W Side of Street		AVERAGE	
BLOS Score	BLOS Grade	BLOS Score	BLOS Grade

Table A.2 - Sandy Springs Bicycle Level of Service (BLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	# LANES	MEDIAN	ADT	% HV	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	PVT COND (1-5)	BLOS SCORE	BLOS GRADE
											W _t (ft)	W _l (ft)	W _{ps} (ft)				
214	SB/WB	PEACHTREE DUNWOODY RD	LAKE HEARN	HOLLIS COBB	0.16	4	D	25,138	2	35	11	0	0	0	3.4	4.49	D
215	SB/WB	HAMMOND DR	GLENRIDGE	GREENBRIER	0.10	3	U	15,475	2	35	11	0	0	0	4.1	4.06	D
216	SB/WB	HAMMOND DR	BOYLSTON	ROSWELL	0.14	4	U	19,870	2	35	12	0	0	0	3.5	4.26	D
217	SB/WB	LAKE FORREST DR	HAMMOND	ALLEN	0.40	2	U	9,487	2	35	11	0	0	0	4.1	4.16	D
218	SB/WB	LAKE FORREST DR	ALLEN	NORTHWOOD	0.17	2	U	5,310	2	35	11	0	0	0	4.8	3.77	D
219	SB/WB	PEACHTREE DUNWOODY RD	SPALDING/GABLES	WEMBLEY	0.20	3	U	12,920	2	35	15	4	0	0	4.5	2.70	C
220	SB/WB	PEACHTREE DUNWOODY RD	WEMBLEY	WESTFAIR	0.11	2	U	12,920	2	35	13	0	0	0	4.6	4.01	D
221	SB/WB	PEACHTREE DUNWOODY RD	WESTFAIR	ROBERTS	0.57	3	U	12,920	2	35	12	0	0	0	4.3	3.81	D
222	SB/WB	PEACHTREE DUNWOODY RD	PARK	ABERNATHY	0.13	6	D	13,339	2	35	11	0	0	0	4.4	3.74	D
223	SB/WB	MORGAN FALLS RD	ROSWELL	MORGAN FALLS PL	0.19	4	U	4,922	2	35	10	0	0	0	4.1	3.13	C
224	SB/WB	MORGAN FALLS RD	MORGAN FALLS PL	HARBOR POINTE	0.41	3	U	4,922	2	35	13	0	0	0	4.1	3.24	C
225	SB/WB	MORGAN FALLS RD	HARBOR POINTE	End	0.92	2	U	4,922	0	30	10	0	0	0	1.1	8.94	F
226	SB/WB	DUPREE DR	POWERS FERRY	MOUNT VERNON	0.77	2	U	2,222	2	30	13	0	0	0	4.3	2.09	B
227	SB/WB	BOYLSTON DR	MOUNT VERNON	HILDERBRAND	0.10	2	U	4,179	2	30	13	0	0	0	3.4	3.56	D
228	SB/WB	BOYLSTON DR	HILDERBRAND	HAMMOND	0.27	2	U	3,698	2	30	11	0	0	0	2.5	4.18	D
229	SB/WB	DUDLEY LN	POWERS FERRY	City Limits	0.84	2	U	4,827	2	25	11	0	0	0	4.9	3.34	C
230	SB/WB	HILDERBRAND DR	SANDY SPRINGS CIR	ROSWELL	0.23	2	U	2,210	2	35	11	3	0	0	4.3	2.20	B
231	SB/WB	HILDERBRAND DR	ROSWELL	BOYLSTON	0.11	2	U	2,820	2	35	12	0	0	0	4.3	2.92	C
232	SB/WB	SANDY SPRINGS CIR	CLIFTWOOD	ALLEN	0.15	2	U	4,900	2	35	12	0	0	0	3.3	3.93	D
233	SB/WB	SANDY SPRINGS CIR	HAMMOND	CLIFTWOOD	0.26	4	U	7,710	2	35	12	0	0	0	3.6	3.69	D

S/W Side of Street		AVERAGE	
BLOS Score	BLOS Grade	BLOS Score	BLOS Grade

ADT = Average Daily Traffic on the segment or link

% HV = estimated percentage of trucks

W_t = total width of outside lane (and shoulder) pavement

W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of parking

Pvt Cond (1-5) = FHWA's five point pavement surface condition rating ("5" is new, "1" is poor)

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
0	NB/EB	ABERNATHY RD	ROSWELL	BRANDON MILL/JOHNSON FERRY	0.64	19,874	4	D	35	15	4	0	0	6	0	8	100	2.90	C	2.90	C		
1	NB/EB	ABERNATHY RD	PEACHTREE DUNWOODY	BARFIELD	0.46	40,550	4	U	35	12	0	0	0	6	0	5	52	5.10	E	4.70	E		
2	NB/EB	BARFIELD RD	MOUNT VERNON	HAMMOND	0.71	5,144	2	U	35	15	4	0	0	5	0	5	98	2.56	C	2.70	C		
3	NB/EB	BRANDON MILL RD	DALRYMPLE	ABERNATHY/JOHNSON FERRY	1.47	3,760	2	U	35	10	0	0	0	3	0	6	28	3.69	D	3.95	D		
4	NB/EB	COLQUITT RD	NORTHDRIDGE	PITTS	0.79	4,418	2	U	35	11	0	0	0	0	0	0	0	4.11	D	2.71	C		
5	NB/EB	DALRYMPLE RD	SPALDING/TROWBRIDGE	ROSWELL	0.35	9,835	2	U	35	13	0	0	0	8	25	7	65	3.11	C	3.11	C		
6	NB/EB	DALRYMPLE RD	ROSWELL	BRANDON MILL	1.15	8,260	2	U	35	10	0	0	0	5	0	5	32	4.15	D	3.89	D		
7	NB/EB	DUNWOODY PL	ROSWELL	ROBERTS	0.72	15,900	4	U	35	10	0	0	0	5	0	5	100	3.02	C	3.02	C		
8	NB/EB	DUNWOODY CLUB DR	HAPPY HOLLOW	CITY LIMITS	0.06	6,970	2	U	35	11	0	0	0	2	0	5	100	2.97	C	4.31	D		
9	NB/EB	DUNWOODY CLUB DR	HAPPY HOLLOW	MOUNT VERNON	0.98	6,970	2	U	35	11	0	0	0	5	0	5	91	3.01	C	4.21	D		
10	NB/EB	DUNWOODY CLUB DR	MOUNT VERNON	SPALDING	2.46	7,000	2	U	35	11	0	0	0	5	0	5	22	4.07	D	3.53	D		
11	NB/EB	GARMON RD	CITY LIMITS	NORTHSIDE	0.19	1,550	2	U	35	14	0	0	0	0	0	0	0	3.48	C	3.48	C		
12	NB/EB	GLENLAKE PKWY	DRIVEWAY	ABERNATHY/BARFIELD	0.70	11,491	4	U	35	12	0	0	0	4	0	5	89	2.88	C	2.81	C		
13	NB/EB	GLENRIDGE DR	GLENRIDGE CONNECTOR	I285E GLENRIDGE OFF RAMP	0.05	23,290	6	D	35	12	0	0	0	0	0	0	0	4.40	D	2.92	C		
14	NB/EB	GLENRIDGE DR	HIGH POINT	NORTHLAND	0.44	15,512	2	U	35	15	3	0	0	5	0	6	63	4.17	D	4.50	D		
15	NB/EB	GLENRIDGE DR	JOHNSON FERRY/GLENAIRY	HAMMOND	0.30	9,630	2	U	35	11	0	0	0	5	0	6	93	3.22	C	4.52	E		
16	NB/EB	GLENRIDGE DR	GLENLAKE	ABERNATHY	0.42	3,550	2	U	35	14	0	0	0	0	0	0	0	3.71	D	3.71	D		
17	NB/EB	GLENRIDGE DR	HAMMOND	I285W GLENRIDGE ON RAMP	0.57	24,664	4	D	35	13	0	0	0	4	0	5	15	4.63	E	3.56	D		
18	NB/EB	GLENRIDGE DR	I285W GLENRIDGE ON RAMP	I285E GLENRIDGE OFF RAMP	0.08	24,664	5	D	35	13	0	0	0	0	0	0	0	4.55	E	3.49	C		
19	NB/EB	GLENRIDGE DR	GLENGATE	MOUNT VERNON	0.51	5,929	2	U	35	13	0	0	0	4	0	5	19	3.83	D	2.76	C		
20	NB/EB	GLENRIDGE DR	SPALDING	GLENLAKE	0.63	5,447	2	U	35	14	0	0	0	4	0	5	93	2.73	C	3.93	D		
21	NB/EB	GLENRIDGE CONNECTOR	JOHNSON FERRY	PEACHTREE DUNWOODY/GLENRIDGE	0.71	26,558	6	D	35	11	0	0	0	0	0	0	0	4.63	E	4.10	D		
22	NB/EB	HAMMOND DR	ROSWELL	SANDY SPRINGS	0.31	13,713	4	U	35	12	0	0	0	4	0	9	47	3.51	D	2.77	C		
23	NB/EB	HAMMOND DR	PEACHTREE DUNWOODY	BARFIELD	0.50	27,459	6	U	35	12	0	0	0	5	0	5	100	3.09	C	3.13	C		
24	NB/EB	HAMMOND DR	LAKE FORREST	MOUNT VERNON	0.23	8,519	4	U	35	11	0	0	0	5	0	6	70	2.96	C	2.67	C		
25	NB/EB	HEARDS FERRY RD	NORTHSIDE/WINTERTHUR	RIVER CHASE	0.76	7,710	2	U	35	11	0	0	0	4	0	4	29	4.09	D	4.49	D		
26	NB/EB	HEARDS FERRY RD	HEARDS CREEK/RAIDER	RIVERSIDE	0.63	7,882	2	U	35	11	0	0	0	0	0	0	0	4.51	E	4.51	E		
27	NB/EB	HIGH POINT RD	NORTHLAND	WINDSOR	0.98	4,794	2	U	35	13	0	0	0	3	0	4	93	2.82	C	3.96	D		
28	NB/EB	HOLCOMB BRIDGE RD	SPALDING	CITY LIMITS	0.47	45,980	4	U	35	11	0	0	0	5	0	5	88	4.93	E	6.18	F		
29	NB/EB	INTERSTATE NORTH PKWY	NORTHSIDE/NEW NORTHSIDE	CITY LIMITS	0.77	18,359	2	U	40	16	4	0	0	4	0	6	10	5.30	E	5.23	E		
30	NB/EB	JOHNSON FERRY RD	MOUNT VERNON	JOHNSON FERRY	0.05	2,483	1	O	35	11	0	0	0	0	0	0	0	4.10	D	N/A	N/A		
31	NB/EB	JOHNSON FERRY RD	LAURIAN WOOD	BARNARD/REDDING	0.11	25,534	4	D	35	16	4	0	0	6	0	7	100	3.24	C	3.21	C		
32	NB/EB	JOHNSON FERRY RD	BARNARD/REDDING	RIVER VALLEY	0.20	25,534	4	D	35	16	4	0	0	6	0	8	100	3.21	C	3.21	C		
33	NB/EB	JOHNSON FERRY RD	RIVERSIDE	LAURIAN WOOD	0.53	26,090	4	U	35	16	4	0	0	6	0	8	100	3.24	C	3.24	C		
34	NB/EB	JOHNSON FERRY RD	PEACHTREE DUNWOODY	GLENRIDGE CONNECTOR	0.55	22,044	4	U	35	11	0	0	0	5	0	6	86	3.48	C	3.64	D		
35	NB/EB	JOHNSON FERRY RD	SANDY SPRINGS CIR	ABERNATHY	0.79	17,615	2	U	35	11	0	0	0	6	0	6	100	4.00	D	4.08	D		
36	NB/EB	JOHNSON FERRY RD	OLD JOHNSON FERRY	PEACHTREE DUNWOODY	0.29	15,031	4	U	35	12	0	0	0	4	0	5	100	2.94	C	4.17	D		
37	NB/EB	JOHNSON FERRY RD	GLENRIDGE/GLENAIRY	MOUNT VERNON	0.54	4,966	2	U	35	10	0	0	0	7	0	6	13	4.07	D	2.69	C		
38	NB/EB	LAKE FORREST DR	NORTHWOOD	MOUNT PARAN	1.15	9,274	2	U	35	10	0	0	0	0	0	0	0	4.80	E	4.80	E		
39	NB/EB	LAKE HEARN DR	PEACHTREE DUNWOODY	CITY LIMITS	0.27	7,134	2	U	35	11	0	0	0	2	0	5	63	3.52	D	4.23	D		
40	NB/EB	LONG ISLAND DR	MOUNT VERNON	LONG GROVE	0.06	2,340	2	U	35	12	1	0	0	5	0	5	100	2.29	B	3.67	D		
41	NB/EB	LONG ISLAND DR	LONG GROVE	MOUNT PARAN	2.07	2,340	2	U	35	10	0	0	0	6	0	5	15	3.73	D	3.66	D		
42	NB/EB	MOUNT PARAN RD	CONWAY	CITY LIMITS	1.02	7,478	2	U	35	11	0	0	0	0	0	0	0	4.46	D	4.46	D		
43	NB/EB	MOUNT VERNON HWY	DUNWOODY CLUB	DUNWOODY CLUB	0.19	6,970	3	U	35	12	0	0	0	6	0	5	98	2.57	C	2.67	C		
44	NB/EB	MOUNT VERNON HWY	NORTHSIDE	POWERS FERRY/DUPREE	0.69	2,820	2	U	35	12	0	0	0	4	0	5	29	3.40	C	2.92	C		
45	NB/EB	MOUNT VERNON HWY	SANDY SPRINGS	ROSWELL	0.21	6,679	2	U	35	12	0	0	0	2	0	4	14	4.10	D	2.99	C		
46	NB/EB	MOUNT VERNON HWY	ABERNATHY/PERIMETER	PEACHTREE DUNWOODY	0.14	18,556	4	D	35	11	0	0	0	4	0	5	100	3.18	C	3.18	C		
47	NB/EB	MOUNT VERNON HWY	LISA	PARK	0.26	23,699	2	U	35	13	0	0	0	17	0	5	100	4.45	D	4.81	E		
48	NB/EB	MOUNT VERNON HWY	GLENRIDGE	JOHNSON FERRY	0.58	10,485	2	U	35	15	0	0	0	5	0	6	95	3.15	C	4.00	D		
49	NB/EB	MOUNT VERNON RD	SPALDING	DUNWOODY CLUB	0.68	7,513	2	U	35	10	0	0	0	5	0	5	9	4.45	D	3.83	D		
50	NB/EB	NEW NORTHSIDE DR	POWERS FERRY	NORTHSIDE	0.15	6,235	3	O	35	11	0	0	0	0	0	0	0	4.02	D	3.36	C		
51	NB/EB	NORTHLAND DR	HIGH POINT	WINDSOR	1.01	2,477	2	U	35	11	0	0	0	4	0	5	51	3.12	C	2.46	B		
52	NB/EB	NORTHLAND DR	GLENRIDGE	HIGH POINT	0.42	3,030	2	U	35	10	0	0	0	5	0	5	80	2.77	C	2.73	C		
53	NB/EB	NORTHDRIDGE RD	DUNWOODY/GA400S NORTHDRIDGE OFF RAMP	COLQUITT	0.24	28,234	5	U	35	12	0	0	0	5	0	5	100	3.34	C	3.34	C		
54	NB/EB	NORTHSIDE DR	GARMON	CITY LIMITS	0.90	3,224	2	U	35	15	2	0	0	0	0	0	0	3.58	D	3.58	D		
55	NB/EB	NORTHSIDE DR	NEW NORTHSIDE	MOUNT VERNON	0.41	6,884	2	U	35	14	4	0	0	0	0	0	0	4.10	D	4.10	D		
56	NB/EB	NORTHSIDE DR	INTERSTATE NORTH/NEW NORTHSIDE	I285E NORTHSIDE OFF RAMP	0.19	8,330	3	O	35	12	0	0	0	0	0	5	36	3.60	D	3.17	C		
57	NB/EB	NORTHSIDE DR	MOUNT VERNON	GARMON	1.46	5,530	2	U	35	15	4	0	0	0	0	0	0	3.86	D	3.86	D		
58	NB/EB	NORTHSIDE DR	WINTERTHUR/HEARDS FERRY	RIVEREDGE	0.48	4,294	2	U	35	13	2	0	0	0	0	0	0	3.89	D	3.89	D		
59	NB/EB	PEACHTREE DUNWOODY RD	GLENRIDGE CONNECTOR	WINDSOR	1.38	15,820	2	U	35	12	0	0	0	4	0	5	85	4.11	D	4.49	D		

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
60	NB/EB	PEACHTREE DUNWOODY RD	HAMMOND	LAKE HEARN	0.46	32,626	4	D	35	12	0	0	0	4	0	5	56	4.60	E	3.88	D	4.24	D
61	NB/EB	PEACHTREE DUNWOODY RD	MOUNT VERNON	CENTRAL PARK	0.56	19,253	4	D	35	13	0	0	0	4	0	5	100	3.15	C	3.18	C	3.17	C
62	NB/EB	PEACHTREE DUNWOODY RD	ROBERTS	PARK	0.73	13,339	2	U	35	10	0	0	0	4	0	6	100	3.59	D	3.67	D	3.63	D
63	NB/EB	PERIMETER CTR	CITY LIMITS	MOUNT VERNON/ABERNATHY	0.33	27,266	4	D	45	15	4	0	0	11	0	9	100	3.51	D	3.56	D	3.54	D
64	NB/EB	PITTS RD	COLQUITT	ROSWELL	0.45	7,190	2	U	35	11	0	0	0	4	0	5	100	2.93	C	2.96	C	2.94	C
65	NB/EB	POWERS FERRY RD	DUPREE	HEARDS	0.77	4,913	2	U	35	11	0	0	0	6	0	5	96	2.65	C	3.97	D	3.31	C
66	NB/EB	POWERS FERRY RD	RAIDER	MOUNT VERNON	0.40	5,546	2	U	35	11	0	0	0	4	0	5	56	3.40	C	2.81	C	3.10	C
67	NB/EB	POWERS FERRY RD	CITY LIMITS	NORTHSIDE	0.73	16,209	3	U	35	12	0	0	0	5	0	5	62	3.85	D	4.98	E	4.41	D
68	NB/EB	POWERS FERRY RD	CREST VALLEY	MOUNT PARAN	1.06	5,930	2	U	35	11	0	0	0	0	0	0	0	4.28	D	4.28	D	4.28	D
69	NB/EB	RAIDER DR	HEARDS FERRY	POWERS FERRY	0.42	5,546	2	U	25	13	0	0	0	3	0	5	34	3.34	C	2.50	C	2.92	C
70	NB/EB	RIVER VALLEY RD	AMBERIDGE	JOHNSON FERRY	0.21	5,640	2	U	35	14	4	0	0	7	0	7	100	2.43	B	2.61	C	2.52	C
71	NB/EB	RIVER VALLEY RD	RIVERSIDE	AMBERIDGE	1.04	6,010	2	U	35	15	4	0	0	7	0	7	99	2.47	B	2.67	C	2.57	C
72	NB/EB	RIVERSIDE DR	JOHNSON FERRY	RIVER VALLEY	1.60	13,410	2	U	35	13	2	0	0	0	0	0	0	4.96	E	4.82	E	4.89	E
73	NB/EB	RIVERSIDE DR	DALRYMPLE/WILDERCLIFF	BREAKWATER RIDGE	1.19	5,989	2	U	35	14	2	0	0	0	0	0	0	4.00	D	4.00	D	4.00	D
74	NB/EB	ROBERTS DR	ROSWELL	1000ft N/O SUMMER CROSSING	0.99	3,198	2	U	35	12	1	0	0	0	0	0	0	3.87	D	3.64	D	3.75	D
75	NB/EB	ROBERTS DR	1000ft N/O SUMMER CROSSING	DUNWOODY	1.21	4,556	2	U	35	12	1	0	0	2	0	5	5	3.96	D	2.63	C	3.30	C
76	NB/EB	ROBERTS DR	NORTHRIDGE	SPALDING	0.80	17,860	2	U	35	12	0	0	0	5	0	5	29	5.15	E	4.28	D	4.72	E
77	NB/EB	ROSWELL RD	TAHOMA	PITTS	0.08	36,420	4	U	45	10	0	0	0	0	0	0	100	6.16	F	4.60	E	5.38	E
78	NB/EB	ROSWELL RD	LAKE PLACID	BROAD/WENTWORTH	0.32	38,573	4	U	35	10	0	0	0	2	0	6	97	4.40	D	4.13	D	4.27	D
79	NB/EB	ROSWELL RD	OSNER	HARDEMAN	0.16	32,225	4	U	35	11	0	0	0	2	0	5	76	4.38	D	4.83	E	4.60	E
80	NB/EB	ROSWELL RD	0.2 MI S/O MORGAN FALLS	CIMARRON	0.33	29,240	4	U	45	10	0	0	0	3	0	5	100	4.19	D	4.12	D	4.15	D
81	NB/EB	ROSWELL RD	MYSTIC	DRIVEWAY	0.12	32,411	4	U	35	11	0	0	0	0	0	0	0	5.48	E	4.47	D	4.98	E
82	NB/EB	ROSWELL RD	HAMMOND	LAKE PLACID	0.70	40,632	4	U	35	11	0	0	0	2	0	5	90	4.67	E	4.72	E	4.69	E
83	NB/EB	ROSWELL RD	GLENRIDGE	MOUNT PARAN	0.34	33,530	4	U	35	11	0	0	0	5	0	5	62	4.60	E	4.67	E	4.63	E
84	NB/EB	ROSWELL RD	HARDEMAN	LONG ISLAND	0.32	32,225	4	U	35	11	0	0	0	2	0	5	95	4.11	D	4.74	E	4.42	D
85	NB/EB	ROSWELL RD	MYSTIC PINE	WINDSOR	0.30	32,411	4	U	35	11	0	0	0	2	0	4	92	4.28	D	4.45	D	4.36	D
86	NB/EB	ROSWELL RD	PITTS	0.2 MI S/O MORGAN FALLS	0.82	36,420	4	U	45	10	0	0	0	4	0	5	100	4.57	E	4.60	E	4.59	E
87	NB/EB	ROSWELL RD	NORTHRIDGE	TAHOMA	0.43	36,420	4	U	45	11	0	0	0	4	0	5	100	4.54	E	4.54	E	4.54	E
88	NB/EB	ROSWELL RD	HANOVER PARK/DUNWOODY	NORTHRIDGE PKWY	0.91	32,160	4	U	45	11	0	0	0	4	0	5	100	4.30	D	4.30	D	4.30	D
89	NB/EB	ROSWELL RD	CITY LIMITS	ROBERTS	0.18	35,310	4	U	45	13	0	0	0	5	0	5	92	4.50	D	5.78	F	5.14	E
90	NB/EB	SANDY SPRINGS CIR	ROSWELL	JOHNSON FERRY	0.23	8,510	4	U	35	12	0	0	0	2	0	5	35	3.52	D	3.23	C	3.37	C
91	NB/EB	SANDY SPRINGS CIR	MOUNT VERNON	HAMMOND	0.34	9,800	4	U	35	11	0	0	0	4	0	10	14	3.93	D	3.46	C	3.70	D
92	NB/EB	SPALDING DR	OLD DOMINION	TYNECASTLE	2.38	4,998	2	U	35	11	0	0	0	0	0	0	0	4.17	D	4.17	D	4.17	D
93	NB/EB	SPALDING DR	DUNWOODY/AUDEN	CITY LIMITS	0.21	11,633	2	U	35	12	0	0	0	0	0	0	0	4.86	E	3.58	D	4.22	D
94	NB/EB	SPALDING DR	HOLCOMB BRIDGE	RIVER EXCHANGE	0.34	18,250	3	U	35	12	0	0	0	3	0	5	41	4.34	D	4.30	D	4.32	D
95	NB/EB	SPALDING DR	SPALDING SPRINGS	ROBERTS	0.22	7,835	2	U	35	12	0	0	0	0	0	0	0	4.41	D	3.11	C	3.76	D
96	NB/EB	SPALDING DR	PEACHTREE DUNWOODY	DUNWOODY/AUDEN	0.39	11,633	2	U	35	12	0	0	0	3	0	4	91	3.69	D	3.71	D	3.70	D
97	NB/EB	SPALDING DR	NESBIT FERRY	MOUNT VERNON	1.03	12,240	2	U	35	12	0	0	0	5	0	5	100	3.45	C	4.57	E	4.01	D
98	NB/EB	SPALDING DR	GLENRIDGE	ROSWELL	0.51	3,773	2	U	35	15	4	0	0	3	0	5	98	2.46	B	3.65	D	3.05	C
99	NB/EB	TROWBRIDGE RD	ROSWELL	SPALDING/DALRYMPLE	0.56	7,037	2	U	30	13	0	0	0	2	0	5	53	3.39	C	2.85	C	3.12	C
100	NB/EB	WINDSOR PKWY	HIGH POINT	ROSWELL	0.80	9,060	2	U	35	11	0	0	0	4	0	4	6	4.56	E	3.24	C	3.90	D
101	NB/EB	WINTERS CHAPEL RD	SPALDING	CITY LIMITS	0.48	11,256	2	U	40	11	0	0	0	0	0	0	0	5.06	E	5.06	E	5.06	E
102	NB/EB	SPALDING DR	DUNWOODY CLUB	ROBERTS	0.03	8,264	2	U	35	11	0	0	0	0	0	0	0	4.56	E	3.33	C	3.94	D
103	NB/EB	ROBERTS DR	SPALDING	CITY LIMITS	0.18	17,860	2	U	35	11	0	0	0	2	0	5	46	5.02	E	5.59	F	5.30	E
104	NB/EB	NORTHRIDGE RD	ROBERTS	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	0.14	28,234	4	U	35	11	0	0	0	1	0	5	61	4.38	D	5.24	E	4.81	E
105	NB/EB	NORTHRIDGE RD	COLQUITT	ROSWELL	0.17	22,900	4	U	35	14	0	0	0	1	0	4	100	3.54	D	3.50	D	3.52	D
106	NB/EB	DUNWOODY PL	ROBERTS	NORTHRIDGE	0.57	27,414	4	U	35	11	0	0	0	3	0	5	100	3.72	D	3.72	D	3.72	D
107	NB/EB	ROSWELL RD	DRIVEWAY	HANOVER PARK/DUNWOODY	0.24	35,310	4	U	45	12	0	0	0	3	0	5	94	4.56	E	4.69	E	4.63	E
108	NB/EB	SPALDING DR	CITY LIMITS	PITTS	0.18	9,830	2	U	35	11	0	0	0	0	0	0	0	4.74	E	3.44	C	4.09	D
109	NB/EB	ROSWELL RD	CIMARRON	TROWBRIDGE	0.14	29,240	4	U	45	11	0	0	0	3	0	5	100	4.15	D	4.00	D	4.07	D
110	NB/EB	ROSWELL RD	TROWBRIDGE	DALRYMPLE	0.32	28,640	4	U	45	11	0	0	0	4	0	5	100	4.09	D	4.09	D	4.09	D
111	NB/EB	ROSWELL RD	DALRYMPLE	SPALDING	0.75	30,290	4	U	45	11	0	0	0	2	0	5	100	4.25	D	4.21	D	4.23	D
112	NB/EB	ROSWELL RD	SPALDING	ABERNATHY	0.77	36,380	4	U	45	10	0	0	0	2	0	5	100	4.64	E	4.57	E	4.60	E
113	NB/EB	ROSWELL RD	ABERNATHY	SANDY SPRINGS	0.73	34,982	4	U	35	11	0	0	0	2	0	5	89	4.35	D	4.28	D	4.32	D
114	NB/EB	ROSWELL RD	JOHNSON FERRY	MOUNT VERNON	0.07	32,180	4	U	35	11	0	0	0	1	0	6	75	4.36	D	4.15	D	4.26	D
115	NB/EB	ROSWELL RD	MOUNT VERNON	HAMMOND	0.35	32,180	4	U	35	10	0	0	0	3	0	9	94	3.93	D	4.02	D	3.97	D
116	NB/EB	JOHNSON FERRY RD	ROSWELL	SANDY SPRINGS CIR	0.23	7,450	4	U	35	11	0	0	0	1	0	5	93	2.73	C	4.03	D	3.38	C
117	NB/EB	RIVERSIDE DR	RIVER VALLEY	HEARDS FERRY	0.37	19,624	2	U	35	11	0	0	0	5	0	5	32	5.40	E	4.53	E	4.97	E
118	NB/EB	RIVERSIDE DR	HEARDS FERRY	MOUNT VERNON	0.78	5,020	2	U	35	11	0	0	0	6	0	5	29	3.72	D	3.96	D	3.84	D
119	NB/EB	JOHNSON FERRY RD	RIVER VALLEY	BRANDON MILL/ABERNATHY	0.18	19,874	4	U	35	16	4	0	0	4	0	8	100	2.93	C	2.93	C	2.93	C

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
120	NB/EB	SPALDING DR	TROWBRIDGE/DALRYMPLE	GLENRIDGE	0.51	6,189	2	U	35	15	4	0	0	4	0	4	96	2.84	C	3.94	D	3.39	C
121	NB/EB	GLENRIDGE DR	ABERNATHY	GLENGATE	0.16	5,929	2	U	25	13	0	0	0	2	0	5	89	2.68	C	2.54	C	2.61	C
122	NB/EB	MOUNT VERNON HWY	PEACHTREE DUNWOODY	BARFIELD	0.36	11,750	4	U	35	11	0	0	0	3	0	4	100	2.93	C	4.28	D	3.61	D
123	NB/EB	MOUNT VERNON HWY	BARFIELD	GLENRIDGE	0.43	13,390	2	U	35	11	0	0	0	4	0	5	100	3.66	D	4.51	E	4.09	D
124	NB/EB	PEACHTREE DUNWOODY RD	WINDSOR	CITY LIMITS	0.51	11,711	2	U	35	12	0	0	0	4	0	5	36	4.35	D	3.65	D	4.00	D
125	NB/EB	PEACHTREE DUNWOODY RD	JOHNSON FERRY	GLENRIDGE CONNECTOR	0.29	21,210	4	U	35	12	0	0	0	4	0	5	100	3.29	C	3.36	C	3.32	C
126	NB/EB	HIGH POINT RD	TAMARISK	NORTHLAND	0.32	5,822	2	U	35	12	0	0	0	3	0	4	100	2.89	C	2.89	C	2.89	C
127	NB/EB	WINDSOR PKWY	CITY LIMITS	CRESTWICKE	0.34	9,107	2	U	35	11	0	0	0	0	0	0	0	4.66	E	4.66	E	4.66	E
128	NB/EB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.24	8,350	3	U	35	12	0	0	0	3	0	5	78	3.06	C	4.15	D	3.60	D
129	NB/EB	WINDSOR PKWY	NORTHLAND	HIGH POINT	0.47	8,705	2	U	35	11	0	0	0	3	0	5	57	3.77	D	3.21	C	3.49	C
130	NB/EB	LAKE FORREST DR	MOUNT VERNON	HAMMOND	0.21	8,857	4	U	35	11	0	0	0	0	0	0	0	4.11	D	3.81	D	3.96	D
131	NB/EB	LAKE FORREST DR	MOUNT PARAN	LONG ISLAND	0.32	7,954	2	U	35	11	0	0	0	0	0	0	0	4.52	E	4.27	D	4.40	D
132	NB/EB	LAKE FORREST DR	LONG ISLAND	CITY LIMITS	0.87	7,954	2	U	35	12	0	0	0	0	0	0	0	4.42	D	4.42	D	4.42	D
133	NB/EB	MOUNT PARAN RD	LAKE FORREST	LAKE FORREST	0.46	5,981	2	U	35	11	0	0	0	2	0	5	97	2.91	C	4.29	D	3.60	D
134	NB/EB	MOUNT PARAN RD	LAKE FORREST	LONG ISLAND	0.43	6,360	2	U	35	10	0	0	0	3	0	5	91	3.04	C	4.46	D	3.75	D
135	NB/EB	MOUNT PARAN RD	LONG ISLAND	POWERS FERRY	0.42	9,306	2	U	35	11	0	0	0	4	0	5	93	3.29	C	4.29	D	3.79	D
136	NB/EB	MOUNT VERNON HWY	POWERS FERRY/DUPREE	POWERS FERRY/MOUNT VERNON	0.43	6,118	2	U	35	13	0	0	0	4	0	5	45	3.49	C	2.80	C	3.15	C
137	NB/EB	HEARDS FERRY RD	RIVERSIDE	MOUNT VERNON	0.59	6,830	2	U	35	11	0	0	0	0	0	0	0	4.39	D	2.91	C	3.65	D
138	NB/EB	HEARDS FERRY RD	RIVER CHASE	HEARDS CREEK/RAIDER	0.38	7,710	2	U	35	11	0	0	0	6	0	5	98	2.95	C	3.68	D	3.31	C
139	NB/EB	MOUNT VERNON HWY	POWERS FERRY	RIVERSIDE	0.08	9,416	2	U	35	11	0	0	0	0	0	0	0	4.69	E	3.29	C	3.99	D
140	NB/EB	MOUNT VERNON HWY	RIVERSIDE	HEARDS FERRY	0.95	9,416	2	U	35	11	0	0	0	4	0	5	17	4.44	D	3.25	C	3.84	D
141	NB/EB	MOUNT VERNON HWY	HEARDS FERRY	LONG ISLAND	0.32	11,450	2	U	35	12	0	0	0	4	0	5	64	3.91	D	3.43	C	3.67	D
142	NB/EB	MOUNT VERNON HWY	LONG ISLAND	HAMMOND	0.10	14,730	3	U	35	11	0	0	0	0	0	0	0	4.74	E	3.49	C	4.11	D
143	NB/EB	MOUNT VERNON HWY	HAMMOND	LAKE FORREST	0.31	7,236	2	U	35	11	0	0	0	0	0	0	0	4.44	D	2.97	C	3.70	D
144	NB/EB	MOUNT VERNON HWY	LAKE FORREST	SANDY SPRINGS	0.26	7,236	2	U	35	12	0	0	0	0	0	0	0	4.34	D	3.76	D	4.05	D
145	NB/EB	ROSWELL RD	LONG ISLAND	FRANKLIN	0.13	33,070	4	U	35	11	0	0	0	2	0	5	86	4.29	D	5.53	F	4.91	E
146	NB/EB	ROSWELL RD	MOUNT PARAN	OSNER	0.19	32,225	4	U	35	11	0	0	0	2	0	5	41	4.88	E	4.13	D	4.51	E
147	NB/EB	GLENRIDGE DR	NORTHLAND	ROSWELL	0.49	16,469	2	U	35	14	0	0	0	3	0	5	46	4.64	E	4.01	D	4.32	D
148	NB/EB	GLENRIDGE DR	GLENRIDGE CONNECTOR	JOHNSON FERRY	0.18	16,940	3	D	35	13	0	0	0	0	0	0	0	4.71	E	3.09	C	3.90	D
149	NB/EB	ROSWELL RD	BROAD/WENTWORTH	GLENRIDGE	0.16	38,573	4	U	35	11	0	0	0	5	0	5	72	4.74	E	5.53	F	5.14	E
150	NB/EB	GLENRIDGE CONNECTOR	GLENRIDGE	JOHNSON FERRY	0.14	23,290	6	D	35	13	0	0	0	0	0	0	0	4.30	D	4.30	D	4.30	D
151	NB/EB	GLENRIDGE DR	JOHNSON FERRY	HIGH POINT	0.04	16,940	4	D	35	13	0	0	0	4	0	6	79	3.25	C	3.23	C	3.24	C
152	NB/EB	PEACHTREE DUNWOODY RD	HOLLIS COBB	JOHNSON FERRY	0.24	21,330	4	D	35	11	0	0	0	3	0	5	100	3.36	C	3.36	C	3.36	C
153	NB/EB	PEACHTREE DUNWOODY RD	ABERNATHY	MOUNT VERNON	0.14	24,198	4	D	35	12	0	0	0	5	0	6	100	3.37	C	3.37	C	3.37	C
154	NB/EB	ABERNATHY RD	MOUNT VERNON/PERIMETER	PEACHTREE DUNWOODY	0.11	38,944	4	D	45	11	0	0	0	3	0	5	100	4.71	E	4.71	E	4.71	E
155	NB/EB	PITTS RD	SPALDING	COLQUITT	0.26	7,630	2	U	35	11	0	0	0	3	0	5	77	3.35	C	3.34	C	3.34	C
156	NB/EB	JOHNSON FERRY RD	CITY LIMITS	RIVERSIDE	0.11	45,162	4	U	35	16	4	0	0	0	0	0	100	5.78	F	4.35	D	5.06	E
157	NB/EB	SANDY SPRINGS CIR	JOHNSON FERRY	MOUNT VERNON	0.19	18,332	4	U	35	12	0	0	0	3	0	5	86	3.36	C	3.94	D	3.65	D
158	NB/EB	ROSWELL RD	SANDY SPRINGS	JOHNSON FERRY	0.12	35,211	4	U	35	11	0	0	0	2	0	6	92	4.25	D	4.20	D	4.23	D
159	NB/EB	HAMMOND DR	SANDY SPRINGS	LAKE FORREST	0.16	10,720	4	U	35	11	0	0	0	2	0	5	100	2.78	C	2.72	C	2.75	C
160	NB/EB	HAMMOND DR	GREENBRIER	BOYLSTON	0.63	14,393	2	U	35	11	0	0	0	8	0	6	10	5.11	E	5.27	E	5.19	E
161	NB/EB	HAMMOND DR	BARFIELD	GLENRIDGE	0.23	26,120	4	U	35	10	0	0	0	3	0	5	92	3.80	D	3.56	D	3.68	D
162	NB/EB	HAMMOND DR	CITY LIMITS	PEACHTREE DUNWOODY	0.21	17,343	4	U	35	12	0	0	0	4	0	5	100	3.07	C	3.07	C	3.07	C
163	NB/EB	GLENRIDGE DR	AUTUMN GLEN	JOHNSON FERRY/GLENAIRY	0.20	7,553	2	U	25	15	0	0	0	5	0	6	94	2.58	C	2.64	C	2.61	C
164	NB/EB	MOUNT VERNON HWY	JOHNSON FERRY	JOHNSON FERRY	0.04	10,485	2	U	35	12	0	0	0	0	0	0	0	4.72	E	3.66	D	4.19	D
165	NB/EB	JOHNSON FERRY RD	MOUNT VERNON	ROSWELL	0.14	6,004	2	O	35	13	0	0	0	0	0	0	0	4.01	D	2.47	B	3.24	C
166	NB/EB	GLENRIDGE DR	MOUNT VERNON	AUTUMN GLEN	0.13	7,553	2	U	35	14	0	0	0	5	0	5	98	2.87	C	3.04	C	2.96	C
167	NB/EB	ABERNATHY RD	GLENRIDGE	ROSWELL	0.68	31,150	4	D	45	11	0	0	0	5	0	6	100	4.11	D	4.11	D	4.11	D
168	NB/EB	ABERNATHY RD	BARFIELD	GLENRIDGE	0.34	36,115	4	D	45	11	0	0	0	4	0	5	100	4.52	E	4.49	D	4.51	E
169	NB/EB	DALRYMPLE RD	BRANDON MILL	WILDERCLIFF	0.09	5,989	2	U	35	12	0	0	0	0	0	0	0	4.19	D	4.19	D	4.19	D
170	NB/EB	BARFIELD RD	ABERNATHY	MOUNT VERNON	0.34	7,620	4	U	35	10	0	0	0	5	0	6	70	2.97	C	2.58	C	2.78	C
171	NB/EB	LONG ISLAND DR	MOUNT PARAN	LAKE FORREST	0.34	5,246	2	U	35	11	0	0	0	0	0	0	0	4.20	D	2.69	C	3.45	C
172	NB/EB	LONG ISLAND DR	LAKE FORREST	ROSWELL	0.36	5,246	2	U	35	12	0	0	0	4	0	5	52	3.35	C	2.77	C	3.06	C
173	NB/EB	POWERS FERRY RD	MOUNT PARAN	CITY LIMITS	0.65	3,598	2	U	35	12	0	0	0	0	0	0	0	3.91	D	3.68	D	3.80	D
174	NB/EB	ROSWELL RD	WINDSOR	MEADOWBROOK	0.05	32,411	4	U	35	11	0	0	0	2	0	7	100	3.89	D	4.68	E	4.28	D
175	NB/EB	SPALDING DR	PEACHTREE DUNWOODY	TROWBRIDGE/SPALDING	0.28	11,630	2	U	35	11	0	0	0	3	0	5	100	3.47	C	3.47	C	3.47	C
176	NB/EB	POWERS FERRY RD	NEW NORTHSIDE	BRICKSTONE	0.17	9,287	2	U	35	12	0	0	0	2	0	5	26	4.22	D	3.76	D	3.99	D
177	NB/EB	POWERS FERRY RD	NORTHSIDE	NEW NORTHSIDE	0.08	9,287	3	U	35	11	0	0	0	0	0	0	0	4.32	D	4.32	D	4.32	D
178	NB/EB	NORTHSIDE DR	1285E NORTHSIDE OFF RAMP	POWERS FERRY	0.09	8,330	3	O	35	12	0	0	0	5	0	5	39	3.49	C	4.07	D	3.78	D
179	NB/EB	NORTHSIDE DR	POWERS FERRY	NEW NORTHSIDE	0.13	6,235	2	O	35	19	0	0	0	7	0	5	19	3.36	C	3.42	C	3.39	C

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
180	NB/EB	MOUNT VERNON HWY	ROSWELL	JOHNSON FERRY	0.13	6,720	2	O	35	10	0	0	0	2	0	5	37	3.84	D	3.50	C	3.67	D
181	NB/EB	JOHNSON FERRY RD	GLENRIDGE CONNECTOR	GLENRIDGE	0.14	16,940	4	U	35	11	0	0	0	5	0	5	74	3.44	C	3.74	D	3.59	D
182	NB/EB	PEACHTREE DUNWOODY RD	CENTRAL PARK	HAMMOND	0.35	19,253	4	D	35	12	0	0	0	4	0	5	100	3.18	C	3.18	C	3.18	C
183	NB/EB	JOHNSON FERRY RD	CITY LIMITS	OLD JOHNSON FERRY	0.24	13,290	2	U	35	12	0	0	0	3	0	5	55	4.28	D	3.65	D	3.96	D
184	NB/EB	MOUNT PARAN RD	POWERS FERRY	CONWAY	0.17	8,392	2	U	35	11	0	0	0	5	0	5	88	3.23	C	4.32	D	3.78	D
185	NB/EB	POWERS FERRY RD	BRICKSTONE	DUPREE	0.29	5,059	2	U	35	13	0	0	0	3	0	5	33	3.55	D	2.65	C	3.10	C
186	NB/EB	GLENLAKE PKWY	GLENRIDGE	DRIVEWAY	0.29	3,550	3	U	35	16	0	0	0	0	0	0	0	3.41	C	2.33	B	2.87	C
187	NB/EB	MOUNT VERNON HWY	PARK	ABERNATHY/PERIMETER	0.21	22,250	4	D	35	12	0	0	0	17	0	5	100	3.00	C	3.36	C	3.18	C
188	NB/EB	NEW NORTHSIDE DR	NORTHSIDE	NEW NORTHSIDE NW	0.17	15,410	5	U	35	12	0	0	0	0	0	0	0	4.21	D	3.44	C	3.82	D
189	NB/EB	NEW NORTHSIDE DR	NEW NORTHSIDE NW	I-285 SB RAMPS	0.07	15,410	4	D	35	12	0	0	0	3	0	6	75	3.27	C	4.49	D	3.88	D
190	NB/EB	NEW NORTHSIDE DR	I-285 SB RAMPS	I-285 NB RAMPS	0.09	10,823	3	O	35	12	0	0	0	3	0	4	88	3.11	C	3.33	C	3.22	C
191	NB/EB	NEW NORTHSIDE DR	I-285 NB RAMPS	POWERS FERRY	0.15	10,823	4	O	35	12	0	0	0	5	0	5	61	3.16	C	4.06	D	3.61	D
192	NB/EB	NORTHSIDE DR	RIVEREDGE	INTERSTATE NORTH/NEW NORTHSIDE	0.14	6,312	3	U	35	11	0	0	0	0	0	0	0	4.08	D	4.08	D	4.08	D
193	NB/EB	POWERS FERRY RD	DUPREE/MOUNT VERNON	CREST VALLEY	0.66	7,475	2	U	35	11	0	0	0	0	0	0	0	4.46	D	4.46	D	4.46	D
194	NB/EB	RIVERSIDE DR	BREAKWATER RIDGE	JOHNSON FERRY	0.29	5,287	2	U	35	12	1	0	0	0	0	0	0	4.11	D	4.11	D	4.11	D
195	NB/EB	ROSWELL RD	FRANKLIN	MYSTIC	0.05	32,411	4	U	35	11	0	0	0	0	0	0	0	5.48	E	4.34	D	4.91	E
196	NB/EB	ROSWELL RD	DRIVEWAY	MYSTIC PINE	0.06	32,411	4	U	35	11	0	0	0	2	0	5	89	4.20	D	5.48	E	4.84	E
197	NB/EB	ROSWELL RD	NORTHRIDGE PKWY	NORTHRIDGE RD	0.18	30,160	4	D	45	11	0	0	0	4	0	6	100	4.09	D	4.04	D	4.07	D
198	NB/EB	ROSWELL RD	ROBERTS	DRIVEWAY	0.16	35,310	4	U	45	11	0	0	0	4	0	5	93	4.58	E	5.98	F	5.28	E
199	NB/EB	WINDSOR PKWY	CRESTWICKE	PEACHTREE DUNWOODY	0.07	8,340	2	U	35	12	0	0	0	4	0	5	76	3.37	C	3.32	C	3.35	C
200	NB/EB	SPALDING DR	MOUNT VERNON	SPALDING HEIGHTS	0.13	5,753	2	U	35	12	0	0	0	0	0	0	0	4.17	D	2.71	C	3.44	C
201	NB/EB	SPALDING DR	SPALDING HEIGHTS	JETT FERRY	0.62	5,753	2	U	35	11	0	0	0	0	0	0	0	4.26	D	4.06	D	4.16	D
202	NB/EB	SPALDING DR	JETT FERRY	SAGEBRUSH	0.27	5,699	2	U	35	11	0	0	0	0	0	0	0	4.26	D	4.26	D	4.26	D
203	NB/EB	SPALDING DR	SAGEBRUSH	OLD COBBLESTONE	0.06	5,699	2	U	35	14	3	0	0	0	0	0	0	3.96	D	3.00	C	3.48	C
204	NB/EB	SPALDING DR	OLD COBBLESTONE	OLD DOMINION	0.14	5,699	2	U	35	11	0	0	0	0	0	0	0	4.26	D	3.57	D	3.91	D
205	NB/EB	SPALDING DR	TYNECASTLE	GATED DRIVEWAY	0.28	8,264	2	U	35	11	0	0	0	2	0	5	90	3.27	C	4.56	E	3.91	D
206	NB/EB	SPALDING DR	GATED DRIVEWAY	KENSTONE	0.04	8,264	2	U	35	11	0	0	0	3	0	5	70	3.52	D	4.56	E	4.04	D
207	NB/EB	SPALDING DR	KENSTONE	DUNWOODY CLUB	0.27	8,264	2	U	35	11	0	0	0	4	0	5	99	3.07	C	4.56	E	3.81	D
208	NB/EB	POWERS FERRY RD	MOUNT PARAN	DUDLEY	0.09	4,034	2	U	35	12	0	0	0	4	0	5	63	3.05	C	2.73	C	2.89	C
209	NB/EB	SPALDING DR	RIVER EXCHANGE	WINTERS CHAPEL	0.28	18,250	2	U	35	11	0	0	0	0	0	0	0	5.73	F	5.73	F	5.73	F
210	NB/EB	SPALDING DR	PITTS	SPALDING SPRINGS	0.12	7,835	2	U	35	12	0	0	0	0	0	0	0	4.41	D	3.12	C	3.77	D
211	NB/EB	SPALDING DR	SPALDING LAKE	NESBIT FERRY	0.25	15,245	2	U	35	12	0	0	0	0	0	0	0	5.28	E	5.28	E	5.28	E
212	NB/EB	HIGH POINT RD	GLENRIDGE	TAMARISK	0.30	5,822	2	U	35	12	0	0	0	3	0	4	89	3.02	C	4.18	D	3.60	D
213	NB/EB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.10	8,350	2	U	35	12	0	0	0	5	0	5	93	3.09	C	4.47	D	3.78	D
214	NB/EB	PEACHTREE DUNWOODY RD	LAKE HEARN	HOLLIS COBB	0.16	25,138	4	D	35	11	0	0	0	3	0	5	100	3.59	D	3.59	D	3.59	D
215	NB/EB	HAMMOND DR	GLENRIDGE	GREENBRIER	0.10	15,475	3	U	35	11	0	0	0	3	0	5	90	3.48	C	4.80	E	4.14	D
216	NB/EB	HAMMOND DR	BOYLSTON	ROSWELL	0.14	19,870	4	U	35	12	0	0	0	1	0	10	96	3.14	D	3.99	D	3.57	D
217	NB/EB	LAKE FORREST DR	HAMMOND	ALLEN	0.40	9,487	2	U	35	11	0	0	0	4	0	5	14	4.50	D	3.25	C	3.87	D
218	NB/EB	LAKE FORREST DR	ALLEN	NORTHWOOD	0.17	5,310	2	U	35	11	0	0	0	2	0	5	97	2.82	C	4.21	D	3.52	D
219	NB/EB	PEACHTREE DUNWOODY RD	SPALDING/GABLES	WEMBLEY	0.20	12,920	3	U	35	12	1	0	0	6	0	5	100	3.01	C	2.92	C	2.96	C
220	NB/EB	PEACHTREE DUNWOODY RD	WEMBLEY	WESTFAIR	0.11	12,920	2	U	35	13	0	0	0	6	0	5	100	3.47	C	3.53	D	3.50	C
221	NB/EB	PEACHTREE DUNWOODY RD	WESTFAIR	ROBERTS	0.57	12,920	3	U	35	12	0	0	0	3	0	5	100	3.10	C	3.10	C	3.10	C
222	NB/EB	PEACHTREE DUNWOODY RD	PARK	ABERNATHY	0.13	13,339	6	D	35	11	0	0	0	4	0	5	100	2.61	C	2.61	C	2.61	C
223	NB/EB	MORGAN FALLS RD	ROSWELL	MORGAN FALLS PL	0.19	4,922	4	U	35	10	0	0	0	4	0	5	100	2.41	B	2.41	B	2.41	B
224	NB/EB	MORGAN FALLS RD	MORGAN FALLS PL	HARBOR POINTE	0.41	4,922	3	U	35	13	0	0	0	3	0	5	81	2.69	C	2.56	C	2.63	C
225	NB/EB	MORGAN FALLS RD	HARBOR POINTE	End	0.92	4,922	2	U	30	10	0	0	0	0	0	0	0	4.16	D	4.07	D	4.11	D
226	NB/EB	DUPREE DR	POWERS FERRY	MOUNT VERNON	0.77	2,222	2	U	30	13	0	0	0	3	0	5	24	3.21	C	3.16	C	3.18	C
227	NB/EB	BOYLSTON DR	MOUNT VERNON	HILDERBRAND	0.10	4,179	2	U	30	13	0	0	0	2	0	5	35	3.30	C	3.40	C	3.35	C
228	NB/EB	BOYLSTON DR	HILDERBRAND	HAMMOND	0.27	3,698	2	U	30	11	0	0	0	0	0	0	0	3.90	D	3.76	D	3.83	D
229	NB/EB	DUDLEY LN	POWERS FERRY	City Limits	0.84	4,827	2	U	25	11	0	0	0	0	0	0	0	3.92	D	3.92	D	3.92	D
230	NB/EB	HILDERBRAND DR	SANDY SPRINGS CIR	ROSWELL	0.23	2,210	2	U	35	11	3	0	0	4	0	10	37	3.21	D	3.51	D	3.36	C
231	NB/EB	HILDERBRAND DR	ROSWELL	BOYLSTON	0.11	2,820	2	U	35	12	0	0	0	2	0	7	17	3.56	D	3.38	C	3.47	C
232	NB/EB	SANDY SPRINGS CIR	CLIFTWOOD	ALLEN	0.15	4,900	2	U	35	12	0	0	0	4	0	6	61	3.14	C	2.64	C	2.89	C
233	NB/EB	SANDY SPRINGS CIR	HAMMOND	CLIFTWOOD	0.26	7,710	4	U	35	12	0	0	0	2	0	10	100	2.35	B	2.40	B	2.38	B
0	SB/WB	ABERNATHY RD	ROSWELL	BRANDON MILL/JOHNSON FERRY	0.64	19,874	4	D	35	15	4	0	0	6	0	8	100	2.90	C				
1	SB/WB	ABERNATHY RD	PEACHTREE DUNWOODY	BARFIELD	0.46	40,550	4	U	35	11	0	0	0	6	0	8	73	4.70	E				
2	SB/WB	BARFIELD RD	MOUNT VERNON	HAMMOND	0.71	5,144	2	U	35	15	4	0	0	2	0	5	93	2.70	C				
3	SB/WB	BRANDON MILL RD	DALRYMPLE	ABERNATHY/JOHNSON FERRY	1.47	3,760	2	U	35	10	0	0	0	4	0	5	13	3.95	D				
4	SB/WB	COLQUITT RD	NORTHRIDGE	PITTS	0.79	4,418	2	U	35	11	0	0	0	3	0	5	95	2.71	C				
5	SB/WB	DALRYMPLE RD	SPALDING/TROWBRIDGE	ROSWELL	0.35	9,835	2	U	35	12	0	0	0	7	0	7	92	3.11	C				

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
6	SB/WB	DALRYMPLE RD	ROSWELL	BRANDON MILL	1.15	8,260	2	U	35	10	0	0	0	5	0	5	49	3.89	D				
7	SB/WB	DUNWOODY PL	ROSWELL	ROBERTS	0.72	15,900	4	U	35	10	0	0	0	5	0	5	100	3.02	C				
8	SB/WB	DUNWOODY CLUB DR	HAPPY HOLLOW	CITY LIMITS	0.06	6,970	2	U	35	12	0	0	0	0	0	0	0	4.31	D				
9	SB/WB	DUNWOODY CLUB DR	HAPPY HOLLOW	MOUNT VERNON	0.98	6,970	2	U	35	11	0	0	0	5	0	5	13	4.21	D				
10	SB/WB	DUNWOODY CLUB DR	MOUNT VERNON	SPALDING	2.46	7,000	2	U	35	11	0	0	0	6	0	5	56	3.53	D				
11	SB/WB	GARMON RD	CITY LIMITS	NORTHSIDE	0.19	1,550	2	U	35	14	0	0	0	0	0	0	0	3.48	C				
12	SB/WB	GLENLAKE PKWY	DRIVEWAY	ABERNATHY/BARFIELD	0.70	11,491	4	U	35	12	0	0	0	5	0	5	92	2.81	C				
13	SB/WB	GLENRIDGE DR	GLENRIDGE CONNECTOR	I285E GLENRIDGE OFF RAMP	0.05	23,290	6	D	35	17	6	0	0	10	0	6	76	2.92	C				
14	SB/WB	GLENRIDGE DR	HIGH POINT	NORTHLAND	0.44	15,512	2	U	35	12	0	0	0	4	0	5	56	4.50	D				
15	SB/WB	GLENRIDGE DR	JOHNSON FERRY/GLENAIRY	HAMMOND	0.30	9,630	2	U	35	13	0	0	0	0	0	0	0	4.52	E				
16	SB/WB	GLENRIDGE DR	GLENLAKE	ABERNATHY	0.42	3,550	2	U	35	14	0	0	0	0	0	0	0	3.71	D				
17	SB/WB	GLENRIDGE DR	HAMMOND	I285W GLENRIDGE ON RAMP	0.57	24,664	4	D	35	12	0	0	0	4	0	5	96	3.56	D				
18	SB/WB	GLENRIDGE DR	I285W GLENRIDGE ON RAMP	I285E GLENRIDGE OFF RAMP	0.08	24,664	5	D	35	12	0	0	0	2	0	8	74	3.49	C				
19	SB/WB	GLENRIDGE DR	GLENGATE	MOUNT VERNON	0.51	5,929	2	U	35	13	0	0	0	5	0	5	95	2.76	C				
20	SB/WB	GLENRIDGE DR	SPALDING	GLENLAKE	0.63	5,447	2	U	35	14	0	0	0	0	0	0	0	3.93	D				
21	SB/WB	GLENRIDGE CONNECTOR	JOHNSON FERRY	PEACHTREE DUNWOODY/GLENRIDGE	0.71	26,558	6	D	35	11	0	0	0	5	0	5	35	4.10	D				
22	SB/WB	HAMMOND DR	ROSWELL	SANDY SPRINGS	0.31	13,713	4	U	35	11	0	0	0	4	0	9	95	2.77	C				
23	SB/WB	HAMMOND DR	PEACHTREE DUNWOODY	BARFIELD	0.50	27,459	6	U	35	11	0	0	0	5	0	5	100	3.13	C				
24	SB/WB	HAMMOND DR	LAKE FORREST	MOUNT VERNON	0.23	8,519	4	U	35	11	0	0	0	5	0	5	93	2.67	C				
25	SB/WB	HEARDS FERRY RD	NORTHSIDE/WINTERTHUR	RIVER CHASE	0.76	7,710	2	U	35	11	0	0	0	0	0	0	0	4.49	D				
26	SB/WB	HEARDS FERRY RD	HEARDS CREEK/RAIDER	RIVERSIDE	0.63	7,882	2	U	35	11	0	0	0	0	0	0	0	4.51	E				
27	SB/WB	HIGH POINT RD	NORTHLAND	WINDSOR	0.98	4,794	2	U	35	13	0	0	0	0	0	0	0	3.96	D				
28	SB/WB	HOLCOMB BRIDGE RD	SPALDING	CITY LIMITS	0.47	45,980	4	U	35	11	0	0	0	5	0	5	7	6.18	F				
29	SB/WB	INTERSTATE NORTH PKWY	NORTHSIDE/NEW NORTHSIDE	CITY LIMITS	0.77	18,359	2	U	40	16	4	0	0	0	0	4	21	5.23	E				
30	SB/WB	JOHNSON FERRY RD	MOUNT VERNON	JOHNSON FERRY	0.05	2,483	1	O	35	0	0	0	0	0	0	0	0	#NUM!	#NUM!				
31	SB/WB	JOHNSON FERRY RD	LAURIAN WOOD	BARNARD/REDDING	0.11	25,534	4	D	35	16	4	0	0	6	0	8	100	3.21	C				
32	SB/WB	JOHNSON FERRY RD	BARNARD/REDDING	RIVER VALLEY	0.20	25,534	4	D	35	16	4	0	0	6	0	8	100	3.21	C				
33	SB/WB	JOHNSON FERRY RD	RIVERSIDE	LAURIAN WOOD	0.53	26,090	4	U	35	16	4	0	0	6	0	8	100	3.24	C				
34	SB/WB	JOHNSON FERRY RD	PEACHTREE DUNWOODY	GLENRIDGE CONNECTOR	0.55	22,044	4	U	35	11	0	0	0	3	0	5	84	3.64	D				
35	SB/WB	JOHNSON FERRY RD	SANDY SPRINGS CIR	ABERNATHY	0.79	17,615	2	U	35	11	0	0	0	6	0	5	100	4.08	D				
36	SB/WB	JOHNSON FERRY RD	OLD JOHNSON FERRY	PEACHTREE DUNWOODY	0.29	15,031	4	U	35	12	0	0	0	4	0	5	14	4.17	D				
37	SB/WB	JOHNSON FERRY RD	GLENRIDGE/GLENAIRY	MOUNT VERNON	0.54	4,966	2	U	35	10	0	0	0	5	0	6	94	2.69	C				
38	SB/WB	LAKE FORREST DR	NORTHWOOD	MOUNT PARAN	1.15	9,274	2	U	35	10	0	0	0	0	0	0	0	4.80	E				
39	SB/WB	LAKE HEARN DR	PEACHTREE DUNWOODY	CITY LIMITS	0.27	7,134	2	U	35	11	0	0	0	5	0	6	12	4.23	D				
40	SB/WB	LONG ISLAND DR	MOUNT VERNON	LONG GROVE	0.06	2,340	2	U	35	13	2	0	0	0	0	0	0	3.67	D				
41	SB/WB	LONG ISLAND DR	LONG GROVE	MOUNT PARAN	2.07	2,340	2	U	35	10	0	0	0	6	0	5	20	3.66	D				
42	SB/WB	MOUNT PARAN RD	CONWAY	CITY LIMITS	1.02	7,478	2	U	35	11	0	0	0	0	0	0	0	4.46	D				
43	SB/WB	MOUNT VERNON HWY	DUNWOODY CLUB	DUNWOODY CLUB	0.19	6,970	3	U	35	12	0	0	0	5	0	5	93	2.67	C				
44	SB/WB	MOUNT VERNON HWY	NORTHSIDE	POWERS FERRY/DUPREE	0.69	2,820	2	U	35	12	0	0	0	4	0	5	63	2.92	C				
45	SB/WB	MOUNT VERNON HWY	SANDY SPRINGS	ROSWELL	0.21	6,679	2	U	35	12	0	0	0	5	0	5	87	2.99	C				
46	SB/WB	MOUNT VERNON HWY	ABERNATHY/PERIMETER	PEACHTREE DUNWOODY	0.14	18,556	4	D	35	12	0	0	0	3	0	5	100	3.18	C				
47	SB/WB	MOUNT VERNON HWY	LISA	PARK	0.26	23,699	2	U	35	12	0	0	0	2	0	6	100	4.81	E				
48	SB/WB	MOUNT VERNON HWY	GLENRIDGE	JOHNSON FERRY	0.58	10,485	2	U	35	15	0	0	0	3	0	5	36	4.00	D				
49	SB/WB	MOUNT VERNON RD	SPALDING	DUNWOODY CLUB	0.68	7,513	2	U	35	10	0	0	0	6	0	5	46	3.83	D				
50	SB/WB	NEW NORTHSIDE DR	POWERS FERRY	NORTHSIDE	0.15	6,235	3	O	35	12	0	0	0	9	0	5	35	3.36	C				
51	SB/WB	NORTHLAND DR	HIGH POINT	WINDSOR	1.01	2,477	2	U	35	11	0	0	0	4	0	5	95	2.46	B				
52	SB/WB	NORTHLAND DR	GLENRIDGE	HIGH POINT	0.42	3,030	2	U	35	10	0	0	0	1	0	5	90	2.73	C				
53	SB/WB	NORTHRIDGE RD	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	COLQUITT	0.24	28,234	5	U	35	12	0	0	0	5	0	5	100	3.34	C				
54	SB/WB	NORTHSIDE DR	GARMON	CITY LIMITS	0.90	3,224	2	U	35	15	3	0	0	0	0	0	0	3.58	D				
55	SB/WB	NORTHSIDE DR	NEW NORTHSIDE	MOUNT VERNON	0.41	6,884	2	U	35	14	4	0	0	0	0	0	0	4.10	D				
56	SB/WB	NORTHSIDE DR	INTERSTATE NORTH/NEW NORTHSIDE	I285E NORTHSIDE OFF RAMP	0.19	8,330	3	O	35	12	0	0	0	0	0	5	69	3.17	C				
57	SB/WB	NORTHSIDE DR	MOUNT VERNON	GARMON	1.46	5,530	2	U	35	15	4	0	0	0	0	0	0	3.86	D				
58	SB/WB	NORTHSIDE DR	WINTERTHUR/HEARDS FERRY	RIVEREDGE	0.48	4,294	2	U	35	13	2	0	0	0	0	0	0	3.89	D				
59	SB/WB	PEACHTREE DUNWOODY RD	GLENRIDGE CONNECTOR	WINDSOR	1.38	15,820	2	U	35	12	0	0	0	6	0	5	57	4.49	D				
60	SB/WB	PEACHTREE DUNWOODY RD	HAMMOND	LAKE HEARN	0.46	32,626	4	D	35	12	0	0	0	7	0	5	99	3.88	D				
61	SB/WB	PEACHTREE DUNWOODY RD	MOUNT VERNON	CENTRAL PARK	0.56	19,253	4	D	35	12	0	0	0	4	0	5	100	3.18	C				
62	SB/WB	PEACHTREE DUNWOODY RD	ROBERTS	PARK	0.73	13,339	2	U	35	10	0	0	0	4	0	5	100	3.67	D				
63	SB/WB	PERIMETER CTR	CITY LIMITS	MOUNT VERNON/ABERNATHY	0.33	27,266	4	D	45	15	4	0	0	9	0	9	100	3.56	D				
64	SB/WB	PITTS RD	COLQUITT	ROSWELL	0.45	7,190	2	U	35	10	0	0	0	4	0	5	100	2.96	C				
65	SB/WB	POWERS FERRY RD	DUPREE	HEARDS	0.77	4,913	2	U	35	13	3	0	0	0	0	0	0	3.97	D				

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
66	SB/WB	POWERS FERRY RD	RAIDER	MOUNT VERNON	0.40	5,546	2	U	35	11	0	0	0	4	0	5	96	2.81	C				
67	SB/WB	POWERS FERRY RD	CITY LIMITS	NORTHSIDE	0.73	16,209	3	U	35	10	0	0	0	5	0	5	0	4.98	E				
68	SB/WB	POWERS FERRY RD	CREST VALLEY	MOUNT PARAN	1.06	5,930	2	U	35	11	0	0	0	0	0	0	0	4.28	D				
69	SB/WB	RAIDER DR	HEARDS FERRY	POWERS FERRY	0.42	5,546	2	U	25	13	0	0	0	3	0	5	97	2.50	C				
70	SB/WB	RIVER VALLEY RD	AMBERIDGE	JOHNSON FERRY	0.21	5,640	2	U	35	14	4	0	0	5	0	5	100	2.61	C				
71	SB/WB	RIVER VALLEY RD	RIVERSIDE	AMBERIDGE	1.04	6,010	2	U	35	15	4	0	0	5	0	5	98	2.67	C				
72	SB/WB	RIVERSIDE DR	JOHNSON FERRY	RIVER VALLEY	1.60	13,410	2	U	35	13	2	0	0	4	0	5	10	4.82	E				
73	SB/WB	RIVERSIDE DR	DALRYMPLE/WILDERCLIFF	BREAKWATER RIDGE	1.19	5,989	2	U	35	14	2	0	0	0	0	0	0	4.00	D				
74	SB/WB	ROBERTS DR	ROSWELL	1000ft N/O SUMMER CROSSING	0.99	3,198	2	U	35	12	1	0	0	5	0	5	15	3.64	D				
75	SB/WB	ROBERTS DR	1000ft N/O SUMMER CROSSING	DUNWOODY	1.21	4,556	2	U	35	12	1	0	0	5	0	5	95	2.63	C				
76	SB/WB	ROBERTS DR	NORTHRIDGE	SPALDING	0.80	17,860	2	U	35	12	0	0	0	2	0	5	95	4.28	D				
77	SB/WB	ROSWELL RD	TAHOMA	PITTS	0.08	36,420	4	U	45	10	0	0	0	3	0	5	100	4.60	E				
78	SB/WB	ROSWELL RD	LAKE PLACID	BROAD/WENTWORTH	0.32	38,573	4	U	35	10	0	0	0	5	0	9	100	4.13	D				
79	SB/WB	ROSWELL RD	OSNER	HARDEMAN	0.16	32,225	4	U	35	11	0	0	0	2	0	5	45	4.83	E				
80	SB/WB	ROSWELL RD	0.2 MI S/O MORGAN FALLS	CIMARRON	0.33	29,240	4	U	45	10	0	0	0	5	0	5	100	4.12	D				
81	SB/WB	ROSWELL RD	MYSTIC	DRIVEWAY	0.12	32,411	4	U	35	11	0	0	0	3	0	9	60	4.47	D				
82	SB/WB	ROSWELL RD	HAMMOND	LAKE PLACID	0.70	40,632	4	U	35	11	0	0	0	2	0	5	87	4.72	E				
83	SB/WB	ROSWELL RD	GLENRIDGE	MOUNT PARAN	0.34	33,530	4	U	35	11	0	0	0	5	0	5	57	4.67	E				
84	SB/WB	ROSWELL RD	HARDEMAN	LONG ISLAND	0.32	32,225	4	U	35	11	0	0	0	2	0	6	49	4.74	E				
85	SB/WB	ROSWELL RD	MYSTIC PINE	WINDSOR	0.30	32,411	4	U	35	11	0	0	0	2	0	5	72	4.45	D				
86	SB/WB	ROSWELL RD	PITTS	0.2 MI S/O MORGAN FALLS	0.82	36,420	4	U	45	10	0	0	0	3	0	5	100	4.60	E				
87	SB/WB	ROSWELL RD	NORTHRIDGE	TAHOMA	0.43	36,420	4	U	45	11	0	0	0	4	0	5	100	4.54	E				
88	SB/WB	ROSWELL RD	HANOVER PARK/DUNWOODY	NORTHRIDGE PKWY	0.91	32,160	4	U	45	11	0	0	0	4	0	5	100	4.30	D				
89	SB/WB	ROSWELL RD	CITY LIMITS	ROBERTS	0.18	35,310	4	U	45	13	0	0	0	0	0	0	0	5.78	F				
90	SB/WB	SANDY SPRINGS CIR	ROSWELL	JOHNSON FERRY	0.23	8,510	4	U	35	11	0	0	0	4	0	9	50	3.23	C				
91	SB/WB	SANDY SPRINGS CIR	MOUNT VERNON	HAMMOND	0.34	9,800	4	U	35	11	0	0	0	3	0	6	45	3.46	C				
92	SB/WB	SPALDING DR	OLD DOMINION	TYNECASTLE	2.38	4,998	2	U	35	11	0	0	0	0	0	0	0	4.17	D				
93	SB/WB	SPALDING DR	DUNWOODY/AUDEN	CITY LIMITS	0.21	11,633	2	U	35	12	0	0	0	3	0	5	91	3.58	D				
94	SB/WB	SPALDING DR	HOLCOMB BRIDGE	RIVER EXCHANGE	0.34	18,250	3	U	35	12	0	0	0	3	0	5	44	4.30	D				
95	SB/WB	SPALDING DR	SPALDING SPRINGS	ROBERTS	0.22	7,835	2	U	35	12	0	0	0	3	0	5	93	3.11	C				
96	SB/WB	SPALDING DR	PEACHTREE DUNWOODY	DUNWOODY/AUDEN	0.39	11,633	2	U	35	12	0	0	0	3	0	4	89	3.71	D				
97	SB/WB	SPALDING DR	NESBIT FERRY	MOUNT VERNON	1.03	12,240	2	U	35	12	0	0	0	3	0	5	25	4.57	E				
98	SB/WB	SPALDING DR	GLENRIDGE	ROSWELL	0.51	3,773	2	U	35	15	4	0	0	0	0	0	0	3.65	D				
99	SB/WB	TROWBRIDGE RD	ROSWELL	SPALDING/DALRYMPLE	0.56	7,037	2	U	30	13	0	0	0	2	0	5	95	2.85	C				
100	SB/WB	WINDSOR PKWY	HIGH POINT	ROSWELL	0.80	9,060	2	U	35	12	0	0	0	3	0	5	94	3.24	C				
101	SB/WB	WINTERS CHAPEL RD	SPALDING	CITY LIMITS	0.48	11,256	2	U	40	11	0	0	0	0	0	0	0	5.06	E				
102	SB/WB	SPALDING DR	DUNWOODY CLUB	ROBERTS	0.03	8,264	2	U	35	11	0	0	0	5	0	5	80	3.33	C				
103	SB/WB	ROBERTS DR	SPALDING	CITY LIMITS	0.18	17,860	2	U	35	12	0	0	0	0	0	0	0	5.59	F				
104	SB/WB	NORTHRIDGE RD	ROBERTS	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	0.14	28,234	4	U	35	11	0	0	0	0	0	0	0	5.24	E				
105	SB/WB	NORTHRIDGE RD	COLQUITT	ROSWELL	0.17	22,900	4	U	35	14	0	0	0	2	0	4	100	3.50	D				
106	SB/WB	DUNWOODY PL	ROBERTS	NORTHRIDGE	0.57	27,414	4	U	35	11	0	0	0	3	0	5	100	3.72	D				
107	SB/WB	ROSWELL RD	DRIVEWAY	HANOVER PARK/DUNWOODY	0.24	35,310	4	U	45	15	4	0	0	6	0	7	63	4.69	E				
108	SB/WB	SPALDING DR	CITY LIMITS	PITTS	0.18	9,830	2	U	35	11	0	0	0	3	0	6	83	3.44	C				
109	SB/WB	ROSWELL RD	CIMARRON	TROWBRIDGE	0.14	29,240	4	U	45	11	0	0	0	3	0	7	100	4.00	D				
110	SB/WB	ROSWELL RD	TROWBRIDGE	DALRYMPLE	0.32	28,640	4	U	45	11	0	0	0	4	0	5	100	4.09	D				
111	SB/WB	ROSWELL RD	DALRYMPLE	SPALDING	0.75	30,290	4	U	45	11	0	0	0	3	0	5	100	4.21	D				
112	SB/WB	ROSWELL RD	SPALDING	ABERNATHY	0.77	36,380	4	U	45	10	0	0	0	4	0	5	100	4.57	E				
113	SB/WB	ROSWELL RD	ABERNATHY	SANDY SPRINGS	0.73	34,982	4	U	35	11	0	0	0	2	0	5	95	4.28	D				
114	SB/WB	ROSWELL RD	JOHNSON FERRY	MOUNT VERNON	0.07	32,180	4	U	35	10	0	0	0	2	0	5	95	4.15	D				
115	SB/WB	ROSWELL RD	MOUNT VERNON	HAMMOND	0.35	32,180	4	U	35	10	0	0	0	3	0	9	89	4.02	D				
116	SB/WB	JOHNSON FERRY RD	ROSWELL	SANDY SPRINGS CIR	0.23	7,450	4	U	35	11	0	0	0	0	0	0	0	4.03	D				
117	SB/WB	RIVERSIDE DR	RIVER VALLEY	HEARDS FERRY	0.37	19,624	2	U	35	11	0	0	0	3	0	4	100	4.53	E				
118	SB/WB	RIVERSIDE DR	HEARDS FERRY	MOUNT VERNON	0.78	5,020	2	U	35	11	0	0	0	2	0	5	16	3.96	D				
119	SB/WB	JOHNSON FERRY RD	RIVER VALLEY	BRANDON MILL/ABERNATHY	0.18	19,874	4	U	35	16	4	0	0	4	0	8	100	2.93	C				
120	SB/WB	SPALDING DR	TROWBRIDGE/DALRYMPLE	GLENRIDGE	0.51	6,189	2	U	35	15	4	0	0	0	0	0	0	3.94	D				
121	SB/WB	GLENRIDGE DR	ABERNATHY	GLENGATE	0.16	5,929	2	U	25	13	0	0	0	2	0	5	100	2.54	C				
122	SB/WB	MOUNT VERNON HWY	PEACHTREE DUNWOODY	BARFIELD	0.36	11,750	4	U	35	11	0	0	0	0	0	0	0	4.28	D				
123	SB/WB	MOUNT VERNON HWY	BARFIELD	GLENRIDGE	0.43	13,390	2	U	35	11	0	0	0	3	0	5	44	4.51	E				
124	SB/WB	PEACHTREE DUNWOODY RD	WINDSOR	CITY LIMITS	0.51	11,711	2	U	35	13	0	0	0	4	0	5	81	3.65	D				
125	SB/WB	PEACHTREE DUNWOODY RD	JOHNSON FERRY	GLENRIDGE CONNECTOR	0.29	21,210	4	U	35	12	0	0	0	2	0	5	100	3.36	C				

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _i (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
126	SB/WB	HIGH POINT RD	TAMARISK	NORTHLAND	0.32	5,822	2	U	35	12	0	0	0	3	0	4	100	2.89	C				
127	SB/WB	WINDSOR PKWY	CITY LIMITS	CRESTWICKE	0.34	9,107	2	U	35	11	0	0	0	0	0	0	0	4.66	E				
128	SB/WB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.24	8,350	3	U	35	12	0	0	0	0	0	0	0	4.15	D				
129	SB/WB	WINDSOR PKWY	NORTHLAND	HIGH POINT	0.47	8,705	2	U	35	11	0	0	0	3	0	5	95	3.21	C				
130	SB/WB	LAKE FORREST DR	MOUNT VERNON	HAMMOND	0.21	8,857	4	U	35	11	0	0	0	3	0	5	20	3.81	D				
131	SB/WB	LAKE FORREST DR	MOUNT PARAN	LONG ISLAND	0.32	7,954	2	U	35	11	0	0	0	4	0	5	17	4.27	D				
132	SB/WB	LAKE FORREST DR	LONG ISLAND	CITY LIMITS	0.87	7,954	2	U	35	12	0	0	0	0	0	0	0	4.42	D				
133	SB/WB	MOUNT PARAN RD	ROSWELL	LAKE FORREST	0.46	5,981	2	U	35	11	0	0	0	0	0	0	0	4.29	D				
134	SB/WB	MOUNT PARAN RD	LAKE FORREST	LONG ISLAND	0.43	6,360	2	U	35	10	0	0	0	0	0	0	0	4.46	D				
135	SB/WB	MOUNT PARAN RD	LONG ISLAND	POWERS FERRY	0.42	9,306	2	U	35	11	0	0	0	4	0	5	26	4.29	D				
136	SB/WB	MOUNT VERNON HWY	POWERS FERRY/DUPREE	POWERS FERRY/MOUNT VERNON	0.43	6,118	2	U	35	13	0	0	0	4	0	5	96	2.80	C				
137	SB/WB	HEARDS FERRY RD	RIVERSIDE	MOUNT VERNON	0.59	6,830	2	U	35	11	0	0	0	4	0	5	99	2.91	C				
138	SB/WB	HEARDS FERRY RD	RIVER CHASE	HEARDS CREEK/RAIDER	0.38	7,710	2	U	35	11	0	0	0	4	0	5	54	3.68	D				
139	SB/WB	MOUNT VERNON HWY	POWERS FERRY	RIVERSIDE	0.08	9,416	2	U	35	11	0	0	0	4	0	5	94	3.29	C				
140	SB/WB	MOUNT VERNON HWY	RIVERSIDE	HEARDS FERRY	0.95	9,416	2	U	35	11	0	0	0	4	0	5	96	3.25	C				
141	SB/WB	MOUNT VERNON HWY	HEARDS FERRY	LONG ISLAND	0.32	11,450	2	U	35	12	0	0	0	4	0	5	98	3.43	C				
142	SB/WB	MOUNT VERNON HWY	LONG ISLAND	HAMMOND	0.10	14,730	3	U	35	11	0	0	0	4	0	5	83	3.49	C				
143	SB/WB	MOUNT VERNON HWY	HAMMOND	LAKE FORREST	0.31	7,236	2	U	35	11	0	0	0	4	0	5	98	2.97	C				
144	SB/WB	MOUNT VERNON HWY	LAKE FORREST	SANDY SPRINGS	0.26	7,236	2	U	35	12	0	0	0	6	0	5	38	3.76	D				
145	SB/WB	ROSWELL RD	LONG ISLAND	FRANKLIN	0.13	33,070	4	U	35	11	0	0	0	0	0	0	0	5.53	F				
146	SB/WB	ROSWELL RD	MOUNT PARAN	OSNER	0.19	32,225	4	U	35	11	0	0	0	2	0	6	88	4.13	D				
147	SB/WB	GLENRIDGE DR	NORTHLAND	ROSWELL	0.49	16,469	2	U	35	14	0	0	0	3	0	5	96	4.01	D				
148	SB/WB	GLENRIDGE DR	GLENRIDGE CONNECTOR	JOHNSON FERRY	0.18	16,940	3	D	35	13	0	0	0	10	0	6	100	3.09	C				
149	SB/WB	ROSWELL RD	BROAD/WENTWORTH	GLENRIDGE	0.16	38,573	4	U	35	11	0	0	0	8	0	6	19	5.53	F				
150	SB/WB	GLENRIDGE CONNECTOR	GLENRIDGE	JOHNSON FERRY	0.14	23,290	6	D	35	13	0	0	0	0	0	0	0	4.30	D				
151	SB/WB	GLENRIDGE DR	JOHNSON FERRY	HIGH POINT	0.04	16,940	4	D	35	13	0	0	0	4	0	6	80	3.23	C				
152	SB/WB	PEACHTREE DUNWOODY RD	HOLLIS COBB	JOHNSON FERRY	0.24	21,330	4	D	35	11	0	0	0	3	0	5	100	3.36	C				
153	SB/WB	PEACHTREE DUNWOODY RD	ABERNATHY	MOUNT VERNON	0.14	24,198	4	D	35	12	0	0	0	5	0	6	100	3.37	C				
154	SB/WB	ABERNATHY RD	MOUNT VERNON/PERIMETER	PEACHTREE DUNWOODY	0.11	38,944	4	D	45	11	0	0	0	3	0	5	100	4.71	E				
155	SB/WB	PITTS RD	SPALDING	COLQUITT	0.26	7,630	2	U	35	11	0	0	0	3	0	5	78	3.34	C				
156	SB/WB	JOHNSON FERRY RD	CITY LIMITS	RIVERSIDE	0.11	45,162	4	U	35	16	4	0	0	6	0	8	100	4.35	D				
157	SB/WB	SANDY SPRINGS CIR	JOHNSON FERRY	MOUNT VERNON	0.19	18,332	4	U	35	12	0	0	0	3	0	5	45	3.94	D				
158	SB/WB	ROSWELL RD	JOHNSON SPRINGS	JOHNSON FERRY	0.12	35,211	4	U	35	11	0	0	0	2	0	10	87	4.20	D				
159	SB/WB	HAMMOND DR	SANDY SPRINGS	LAKE FORREST	0.16	10,720	4	U	35	11	0	0	0	4	0	5	100	2.72	C				
160	SB/WB	HAMMOND DR	GREENBRIER	BOYLSTON	0.63	14,393	2	U	35	11	0	0	0	0	0	0	0	5.27	E				
161	SB/WB	HAMMOND DR	BARFIELD	GLENRIDGE	0.23	26,120	4	U	35	10	0	0	0	6	0	6	96	3.56	D				
162	SB/WB	HAMMOND DR	CITY LIMITS	PEACHTREE DUNWOODY	0.21	17,343	4	U	35	12	0	0	0	4	0	5	100	3.07	C				
163	SB/WB	GLENRIDGE DR	AUTUMN GLEN	JOHNSON FERRY/GLENAIRY	0.20	7,553	2	U	25	15	0	0	0	4	0	6	92	2.64	C				
164	SB/WB	MOUNT VERNON HWY	JOHNSON FERRY	JOHNSON FERRY	0.04	10,485	2	U	35	12	0	0	0	3	0	5	76	3.66	D				
165	SB/WB	JOHNSON FERRY RD	MOUNT VERNON	ROSWELL	0.14	6,004	2	O	35	15	0	0	0	3	0	10	96	2.47	B				
166	SB/WB	GLENRIDGE DR	MOUNT VERNON	AUTUMN GLEN	0.13	7,553	2	U	35	14	0	0	0	5	0	5	85	3.04	C				
167	SB/WB	ABERNATHY RD	GLENRIDGE	ROSWELL	0.68	31,150	4	D	45	11	0	0	0	5	0	6	100	4.11	D				
168	SB/WB	ABERNATHY RD	BARFIELD	GLENRIDGE	0.34	36,115	4	D	45	11	0	0	0	5	0	5	100	4.49	D				
169	SB/WB	DALRYMPLE RD	BRANDON MILL	WILDERCLIFF	0.09	5,989	2	U	35	12	0	0	0	0	0	0	0	4.19	D				
170	SB/WB	BARFIELD RD	ABERNATHY	MOUNT VERNON	0.34	7,620	4	U	35	10	0	0	0	4	0	6	94	2.58	C				
171	SB/WB	LONG ISLAND DR	MOUNT PARAN	LAKE FORREST	0.34	5,246	2	U	35	11	0	0	0	5	0	5	98	2.69	C				
172	SB/WB	LONG ISLAND DR	LAKE FORREST	ROSWELL	0.36	5,246	2	U	35	12	0	0	0	4	0	5	93	2.77	C				
173	SB/WB	POWERS FERRY RD	MOUNT PARAN	CITY LIMITS	0.65	3,598	2	U	35	12	0	0	0	3	0	4	18	3.68	D				
174	SB/WB	ROSWELL RD	WINDSOR	MEADOWBROOK	0.05	32,411	4	U	35	11	0	0	0	2	0	5	56	4.68	E				
175	SB/WB	SPALDING DR	PEACHTREE DUNWOODY	TROWBRIDGE/SPALDLING	0.28	11,630	2	U	35	11	0	0	0	3	0	5	100	3.47	C				
176	SB/WB	POWERS FERRY RD	NEW NORTHSIDE	BRICKSTONE	0.17	9,287	2	U	35	12	0	0	0	3	0	5	58	3.76	D				
177	SB/WB	POWERS FERRY RD	NORTHSIDE	NEW NORTHSIDE	0.08	9,287	3	U	35	11	0	0	0	0	0	0	0	4.32	D				
178	SB/WB	NORTHSIDE DR	I285E NORTHSIDE OFF RAMP	POWERS FERRY	0.09	8,330	3	O	35	12	0	0	0	0	0	0	0	4.07	D				
179	SB/WB	NORTHSIDE DR	POWERS FERRY	NEW NORTHSIDE	0.13	6,235	2	O	35	16	0	0	0	3	0	5	31	3.42	C				
180	SB/WB	MOUNT VERNON HWY	ROSWELL	JOHNSON FERRY	0.13	6,720	2	O	35	21	0	0	0	0	0	0	0	3.50	C				
181	SB/WB	JOHNSON FERRY RD	GLENRIDGE CONNECTOR	GLENRIDGE	0.14	16,940	4	U	35	12	0	0	0	3	0	5	53	3.74	D				
182	SB/WB	PEACHTREE DUNWOODY RD	CENTRAL PARK	HAMMOND	0.35	19,253	4	D	35	12	0	0	0	4	0	5	100	3.18	C				
183	SB/WB	JOHNSON FERRY RD	CITY LIMITS	OLD JOHNSON FERRY	0.24	13,290	2	U	35	12	0	0	0	3	0	5	100	3.65	D				
184	SB/WB	MOUNT PARAN RD	POWERS FERRY	CONWAY	0.17	8,392	2	U	35	11	0	0	0	5	0	4	18	4.32	D				
185	SB/WB	POWERS FERRY RD	BRICKSTONE	DUPREE	0.29	5,059	2	U	35	13	0	0	0	3	0	5	100	2.65	C				

Table A.3 - Sandy Springs Pedestrian Level of Service (PLOS) Analysis

SEG ID	Direction	STREET_NAME	FROM	TO	LENGTH (mi)	ADT	# LANES	MEDIAN	POSTED SPEED (mph)	WIDTH OF PAVEMENT			% ON-STREET PARKING (Occupied)	BUFFER WIDTH (ft)	TREE SPACING (ft on center)	SIDEWALK WIDTH (ft)	Avg Sidewalk %	PLOS SCORE	PLOS GRADE	S/W Side of Street		AVERAGE	
										W _t (ft)	W _l (ft)	W _{ps} (ft)								PLOS Score	PLOS Grade	PLOS Score	PLOS Grade
186	SB/WB	GLENLAKE PKWY	GLENRIDGE	DRIVEWAY	0.29	3,550	3	U	35	13	0	0	0	3	0	5	100	2.33	B				
187	SB/WB	MOUNT VERNON HWY	PARK	ABERNATHY/PERIMETER	0.21	22,250	4	D	35	12	0	0	0	4	0	5	100	3.36	C				
188	SB/WB	NEW NORTHSIDE DR	NORTHSIDE	NEW NORTHSIDE NW	0.17	15,410	5	U	35	12	0	0	0	4	0	4	59	3.44	C				
189	SB/WB	NEW NORTHSIDE DR	NEW NORTHSIDE NW	I-285 SB RAMPS	0.07	15,410	4	D	35	11	0	0	0	0	0	0	0	4.49	D				
190	SB/WB	NEW NORTHSIDE DR	I-285 SB RAMPS	I-285 NB RAMPS	0.09	10,823	3	O	35	12	0	0	0	3	0	4	70	3.33	C				
191	SB/WB	NEW NORTHSIDE DR	I-285 NB RAMPS	POWERS FERRY	0.15	10,823	4	O	35	12	0	0	0	0	0	0	0	4.06	D				
192	SB/WB	NORTHSIDE DR	RIVEREDGE	INTERSTATE NORTH/NEW NORTHSIDE	0.14	6,312	3	U	35	11	0	0	0	0	0	0	0	4.08	D				
193	SB/WB	POWERS FERRY RD	DUPREE/MOUNT VERNON	CREST VALLEY	0.66	7,475	2	U	35	11	0	0	0	0	0	0	0	4.46	D				
194	SB/WB	RIVERSIDE DR	BREAKWATER RIDGE	JOHNSON FERRY	0.29	5,287	2	U	35	12	1	0	0	0	0	0	0	4.11	D				
195	SB/WB	ROSWELL RD	FRANKLIN	MYSTIC	0.05	32,411	4	U	35	11	0	0	0	3	0	6	73	4.34	D				
196	SB/WB	ROSWELL RD	DRIVEWAY	MYSTIC PINE	0.06	32,411	4	U	35	11	0	0	0	0	0	0	0	5.48	E				
197	SB/WB	ROSWELL RD	NORTHRIDGE PKWY	NORTHRIDGE RD	0.18	30,160	4	D	45	11	0	0	0	2	0	8	100	4.04	D				
198	SB/WB	ROSWELL RD	ROBERTS	DRIVEWAY	0.16	35,310	4	U	45	11	0	0	0	0	0	0	0	5.98	F				
199	SB/WB	WINDSOR PKWY	CRESTWICKE	PEACHTREE DUNWOODY	0.07	8,340	2	U	35	11	0	0	0	4	0	5	83	3.32	C				
200	SB/WB	SPALDING DR	MOUNT VERNON	SPALDING HEIGHTS	0.13	5,753	2	U	35	12	0	0	0	6	0	5	97	2.71	C				
201	SB/WB	SPALDING DR	SPALDING HEIGHTS	JETT FERRY	0.62	5,753	2	U	35	11	0	0	0	5	0	5	13	4.06	D				
202	SB/WB	SPALDING DR	JETT FERRY	SAGEBRUSH	0.27	5,699	2	U	35	11	0	0	0	0	0	0	0	4.26	D				
203	SB/WB	SPALDING DR	SAGEBRUSH	OLD COBBLESTONE	0.06	5,699	2	U	35	13	2	0	0	4	0	5	77	3.00	C				
204	SB/WB	SPALDING DR	OLD COBBLESTONE	OLD DOMINION	0.14	5,699	2	U	35	13	2	0	0	5	0	5	35	3.57	D				
205	SB/WB	SPALDING DR	TYNECASTLE	GATED DRIVEWAY	0.28	8,264	2	U	35	11	0	0	0	0	0	0	0	4.56	E				
206	SB/WB	SPALDING DR	GATED DRIVEWAY	KENSTONE	0.04	8,264	2	U	35	11	0	0	0	0	0	0	0	4.56	E				
207	SB/WB	SPALDING DR	KENSTONE	DUNWOODY CLUB	0.27	8,264	2	U	35	11	0	0	0	0	0	0	0	4.56	E				
208	SB/WB	POWERS FERRY RD	MOUNT PARAN	DUDLEY	0.09	4,034	2	U	35	12	0	0	0	4	0	5	86	2.73	C				
209	SB/WB	SPALDING DR	RIVER EXCHANGE	WINTERS CHAPEL	0.28	18,250	2	U	35	11	0	0	0	0	0	0	0	5.73	F				
210	SB/WB	SPALDING DR	PITTS	SPALDING SPRINGS	0.12	7,835	2	U	35	12	0	0	0	3	0	5	92	3.12	C				
211	SB/WB	SPALDING DR	SPALDING LAKE	NESBIT FERRY	0.25	15,245	2	U	35	12	0	0	0	0	0	0	0	5.28	E				
212	SB/WB	HIGH POINT RD	GLENRIDGE	TAMARISK	0.30	5,822	2	U	35	12	0	0	0	0	0	0	0	4.18	D				
213	SB/WB	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	0.10	8,350	2	U	35	12	0	0	0	0	0	0	0	4.47	D				
214	SB/WB	PEACHTREE DUNWOODY RD	LAKE HEARN	HOLLIS COBB	0.16	25,138	4	D	35	11	0	0	0	3	0	5	100	3.59	D				
215	SB/WB	HAMMOND DR	GLENRIDGE	GREENBRIER	0.10	15,475	3	U	35	11	0	0	0	0	0	0	0	4.80	E				
216	SB/WB	HAMMOND DR	BOYLSTON	ROSWELL	0.14	19,870	4	U	35	12	0	0	0	2	0	5	48	3.99	D				
217	SB/WB	LAKE FORREST DR	HAMMOND	ALLEN	0.40	9,487	2	U	35	11	0	0	0	5	0	5	95	3.25	C				
218	SB/WB	LAKE FORREST DR	ALLEN	NORTHWOOD	0.17	5,310	2	U	35	11	0	0	0	0	0	0	0	4.21	D				
219	SB/WB	PEACHTREE DUNWOODY RD	SPALDING/GABLES	WEMBLEY	0.20	12,920	3	U	35	15	4	0	0	6	0	5	100	2.92	C				
220	SB/WB	PEACHTREE DUNWOODY RD	WEMBLEY	WESTFAIR	0.11	12,920	2	U	35	13	0	0	0	4	0	5	100	3.53	D				
221	SB/WB	PEACHTREE DUNWOODY RD	WESTFAIR	ROBERTS	0.57	12,920	3	U	35	12	0	0	0	3	0	5	100	3.10	C				
222	SB/WB	PEACHTREE DUNWOODY RD	PARK	ABERNATHY	0.13	13,339	6	D	35	11	0	0	0	4	0	5	100	2.61	C				
223	SB/WB	MORGAN FALLS RD	ROSWELL	MORGAN FALLS PL	0.19	4,922	4	U	35	10	0	0	0	4	0	5	100	2.41	B				
224	SB/WB	MORGAN FALLS RD	MORGAN FALLS PL	HARBOR POINTE	0.41	4,922	3	U	35	13	0	0	0	3	0	5	91	2.56	C				
225	SB/WB	MORGAN FALLS RD	HARBOR POINTE	End	0.92	4,922	2	U	30	10	0	0	0	4	0	5	5	4.07	D				
226	SB/WB	DUPREE DR	POWERS FERRY	MOUNT VERNON	0.77	2,222	2	U	30	13	0	0	0	4	0	5	27	3.16	C				
227	SB/WB	BOYLSTON DR	MOUNT VERNON	HILDERBRAND	0.10	4,179	2	U	30	13	0	0	0	4	0	5	26	3.40	C				
228	SB/WB	BOYLSTON DR	HAMMOND	HILDERBRAND	0.27	3,698	2	U	30	11	0	0	0	4	0	5	9	3.76	D				
229	SB/WB	DUDLEY LN	POWERS FERRY	City Limits	0.84	4,827	2	U	25	11	0	0	0	0	0	0	0	3.92	D				
230	SB/WB	HILDERBRAND DR	SANDY SPRINGS CIR	ROSWELL	0.23	2,210	2	U	35	11	3	0	0	2	0	7	21	3.51	D				
231	SB/WB	HILDERBRAND DR	ROSWELL	BOYLSTON	0.11	2,820	2	U	35	12	0	0	0	2	0	12	46	3.38	C				
232	SB/WB	SANDY SPRINGS CIR	CLIFTWOOD	ALLEN	0.15	4,900	2	U	35	12	0	0	0	4	0	6	94	2.64	C				
233	SB/WB	SANDY SPRINGS CIR	HAMMOND	CLIFTWOOD	0.26	7,710	4	U	35	12	0	0	0	5	0	6	100	2.40	B				

ADT = Average daily traffic on the segment or link
W_t = total width of outside lane (and shoulder) pavement
W_l = width of paving between the outside lane stripe and the edge of pavement, if any

W_{ps} = width of pavement occupied by on-street parking, if any
Buffer Width = Distance between edge of travel lane and sidewalk

Bicycle and Pedestrian Demand Analysis

Relative levels of bicycle and pedestrian demand within different parts of the City is estimated based on a point scoring criteria applied to a GIS analysis of projected population and employment density, employment to population ratio, and proximity to various key destinations. The basis for the first two categories is the socioeconomic data for year 2040 from the Atlanta Regional Commission (ARC) regional travel demand model for the 59 established traffic analysis zones (TAZ) within the City limits of Sandy Springs. Because the 2040 data is used, the demand analysis reflects the anticipated and forecast City growth out to the 2040 horizon year. The proximity to key destinations reflects graduated scoring criteria which gives more points for closer proximity, accounting for the fact that people are willing to walk or ride a bicycle different distances to each destination, and also that the anticipated volume of bicycle or pedestrian activity to specific destination types will differ. It should be noted that the demand analysis does not consider existing “on the ground” conditions or facilities. The rationale for using each demand category and its scoring is explained as follows:

- Population and Employment Density. This measure is based on summing the population and employment totals for each TAZ and dividing by the acreage of the TAZ to calculate the density (it should be noted that this exercise did not include the subtraction of any non-developable acreage within an individual TAZ). It reflects the urbanization of areas within the City. Areas with higher density of population and employment are generally reflective of more urban areas where people are more likely to make trips by bicycling or walking. **Table A.4** summarizes the points given to each TAZ area based on the computed densities among the 59 TAZs within the City. The points are based roughly on dividing the rankings into quintiles. The TAZs ranked highest in terms of density (in the first quintile) received the highest score with scores decreasing for each successive lower quintile.
- Employment to Population Ratio. This measure is based on the ratio of total employment divided by total population in each TAZ. Those TAZs with a balance of employment and population within a single zone represent areas more likely to have trips made by bicycling and walking due to the proximity of complimentary land uses within shorter distances of each other – distances that are more conducive to bicycling and walking. **Table A.4** summarizes the points given to each TAZ area based on the computed ratios among the 59 TAZs within the City. As with density, the points are based roughly on dividing the rankings into quintiles. However for this ratio, the values in the middle (third) quintile are given the highest score, as these represent the TAZs with the best balance between total population and total employment, and therefore are the areas likely to have the most short-distance trips between complimentary land uses. The first and fifth quintile represent the areas that are most unbalanced with either a very high ratio (reflecting mostly employment with little to no residential) or very low ratio (mostly residential with little to no employment).
- Other Key Destinations. Graduated demand scoring was applied to the areas around MARTA rail stations, MARTA bus stops, public schools, parks, libraries/cultural centers, and the Sandy Springs Main Street District. The highest scores were given for the closest proximity to each

destination (within one-quarter mile for pedestrians and one-half mile for bicyclists), decreasing to lower scores for farther distances away from destinations (capped at one mile for pedestrians and two miles for bicyclists). **Table A.5** summarizes the graduated demand scoring for each type of destination. For large parks located outside the City limits (such as the Chattahoochee River National Recreation Area, Chastain Park, and Roswell River Park), the destination location was based on the closest park entrance to the City boundary. No other destinations outside the City limits were considered in this analysis.

Table A.4 – Population and Employment Demand Scoring Criteria

TAZ Rank	Population + Employment Density Score	Employment /Population Ratio
1 -11	10	1
12 - 23	7	3
24 -35	5	5
36 - 47	3	3
48 - 59	1	1

Table A.5 – Key Destination Pedestrian and Bicycle Demand Scoring Criteria

Destination	Pedestrian Demand Scoring				Bicycle Demand Scoring			
	Score by Walk Distance (mi)				Score by Bike Distance (mi)			
	0.25	0.50	0.75	1.00	0.50	1.00	1.50	2.00
Rail Station	15	10	5	1	15	10	5	1
Bus Stop	10	5	1	0	10	5	0	0
School (public)	10	7	5	1	10	5	1	0
Park	10	7	3	1	10	7	3	1
Library/Cultural Center	5	3	1	0	5	3	1	0
Main Street District	10	5	1	0	10	5	1	0

When the scoring for the three demand categories described above is summed, the result is one “heat map” each for bicycle demand and pedestrian demand that stratifies the demand levels by the color gradations on each map. Areas with darker colors are projected to have higher levels of demand.

It should be noted that this demand evaluation only considers transportation trips being made to destinations, and does not consider recreational trips such as recreational bike rides or jogs/walks that do not include a stop at an intermediate destination. It is recognized that there are a substantial number of cycling club routes and other recreational corridors that traverse the City and reflect many of the City’s most popular bicycle routes – these routes will be considered during the evaluation of appropriate facility improvements and project prioritization.

Combined LOS and Demand Analysis

A combined supply and demand analysis allows the segments with the poorest existing conditions but the most potential for trips to be made by bicycling or walking to be given the highest priority in the overall network. In order to complete this combined analysis, the first step is to translate the demand levels from the heat maps to the roadway segments for which BLOS and PLOS evaluation was completed. A bicycle or pedestrian demand score for a specific roadway segment is computed based on a weighted average of the surface map demand score over the length of that roadway segment.

The next step was to rank each segment individually in two ways, as follows:

- The numerical differences between existing LOS score and the LOS score of the recommended minimum LOS standard were ranked in descending order. This gives a higher ranking to those segments that are operating more poorly when compared to the recommended minimum LOS standard. For Sandy Springs, it is recommended to use a minimum standard of C for both BLOS and PLOS. A numerical score of 3.5 corresponds to BLOS and PLOS C. As an example of the ranking process, a roadway segment with an existing BLOS grade of E and corresponding score of 4.59 has a numeric difference of 1.09 to the BLOS C standard score of 3.50. Therefore, this segment would rank higher than a segment with a score differential of 0.75.
- The numerical bicycle and pedestrian demand scores were ranked in descending order, which provides a higher ranking for those segments with a higher potential for bicycling and/or walking trips.

The two rankings were then averaged (giving equal weight to the LOS and demand) to compute a combined ranking that considers both supply and demand. The roadway segments were then sorted in a descending order by this overall score. First however, segments were filtered out from further consideration if the roadway segment has existing 4-foot wide (minimum) bike lanes or bikeable shoulders for its entire length. In the pedestrian needs analysis, segments have been filtered if they have complete sidewalks on both sides of the street. Because of the “gaps” in the GIS sidewalk layer that are assumed to correspond to the width of driveways or minor side streets, a sidewalk has been assumed complete if it has at least 85% coverage on both sides of the street. There is also flexibility to filter roadway segments based on additional criteria, such as if the segment currently meets or exceeds the recommended BLOS / PLOS minimum standard of C, or if the segment currently has programmed funding for the construction of new or improved bicycle and/or pedestrian facilities. However, at this point, these criteria have not been used to filter segments out from further consideration. This will allow segments with potential bicycle and/or pedestrian enhancements to still be considered if their BLOS or PLOS scores are operating marginally better than the BLOS C threshold, and also allows individual improvement projects to be assessed as to whether they will go far enough to improve conditions for bicyclists and pedestrians.

Table A.6 and **Table A.7** provide the results of the combined LOS and demand analysis, and provide a relative priority ranking of roadway segments for bicycle and pedestrian improvements, respectively. It should be noted that this analysis does not consider multi-use trails in exclusive rights-of-way or right-

of-way constraints. Also as explained earlier, this analysis does not exclusively consider the recreational potential of corridors since recreational demand is not accounted for in the demand analysis.

Table A.6 - Sandy Springs Bicycle Needs Analysis

Based on BLOS and Bicycle Demand

SEG ID	STREET_NAME	FROM	TO	BLOS SCORE	BLOS GRADE	Bicycle Demand Score	BLOS Score Delta to Std	Meets BLOS Std	Has Bike Lanes or Bikeable Shldrs?	BLOS Score Delta Rank	Bicycle Demand Rank	Avg Rank	Priority Rank	Priority Level
112	ROSWELL RD	SPALDING	ABERNATHY	5.32	E	53	1.82	No	No	5	18	11.5	1	1
167	ABERNATHY RD	GLENRIDGE	ROSWELL	5.14	E	53	1.64	No	No	6	18	12	2	1
82	ROSWELL RD	HAMMOND	LAKE PLACID	4.73	E	55	1.23	No	No	15	10	12.5	3	1
115	ROSWELL RD	MOUNT VERNON	HAMMOND	4.72	E	55	1.22	No	No	17	10	13.5	4	1
180	MOUNT VERNON HWY	ROSWELL	JOHNSON FERRY	5.60	F	52	2.10	No	No	4	30	17	5	1
114	ROSWELL RD	JOHNSON FERRY	MOUNT VERNON	4.67	E	52	1.17	No	No	19	30	24.5	6	1
78	ROSWELL RD	LAKE PLACID	BROAD/WENTWORTH	4.63	E	52	1.13	No	No	24	30	27	7	1
21	GLENRIDGE CONNECTOR	JOHNSON FERRY	PEACHTREE DUNWOODY/GLENRIDGE	4.69	E	51	1.19	No	No	18	37	27.5	8	1
22	HAMMOND DR	ROSWELL	SANDY SPRINGS	4.50	D	53	1.00	No	No	40	18	29	9	1
160	HAMMOND DR	GREENBRIER	BOYLSTON	4.34	D	56	0.84	No	No	60	4	32	10	1
110	ROSWELL RD	TROWBRIDGE	DALRYMPLE	4.61	E	51	1.11	No	No	27	37	32	10	1
216	HAMMOND DR	BOYLSTON	ROSWELL	4.26	D	56	0.76	No	No	64	4	34	12	1
17	GLENRIDGE DR	HAMMOND	I285W GLENRIDGE ON RAMP	4.30	D	55	0.80	No	No	62	10	36	13	1
149	ROSWELL RD	BROAD/WENTWORTH	GLENRIDGE	4.52	E	51	1.02	No	No	37	37	37	14	1
18	GLENRIDGE DR	I285W GLENRIDGE ON RAMP	I285E GLENRIDGE OFF RAMP	4.23	D	56	0.73	No	No	72	4	38	15	1
161	HAMMOND DR	BARFIELD	GLENRIDGE	4.33	D	53	0.83	No	No	61	18	39.5	16	1
125	PEACHTREE DUNWOODY RD	JOHNSON FERRY	GLENRIDGE CONNECTOR	4.83	E	48	1.33	No	No	11	68	39.5	16	1
182	PEACHTREE DUNWOODY RD	CENTRAL PARK	HAMMOND	5.07	E	46	1.57	No	No	7	77	42	18	1
34	JOHNSON FERRY RD	PEACHTREE DUNWOODY	GLENRIDGE CONNECTOR	4.24	D	53	0.74	No	No	68	18	43	19	1
165	JOHNSON FERRY RD	MOUNT VERNON	ROSWELL	4.54	E	50	1.04	No	No	34	53	43.5	20	1
158	ROSWELL RD	SANDY SPRINGS	JOHNSON FERRY	4.58	E	49	1.08	No	No	30	60	45	21	1
168	ABERNATHY RD	BARFIELD	GLENRIDGE	4.62	E	48	1.12	No	No	26	68	47	22	1
214	PEACHTREE DUNWOODY RD	LAKE HEARN	HOLLIS COBB	4.49	D	50	0.99	No	No	41	53	47	22	1
35	JOHNSON FERRY RD	SANDY SPRINGS CIR	ABERNATHY	4.55	E	48	1.05	No	No	32	68	50	24	1
60	PEACHTREE DUNWOODY RD	HAMMOND	LAKE HEARN	4.47	D	49	0.97	No	No	42	60	51	25	1
113	ROSWELL RD	ABERNATHY	SANDY SPRINGS	4.47	D	49	0.97	No	No	42	60	51	25	1
109	ROSWELL RD	CIMARRON	TROWBRIDGE	4.55	E	47	1.05	No	No	32	73	52.5	27	1
111	ROSWELL RD	DALRYMPLE	SPALDING	4.53	E	47	1.03	No	No	35	73	54	28	1
152	PEACHTREE DUNWOODY RD	HOLLIS COBB	JOHNSON FERRY	4.22	D	51	0.72	No	No	73	37	55	29	1
80	ROSWELL RD	0.2 MI S/O MORGAN FALLS	CIMARRON	4.65	E	42	1.15	No	No	20	90	55	29	1
147	GLENRIDGE DR	NORTHLAND	ROSWELL	4.06	D	56	0.56	No	No	108	4	56	31	1
181	JOHNSON FERRY RD	GLENRIDGE CONNECTOR	GLENRIDGE	4.05	D	56	0.55	No	No	113	4	58.5	32	1
83	ROSWELL RD	GLENRIDGE	MOUNT PARAN	4.52	E	45	1.02	No	No	37	81	59	33	1
86	ROSWELL RD	PITTS	0.2 MI S/O MORGAN FALLS	4.76	E	38	1.26	No	No	14	104	59	33	1
154	ABERNATHY RD	MOUNT VERNON/PERIMETER	PEACHTREE DUNWOODY	4.63	E	40	1.13	No	No	24	96	60	35	1
217	LAKE FORREST DR	HAMMOND	ALLEN	4.16	D	51	0.66	No	No	87	37	62	36	1
77	ROSWELL RD	TAHOMA	PITTS	4.73	E	37	1.23	No	No	15	109	62	36	1
215	HAMMOND DR	GLENRIDGE	GREENBRIER	4.06	D	53	0.56	No	No	108	18	63	38	1
1	ABERNATHY RD	PEACHTREE DUNWOODY	BARFIELD	4.43	D	43	0.93	No	No	49	88	68.5	39	1
232	SANDY SPRINGS CIR	CLIFTWOOD	ALLEN	4.06	D	52	0.56	No	No	110	30	70	40	1
148	GLENRIDGE DR	GLENRIDGE CONNECTOR	JOHNSON FERRY	3.94	D	58	0.44	No	No	141	2	71.5	41	1

Table A.6 - Sandy Springs Bicycle Needs Analysis

Based on BLOS and Bicycle Demand

SEG ID	STREET_NAME	FROM	TO	BLOS SCORE	BLOS GRADE	Bicycle Demand Score	BLOS Score Delta to Std	Meets BLOS Std	Has Bike Lanes or Bikeable Shldrs?	BLOS Score Delta Rank	Bicycle Demand Rank	Avg Rank	Priority Rank	Priority Level
36	JOHNSON FERRY RD	OLD JOHNSON FERRY	PEACHTREE DUNWOODY	4.15	D	50	0.65	No	No	90	53	71.5	41	1
198	ROSWELL RD	ROBERTS	DRIVEWAY	4.64	E	35	1.14	No	No	21	123	72	43	1
62	PEACHTREE DUNWOODY RD	ROBERTS	PARK	4.40	D	41	0.90	No	No	51	94	72.5	44	1
39	LAKE HEARN DR	PEACHTREE DUNWOODY	CITY LIMITS	4.17	D	49	0.67	No	No	86	60	73	45	2
190	NEW NORTHSIDE DR	I-285 SB RAMPS	I-285 NB RAMPS	18.09	F	32	14.59	No	No	1	145	73	45	2
218	LAKE FORREST DR	ALLEN	NORTHWOOD	4.13	D	50	0.63	No	No	94	53	73.5	47	2
123	MOUNT VERNON HWY	BARFIELD	GLENRIDGE	4.27	D	44	0.77	No	No	63	85	74	48	2
104	NORTHRIDGE RD	ROBERTS	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	4.64	E	34	1.14	No	No	21	128	74.5	49	2
146	ROSWELL RD	MOUNT PARAN	OSNER	4.43	D	38	0.93	No	No	47	104	75.5	50	2
87	ROSWELL RD	NORTHRIDGE	TAHOMA	4.59	E	35	1.09	No	No	29	123	76	51	2
225	MORGAN FALLS RD	HARBOR POINTE	End	6.38	F	30	2.88	No	No	2	153	77.5	52	2
153	PEACHTREE DUNWOODY RD	ABERNATHY	MOUNT VERNON	4.24	D	43	0.74	No	No	68	88	78	53	2
151	GLENRIDGE DR	JOHNSON FERRY	HIGH POINT	3.86	D	60	0.36	No	No	158	1	79.5	54	2
130	LAKE FORREST DR	MOUNT VERNON	HAMMOND	4.00	D	51	0.50	No	No	122	37	79.5	54	2
197	ROSWELL RD	NORTHRIDGE PKWY	NORTHRIDGE RD	4.56	E	34	1.06	No	No	31	128	79.5	54	2
157	SANDY SPRINGS CIR	JOHNSON FERRY	MOUNT VERNON	4.00	D	51	0.50	No	No	122	37	79.5	54	2
5	DALRYMPLE RD	SPALDING/TROWBRIDGE	ROSWELL	4.07	D	50	0.57	No	No	107	53	80	58	2
175	SPALDING DR	PEACHTREE DUNWOODY	TROWBRIDGE/SPALDLING	4.20	D	44	0.70	No	No	76	85	80.5	59	2
88	ROSWELL RD	HANOVER PARK/DUNWOODY	NORTHRIDGE PKWY	4.78	E	31	1.28	No	No	13	149	81	60	2
37	JOHNSON FERRY RD	GLENRIDGE/GLENAIRY	MOUNT VERNON	3.90	D	55	0.40	No	No	153	10	81.5	61	2
90	SANDY SPRINGS CIR	ROSWELL	JOHNSON FERRY	3.92	D	53	0.42	No	No	146	18	82	62	2
14	GLENRIDGE DR	HIGH POINT	NORTHLAND	3.81	D	58	0.31	No	No	165	2	83.5	63	2
59	PEACHTREE DUNWOODY RD	GLENRIDGE CONNECTOR	WINDSOR	4.37	D	37	0.87	No	No	58	109	83.5	63	2
79	ROSWELL RD	OSNER	HARDEMAN	4.50	D	34	1.00	No	No	39	128	83.5	63	2
15	GLENRIDGE DR	JOHNSON FERRY/GLENAIRY	HAMMOND	3.98	D	51	0.48	No	No	131	37	84	66	2
38	LAKE FORREST DR	NORTHWOOD	MOUNT PARAN	4.19	D	42	0.69	No	No	78	90	84	66	2
47	MOUNT VERNON HWY	LISA	PARK	4.63	E	31	1.13	No	No	23	149	86	68	2
7	DUNWOODY PL	ROSWELL	ROBERTS	4.25	D	37	0.75	No	No	66	109	87.5	69	2
61	PEACHTREE DUNWOODY RD	MOUNT VERNON	CENTRAL PARK	4.18	D	42	0.68	No	No	85	90	87.5	69	2
164	MOUNT VERNON HWY	JOHNSON FERRY	JOHNSON FERRY	4.03	D	49	0.53	No	No	116	60	88	71	2
6	DALRYMPLE RD	ROSWELL	BRANDON MILL	4.19	D	39	0.69	No	No	78	99	88.5	72	2
84	ROSWELL RD	HARDEMAN	LONG ISLAND	4.46	D	33	0.96	No	No	44	136	90	73	2
150	GLENRIDGE CONNECTOR	GLENRIDGE	JOHNSON FERRY	3.93	D	51	0.43	No	No	144	37	90.5	74	2
212	HIGH POINT RD	GLENRIDGE	TAMARISK	3.80	D	54	0.30	No	No	166	15	90.5	74	2
106	DUNWOODY PL	ROBERTS	NORTHRIDGE	4.22	D	37	0.72	No	No	73	109	91	76	2
85	ROSWELL RD	MYSTIC PINE	WINDSOR	4.43	D	33	0.93	No	No	47	136	91.5	77	2
53	NORTHRIDGE RD	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	COLQUITT	4.19	D	37	0.69	No	No	78	109	93.5	78	2
91	SANDY SPRINGS CIR	MOUNT VERNON	HAMMOND	3.82	D	52	0.32	No	No	160	30	95	79	2
144	MOUNT VERNON HWY	LAKE FORREST	SANDY SPRINGS	3.81	D	52	0.31	No	No	163	30	96.5	80	2
228	BOYLSTON DR	HILDERBRAND	HAMMOND	3.71	D	53	0.21	No	No	178	18	98	81	2
183	JOHNSON FERRY RD	CITY LIMITS	OLD JOHNSON FERRY	4.45	D	30	0.95	No	No	45	153	99	82	2

Table A.6 - Sandy Springs Bicycle Needs Analysis

Based on BLOS and Bicycle Demand

SEG ID	STREET_NAME	FROM	TO	BLOS SCORE	BLOS GRADE	Bicycle Demand Score	BLOS Score Delta to Std	Meets BLOS Std	Has Bike Lanes or Bikeable Shldrs?	BLOS Score Delta Rank	Bicycle Demand Rank	Avg Rank	Priority Rank	Priority Level
159	HAMMOND DR	SANDY SPRINGS	LAKE FORREST	3.81	D	51	0.31	No	No	163	37	100	83	2
141	MOUNT VERNON HWY	HEARDS FERRY	LONG ISLAND	4.08	D	39	0.58	No	No	101	99	100	83	2
229	DUDLEY LN	POWERS FERRY	City Limits	6.14	F	21	2.64	No	No	3	200	101.5	85	2
143	MOUNT VERNON HWY	HAMMOND	LAKE FORREST	3.95	D	48	0.45	No	No	137	68	102.5	86	2
145	ROSWELL RD	LONG ISLAND	FRANKLIN	4.44	D	29	0.94	No	No	46	160	103	87	2
23	HAMMOND DR	PEACHTREE DUNWOODY	BARFIELD	3.96	D	47	0.46	No	No	134	73	103.5	88	2
162	HAMMOND DR	CITY LIMITS	PEACHTREE DUNWOODY	4.00	D	44	0.50	No	No	122	85	103.5	88	2
117	RIVERSIDE DR	RIVER VALLEY	HEARDS FERRY	4.53	E	27	1.03	No	No	35	173	104	90	3
45	MOUNT VERNON HWY	SANDY SPRINGS	ROSWELL	3.77	D	51	0.27	No	No	172	37	104.5	91	3
124	PEACHTREE DUNWOODY RD	WINDSOR	CITY LIMITS	4.93	E	21	1.43	No	No	9	200	104.5	91	3
220	PEACHTREE DUNWOODY RD	WEMBLEY	WESTFAIR	4.14	D	36	0.64	No	No	92	117	104.5	91	3
221	PEACHTREE DUNWOODY RD	WESTFAIR	ROBERTS	3.99	D	45	0.49	No	No	128	81	104.5	91	3
187	MOUNT VERNON HWY	PARK	ABERNATHY/PERIMETER	4.13	D	36	0.63	No	No	94	117	105.5	95	3
196	ROSWELL RD	DRIVEWAY	MYSTIC PINE	4.40	D	29	0.90	No	No	51	160	105.5	95	3
185	POWERS FERRY RD	BRICKSTONE	DUPREE	4.16	D	34	0.66	No	No	87	128	107.5	97	3
20	GLENRIDGE DR	SPALDING	GLENLAKE	3.44	C	53	-0.06	Yes	No	198	18	108	98	3
166	GLENRIDGE DR	MOUNT VERNON	AUTUMN GLEN	3.67	D	51	0.17	No	No	180	37	108.5	99	3
30	JOHNSON FERRY RD	MOUNT VERNON	JOHNSON FERRY	3.67	D	51	0.17	No	No	180	37	108.5	99	3
46	MOUNT VERNON HWY	ABERNATHY/PERIMETER	PEACHTREE DUNWOODY	4.00	D	40	0.50	No	No	122	96	109	101	3
76	ROBERTS DR	NORTHRIDGE	SPALDING	4.37	D	29	0.87	No	No	58	160	109	101	3
96	SPALDING DR	PEACHTREE DUNWOODY	DUNWOODY/AUDEN	4.08	D	36	0.58	No	No	101	117	109	101	3
227	BOYLSTON DR	MOUNT VERNON	HILDERBRAND	3.35	C	53	-0.16	Yes	No	201	18	109.5	104	3
13	GLENRIDGE DR	GLENRIDGE CONNECTOR	I285E GLENRIDGE OFF RAMP	3.17	C	55	-0.33	Yes	No	209	10	109.5	104	3
81	ROSWELL RD	MYSTIC	DRIVEWAY	4.40	D	28	0.90	No	No	51	168	109.5	104	3
195	ROSWELL RD	FRANKLIN	MYSTIC	4.40	D	28	0.90	No	No	51	168	109.5	104	3
142	MOUNT VERNON HWY	LONG ISLAND	HAMMOND	3.93	D	46	0.43	No	No	144	77	110.5	108	3
233	SANDY SPRINGS CIR	HAMMOND	CLIFTWOOD	3.52	D	52	0.01	No	No	193	30	111.5	109	3
231	HILDERBRAND DR	ROSWELL	BOYLSTON	3.24	C	53	-0.26	Yes	No	206	18	112	110	3
174	ROSWELL RD	WINDSOR	MEADOWBROOK	4.40	D	27	0.90	No	No	51	173	112	110	3
116	JOHNSON FERRY RD	ROSWELL	SANDY SPRINGS CIR	3.56	D	51	0.06	No	No	189	37	113	112	3
163	GLENRIDGE DR	AUTUMN GLEN	JOHNSON FERRY/GLENAIRY	3.07	C	54	-0.43	Yes	No	212	15	113.5	113	3
186	GLENLAKE PKWY	GLENRIDGE	DRIVEWAY	2.82	C	56	-0.68	Yes	No	225	4	114.5	114	3
16	GLENRIDGE DR	GLENLAKE	ABERNATHY	3.01	C	54	-0.49	Yes	No	215	15	115	115	3
171	LONG ISLAND DR	MOUNT PARAN	LAKE FORREST	4.22	D	29	0.72	No	No	73	160	116.5	116	3
9	DUNWOODY CLUB DR	HAPPY HOLLOW	MOUNT VERNON	5.02	E	0	1.52	No	No	8	228	118	117	3
126	HIGH POINT RD	TAMARISK	NORTHLAND	3.73	D	49	0.23	No	No	176	60	118	117	3
189	NEW NORTHSIDE DR	NEW NORTHSIDE NW	I-285 SB RAMPS	4.19	D	30	0.69	No	No	83	153	118	117	3
64	PITTS RD	COLQUITT	ROSWELL	3.95	D	40	0.45	No	No	140	96	118	117	3
48	MOUNT VERNON HWY	GLENRIDGE	JOHNSON FERRY	3.63	D	50	0.13	No	No	184	53	118.5	121	3
101	WINTERS CHAPEL RD	SPALDING	CITY LIMITS	4.90	E	0	1.40	No	No	10	228	119	122	3
121	GLENRIDGE DR	ABERNATHY	GLENGATE	3.33	C	51	-0.17	Yes	No	202	37	119.5	123	3

Table A.6 - Sandy Springs Bicycle Needs Analysis

Based on BLOS and Bicycle Demand

SEG ID	STREET_NAME	FROM	TO	BLOS SCORE	BLOS GRADE	Bicycle Demand Score	BLOS Score Delta to Std	Meets BLOS Std	Has Bike Lanes or Bikeable Shldrs?	BLOS Score Delta Rank	Bicycle Demand Rank	Avg Rank	Priority Rank	Priority Level
191	NEW NORTHSIDE DR	I-285 NB RAMPS	POWERS FERRY	4.05	D	34	0.55	No	No	111	128	119.5	123	3
3	BRANDON MILL RD	DALRYMPLE	ABERNATHY/JOHNSON FERRY	3.92	D	41	0.42	No	No	146	94	120	125	3
28	HOLCOMB BRIDGE RD	SPALDING	CITY LIMITS	4.79	E	0	1.29	No	No	12	228	120	125	3
25	HEARDS FERRY RD	NORTHSIDE/WINTERHUR	RIVER CHASE	4.24	D	27	0.74	No	No	68	173	120.5	127	3
138	HEARDS FERRY RD	RIVER CHASE	HEARDS CREEK/RAIDER	4.24	D	27	0.74	No	No	68	173	120.5	127	3
176	POWERS FERRY RD	NEW NORTHSIDE	BRICKSTONE	4.04	D	34	0.54	No	No	114	128	121	129	3
24	HAMMOND DR	LAKE FORREST	MOUNT VERNON	3.63	D	49	0.13	No	No	184	60	122	130	3
137	HEARDS FERRY RD	RIVERSIDE	MOUNT VERNON	4.18	D	29	0.68	No	No	84	160	122	130	3
131	LAKE FORREST DR	MOUNT PARAN	LONG ISLAND	4.00	D	35	0.50	No	No	122	123	122.5	132	3
12	GLENLAKE PKWY	DRIVEWAY	ABERNATHY/BARFIELD	3.79	D	46	0.29	No	No	169	77	123	133	4
99	TROWBRIDGE RD	ROSWELL	SPALDING/DALRYMPLE	3.60	D	49	0.10	No	No	187	60	123.5	134	4
19	GLENRIDGE DR	GLENGATE	MOUNT VERNON	3.79	D	45	0.29	No	No	169	81	125	135	4
122	MOUNT VERNON HWY	PEACHTREE DUNWOODY	BARFIELD	3.82	D	42	0.32	No	No	160	90	125	135	4
219	PEACHTREE DUNWOODY RD	SPALDING/GABLES	WEMBLEY	3.92	D	38	0.42	No	No	146	104	125	135	4
230	HILDERBRAND DR	SANDY SPRINGS CIR	ROSWELL	2.15	B	53	-1.36	Yes	No	233	18	125.5	138	4
26	HEARDS FERRY RD	HEARDS CREEK/RAIDER	RIVERSIDE	4.25	D	23	0.75	No	No	66	186	126	139	4
52	NORTHLAND DR	GLENRIDGE	HIGH POINT	3.42	C	50	-0.08	Yes	No	200	53	126.5	140	4
209	SPALDING DR	RIVER EXCHANGE	WINTERS CHAPEL	4.60	E	0	1.10	No	No	28	228	128	141	4
133	MOUNT PARAN RD	ROSWELL	LAKE FORREST	3.86	D	39	0.36	No	No	158	99	128.5	142	4
89	ROSWELL RD	CITY LIMITS	ROBERTS	4.40	D	19	0.90	No	No	51	207	129	143	4
103	ROBERTS DR	SPALDING	CITY LIMITS	4.43	D	15	0.93	No	No	49	211	130	144	4
140	MOUNT VERNON HWY	RIVERSIDE	HEARDS FERRY	4.26	D	21	0.76	No	No	64	200	132	145	4
211	SPALDING DR	SPALDING LAKE	NESBIT FERRY	4.39	D	15	0.89	No	No	57	211	134	146	4
50	NEW NORTHSIDE DR	POWERS FERRY	NORTHSIDE	3.96	D	33	0.46	No	No	134	136	135	147	4
155	PITTS RD	SPALDING	COLQUITT	4.02	D	30	0.52	No	No	117	153	135	147	4
170	BARFIELD RD	ABERNATHY	MOUNT VERNON	3.75	D	39	0.25	No	No	174	99	136.5	149	4
56	NORTHSIDE DR	INTERSTATE NORTH/NEW NORTHSIDE	I285E NORTHSIDE OFF RAMP	3.95	D	33	0.45	No	No	137	136	136.5	149	4
178	NORTHSIDE DR	I285E NORTHSIDE OFF RAMP	POWERS FERRY	3.95	D	33	0.45	No	No	137	136	136.5	149	4
67	POWERS FERRY RD	CITY LIMITS	NORTHSIDE	4.04	D	29	0.54	No	No	114	160	137	152	4
107	ROSWELL RD	DRIVEWAY	HANOVER PARK/DUNWOODY	3.92	D	34	0.42	No	No	146	128	137	152	4
100	WINDSOR PKWY	HIGH POINT	ROSWELL	4.08	D	27	0.58	No	No	101	173	137	152	4
129	WINDSOR PKWY	NORTHLAND	HIGH POINT	4.08	D	27	0.58	No	No	101	173	137	152	4
135	MOUNT PARAN RD	LONG ISLAND	POWERS FERRY	4.12	D	25	0.62	No	No	97	182	139.5	156	4
72	RIVERSIDE DR	JOHNSON FERRY	RIVER VALLEY	4.20	D	20	0.70	No	No	76	205	140.5	157	4
105	NORTHRIDGE RD	COLQUITT	ROSWELL	3.88	D	34	0.38	No	No	154	128	141	158	4
4	COLQUITT RD	NORTHRIDGE	PITTS	3.74	D	37	0.24	No	No	175	109	142	159	4
108	SPALDING DR	CITY LIMITS	PITTS	4.14	D	22	0.64	No	No	91	193	142	159	4
134	MOUNT PARAN RD	LAKE FORREST	LONG ISLAND	3.97	D	30	0.47	No	No	132	153	142.5	161	4
205	SPALDING DR	TYNECASTLE	GATED DRIVEWAY	4.09	D	23	0.59	No	No	100	186	143	162	4
172	LONG ISLAND DR	LAKE FORREST	ROSWELL	3.71	D	37	0.21	No	No	178	109	143.5	163	4
68	POWERS FERRY RD	CREST VALLEY	MOUNT PARAN	4.19	D	15	0.69	No	No	78	211	144.5	164	4

Table A.6 - Sandy Springs Bicycle Needs Analysis

Based on BLOS and Bicycle Demand

SEG ID	STREET_NAME	FROM	TO	BLOS SCORE	BLOS GRADE	Bicycle Demand Score	BLOS Score Delta to Std	Meets BLOS Std	Has Bike Lanes or Bikeable Shldrs?	BLOS Score Delta Rank	Bicycle Demand Rank	Avg Rank	Priority Rank	Priority Level
177	POWERS FERRY RD	NORTHSIDE	NEW NORTHSIDE	3.80	D	35	0.30	No	No	166	123	144.5	164	4
224	MORGAN FALLS RD	MORGAN FALLS PL	HARBOR POINTE	3.63	D	38	0.13	No	No	186	104	145	166	4
222	PEACHTREE DUNWOODY RD	PARK	ABERNATHY	3.76	D	36	0.26	No	No	173	117	145	166	4
188	NEW NORTHSIDE DR	NORTHSIDE	NEW NORTHSIDE NW	3.92	D	32	0.42	No	No	146	145	145.5	168	4
139	MOUNT VERNON HWY	POWERS FERRY	RIVERSIDE	4.16	D	18	0.66	No	No	87	209	148	169	4
42	MOUNT PARAN RD	CONWAY	CITY LIMITS	4.19	D	10	0.69	No	No	78	220	149	170	4
206	SPALDING DR	GATED DRIVEWAY	KENSTONE	4.02	D	23	0.52	No	No	117	186	151.5	171	4
127	WINDSOR PKWY	CITY LIMITS	CRESTWICKE	4.05	D	22	0.55	No	No	111	193	152	172	4
27	HIGH POINT RD	NORTHLAND	WINDSOR	3.54	D	36	0.04	No	No	190	117	153.5	173	4
40	LONG ISLAND DR	MOUNT VERNON	LONG GROVE	2.46	B	46	-1.05	Yes	No	231	77	154	174	4
102	SPALDING DR	DUNWOODY CLUB	ROBERTS	4.02	D	22	0.52	No	No	117	193	155	175	4
207	SPALDING DR	KENSTONE	DUNWOODY CLUB	4.02	D	22	0.52	No	No	117	193	155	175	4
213	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	3.98	D	25	0.48	No	No	129	182	155.5	177	5
210	SPALDING DR	PITTS	SPALDING SPRINGS	3.92	D	28	0.42	No	No	146	168	157	178	5
75	ROBERTS DR	1000ft N/O SUMMER CROSSING	DUNWOODY	3.67	D	33	0.17	No	No	180	136	158	179	5
93	SPALDING DR	DUNWOODY/AUDEN	CITY LIMITS	4.11	D	11	0.61	No	No	98	218	158	179	5
97	SPALDING DR	NESBIT FERRY	MOUNT VERNON	4.11	D	11	0.61	No	No	98	218	158	179	5
169	DALRYMPLE RD	BRANDON MILL	WILDERCLIFF	3.78	D	31	0.28	No	No	171	149	160	182	5
8	DUNWOODY CLUB DR	HAPPY HOLLOW	CITY LIMITS	4.13	D	0	0.63	No	No	93	228	160.5	183	5
184	MOUNT PARAN RD	POWERS FERRY	CONWAY	4.00	D	21	0.50	No	No	122	200	161	184	5
94	SPALDING DR	HOLCOMB BRIDGE	RIVER EXCHANGE	4.13	D	0	0.63	No	No	94	228	161	184	5
199	WINDSOR PKWY	CRESTWICKE	PEACHTREE DUNWOODY	3.94	D	25	0.44	No	No	141	182	161.5	186	5
49	MOUNT VERNON RD	SPALDING	DUNWOODY CLUB	4.08	D	6	0.58	No	No	101	223	162	187	5
202	SPALDING DR	JETT FERRY	SAGEBRUSH	4.08	D	6	0.58	No	No	101	223	162	187	5
223	MORGAN FALLS RD	ROSWELL	MORGAN FALLS PL	2.92	C	38	-0.59	Yes	No	223	104	163.5	189	5
51	NORTHLAND DR	HIGH POINT	WINDSOR	2.93	C	37	-0.57	Yes	No	219	109	164	190	5
74	ROBERTS DR	ROSWELL	1000ft N/O SUMMER CROSSING	3.11	C	36	-0.39	Yes	No	211	117	164	190	5
192	NORTHSIDE DR	RIVEREDGE	INTERSTATE NORTH/NEW NORTHSIDE	3.51	D	33	0.01	No	No	194	136	165	192	5
92	SPALDING DR	OLD DOMINION	TYNECASTLE	4.02	D	14	0.52	No	No	117	216	166.5	193	5
95	SPALDING DR	SPALDING SPRINGS	ROBERTS	3.88	D	26	0.38	No	No	154	179	166.5	193	5
118	RIVERSIDE DR	HEARDS FERRY	MOUNT VERNON	3.98	D	20	0.48	No	No	129	205	167	195	5
132	LAKE FORREST DR	LONG ISLAND	CITY LIMITS	3.92	D	22	0.42	No	No	146	193	169.5	196	5
193	POWERS FERRY RD	DUPREE/MOUNT VERNON	CREST VALLEY	3.97	D	15	0.47	No	No	132	211	171.5	197	5
66	POWERS FERRY RD	RAIDER	MOUNT VERNON	3.82	D	23	0.32	No	No	160	186	173	198	5
136	MOUNT VERNON HWY	POWERS FERRY/DUPREE	POWERS FERRY/MOUNT VERNON	3.88	D	22	0.38	No	No	154	193	173.5	199	5
58	NORTHSIDE DR	WINTERTHUR/HEARDS FERRY	RIVEREDGE	3.46	C	30	-0.04	Yes	No	196	153	174.5	200	5
179	NORTHSIDE DR	POWERS FERRY	NEW NORTHSIDE	3.04	C	33	-0.46	Yes	No	213	136	174.5	200	5
208	POWERS FERRY RD	MOUNT PARAN	DUDLEY	3.80	D	23	0.30	No	No	166	186	176	202	5
65	POWERS FERRY RD	DUPREE	HEARDS	3.45	C	29	-0.05	Yes	No	197	160	178.5	203	5
204	SPALDING DR	OLD COBBLESTONE	OLD DOMINION	3.96	D	6	0.46	No	No	134	223	178.5	203	5
41	LONG ISLAND DR	LONG GROVE	MOUNT PARAN	2.95	C	31	-0.55	Yes	No	217	149	183	205	5

Table A.6 - Sandy Springs Bicycle Needs Analysis

Based on BLOS and Bicycle Demand

SEG ID	STREET_NAME	FROM	TO	BLOS SCORE	BLOS GRADE	Bicycle Demand Score	BLOS Score Delta to Std	Meets BLOS Std	Has Bike Lanes or Bikeable Shldrs?	BLOS Score Delta Rank	Bicycle Demand Rank	Avg Rank	Priority Rank	Priority Level
128	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	3.60	D	26	0.10	No	No	187	179	183	205	5
10	DUNWOODY CLUB DR	MOUNT VERNON	SPALDING	3.94	D	1	0.44	No	No	141	227	184	207	5
73	RIVERSIDE DR	DALRYMPLE/WILDERCLIFF	BREAKWATER RIDGE	3.49	C	26	-0.01	Yes	No	195	179	187	208	5
194	RIVERSIDE DR	BREAKWATER RIDGE	JOHNSON FERRY	3.66	D	22	0.16	No	No	183	193	188	209	5
201	SPALDING DR	SPALDING HEIGHTS	JETT FERRY	3.87	D	6	0.37	No	No	157	223	190	210	5
226	DUPREE DR	POWERS FERRY	MOUNT VERNON	2.92	C	28	-0.59	Yes	No	223	168	195.5	211	5
69	RAIDER DR	HEARDS FERRY	POWERS FERRY	3.26	C	23	-0.24	Yes	No	205	186	195.5	211	5
200	SPALDING DR	MOUNT VERNON	SPALDING HEIGHTS	3.72	D	7	0.22	No	No	177	221	199	213	5
44	MOUNT VERNON HWY	NORTHSIDE	POWERS FERRY/DUPREE	3.02	C	23	-0.48	Yes	No	214	186	200	214	5
173	POWERS FERRY RD	MOUNT PARAN	CITY LIMITS	3.31	C	19	-0.19	Yes	No	203	207	205	215	5
203	SPALDING DR	SAGEBRUSH	OLD COBBLESTONE	3.54	D	7	0.04	No	No	190	221	205.5	216	5
54	NORTHSIDE DR	GARMON	CITY LIMITS	3.17	C	15	-0.33	Yes	No	209	211	210	217	5
43	MOUNT VERNON HWY	DUNWOODY CLUB	DUNWOODY CLUB	3.44	C	0	-0.06	Yes	No	198	228	213	218	5
11	GARMON RD	CITY LIMITS	NORTHSIDE	1.48	A	13	-2.02	Yes	No	234	217	225.5	219	5
0	ABERNATHY RD	ROSWELL	BRANDON MILL/JOHNSON FERRY	2.99	C	51	-0.51	Yes	Yes	216	37	Filter	#VALUE!	N/A
2	BARFIELD RD	MOUNT VERNON	HAMMOND	2.56	C	48	-0.94	Yes	Yes	230	68	Filter	#VALUE!	N/A
29	INTERSTATE NORTH PKWY	NORTHSIDE/NEW NORTHSIDE	CITY LIMITS	3.20	C	29	-0.30	Yes	Yes	208	160	Filter	#VALUE!	N/A
31	JOHNSON FERRY RD	LAURIAN WOOD	BARNARD/REDDING	2.92	C	32	-0.58	Yes	Yes	221	145	Filter	#VALUE!	N/A
32	JOHNSON FERRY RD	BARNARD/REDDING	RIVER VALLEY	2.92	C	32	-0.58	Yes	Yes	221	145	Filter	#VALUE!	N/A
33	JOHNSON FERRY RD	RIVERSIDE	LAURIAN WOOD	3.29	C	24	-0.21	Yes	Yes	204	185	Filter	#VALUE!	N/A
119	JOHNSON FERRY RD	RIVER VALLEY	BRANDON MILL/ABERNATHY	2.73	C	39	-0.77	Yes	Yes	227	99	Filter	#VALUE!	N/A
156	JOHNSON FERRY RD	CITY LIMITS	RIVERSIDE	3.21	C	21	-0.29	Yes	Yes	207	200	Filter	#VALUE!	N/A
55	NORTHSIDE DR	NEW NORTHSIDE	MOUNT VERNON	2.95	C	28	-0.55	Yes	Yes	217	168	Filter	#VALUE!	N/A
57	NORTHSIDE DR	MOUNT VERNON	GARMON	2.62	C	18	-0.88	Yes	Yes	229	209	Filter	#VALUE!	N/A
63	PERIMETER CTR	CITY LIMITS	MOUNT VERNON/ABERNATHY	3.54	D	35	0.04	No	Yes	190	123	Filter	#VALUE!	N/A
70	RIVER VALLEY RD	AMBERIDGE	JOHNSON FERRY	2.82	C	33	-0.68	Yes	Yes	226	136	Filter	#VALUE!	N/A
71	RIVER VALLEY RD	RIVERSIDE	AMBERIDGE	2.66	C	30	-0.84	Yes	Yes	228	153	Filter	#VALUE!	N/A
98	SPALDING DR	GLENRIDGE	ROSWELL	2.25	B	47	-1.25	Yes	Yes	232	73	Filter	#VALUE!	N/A
120	SPALDING DR	TROWBRIDGE/DALRYMPLE	GLENRIDGE	2.93	C	45	-0.57	Yes	Yes	219	81	Filter	#VALUE!	N/A

Table A.7 - Sandy Springs Pedestrian Needs Analysis

Based on PLOS and Pedestrian Demand

SEG ID	STREET_NAME	FROM	TO	PLOS SCORE	PLOS GRADE	Ped Demand Score	PLOS Score Delta to Std	Meets PLOS Std	Complete Sidewalks Both Sides?	PLOS Score Delta Rank	Ped Demand Rank	Avg Rank	Priority Rank	Priority Level
149	ROSWELL RD	BROAD/WENTWORTH	GLENRIDGE	5.14	E	42	1.64	No	No	10	23	16.5	1	1
160	HAMMOND DR	GREENBRIER	BOYLSTON	5.19	E	40	1.69	No	No	8	31	19.5	2	1
114	ROSWELL RD	JOHNSON FERRY	MOUNT VERNON	4.26	D	47	0.76	No	No	56	4	30	3	1
147	GLENRIDGE DR	NORTHLAND	ROSWELL	4.32	D	42	0.82	No	No	45	23	34	4	1
14	GLENRIDGE DR	HIGH POINT	NORTHLAND	4.33	D	41	0.83	No	No	44	27	35.5	5	1
83	ROSWELL RD	GLENRIDGE	MOUNT PARAN	4.63	E	36	1.13	No	No	26	45	35.5	5	1
164	MOUNT VERNON HWY	JOHNSON FERRY	JOHNSON FERRY	4.19	D	43	0.69	No	No	63	21	42	7	1
30	JOHNSON FERRY RD	MOUNT VERNON	JOHNSON FERRY	4.10	D	45	0.60	No	No	73	16	44.5	8	1
198	ROSWELL RD	ROBERTS	DRIVEWAY	5.28	E	29	1.78	No	No	5	88	46.5	9	1
144	MOUNT VERNON HWY	LAKE FORREST	SANDY SPRINGS	4.05	D	42	0.55	No	No	82	23	52.5	10	1
60	PEACHTREE DUNWOODY RD	HAMMOND	LAKE HEARN	4.24	D	35	0.74	No	No	58	48	53	11	1
228	BOYLSTON DR	HILDERBRAND	HAMMOND	3.83	D	47	0.33	No	No	109	4	56.5	12	1
150	GLENRIDGE CONNECTOR	GLENRIDGE	JOHNSON FERRY	4.30	D	33	0.80	No	No	49	65	57	13	1
142	MOUNT VERNON HWY	LONG ISLAND	HAMMOND	4.11	D	35	0.61	No	No	70	48	59	14	1
107	ROSWELL RD	DRIVEWAY	HANOVER PARK/DUNWOODY	4.63	E	28	1.13	No	No	28	92	60	15	1
21	GLENRIDGE CONNECTOR	JOHNSON FERRY	PEACHTREE DUNWOODY/GLENRIDGE	4.36	D	31	0.86	No	No	42	79	60.5	16	1
130	LAKE FORREST DR	MOUNT VERNON	HAMMOND	3.96	D	41	0.46	No	No	94	27	60.5	16	1
104	NORTHRIDGE RD	ROBERTS	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	4.81	E	26	1.31	No	No	20	102	61	18	1
38	LAKE FORREST DR	NORTHWOOD	MOUNT PARAN	4.80	E	25	1.30	No	No	21	106	63.5	19	1
146	ROSWELL RD	MOUNT PARAN	OSNER	4.51	E	28	1.01	No	No	35	92	63.5	19	1
217	LAKE FORREST DR	HAMMOND	ALLEN	3.87	D	42	0.37	No	No	105	23	64	21	1
17	GLENRIDGE DR	HAMMOND	I285W GLENRIDGE ON RAMP	4.10	D	34	0.60	No	No	74	55	64.5	22	1
18	GLENRIDGE DR	I285W GLENRIDGE ON RAMP	I285E GLENRIDGE OFF RAMP	4.02	D	35	0.52	No	No	85	48	66.5	23	1
215	HAMMOND DR	GLENRIDGE	GREENBRIER	4.14	D	33	0.64	No	No	68	65	66.5	23	1
180	MOUNT VERNON HWY	ROSWELL	JOHNSON FERRY	3.67	D	47	0.17	No	No	131	4	67.5	25	1
79	ROSWELL RD	OSNER	HARDEMAN	4.60	E	25	1.10	No	No	30	106	68	26	1
148	GLENRIDGE DR	GLENRIDGE CONNECTOR	JOHNSON FERRY	3.90	D	38	0.40	No	No	99	38	68.5	27	1
1	ABERNATHY RD	PEACHTREE DUNWOODY	BARFIELD	4.90	E	23	1.40	No	No	17	122	69.5	28	1
29	INTERSTATE NORTH PKWY	NORTHSIDE/NEW NORTHSIDE	CITY LIMITS	5.27	E	21	1.77	No	No	7	133	70	29	1
91	SANDY SPRINGS CIR	MOUNT VERNON	HAMMOND	3.70	D	44	0.20	No	No	128	17	72.5	30	1
157	SANDY SPRINGS CIR	JOHNSON FERRY	MOUNT VERNON	3.65	D	46	0.15	No	No	134	11	72.5	30	1
216	HAMMOND DR	BOYLSTON	ROSWELL	3.57	D	47	0.07	No	No	148	4	76	32	1
39	LAKE HEARN DR	PEACHTREE DUNWOODY	CITY LIMITS	3.88	D	34	0.38	No	No	103	55	79	33	1
76	ROBERTS DR	NORTHRIDGE	SPALDING	4.72	E	20	1.22	No	No	22	137	79.5	34	1
81	ROSWELL RD	MYSTIC	DRIVEWAY	4.98	E	19	1.48	No	No	13	147	80	35	1
231	HILDERBRAND DR	ROSWELL	BOYLSTON	3.47	C	49	-0.03	Yes	No	160	1	80.5	36	2
45	MOUNT VERNON HWY	SANDY SPRINGS	ROSWELL	3.54	D	46	0.04	No	No	151	11	81	37	2
195	ROSWELL RD	FRANKLIN	MYSTIC	4.91	E	19	1.41	No	No	15	147	81	37	2
196	ROSWELL RD	DRIVEWAY	MYSTIC PINE	4.84	E	19	1.34	No	No	19	147	83	39	2
59	PEACHTREE DUNWOODY RD	GLENRIDGE CONNECTOR	WINDSOR	4.30	D	23	0.80	No	No	50	122	86	40	2
89	ROSWELL RD	CITY LIMITS	ROBERTS	5.14	E	16	1.64	No	No	9	164	86.5	41	2

Table A.7 - Sandy Springs Pedestrian Needs Analysis

Based on PLOS and Pedestrian Demand

SEG ID	STREET_NAME	FROM	TO	PLOS SCORE	PLOS GRADE	Ped Demand Score	PLOS Score Delta to Std	Meets PLOS Std	Complete Sidewalks Both Sides?	PLOS Score Delta Rank	Ped Demand Rank	Avg Rank	Priority Rank	Priority Level
143	MOUNT VERNON HWY	HAMMOND	LAKE FORREST	3.70	D	35	0.20	No	No	125	48	86.5	41	2
145	ROSWELL RD	LONG ISLAND	FRANKLIN	4.91	E	18	1.41	No	No	16	159	87.5	43	2
85	ROSWELL RD	MYSTIC PINE	WINDSOR	4.36	D	21	0.86	No	No	43	133	88	44	2
230	HILDERBRAND DR	SANDY SPRINGS CIR	ROSWELL	3.36	C	47	-0.14	Yes	No	173	4	88.5	45	2
13	GLENRIDGE DR	GLENRIDGE CONNECTOR	I285E GLENRIDGE OFF RAMP	3.66	D	36	0.16	No	No	133	45	89	46	2
116	JOHNSON FERRY RD	ROSWELL	SANDY SPRINGS CIR	3.38	C	46	-0.12	Yes	No	168	11	89.5	47	2
15	GLENRIDGE DR	JOHNSON FERRY/GLENAIRY	HAMMOND	3.87	D	32	0.37	No	No	104	77	90.5	48	2
218	LAKE FORREST DR	ALLEN	NORTHWOOD	3.52	D	41	0.02	No	No	154	27	90.5	48	2
177	POWERS FERRY RD	NORTHSIDE	NEW NORTHSIDE	4.32	D	20	0.82	No	No	47	137	92	50	2
84	ROSWELL RD	HARDEMAN	LONG ISLAND	4.42	D	19	0.92	No	No	38	147	92.5	51	2
117	RIVERSIDE DR	RIVER VALLEY	HEARDS FERRY	4.97	E	15	1.47	No	No	14	171	92.5	51	2
181	JOHNSON FERRY RD	GLENRIDGE CONNECTOR	GLENRIDGE	3.59	D	37	0.09	No	No	145	40	92.5	51	2
227	BOYLSTON DR	MOUNT VERNON	HILDERBRAND	3.35	C	46	-0.15	Yes	No	174	11	92.5	51	2
67	POWERS FERRY RD	CITY LIMITS	NORTHSIDE	4.41	D	19	0.91	No	No	40	147	93.5	55	2
90	SANDY SPRINGS CIR	ROSWELL	JOHNSON FERRY	3.37	C	44	-0.13	Yes	No	170	17	93.5	55	2
174	ROSWELL RD	WINDSOR	MEADOWBROOK	4.28	D	20	0.78	No	No	53	137	95	57	2
192	NORTHSIDE DR	RIVEREDGE	INTERSTATE NORTH/NEW NORTHSIDE	4.08	D	24	0.58	No	No	79	113	96	58	2
211	SPALDING DR	SPALDING LAKE	NESBIT FERRY	5.28	E	12	1.78	No	No	6	189	97.5	59	2
34	JOHNSON FERRY RD	PEACHTREE DUNWOODY	GLENRIDGE CONNECTOR	3.56	D	35	0.06	No	No	149	48	98.5	60	2
6	DALRYMPLE RD	ROSWELL	BRANDON MILL	4.02	D	24	0.52	No	No	86	113	99.5	61	2
169	DALRYMPLE RD	BRANDON MILL	WILDERCLIFF	4.19	D	20	0.69	No	No	62	137	99.5	61	2
16	GLENRIDGE DR	GLENLAKE	ABERNATHY	3.71	D	32	0.21	No	No	124	77	100.5	63	2
22	HAMMOND DR	ROSWELL	SANDY SPRINGS	3.14	C	47	-0.36	Yes	No	197	4	100.5	63	2
37	JOHNSON FERRY RD	GLENRIDGE/GLENAIRY	MOUNT VERNON	3.38	C	39	-0.12	Yes	No	169	34	101.5	65	2
225	MORGAN FALLS RD	HARBOR POINTE	End	4.11	D	20	0.61	No	No	69	137	103	66	2
165	JOHNSON FERRY RD	MOUNT VERNON	ROSWELL	3.24	C	43	-0.26	Yes	No	186	21	103.5	67	2
212	HIGH POINT RD	GLENRIDGE	TAMARISK	3.60	D	33	0.10	No	No	142	65	103.5	67	2
74	ROBERTS DR	ROSWELL	1000ft N/O SUMMER CROSSING	3.75	D	29	0.25	No	No	121	88	104.5	69	2
131	LAKE FORREST DR	MOUNT PARAN	LONG ISLAND	4.40	D	15	0.90	No	No	41	171	106	70	2
36	JOHNSON FERRY RD	OLD JOHNSON FERRY	PEACHTREE DUNWOODY	3.56	D	33	0.06	No	No	150	65	107.5	71	3
189	NEW NORTHSIDE DR	NEW NORTHSIDE NW	I-285 SB RAMPS	3.88	D	24	0.38	No	No	102	113	107.5	71	3
72	RIVERSIDE DR	JOHNSON FERRY	RIVER VALLEY	4.89	E	11	1.39	No	No	18	198	108	73	3
3	BRANDON MILL RD	DALRYMPLE	ABERNATHY/JOHNSON FERRY	3.82	D	25	0.32	No	No	111	106	108.5	74	3
103	ROBERTS DR	SPALDING	CITY LIMITS	5.30	E	8	1.80	No	No	4	213	108.5	74	3
151	GLENRIDGE DR	JOHNSON FERRY	HIGH POINT	3.24	C	39	-0.26	Yes	No	185	34	109.5	76	3
232	SANDY SPRINGS CIR	CLIFTWOOD	ALLEN	2.89	C	48	-0.61	Yes	No	216	3	109.5	76	3
26	HEARDS FERRY RD	HEARDS CREEK/RAIDER	RIVERSIDE	4.51	E	12	1.01	No	No	33	189	111	78	3
25	HEARDS FERRY RD	NORTHSIDE/WINTERTHUR	RIVER CHASE	4.29	D	15	0.79	No	No	52	171	111.5	79	3
127	WINDSOR PKWY	CITY LIMITS	CRESTWICKE	4.66	E	11	1.16	No	No	25	198	111.5	79	3
123	MOUNT VERNON HWY	BARFIELD	GLENRIDGE	4.09	D	19	0.59	No	No	78	147	112.5	81	3
48	MOUNT VERNON HWY	GLENRIDGE	JOHNSON FERRY	3.58	D	31	0.08	No	No	147	79	113	82	3

Table A.7 - Sandy Springs Pedestrian Needs Analysis

Based on PLOS and Pedestrian Demand

SEG ID	STREET_NAME	FROM	TO	PLOS SCORE	PLOS GRADE	Ped Demand Score	PLOS Score Delta to Std	Meets PLOS Std	Complete Sidewalks Both Sides?	PLOS Score Delta Rank	Ped Demand Rank	Avg Rank	Priority Rank	Priority Level
132	LAKE FORREST DR	LONG ISLAND	CITY LIMITS	4.42	D	12	0.92	No	No	39	189	114	83	3
209	SPALDING DR	RIVER EXCHANGE	WINTERS CHAPEL	5.73	F	0	2.23	No	No	1	227	114	83	3
28	HOLCOMB BRIDGE RD	SPALDING	CITY LIMITS	5.56	F	0	2.06	No	No	2	227	114.5	85	3
5	DALRYMPLE RD	SPALDING/TROWBRIDGE	ROSWELL	3.11	C	40	-0.39	Yes	No	200	31	115.5	86	3
99	TROWBRIDGE RD	ROSWELL	SPALDING/DALRYMPLE	3.12	C	39	-0.38	Yes	No	198	34	116	87	3
188	NEW NORTHSIDE DR	NORTHSIDE	NEW NORTHSIDE NW	3.82	D	23	0.32	No	No	110	122	116	87	3
20	GLENRIDGE DR	SPALDING	GLENLAKE	3.33	C	34	-0.17	Yes	No	178	55	116.5	89	3
58	NORTHSIDE DR	WINTERTHUR/HEARDS FERRY	RIVEREDGE	3.89	D	21	0.39	No	No	101	133	117	90	3
176	POWERS FERRY RD	NEW NORTHSIDE	BRICKSTONE	3.99	D	19	0.49	No	No	90	147	118.5	91	3
141	MOUNT VERNON HWY	HEARDS FERRY	LONG ISLAND	3.67	D	25	0.17	No	No	132	106	119	92	3
101	WINTERS CHAPEL RD	SPALDING	CITY LIMITS	5.06	E	0	1.56	No	No	12	227	119.5	93	3
178	NORTHSIDE DR	I285E NORTHSIDE OFF RAMP	POWERS FERRY	3.78	D	23	0.28	No	No	117	122	119.5	93	3
183	JOHNSON FERRY RD	CITY LIMITS	OLD JOHNSON FERRY	3.96	D	19	0.46	No	No	93	147	120	95	3
55	NORTHSIDE DR	NEW NORTHSIDE	MOUNT VERNON	4.10	D	15	0.60	No	No	75	171	123	96	3
120	SPALDING DR	TROWBRIDGE/DALRYMPLE	GLENRIDGE	3.39	C	30	-0.11	Yes	No	164	83	123.5	97	3
42	MOUNT PARAN RD	CONWAY	CITY LIMITS	4.46	D	7	0.96	No	No	36	215	125.5	98	3
122	MOUNT VERNON HWY	PEACHTREE DUNWOODY	BARFIELD	3.61	D	24	0.11	No	No	140	113	126.5	99	3
133	MOUNT PARAN RD	ROSWELL	LAKE FORREST	3.60	D	24	0.10	No	No	143	113	128	100	3
193	POWERS FERRY RD	DUPREE/MOUNT VERNON	CREST VALLEY	4.46	D	4	0.96	No	No	36	223	129.5	101	3
24	HAMMOND DR	LAKE FORREST	MOUNT VERNON	2.82	C	37	-0.68	Yes	No	220	40	130	102	3
73	RIVERSIDE DR	DALRYMPLE/WILDERCLIFF	BREAKWATER RIDGE	4.00	D	15	0.50	No	No	89	171	130	102	3
194	RIVERSIDE DR	BREAKWATER RIDGE	JOHNSON FERRY	4.11	D	12	0.61	No	No	71	189	130	102	3
4	COLQUITT RD	NORTHRIDGE	PITTS	3.41	C	27	-0.09	Yes	No	163	98	130.5	105	3
98	SPALDING DR	GLENRIDGE	ROSWELL	3.05	C	34	-0.45	Yes	No	206	55	130.5	105	3
40	LONG ISLAND DR	MOUNT VERNON	LONG GROVE	2.98	C	34	-0.52	Yes	No	208	55	131.5	107	4
68	POWERS FERRY RD	CREST VALLEY	MOUNT PARAN	4.28	D	9	0.78	No	No	54	212	133	108	4
191	NEW NORTHSIDE DR	I-285 NB RAMPS	POWERS FERRY	3.61	D	22	0.11	No	No	139	129	134	109	4
94	SPALDING DR	HOLCOMB BRIDGE	RIVER EXCHANGE	4.32	D	0	0.82	No	No	46	227	136.5	110	4
108	SPALDING DR	CITY LIMITS	PITTS	4.09	D	11	0.59	No	No	76	198	137	111	4
229	DUDLEY LN	POWERS FERRY	City Limits	3.92	D	14	0.42	No	No	96	178	137	111	4
50	NEW NORTHSIDE DR	POWERS FERRY	NORTHSIDE	3.69	D	19	0.19	No	No	129	147	138	113	4
100	WINDSOR PKWY	HIGH POINT	ROSWELL	3.90	D	14	0.40	No	No	100	178	139	114	4
202	SPALDING DR	JETT FERRY	SAGEBRUSH	4.26	D	5	0.76	No	No	57	221	139	114	4
52	NORTHLAND DR	GLENRIDGE	HIGH POINT	2.75	C	34	-0.75	Yes	No	224	55	139.5	116	4
92	SPALDING DR	OLD DOMINION	TYNECASTLE	4.17	D	7	0.67	No	No	64	215	139.5	116	4
56	NORTHSIDE DR	INTERSTATE NORTH/NEW NORTHSIDE	I285E NORTHSIDE OFF RAMP	3.38	C	24	-0.12	Yes	No	167	113	140	118	4
93	SPALDING DR	DUNWOODY/AUDEN	CITY LIMITS	4.22	D	6	0.72	No	No	61	219	140	118	4
184	MOUNT PARAN RD	POWERS FERRY	CONWAY	3.78	D	16	0.28	No	No	118	164	141	120	4
186	GLENLAKE PKWY	GLENRIDGE	DRIVEWAY	2.87	C	33	-0.63	Yes	No	218	65	141.5	121	4
75	ROBERTS DR	1000ft N/O SUMMER CROSSING	DUNWOODY	3.30	C	26	-0.20	Yes	No	182	102	142	122	4
57	NORTHSIDE DR	MOUNT VERNON	GARMON	3.86	D	13	0.36	No	No	106	182	144	123	4

Table A.7 - Sandy Springs Pedestrian Needs Analysis

Based on PLOS and Pedestrian Demand

SEG ID	STREET_NAME	FROM	TO	PLOS SCORE	PLOS GRADE	Ped Demand Score	PLOS Score Delta to Std	Meets PLOS Std	Complete Sidewalks Both Sides?	PLOS Score Delta Rank	Ped Demand Rank	Avg Rank	Priority Rank	Priority Level
201	SPALDING DR	SPALDING HEIGHTS	JETT FERRY	4.16	D	4	0.66	No	No	65	223	144	123	4
139	MOUNT VERNON HWY	POWERS FERRY	RIVERSIDE	3.99	D	11	0.49	No	No	91	198	144.5	125	4
49	MOUNT VERNON RD	SPALDING	DUNWOODY CLUB	4.14	D	4	0.64	No	No	67	223	145	126	4
210	SPALDING DR	PITTS	SPALDING SPRINGS	3.77	D	15	0.27	No	No	119	171	145	126	4
95	SPALDING DR	SPALDING SPRINGS	ROBERTS	3.76	D	15	0.26	No	No	120	171	145.5	128	4
206	SPALDING DR	GATED DRIVEWAY	KENSTONE	4.04	D	10	0.54	No	No	84	208	146	129	4
102	SPALDING DR	DUNWOODY CLUB	ROBERTS	3.94	D	11	0.44	No	No	95	198	146.5	130	4
135	MOUNT PARAN RD	LONG ISLAND	POWERS FERRY	3.79	D	14	0.29	No	No	115	178	146.5	130	4
124	PEACHTREE DUNWOODY RD	WINDSOR	CITY LIMITS	4.00	D	10	0.50	No	No	88	208	148	132	4
173	POWERS FERRY RD	MOUNT PARAN	CITY LIMITS	3.80	D	13	0.30	No	No	114	182	148	132	4
205	SPALDING DR	TYNECASTLE	GATED DRIVEWAY	3.91	D	11	0.41	No	No	98	198	148	132	4
213	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	3.78	D	13	0.28	No	No	116	182	149	135	4
97	SPALDING DR	NESBIT FERRY	MOUNT VERNON	4.01	D	7	0.51	No	No	87	215	151	136	4
27	HIGH POINT RD	NORTHLAND	WINDSOR	3.39	C	20	-0.11	Yes	No	166	137	151.5	137	4
41	LONG ISLAND DR	LONG GROVE	MOUNT PARAN	3.70	D	13	0.20	No	No	127	182	154.5	138	4
166	GLENRIDGE DR	MOUNT VERNON	AUTUMN GLEN	2.96	C	26	-0.54	Yes	No	210	102	156	139	4
179	NORTHSIDE DR	POWERS FERRY	NEW NORTHSIDE	3.39	C	19	-0.11	Yes	No	165	147	156	139	4
118	RIVERSIDE DR	HEARDS FERRY	MOUNT VERNON	3.84	D	10	0.34	No	No	108	208	158	141	5
137	HEARDS FERRY RD	RIVERSIDE	MOUNT VERNON	3.65	D	13	0.15	No	No	135	182	158.5	142	5
190	NEW NORTHSIDE DR	I-285 SB RAMPS	I-285 NB RAMPS	3.22	C	22	-0.28	Yes	No	188	129	158.5	142	5
65	POWERS FERRY RD	DUPREE	HEARDS	3.31	C	20	-0.19	Yes	No	181	137	159	144	5
204	SPALDING DR	OLD COBBLESTONE	OLD DOMINION	3.91	D	5	0.41	No	No	97	221	159	144	5
128	WINDSOR PKWY	PEACHTREE DUNWOODY	450ft E/O NORTHLAND	3.60	D	14	0.10	No	No	141	178	159.5	146	5
134	MOUNT PARAN RD	LAKE FORREST	LONG ISLAND	3.75	D	11	0.25	No	No	122	198	160	147	5
207	SPALDING DR	KENSTONE	DUNWOODY CLUB	3.81	D	10	0.31	No	No	112	208	160	147	5
140	MOUNT VERNON HWY	RIVERSIDE	HEARDS FERRY	3.84	D	7	0.34	No	No	107	215	161	149	5
224	MORGAN FALLS RD	MORGAN FALLS PL	HARBOR POINTE	2.63	C	27	-0.87	Yes	No	226	98	162	150	5
185	POWERS FERRY RD	BRICKSTONE	DUPREE	3.10	C	22	-0.40	Yes	No	203	129	166	151	5
51	NORTHLAND DR	HIGH POINT	WINDSOR	2.79	C	24	-0.71	Yes	No	221	113	167	152	5
155	PITTS RD	SPALDING	COLQUITT	3.34	C	18	-0.16	Yes	No	176	159	167.5	153	5
10	DUNWOODY CLUB DR	MOUNT VERNON	SPALDING	3.80	D	0	0.30	No	No	113	227	170	154	5
19	GLENRIDGE DR	GLENGATE	MOUNT VERNON	3.29	C	18	-0.21	Yes	No	183	159	171	155	5
172	LONG ISLAND DR	LAKE FORREST	ROSWELL	3.06	C	20	-0.44	Yes	No	205	137	171	155	5
54	NORTHSIDE DR	GARMON	CITY LIMITS	3.58	D	11	0.08	No	No	146	198	172	157	5
138	HEARDS FERRY RD	RIVER CHASE	HEARDS CREEK/RAIDER	3.31	C	16	-0.19	Yes	No	180	164	172	157	5
129	WINDSOR PKWY	NORTHLAND	HIGH POINT	3.49	C	12	-0.01	Yes	No	156	189	172.5	159	5
171	LONG ISLAND DR	MOUNT PARAN	LAKE FORREST	3.45	C	12	-0.05	Yes	No	161	189	175	160	5
226	DUPREE DR	POWERS FERRY	MOUNT VERNON	3.18	C	16	-0.32	Yes	No	191	164	177.5	161	5
11	GARMON RD	CITY LIMITS	NORTHSIDE	3.48	C	11	-0.02	Yes	No	158	198	178	162	5
8	DUNWOODY CLUB DR	HAPPY HOLLOW	CITY LIMITS	3.64	D	0	0.14	No	No	136	227	181.5	163	5
199	WINDSOR PKWY	CRESTWICKE	PEACHTREE DUNWOODY	3.35	C	12	-0.15	Yes	No	175	189	182	164	5

Table A.7 - Sandy Springs Pedestrian Needs Analysis

Based on PLOS and Pedestrian Demand

SEG ID	STREET_NAME	FROM	TO	PLOS SCORE	PLOS GRADE	Ped Demand Score	PLOS Score Delta to Std	Meets PLOS Std	Complete Sidewalks Both Sides?	PLOS Score Delta Rank	Ped Demand Rank	Avg Rank	Priority Rank	Priority Level
9	DUNWOODY CLUB DR	HAPPY HOLLOW	MOUNT VERNON	3.61	D	0	0.11	No	No	138	227	182.5	165	5
66	POWERS FERRY RD	RAIDER	MOUNT VERNON	3.10	C	16	-0.40	Yes	No	202	164	183	166	5
203	SPALDING DR	SAGEBRUSH	OLD COBBLESTONE	3.48	C	6	-0.02	Yes	No	157	219	188	167	5
69	RAIDER DR	HEARDS FERRY	POWERS FERRY	2.92	C	16	-0.58	Yes	No	213	164	188.5	168	5
208	POWERS FERRY RD	MOUNT PARAN	DUDLEY	2.89	C	16	-0.61	Yes	No	215	164	189.5	169	5
170	BARFIELD RD	ABERNATHY	MOUNT VERNON	2.78	C	17	-0.72	Yes	No	222	163	192.5	170	5
200	SPALDING DR	MOUNT VERNON	SPALDING HEIGHTS	3.44	C	4	-0.06	Yes	No	162	223	192.5	170	5
136	MOUNT VERNON HWY	POWERS FERRY/DUPREE	POWERS FERRY/MOUNT VERNON	3.15	C	11	-0.35	Yes	No	196	198	197	172	5
44	MOUNT VERNON HWY	NORTHSIDE	POWERS FERRY/DUPREE	3.16	C	8	-0.34	Yes	No	195	213	204	173	5
0	ABERNATHY RD	ROSWELL	BRANDON MILL/JOHNSON FERRY	2.90	C	37	-0.60	Yes	Yes	214	40	Filter	#VALUE!	N/A
2	BARFIELD RD	MOUNT VERNON	HAMMOND	2.63	C	26	-0.87	Yes	Yes	225	102	Filter	#VALUE!	N/A
7	DUNWOODY PL	ROSWELL	ROBERTS	3.02	C	30	-0.48	Yes	Yes	207	83	Filter	#VALUE!	N/A
12	GLENLAKE PKWY	DRIVEWAY	ABERNATHY/BARFIELD	2.85	C	22	-0.65	Yes	Yes	219	129	Filter	#VALUE!	N/A
23	HAMMOND DR	PEACHTREE DUNWOODY	BARFIELD	3.11	C	34	-0.39	Yes	Yes	199	55	Filter	#VALUE!	N/A
31	JOHNSON FERRY RD	LAURIAN WOOD	BARNARD/REDDING	3.22	C	13	-0.28	Yes	Yes	187	182	Filter	#VALUE!	N/A
32	JOHNSON FERRY RD	BARNARD/REDDING	RIVER VALLEY	3.21	C	18	-0.29	Yes	Yes	189	159	Filter	#VALUE!	N/A
33	JOHNSON FERRY RD	RIVERSIDE	LAURIAN WOOD	3.24	C	12	-0.26	Yes	Yes	184	189	Filter	#VALUE!	N/A
35	JOHNSON FERRY RD	SANDY SPRINGS CIR	ABERNATHY	4.04	D	33	0.54	No	Yes	83	65	Filter	#VALUE!	N/A
43	MOUNT VERNON HWY	DUNWOODY CLUB	DUNWOODY CLUB	2.62	C	0	-0.88	Yes	Yes	227	227	Filter	#VALUE!	N/A
46	MOUNT VERNON HWY	ABERNATHY/PERIMETER	PEACHTREE DUNWOODY	3.18	C	27	-0.32	Yes	Yes	193	98	Filter	#VALUE!	N/A
47	MOUNT VERNON HWY	LISA	PARK	4.63	E	20	1.13	No	Yes	27	137	Filter	#VALUE!	N/A
53	NORTHRIDGE RD	DUNWOODY/GA400S NORTHRIDGE OFF RAMP	COLQUITT	3.34	C	29	-0.16	Yes	Yes	177	88	Filter	#VALUE!	N/A
61	PEACHTREE DUNWOODY RD	MOUNT VERNON	CENTRAL PARK	3.17	C	27	-0.33	Yes	Yes	194	98	Filter	#VALUE!	N/A
62	PEACHTREE DUNWOODY RD	ROBERTS	PARK	3.63	D	24	0.13	No	Yes	137	113	Filter	#VALUE!	N/A
63	PERIMETER CTR	CITY LIMITS	MOUNT VERNON/ABERNATHY	3.54	D	25	0.04	No	Yes	152	106	Filter	#VALUE!	N/A
64	PITTS RD	COLQUITT	ROSWELL	2.94	C	31	-0.56	Yes	Yes	211	79	Filter	#VALUE!	N/A
70	RIVER VALLEY RD	AMBERIDGE	JOHNSON FERRY	2.52	C	19	-0.98	Yes	Yes	232	147	Filter	#VALUE!	N/A
71	RIVER VALLEY RD	RIVERSIDE	AMBERIDGE	2.57	C	13	-0.93	Yes	Yes	231	182	Filter	#VALUE!	N/A
77	ROSWELL RD	TAHOMA	PITTS	5.38	E	33	1.88	No	Yes	3	65	Filter	#VALUE!	N/A
78	ROSWELL RD	LAKE PLACID	BROAD/WENTWORTH	4.27	D	44	0.77	No	Yes	55	17	Filter	#VALUE!	N/A
80	ROSWELL RD	0.2 MI S/O MORGAN FALLS	CIMARRON	4.15	D	35	0.65	No	Yes	66	48	Filter	#VALUE!	N/A
82	ROSWELL RD	HAMMOND	LAKE PLACID	4.69	E	46	1.19	No	Yes	24	11	Filter	#VALUE!	N/A
86	ROSWELL RD	PITTS	0.2 MI S/O MORGAN FALLS	4.59	E	33	1.09	No	Yes	31	65	Filter	#VALUE!	N/A
87	ROSWELL RD	NORTHRIDGE	TAHOMA	4.54	E	30	1.04	No	Yes	32	83	Filter	#VALUE!	N/A
88	ROSWELL RD	HANOVER PARK/DUNWOODY	NORTHRIDGE PKWY	4.30	D	24	0.80	No	Yes	51	113	Filter	#VALUE!	N/A
96	SPALDING DR	PEACHTREE DUNWOODY	DUNWOODY/AUDEN	3.70	D	19	0.20	No	Yes	126	147	Filter	#VALUE!	N/A
105	NORTHRIDGE RD	COLQUITT	ROSWELL	3.52	D	28	0.02	No	Yes	153	92	Filter	#VALUE!	N/A
106	DUNWOODY PL	ROBERTS	NORTHRIDGE	3.72	D	30	0.22	No	Yes	123	83	Filter	#VALUE!	N/A
109	ROSWELL RD	CIMARRON	TROWBRIDGE	4.07	D	39	0.57	No	Yes	80	34	Filter	#VALUE!	N/A
110	ROSWELL RD	TROWBRIDGE	DALRYMPLE	4.09	D	41	0.59	No	Yes	77	27	Filter	#VALUE!	N/A
111	ROSWELL RD	DALRYMPLE	SPALDING	4.23	D	33	0.73	No	Yes	59	65	Filter	#VALUE!	N/A

Table A.7 - Sandy Springs Pedestrian Needs Analysis

Based on PLOS and Pedestrian Demand

SEG ID	STREET_NAME	FROM	TO	PLOS SCORE	PLOS GRADE	Ped Demand Score	PLOS Score Delta to Std	Meets PLOS Std	Complete Sidewalks Both Sides?	PLOS Score Delta Rank	Ped Demand Rank	Avg Rank	Priority Rank	Priority Level
112	ROSWELL RD	SPALDING	ABERNATHY	4.60	E	36	1.10	No	Yes	29	45	Filter	#VALUE!	N/A
113	ROSWELL RD	ABERNATHY	SANDY SPRINGS	4.32	D	37	0.82	No	Yes	48	40	Filter	#VALUE!	N/A
115	ROSWELL RD	MOUNT VERNON	HAMMOND	3.97	D	49	0.47	No	Yes	92	1	Filter	#VALUE!	N/A
119	JOHNSON FERRY RD	RIVER VALLEY	BRANDON MILL/ABERNATHY	2.93	C	25	-0.57	Yes	Yes	212	106	Filter	#VALUE!	N/A
121	GLENRIDGE DR	ABERNATHY	GLENGATE	2.61	C	23	-0.89	Yes	Yes	228	122	Filter	#VALUE!	N/A
125	PEACHTREE DUNWOODY RD	JOHNSON FERRY	GLENRIDGE CONNECTOR	3.32	C	35	-0.18	Yes	Yes	179	48	Filter	#VALUE!	N/A
126	HIGH POINT RD	TAMARISK	NORTHLAND	2.89	C	31	-0.61	Yes	Yes	217	79	Filter	#VALUE!	N/A
152	PEACHTREE DUNWOODY RD	HOLLIS COBB	JOHNSON FERRY	3.36	C	37	-0.14	Yes	Yes	172	40	Filter	#VALUE!	N/A
153	PEACHTREE DUNWOODY RD	ABERNATHY	MOUNT VERNON	3.37	C	29	-0.13	Yes	Yes	171	88	Filter	#VALUE!	N/A
154	ABERNATHY RD	MOUNT VERNON/PERIMETER	PEACHTREE DUNWOODY	4.71	E	28	1.21	No	Yes	23	92	Filter	#VALUE!	N/A
156	JOHNSON FERRY RD	CITY LIMITS	RIVERSIDE	5.06	E	12	1.56	No	Yes	11	189	Filter	#VALUE!	N/A
158	ROSWELL RD	SANDY SPRINGS	JOHNSON FERRY	4.23	D	40	0.73	No	Yes	60	31	Filter	#VALUE!	N/A
159	HAMMOND DR	SANDY SPRINGS	LAKE FORREST	2.75	C	44	-0.75	Yes	Yes	223	17	Filter	#VALUE!	N/A
161	HAMMOND DR	BARFIELD	GLENRIDGE	3.68	D	33	0.18	No	Yes	130	65	Filter	#VALUE!	N/A
162	HAMMOND DR	CITY LIMITS	PEACHTREE DUNWOODY	3.07	C	34	-0.43	Yes	Yes	204	55	Filter	#VALUE!	N/A
163	GLENRIDGE DR	AUTUMN GLEN	JOHNSON FERRY/GLENAIRY	2.61	C	34	-0.89	Yes	Yes	230	55	Filter	#VALUE!	N/A
167	ABERNATHY RD	GLENRIDGE	ROSWELL	4.11	D	34	0.61	No	Yes	72	55	Filter	#VALUE!	N/A
168	ABERNATHY RD	BARFIELD	GLENRIDGE	4.51	E	23	1.01	No	Yes	34	122	Filter	#VALUE!	N/A
175	SPALDING DR	PEACHTREE DUNWOODY	TROWBRIDGE/SPALDLING	3.47	C	25	-0.03	Yes	Yes	159	106	Filter	#VALUE!	N/A
182	PEACHTREE DUNWOODY RD	CENTRAL PARK	HAMMOND	3.18	C	33	-0.32	Yes	Yes	190	65	Filter	#VALUE!	N/A
187	MOUNT VERNON HWY	PARK	ABERNATHY/PERIMETER	3.18	C	28	-0.32	Yes	Yes	192	92	Filter	#VALUE!	N/A
197	ROSWELL RD	NORTHRIDGE PKWY	NORTHRIDGE RD	4.07	D	28	0.57	No	Yes	81	92	Filter	#VALUE!	N/A
214	PEACHTREE DUNWOODY RD	LAKE HEARN	HOLLIS COBB	3.59	D	38	0.09	No	Yes	144	38	Filter	#VALUE!	N/A
219	PEACHTREE DUNWOODY RD	SPALDING/GABLES	WEMBLEY	2.96	C	20	-0.54	Yes	Yes	209	137	Filter	#VALUE!	N/A
220	PEACHTREE DUNWOODY RD	WEMBLEY	WESTFAIR	3.50	C	21	0.00	Yes	Yes	155	133	Filter	#VALUE!	N/A
221	PEACHTREE DUNWOODY RD	WESTFAIR	ROBERTS	3.10	C	30	-0.40	Yes	Yes	201	83	Filter	#VALUE!	N/A
222	PEACHTREE DUNWOODY RD	PARK	ABERNATHY	2.61	C	23	-0.89	Yes	Yes	229	122	Filter	#VALUE!	N/A
223	MORGAN FALLS RD	ROSWELL	MORGAN FALLS PL	2.41	B	33	-1.09	Yes	Yes	233	65	Filter	#VALUE!	N/A
233	SANDY SPRINGS CIR	HAMMOND	CLIFTWOOD	2.38	B	47	-1.12	Yes	Yes	234	4	Filter	#VALUE!	N/A



Appendix B:

Bicycle Facility Selection

Bicycle Facility Selection

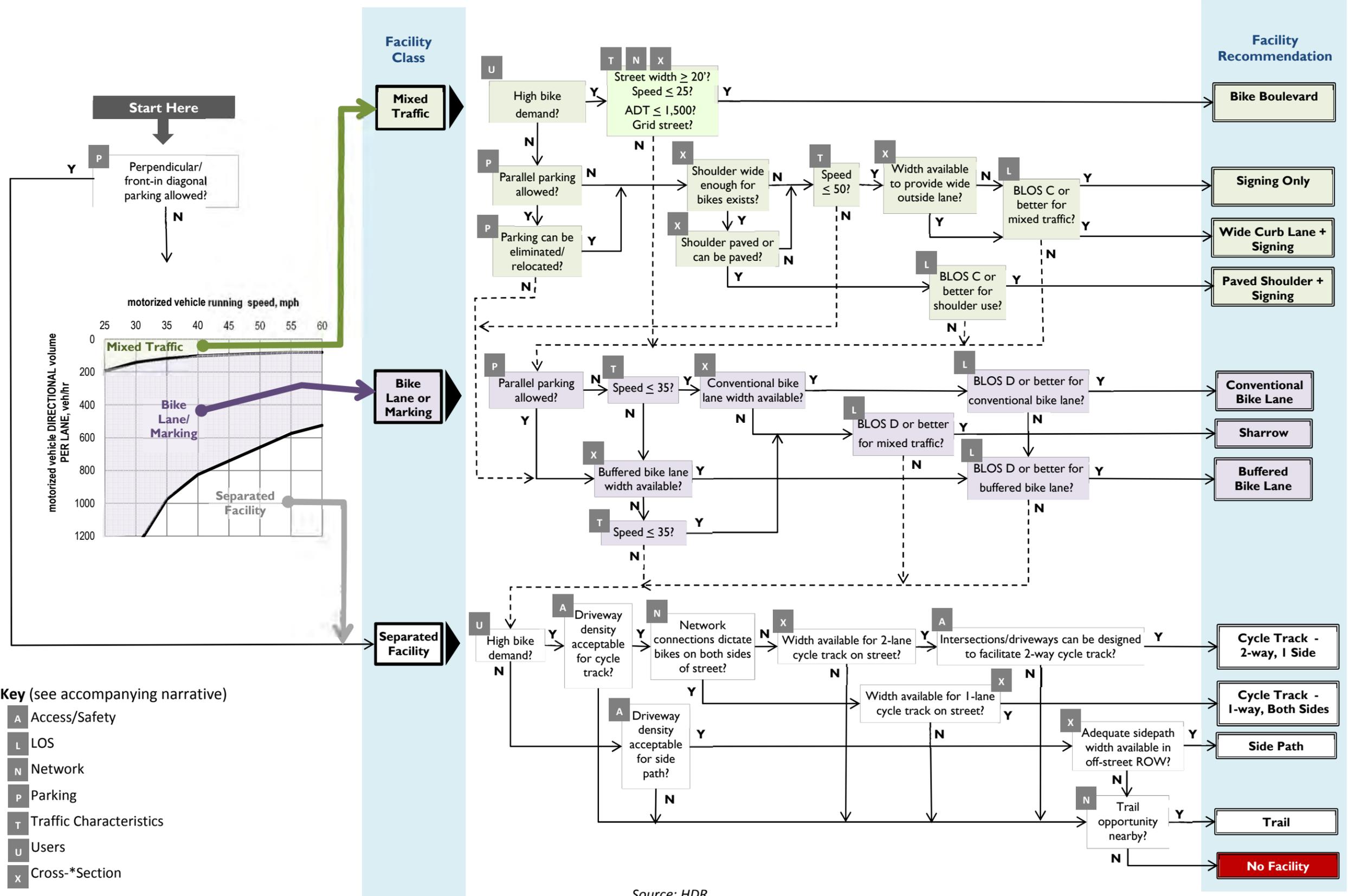
As discussed in Section 3, an automated process was used to provide a preliminary selection of the appropriate bicycle facility on each roadway segment evaluated. This process was based on data taken from the Bicycle Level of Service (BLOS) evaluation such as traffic volume, speed, and roadway configuration and width. Each roadway segment was initially put into one of three general facility categories based on a plotted chart of traffic volume and speed, as shown on the left side of Figure B.1. The three categories are described as follows:

- Mixed Traffic. These are generally low volume roadways that do not necessarily require any special treatment in order to accommodate bicycles. They would include signed routes, roadways with wide curb lanes or paved shoulders.
- Lanes and Markings. This category represents roadways with a specific marked bicycle designation such as bicycle lanes or shared lane markings (“sharrows”).
- Separated Facilities. This category represents facilities that are physically separated from motor vehicle traffic such as cycle tracks, sidepaths, and trails in exclusive right-of-way.

Following placement of each roadway segment in an initial facility category, the Figure B.1 flow chart was used to refine the facility category selection based on a series of additional criteria. The criteria were designed to move the roadway segment to the most appropriate category given the general traffic characteristics and physical configuration of the roadway segment. Additional reference notes related to specific criteria and elements of the flow chart are provided in Figure B.2.

It should be noted that once a segment was determined to need a separated facility, it was generally assigned as a sidepath without further evaluation such as acceptable driveway density, intersection/driveway treatments, available width, and available right-of-way. For a few roadway segments, it was subsequently manually determined that a cycle track might be feasible based on the roadway configuration, existing excess vehicle capacity, and the potential to recapture existing curb to curb pavement width as an in-street but physically separated cycle track. Further planning and engineering evaluation should be completed for all potential separated facilities to determine if they are feasible to construct and identify design treatments needed to address conflicts and safety issues at driveways and side streets. Section 3 of the report provides more information related to the safety concerns regarding sidepaths and outlines several design strategies for overcoming those concerns.

Figure B.1 – Sandy Springs Bicycle Facility Selection Flowchart



Source: HDR

Figure B.2 – Sandy Springs Bicycle Facility Selection Flowchart Reference

A Access/Safety | How local driveways and intersections affect bicycle safety and conflicts.

Driveway Density: A significant number of active driveways can create an undue number of conflicts for cyclists on a cycle track or sidepath. Particularly for sidepaths, further planning and engineering must be completed to determine if a sidepath is feasible and to identify design treatments needed to address conflicts and safety issues at driveways and side streets.

Intersections/Driveways designed for two-way cycle track: For two-way cycle tracks, additional design treatments are necessary at intersections due to limited visibility of bicyclists riding behind parked cars or barriers, and the potential motorist confusion caused by bicyclists traveling in the opposite direction of travel of the roadway. A supplemental engineering study must be completed to identify needed intersection improvements and design treatments before a two-way cycle track can be approved.

L Level of Service (LOS) | Safety and comfort of bicyclists on the roadway.

Bicycle LOS (BLOS) is based on the procedures of the Highway Capacity Manual (HCM). Chapter 17 of the HCM includes the procedure for calculating BLOS for bicycles within the street right-of-way. For the purposes of facility selection, the *link-level* methodology is used. For design of new facilities and evaluation of existing facilities, the *segment-level* methodology (which takes into account intersections and driveways) should be used.

Although not part of the selection flow chart, the procedures of HCM Chapter 23 can be used to evaluate BLOS for sidepaths and trails. No procedure currently exists for evaluating BLOS for cycle tracks.

N Network | Higher-level information about the existing roadway and bicycle network.

Grid Street: A Bike Boulevard may be a possibility if it has parallel streets in a grid-type network (blocks of 350 x 650 feet or less). **Note:** Although there are low volume, low speed, local streets, there are no portions of the current roadway network in Sandy Springs that provide traditional grid streets that would be typically required to establish bike boulevards.

Network connections dictate bikes on both sides of street: When considering a two-way vs. paired one-way cycle track, it is important to note if the proposed segment falls within a larger segment on which both-side one-way bicycle travel (such as bicycle lanes) is the predominant flow type. In those cases, further study will be needed to evaluate whether it is desirable to transition to a two-way facility on one-side of the street, and if so, how to design the transition(s).

Trail Opportunity nearby: If all other bicycle facility types are found to be unsuitable for a given segment, and a trail (in exclusive right-of-way) either exists or is planned within or near the corridor, then the trail can be considered as a substitute for an explicit bicycle facility.

P Parking | How parking affects bicycle operations and safety.

Perpendicular/front-in diagonal: If either type is allowed, on-street bicycle facilities are discouraged.

Parallel: If parallel parking is allowed where an on-street bicycle facility is proposed, a buffered bike lane or sharrow should be used as determined by the flowchart.

Elimination/relocation: In some cases, it may be possible to eliminate parking (if demand is low) or “relocate” parking to nearby streets. In these cases, a broader range of bicycle facility types can be considered.

T Traffic Characteristics | Information about vehicular traffic flow.

ADT: If the Average Daily Traffic on the street is below 1,500 vehicles, the street might be a candidate for a bike boulevard (if other criteria are met).

Speed: For the purposes of facility type determination, “running speed” should be used, which is considered to be the standard 85th-percentile speed on the segment. If this information is not available, the posted speed may be used.

U Users | Existing or potential riders

High Bike Demand: For the mixed-traffic track, high bike demand is considered to be 50 or more per hour. For the separated facility track, high bike demand is considered to be 100 or more per hour. **Note:** Relative bike demand levels not considered for the purposes of the Sandy Springs analysis.

X Cross-Section | Available width for bicycle facilities on- and off-street.

Street width: Street width is measured from curb-face to curb-face.

Shoulder paved: If the shoulder is not paved, it is not suitable for bicycles.

Cycle track width: For two-lane cycle tracks, a minimum width of 10 feet (not considering buffering/median islands) should be used, although wider facilities are desirable. For one-way cycle tracks, a minimum width of 6 feet should be used, although consideration should be given to providing a width suitable to accommodate regular sweeping and the need for occasional snow plowing.

Source: HDR



Appendix C:

Midblock Crossing Opportunities Scoring

Midblock Crossing Opportunities Scoring

Section 3 of the report describes the results of an analysis of potential midblock crossing improvement opportunities. This appendix describes the scoring criteria used to complete the analysis. As discussed in Section 3, locations at which the City received requests for midblock crossing improvements were reviewed for relative importance with respect to a series of three factors: pedestrian and bicycle crash history, MARTA ridership, and proximity to the nearest signalized intersection. The scoring criteria for each category are shown in Table C.1. Each category or factor was scored on a defined scale from 0 to 100 points and weighted towards an overall score. The weighting of the three categories was approximately equal with crash history and MARTA ridership weighted at 35% each, and proximity to a traffic signal weighted at 30%. Table C.2 provides the scoring evaluation for each of the potential locations for a midblock crossing. Table C.3 lists the pedestrian and bicycle crash data provided by the City for the period between 2010 and 2012.

Table C.1 - Midblock Crossing Opportunity Scoring Criteria and Weighting

Potential Midblock Crossing Criteria	Points	Weight
Crash History ¹		35%
7 or more ped/bike crashes in immediate vicinity	100	
5-6 ped/bike crashes in immediate vicinity	75	
3-4 ped/bike crashes in immediate vicinity	50	
1-2 ped/bike crashes in immediate vicinity	25	
0 ped/bike crashes in immediate vicinity	0	
MARTA Ridership ²		35%
>=400 daily boardings/alightings in immediate vicinity	100	
250-399 daily boardings/alightings in immediate vicinity	75	
100-249 daily boardings/alightings in immediate vicinity	50	
100-249 daily boardings/alightings in immediate vicinity	25	
<100 daily boardings/alightings in immediate vicinity	0	
Proximity to Traffic Signal		30%
> 1,200 feet	100	
800 - 1,200 feet	75	
500 - 800 feet	50	
300 - 500 feet	25	
< 300 feet	0	
Total		100%

¹ Based on approximate locations provided in Sandy Springs Bike/Ped Crash Data, 2010-2012.

² Average daily MARTA ridership boardings/alightings occurring within 0.1 mi of potential midblock crossing location, based on data received from the City of Sandy Springs.

Table C.2 – Evaluation of Potential Midblock Crossing Locations

ID	Type	Potential Midblock Crossing Locations		City Comments/Land Use	Crashes Nearby ¹			Approx Dist (ft) to Nearest Signal	MARTA Ridership ²	Scoring				Ranking
		Roadway	Between		Crashes	Injuries	Fatals			Crashes	MARTA Ridership	Proximity to Signal	Total Weighted	
10	Request	Roswell Rd	Lake Placid Dr Northwood Dr	Lower income housing, predominantly Hispanic; Prado Shopping Center; MARTA bus stops	11	11	0	430	1,011	100	100	25	77.5	1
6	Request	Roswell Rd	at driveway 643 ft S of Spalding Dr	MARTA bus stops	6	4	1	650	121	75	50	50	58.75	2
11	Request	Roswell Rd	at Prado Pl	Lower income housing, predominantly Hispanic; Prado Shopping Center; MARTA bus stops	1	1	0	450	970	25	100	25	51.25	3
2	Request	Roswell Rd	Grogans Ferry Rd Morgans Landing Dr	Close to City Hall; lots of nearby apartments; MARTA bus stops; QuikTrip; high demand, hundreds of xings per day; Potential full signal at Grogans Ferry/Hampton intersection	2	1	0	1,065	106	25	50	75	48.75	4
3	Request	Roswell Rd	at driveway 620 ft S of Jefferson Dr	North Fulton Annex (food stamps, voting, etc.); MARTA bus stops	3	2	0	1,120	78	50	25	75	48.75	4
1	Request	Northridge Rd	Colquitt Rd Roswell Rd	Crossing between apartments (S side) and shopping center (N side)	1	1	0	730	147	25	50	50	41.25	6
9	Request	Roswell Rd	Northwood Dr I-285	Lower income housing, predominantly Hispanic; Prado Shopping Center; MARTA bus stops	0	0	0	210	524	0	100	0	35	7
7	Request	Roswell Rd	Chaseland Rd Abernathy Rd	Apartments west side, Publix east side	2	2	0	440	189	25	50	25	33.75	8
4	Request	Roswell Rd	Cimarron Pkwy Trowbridge Rd	Shopping center on NE corner of Trowbridge intersection	0	0	0	300	90	0	25	25	16.25	9
8	Request	Mount Vernon Hwy	Abernathy Rd NorthPark Pl	Office park; crossing to Chick-fil-A	2	2	0	490	0	25	0	25	16.25	9

¹ Based on approximate locations provided in Sandy Springs Bike/Ped Crash Data, 2010-2012.

² Average daily MARTA ridership boardings/alightings occurring within 0.1 mi of potential midblock crossing location, based on data received from the City of Sandy Springs.

Table C.3 – City of Sandy Springs Pedestrian & Bicycle Crash Data (2010-2012)

ID	Primary Road	Block	Intersection	Crashes	Injuries	Fatals	Bike	Signal?	Proximity to Potential Midblock Location
1	Abernathy Road		Glenridge Drive	1	1	0	B	Y	
2	Abernathy Road		Perimeter Center West	1	1	0		Y	8
3	Dunwoody Place		Hope Road	1	1	0		Y	
4	Dunwoody Place		North River Drive	1	1	0		Y	
5	Dunwoody Place		Northridge Road	1	1	0		Y	
6	Dunwoody Place		Roberts Drive	2	1	0		Y	
7	Glenridge Drive		Benton Woods Drive	1	1	0	B		
8	Glenridge Drive		Greenland Road	1	1	0			
9	Glenridge Drive		Hammond Drive	1	1	0		Y	
10	Hammond Drive		Barfield Road	3	1	1		Y	
11	Hammond Drive		Lake Forrest Drive	1	1	0		Y	
12	Hammond Drive		Peachtree Dunwoody Rd	1	1	0		Y	
13	Hammond Drive	1140		1	2	0			
14	Heards Ferry Road		Weatherly Drive	1	1	0	B		
15	High Point Road		Northland Drive	1	1	0			
16	Johnson Ferry Road		Hollis Cobb Circle	1	1	0		Y	
17	Johnson Ferry Road		Peachtree Dunwoody Rd	1	1	0		Y	
18	Lake Forrest Drive		Long Island Drive	1	1	0			
19	Long Island Drive		Fountain Oaks Lane	1	1	0			
20	Morgan Falls Road		Adair Lane	1	0	0	B		
21	Mount Vernon Highway		Heards Ferry Road	1	1	0		Y	
22	Mount Vernon Highway		North Park Place	1	1	0	B	Y	8
23	Northridge Road	350		1	1	0			1
24	Northside Drive	4858		1	1	0	B		
25	Northwood Drive	145		1	0	0			
26	Peachtree Dunwoody Rd		Central Parkway	1	1	0	B	Y	
27	Peachtree Dunwoody Rd		Dunwoody Springs Drive	1	0	0			
28	Peachtree Dunwoody Rd		Hollis Cobb Circle	3	3	0		Y	
29	Peachtree Dunwoody Rd	7150		1	1	0			
30	Powers Ferry Road		Heards Drive	1	1	0			
31	Roberts Drive		Colonel Drive	1	1	0			
32	Roswell Road		Abernathy Road	1	1	0		Y	7
33	Roswell Road		Cliftwood Drive	2	1	0		Y	
34	Roswell Road		Dalrymple Road	2	2	0		Y	
35	Roswell Road		Dunwoody Place	2	1	0		Y	

Table C.3 – City of Sandy Springs Pedestrian & Bicycle Crash Data (2010-2012), continued

ID	Primary Road	Block	Intersection	Crashes	Injuries	Fatals	Bike	Signal?	Proximity to Potential Midblock Location
36	Roswell Road		Franklin Road	1	1	0	B		14
37	Roswell Road		Glenridge Drive	2	2	0		Y	
38	Roswell Road		Grogans Ferry Road	1	1	0			2
39	Roswell Road		Hammond Drive	5	3	0		Y	
40	Roswell Road		Hedden Street	1	0	1			14
41	Roswell Road		Hightower Trail	2	1	1		Y	
42	Roswell Road		Hilderbrand Drive	1	1	0		Y	
43	Roswell Road		Huntcliff	1	0	1	B		
44	Roswell Road		Ison Road	1	1	0		Y	
45	Roswell Road		Johnson Ferry Road	1	1	0		Y	
46	Roswell Road		Lake Placid Drive	10	10	0		Y	10
47	Roswell Road		Maryeanna Drive	1	1	0	B		
48	Roswell Road		Morgan Falls Road	3	2	0		Y	3
49	Roswell Road		Mount Paran Road	1	1	0		Y	
50	Roswell Road		Mount Vernon Highway	1	2	0	B	Y	
51	Roswell Road		Northridge Parkway	2	2	0	B, 1 injury		
52	Roswell Road		Pitts Road	1	1	0		Y	
53	Roswell Road		Sandy Springs Place	1	1	0		Y	
54	Roswell Road		Spalding Drive	4	2	1		Y	6
55	Roswell Road		Sugar Mill Road	2	1	0			
56	Roswell Road		Windsor Parkway	3	2	0		Y	
57	Roswell Road	5531		1	1	0			11
58	Roswell Road	5700		1	1	0			10
59	Roswell Road	6065		1	1	0			
60	Roswell Road	6120		1	1	0			
61	Roswell Road	6475		1	1	0			7
62	Roswell Road	6700		1	2	0			
63	Roswell Road	6980		1	1	0			6
64	Roswell Road	7000		1	1	0			6
65	Roswell Road	7447		1	1	0			5
66	Roswell Road	7884		1	0	0			2
67	Roswell Road	8271		1	0	0			
68	Roswell Road		Pitts Road	1	1	0		Y	
69	Spalding Drive		Northgreen Drive	1	1	0			
70	Spalding Drive		Spender Trace	1	1	0	B	Y	

Table C.3 – City of Sandy Springs Pedestrian & Bicycle Crash Data (2010-2012), continued

ID	Primary Road	Block	Intersection	Crashes	Injuries	Fatals	Bike	Signal?	Proximity to Potential Midblock Location
71	Trowbrook Road		Trowbrook Court	1	1	0			
72	Windsor Cove	195		1	1	0			
	TOTAL			104	87	5	13		



Appendix D:

Potential Multi-Use Trail Corridors

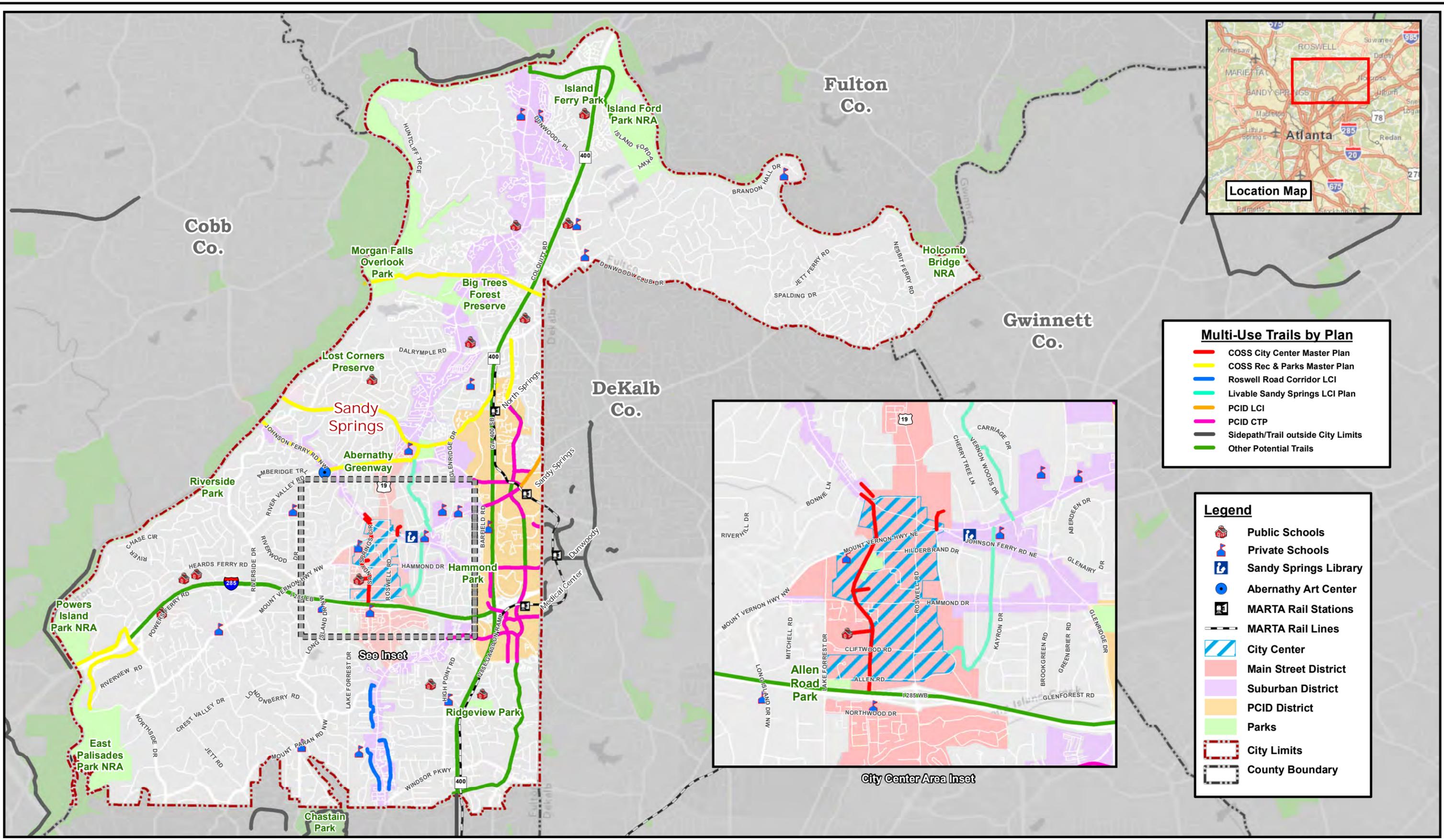
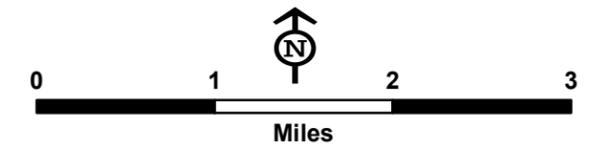


Figure 3.3 - Preliminary Multi-Use Trail Recommendations
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





Appendix E:

Cost Assumptions

	Project Type	Unit	Avg Unit Cost	Source
BL	Bikeway - Bicycle Lane	mile	\$ 133,170	1
	Pavement Marking - Island Marking	square foot	\$ 1.94	1
BBL	Buffered Bike Lane (assume 5-ft wide painted buffer + bicycle lane)	mile	\$ 235,602	2
	Pavement Marking Symbol - Shared Lane/Bicycle Marking	each	\$ 180	1
SLM	Pavement Marking Symbol - Shared Lane/Bicycle Marking	mile	\$ 7,603	2
	Island - Median Island	square foot	\$ 10	1
CT	Cycle Track (4-ft median island + bicycle lanes)	mile	\$ 477,540	2
	Sidewalk - Concrete Sidewalk (5 foot)	linear foot	\$ 32	1
SW	Sidewalk - Concrete Sidewalk (5 foot)	mile	\$ 168,960	2
BR	Pedestrian Overpass Bridge	square foot	\$ 250	1
	Sidewalk (5' w/ 2-ft buffer):			
SW-4	Ease of Impl = 4; no utilities & limited driveway reconstruction (Dunwoody Club Dr), \$65/lf	mile	\$ 343,200	3
SW-3	Ease of Impl = 3; (Hammond Drive project), \$148/lf	mile	\$ 781,440	3
SW-2	Ease of Impl = 2; include storm water upgrades and many driveways (Windsor Pkwy project), \$178/lf	mile	\$ 939,840	3
SW-1	Ease of Impl = 1; require rubble wall, grading (Mt. Vernon Hwy), \$195/lf	mile	\$ 1,029,600	3
	Sidepath (10' w/ 5-ft buffer) - costs assumed double that of 5' sidewalks from City cost data			
SP-4	Ease of Impl = 4	mile	\$ 686,400	4
SP-3	Ease of Impl = 3	mile	\$ 1,562,880	4
SP-2	Ease of Impl = 2	mile	\$ 1,879,680	4
SP-1	Ease of Impl = 1	mile	\$ 2,059,200	4
SP-0	Ease of Impl = 0 (cost assumed same as with score of 1, but add bridge cost)	mile	\$ 2,059,200	4
	Commuter Trail, negligible grading needed	mile	\$ 1,660,000	5
	Commuter Trail, moderate grading needed	mile	\$ 1,990,000	5
	Commuter Trail, significant grading needed incl embankments/retaining walls	mile	\$ 3,120,000	5
	Sidewalk, negligible grading needed	mile	\$ 230,000	5
	Sidewalk, moderate grading needed	mile	\$ 293,000	5
	Sidewalk, significant grading needed incl embankments/retaining walls	mile	\$ 620,000	5

Sources:

1. Costs for Pedestrian & Bicyclist Infrastructure Improvements, UNC Highway Safety Research Center, Oct. 2013 (note: costs represent 2012 US dollars)
2. Estimate compiled from individual element estimates from source 1
3. City of Sandy Springs, average cost from recent projects (note: 2014 costs, no escalation).
4. Costs for 10' sidepath assumed to be double that of 5' sidewalk cost from City of Sandy Springs, average cost from recent projects
5. PCID Commuter Trail System Master Plan, Sept. 2012

ROW, Roswell Rd	square foot	\$	50
ROW, locations other than Roswell Rd	square foot	\$	35

City: as a baseline, the going rate here for concrete bids is \$35/square foot. \$ 924,000



Appendix F:

Stakeholder

Interviews

1. If paths are accessible and easy to use, how do you think Sandy Springs residents and other stakeholders would incorporate a trail system as a travel option?

- The paths would be used by recreational users, casual users, and business users. The type of user will depend on where the path will be and connect. Look at the demographics in the city (older residents are more vocal and least likely to use the trails). Trails are much needed to keep money in the city for economic development.

2. What are the primary components and improvements that comprise your vision of a Sandy Springs Bicycle, Pedestrian, and Trail Plan?

- Connectivity outside and within the city, for example Farmington, CT (Farmington Trail System) has a good connection with parks.
- Connect current parks within Sandy Springs and outside (i.e. Chastain Park, BeltLine, Roswell at the River, Gwinnett, Silver Comet Trail) and work with other municipalities. There will be different scenarios to connect (road connections)
- Morgan Falls Subdivision voted down sidewalk along electrical easement
- Sandy Springs rail from GA 400 to connect to BeltLine
- What do you do with Roswell Road (look at LCI study)?
 - Recreational/commuter trail
 - Trail access behind commercial developments along Roswell Road
 - Connection to Sope Creek and the Chattahoochee River
- Currently use Silver Comet Trail and Big Creek Park
- Sandy Springs has a history of being a transportation hub (Powers Ferry, Johnson Ferry) to alternate modes hub (bike/ped)
- Potential connections: Collins from Johnson Ferry, Sope Creek (at Powers Ferry), Akers Mill/Powers Ferry at the I-285 connection to the Chattahoochee River, Cobb Parkway/Smyrna/Vinings/City of Atlanta
- Internal connectivity: city (i.e. Hammond) and national parks (i.e. Chattahoochee, Morgan Falls)

3. What investments should be made as part of the Trail Plan to improve connectivity in Sandy Springs?

- Set funds aside and allocate more money for land purchase and access to parks
- Save money by connecting outside of the city

4. What areas provide the greatest opportunities for trails and support walking and bicycling in Sandy Springs?

- Connection points outside to existing/planned parks and trails

- Internal connection to city/national parks and the river
- “rails to trails”
- PATH coordination
- External border and internal opportunities
- Retail access (Roswell Road is the spine of the city)

Additional Comments:

- Safety
- Look at Abernathy connection to Collins Drive
- Look at Johnson Ferry between Roswell Road and Abernathy
- Coordinate with other organizations/agencies
- Connection with Mount Vernon (to connect with Perimeter)
- City Center Master Plan
- Understand demographics/markets in areas

1. If paths are accessible and easy to use, how do you think Sandy Springs residents and other stakeholders would incorporate a trail system as a travel option?

- Depends on kinds of paths
- Costs if redo sidewalks to conform to paths
- Education on use of trails for work and the need to provide showering facilities
- More use for recreation/exercise
- Example: Buenos Aires uses pylons for cycle traffic
- Depend on area (downtown would work). Could be cost prohibitive if high residential area (not as much traffic to warrant separate paths)
- May work near Chastain Park
- Creating new paths can be expensive
- Driver education needed for bike lanes, restriping on roads
- Cycling for commuting is a safety concern but health benefit
- Need implementation of plan, not just a study to sit on the shelf

2. What are the primary components and improvements that comprise your vision of a Sandy Springs Bicycle, Pedestrian, and Trail Plan?

- An actual plan that will be implemented (take into account cyclists and walkers)
- Do left turn traffic signals pick up cyclists?
- Education (drivers don't want to share the road)
- Not in favor of separate paths, but would work for a business district
- Maybe focus on pockets for trails and improve safety for bikers and walkers in the rest of the city
- Coordinate with City of Atlanta, Roswell, Dunwoody
- Connect to Chastain Park

3. What investments should be made as part of the Trail Plan to improve connectivity in Sandy Springs?

- Investments to coordinate with City of Atlanta, Dunwoody, and Roswell
- Connect to Chastain Park, through Atlanta BeltLine, along certain roads (Long Island, etc.)
- Trails/paths should radiate from the city center like a wheel spoke

4. What areas provide the greatest opportunities for trails and support walking and bicycling in Sandy Springs?

- Depending on type of person

- Create a downtown (through City Center Master Plan) for young families and older people for leisurely walking and biking
- Clean bike lanes full of debris and trash (repair potholes and roads; increase in waterflow along roadways due to increased development)
- Small parks with bike stations and water supply to fill water bottles
- Bike racks and shelters around town for storage and safety
- Change bike laws in city for cyclists (stops at lights, etc.)
- Businesses offer subsidy/rewards program for bicyclists
- Roads created that are safe for bikers, walkers

Additional Comments:

- When was the Sandy Springs Comprehensive Plan adopted?
- Main points – education, implement the comprehensive plan, safety
- What do hilly cities do with bikers and pedestrians?

Sandy Springs Bicycle, Pedestrian, and Trail Plan

Stakeholder Interview

October 16, 2013 – 11:00 am, Sandy Springs City Hall

Garrin Coleman (City of Sandy Springs Public Works Department), Kristen Wescott

Desired Outcomes

- Project prioritization list for implementation
- Connect to existing infrastructure internally and with other municipalities

- Negative feedback from elected officials on trails on private property (Lake Forest –west; High Point-east; from Roswell Corridor LCI study-removed from final recommendations)
- Separate land uses and that is preferred by officials
- Acquired 5 acres of property along River Exchange Drive

- Overlook Park (3 acre lease for dog park on land from Georgia Power) – Morgan Falls
- Old Riverside Drive (looking to acquire property from county)
- Island Ford-connect existing loop trail
- Connection along Roberts Drive for pedestrian bridge at Chattahoochee River to Roswell

- Greenways along Johnson Ferry Road and Abernathy
- Potential for bike lane (Northside, Interstate Parkway, Barfield)

- Bike/trail system and proposed hierarchy for system
- Brandon Mill/Darlymple (~1-2 years, trail network, ~1.5 miles)
- Discussion for pedestrian bridge from North Springs MARTA station to UPS building on Glenlake Parkway (existing shuttle from building to MARTA)
- *Goal- roadmap to move forward
- ARRA funds
 - Sandy Springs Circle to Abernathy (replace subpar infrastructure)
 - South of Hammond to Cliftwood/Carpenter
- Impact fee program, fee in lieu of sidewalk (sidewalk master plan program ordinance)

- *Goals
 - Sidewalk roadmap/network
 - Tiers/prioritization to implementation
 - Thresholds/guidelines for sidewalk installation
 - Alternative sources of funding to pay for bicycle/pedestrian infrastructure

- City Center
 - Radiate trails from city center (connection to Native American history)
 - 1.2 acre park (active, 2-3 years)
 - Civic facility (~400 seat multi-purpose auditorium)
 - Demolish Target building
 - Sandy Springs Circle road diet

- Retention pond (passive park) on Johnson Ferry
- Critical corridors
 - Mt. Vernon (coordinate with Dunwoody, intersection realignment at Spalding)
 - Johnson Ferry between SR 9 and Abernathy (where people are going)
- Mostly recreational users
- Safety issues
- Identify users (recreational, commuters, families)
- Provide bike storage facilities
- Lower sidewalk with curvy, windy streets
- Connection along Panhandle (Spalding)
- Build links to existing infrastructure
- Promote and leverage River (water activities currently ongoing)
- Riverside Park property
- Connections to other communities
- Create better way to get to existing parks, etc.
- Marketing tool to brand plan (like Boston)
- Windsor at Peachtree Dunwoody (Hazardous materials grant; pedestrian bridge at Northland to connect to existing trails)
- Dunwoody Club pedestrian bridge
- Senior living (Benson Center) in Senior Center area (visually impaired and elderly) considerations near City Center
- Politics (new council members and mayor)
- Buckhead CID trail along GA 400
- Talk to Linda Bain about Morgan Falls park efforts and conservancy plan

1. If paths are accessible and easy to use, how do you think Sandy Springs residents and other stakeholders would incorporate a trail system as a travel option?

- Non-motorized vehicle connections would pull people off road and be safe
- Connect shops/shopping centers
- Few commuter users due to types of office spaces and lack of bicycle facilities

2. What are the primary components and improvements that comprise your vision of a Sandy Springs Bicycle, Pedestrian, and Trail Plan?

- Connect other parts of Atlanta (Georgia 400 trail to BeltLine)
- Connect internally
- Denser populations (safety concerns closer to city)

3. What investments should be made as part of the Trail Plan to improve connectivity in Sandy Springs?

- Additional bike cops for safety
- Difficult to connect to single-family residences in north Sandy Springs
- Connect over Georgia 400 to North Springs MARTA Station

4. What areas provide the greatest opportunities for trails and support walking and bicycling in Sandy Springs?

- Up and down Roswell Road – connect Perimeter business district to Roswell Road, Abernathy, connection to businesses

Additional Comments:

- Paved trails better for all purpose uses (prefer over crushed rubber options, etc.)
- Can you take bike on shuttles that run from MARTA stations to office buildings?

1. If paths are accessible and easy to use, how do you think Sandy Springs residents and other stakeholders would incorporate a trail system as a travel option?

- All in planning and design. Depends on destination and origin and how you serve users
- Mostly see commuter cyclists in business district
- Lack of facilities and high volume of traffic

2. What are the primary components and improvements that comprise your vision of a Sandy Springs Bicycle, Pedestrian, and Trail Plan?

- Provide bike lanes everywhere (for commuter option) and take width from roadway
- Greatest use and connectivity around transit centers encourage use (radiate from centers)

3. What investments should be made as part of the Trail Plan to improve connectivity in Sandy Springs?

- Maintenance on facility
- Keep end-user in mind
- Maintenance of lanes and curb and gutter
- Provide adequate facilities
- Restripe lanes regularly
- Keep lanes clean
- Educate drivers and cyclists
- Educate building owners and property managers (safety, bike racks and lockers at the mall)
- Typically stripe, sign, and leave

4. What areas provide the greatest opportunities for trails and support walking and bicycling in Sandy Springs?

- Include all levels of cyclists and users (all types)
- Identify potential connections along PCID commuter trail

Additional Comments:

Concerns/Issues

- Trails in sewer easements encroaching on private property
- Environmental Assessment for Morgan Falls
 - Partner with NPS- connection from Morgan Falls along Johnson Ferry Road to PCID, City Center, and circle back to Morgan Falls
 - Like to include in this plan
- Adam Cohen -Morgan Falls Trail
 - Crosstown connection to Dunwoody
 - Connect east to Dunwoody
 - Connect south to City of Atlanta (look at Buckhead sidewalk and trail plan)
- Abernathy Road (Marsh Creek and tennis center)
 - Connect to UPS at Glenlake Parkway
 - 50 acres Glen family property along Glenlake Parkway
 - Identify property owners

[People: Dianne Fries (District 2), Mario (UGA grad, landscape architect), Allan Johnson (allandjohnson@vestolpm.com)]

- Connections to National Parks (3)
 - Facilities and connections along River
- Brandon Mill issue (Lost Corners, alternate North Mill Road, issues along Brandon Mill Road, topo/natural characteristics)
 - 24 acre parcel acquisition
 - Sidewalk along Brandon Mill and Darlymple to Abernathy (tennis center)
- Abernathy Greenway
- Arts Center (Brandon Mill and Abernathy) – could compare to BeltLine arts exhibits
- Ridgeview Park
- Connect parks with linear trails
- Difficult to connect in Sandy Springs panhandle (residential)

Map suggestions for public meeting

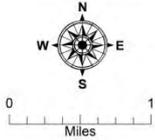
- Cobb, Chastain, Brook Run, CID in Dunwoody
 - Parks
 - Schools
 - Sidewalk master plan/program
 - Watershed
 - FEMA properties
-
- FEMA grant (Windsor Parkway near Nancy Creek)- opportunity for neighborhood parks

- Would like PATH to come into Sandy Springs (connect to major system of trails south of city, GA 400 trails)
- Etowah Trail (primary ingress/egress for Native Americans)
- Safety and protection for bikes; need visible separation between bikers and cars (i.e. tree line, bike islands)
- Education for cyclists and drivers
- How useful is a flyover at key intersections, i.e. Abernathy at Roswell, I-285 at Roswell (example: Arlington, VA flyovers)
- Isolated neighborhoods/lack of connections (cul-de-sacs, lack of grid system, ridgelines)
- Connect behind commercial centers to install multi-use trail (easement agreement) for residential area
- No bikes/trails on Roswell Road- too many curb cuts
- Population: Hispanic- immediately north and south of I-285 along SR 9; African American – north Sandy Springs
- Need intraconnectivity and interconnectivity
- Overlook Park (½ Georgia Power, ½ Sandy Springs); studies for loop/walking trail
- GDOT “Revive285” (<http://www.revive285.com/index.html>)– Gabe Sterling, District 4
- Value of parks and trails – Trust for Public Land, ULI, Texas A&M

DRAFT
Greenways, Trails, & Linkages
2008 - 2017



Incorporated December 1, 2005



Path Concept 10.23.14

Concept proposed by the Sandy Springs Conservancy showing potential extension of Path 400 Trail currently under construction in Buckhead, overlaid on base map provided by City of Sandy Springs.

Future Connections

Future Connections

Initial Focus

Extension Point

City Center

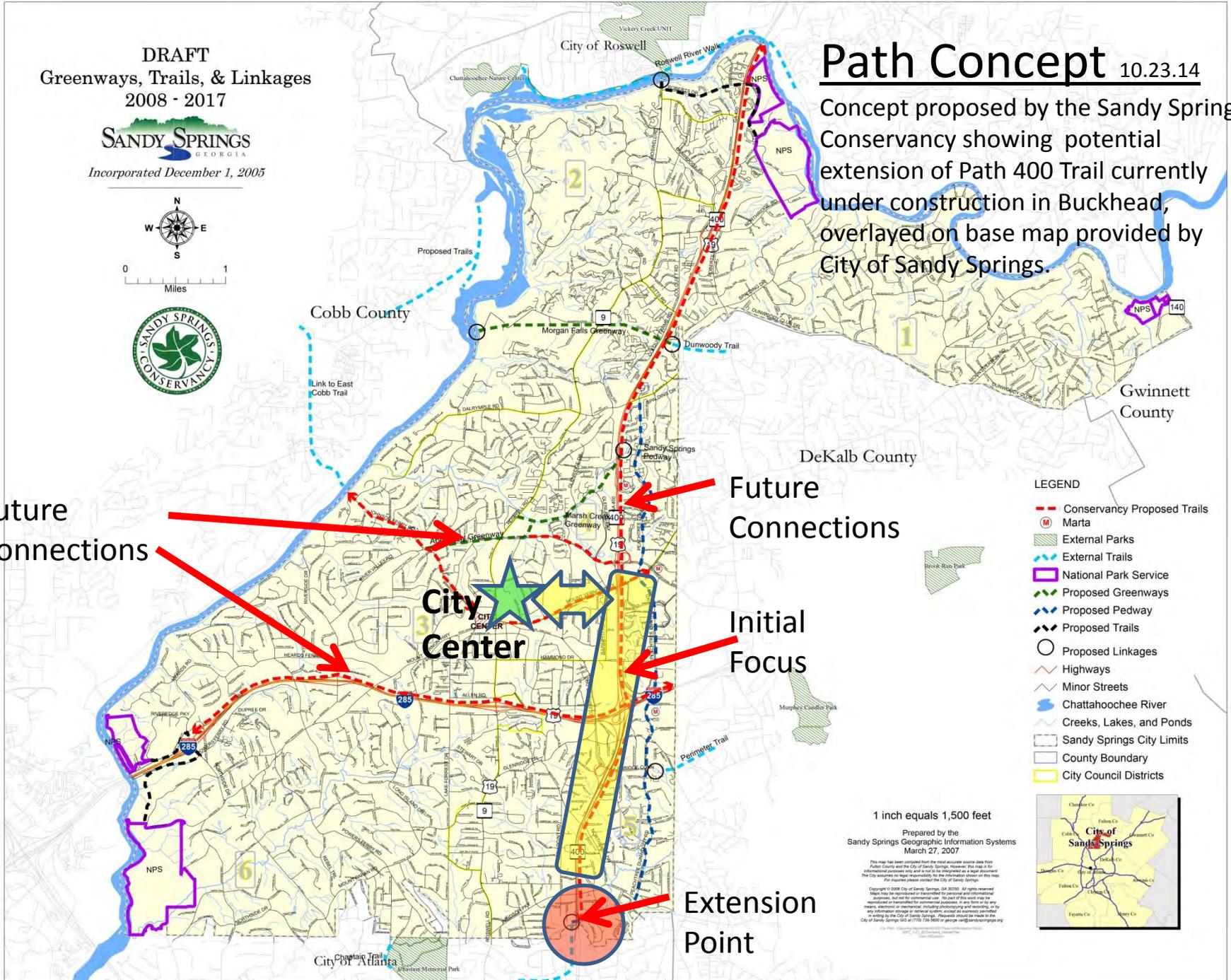
- LEGEND
- Conservancy Proposed Trails
 - M Marta
 - External Parks
 - External Trails
 - National Park Service
 - Proposed Greenways
 - Proposed Pedway
 - Proposed Trails
 - Proposed Linkages
 - Highways
 - Minor Streets
 - ~ Chattahoochee River
 - ~ Creeks, Lakes, and Ponds
 - Sandy Springs City Limits
 - County Boundary
 - City Council Districts

1 inch equals 1,500 feet

Prepared by the
Sandy Springs Geographic Information Systems
March 27, 2007

This map has been compiled from the most accurate source data from Public County and the City of Sandy Springs. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Sandy Springs.

Copyright © 2008 City of Sandy Springs, GA 30076. All rights reserved. All other trademarks and registered trademarks are the property of their respective owners. All other trademarks and registered trademarks are the property of their respective owners. All other trademarks and registered trademarks are the property of their respective owners.



Sandy Springs Bicycle, Pedestrian, and Trail Plan

Stakeholder Interview

November 18, 2013 – 3:00 pm, Chattahoochee Reserve National Recreation Area (CRNRA), 1980 Island Ford Parkway

Bill Cox (Superintendent), Scott Pfeninger (Chief Park Ranger)

1. If paths are accessible and easy to use, how do you think Sandy Springs residents and other stakeholders would incorporate a trail system as a travel option?

- Health, fitness, and walking in the evenings
- Seeking a place of solitude
- Biking areas, non-biking areas

2. What are the primary components and improvements that comprise your vision of a Sandy Springs Bicycle, Pedestrian, and Trail Plan?

- Interconnectivity with other municipalities
- Sustainability – design, materials used (environmentally compatible)
- Off-road, shaded paths vs. on-road, non-shaded paths
- Connection with NPS and park land west and to Morgan Falls/Cobb County
- Overarching plan that everyone understands
- Need to think about all moving parts (connect all pieces to the park)
- Connections to mass transit
- Think through tourism aspect to park users
- Mostly repeat users of park
- Diversity (walking, cycling, etc.), balance competing interests

3. What investments should be made as part of the Trail Plan to improve connectivity in Sandy Springs?

- Morgan Falls bridge connection
- Sidewalk where people already walk (i.e. Roberts Drive between Hwy 9 and Georgia 400)
- Connections with transportation network (stations, bus stops, etc.)
- Trailheads if not sufficient parking in existing parks

4. What areas provide the greatest opportunities for trails and support walking and bicycling in Sandy Springs?

- Need missing connection pieces from Morgan Falls to Paces Mill
- Connection to transportation hub
- Helping people be informed of possibilities (internet, social media)
- Ability to acquire more land based on Congress (working closely with Trust for Public Land)
- People are willing to pay for recreation; want to provide for quality they deserve
- Partner with local communities

Additional Comments:

- Get NPS involved early in the process
- Lighting on trails (consider using sky lights)
- Safety on trails



Appendix G:

Web-Based Survey

Q1: Ease of bicycle travel in Sandy Springs		
Prompt	Count	Pct
Excellent	2	1.1%
Good	5	2.8%
Fair	48	26.5%
Poor	109	60.2%
Don't know	17	9.4%
Aggregates		
Count		181
Min		0
Max		4
Sum		228
Mean		1.26
Std Dev		0.71
Variance		0.5

Q2: Ease of walking in Sandy Springs		
Prompt	Count	Pct
Excellent	4	2.3%
Good	28	15.8%
Fair	84	47.5%
Poor	60	33.9%
Don't know	1	0.6%
Aggregates		
Count		177
Min		0
Max		4
Sum		328
Mean		1.85
Std Dev		0.77
Variance		0.59

Q3: Availability of trails for bicycling and walking		
Prompt	Count	Pct
Excellent	1	0.6%
Good	14	7.9%
Fair	47	26.4%
Poor	111	62.4%
Don't know	5	2.8%
Aggregates		
Count		178
Min		0
Max		4

Sum	251
Mean	1.41
Std Dev	0.7
Variance	0.49

Q4: Availability of bike lanes and paved shoulders for bicycling		
Prompt	Count	Pct
Excellent	3	1.68%
Good	8	4.47%
Fair	43	24.02%
Poor	115	64.25%
Don't know	10	5.59%
Aggregates		
Count		179
Min		0
Max		4
Sum		237
Mean		1.32
Std Dev		0.72
Variance		0.52

Q5: Motorized vehicle (e.g., car, truck, van, motorcycle, etc.) by myself		
Prompt	Count	Pct
0 days	33	19.30%
1 day	5	2.92%
2 days	13	7.60%
3 days	20	11.70%
4 days	19	11.11%
5 days	71	41.52%
6 days	4	2.34%
7 days	6	3.51%
Aggregates		
Count		171
Min		0
Max		7
Sum		588
Mean		3.44
Std Dev		2.08
Variance		4.31

Q6: Motorized vehicle (e.g., car, truck, van, motorcycle, etc.) with other children or adults		
Prompt	Count	Pct

0 days	91	62.76%
1 day	7	4.83%
2 days	10	6.90%
3 days	6	4.14%
4 days	8	5.52%
5 days	17	11.72%
6 days	1	0.69%
7 days	5	3.45%
Aggregates		
Count		145
Min		0
Max		7
Sum		203
Mean		1.4
Std Dev		2.13
Variance		4.52

Q7: Bus, Rail, or other public transportation		
Prompt	Count	Pct
0 days	130	90.91%
1 day	5	3.50%
2 days	0	0.00%
3 days	0	0.00%
4 days	2	1.40%
5 days	6	4.20%
6 days	0	0.00%
7 days	0	0.00%
Aggregates		
Count		143
Min		0
Max		5
Sum		43
Mean		0.3
Std Dev		1.11
Variance		1.23

Q8: Walk		
Prompt	Count	Pct
0 days	120	81.08%
1 day	9	6.08%
2 days	2	1.35%
3 days	6	4.05%
4 days	5	3.38%

5 days	5	3.38%
6 days	0	0.00%
7 days	1	0.68%
Aggregates		
Count		148
Min		0
Max		7
Sum		83
Mean		0.56
Std Dev		1.38
Variance		1.89

Q9: Bicycle		
Prompt	Count	Pct
0 days	125	85.62%
1 day	2	1.37%
2 days	6	4.11%
3 days	6	4.11%
4 days	4	2.74%
5 days	1	0.68%
6 days	1	0.68%
7 days	1	0.68%
Aggregates		
Count		146
Min		0
Max		7
Sum		66
Mean		0.45
Std Dev		1.24
Variance		1.55

Q10: Work at home		
Prompt	Count	Pct
0 days	77	51.68%
1 day	24	16.11%
2 days	12	8.05%
3 days	9	6.04%
4 days	3	2.01%
5 days	15	10.07%
6 days	2	1.34%
7 days	7	4.70%
Aggregates		
Count		149

Min	0
Max	7
Sum	223
Mean	1.5
Std Dev	2.11
Variance	4.44

Q11: Other		
Prompt	Count	Pct
0 days	86	88.66%
1 day	1	1.03%
2 days	1	1.03%
3 days	2	2.06%
4 days	0	0.00%
5 days	4	4.12%
6 days	0	0.00%
7 days	3	3.09%
Aggregates		
Count		97
Min		0
Max		7
Sum		50
Mean		0.52
Std Dev		1.6
Variance		2.54

Q12: If you used the "Other" option above, please describe here:		
Row	Comment	
	1 Walk 1 mile to MARTA Medical Center Rail station.	
	2 grown children / homemaker / biker	
	3 retired	1
	4 Errands	2
	5 Rollerblading	
	6 I also ride my bike 3x per week recreationally. There are organized recreational rides (by clubs, bike shops, friends) in Sandy Springs daily often more than one.	
	7 I am retired, no commute to anything.	1
	8 Shopping, errands	2
	9 Errands: post office, UPS, bank, 5 days.	2
	10 Currently retired, but rode Marta to work when employed and still do when destination on a line	1
	11 n/a	
	12 Retired but active walker and biker.	1

13	I am retired, but drive everyday in Sandy Springs	1
14	drive child to school 5 days a week	
15	retired	1

Q13: for exercise or personal fitness?		
Prompt	Count	Pct
3 or more times per week	113	62.78%
Several times per month	49	27.22%
Fewer than 1 to 2 times per month	12	6.67%
Never	6	3.33%
Aggregates		
Count		180
Min		1
Max		4
Sum		629
Mean		3.49
Std Dev		0.77
Variance		0.59

Q14: for leisure, to visit family and/or friends, or walk the dog?		
Prompt	Count	Pct
3 or more times per week	83	47.98%
Several times per month	46	26.59%
Fewer than 1 to 2 times per month	20	11.56%
Never	24	13.87%
Aggregates		
Count		173
Min		1
Max		4
Sum		534
Mean		3.09
Std Dev		1.07
Variance		1.15

Q15: all the way to work / school?		
Prompt	Count	Pct
3 or more times per week	6	3.73%
Several times per month	7	4.35%
Fewer than 1 to 2 times per month	13	8.07%
Never	135	83.85%
Aggregates		
Count		161
Min		1

Max	4
Sum	206
Mean	1.28
Std Dev	0.72
Variance	0.52

Q16: to the bus stop / transit station?		
Prompt	Count	Pct
3 or more times per week	4	2.45%
Several times per month	4	2.45%
Fewer than 1 to 2 times per month	11	6.75%
Never	144	88.34%
Aggregates		
Count		163
Min		1
Max		4
Sum		194
Mean		1.19
Std Dev		0.59
Variance		0.35

Q17: to go shopping / do errands?		
Prompt	Count	Pct
3 or more times per week	6	3.55%
Several times per month	19	11.24%
Fewer than 1 to 2 times per month	43	25.44%
Never	101	59.76%
Aggregates		
Count		169
Min		1
Max		4
Sum		268
Mean		1.59
Std Dev		0.83
Variance		0.68

Q18: Other		
Prompt	Count	Pct
3 or more times per week	4	4.76%
Several times per month	1	1.19%
Fewer than 1 to 2 times per month	5	5.95%
Never	74	88.10%
Aggregates		

Count	84
Min	1
Max	4
Sum	103
Mean	1.23
Std Dev	0.7
Variance	0.49

Q19: If you used the "Other" option above, please describe here:	
Row	Comment
1	sandy springs farmers market or art fest
2	I live close enough to go shop and to visit my son's family but it's too dangerous / Spalding Dr.
3	never
4	dinner, gym, heritage green events
5	ue biking trails along river in Roswell
6	Not possible to walk to work--no pedestrian path/sidewalks on Hammond between Glenridge and Roswell Road
7	walk to festivals, heritage green area on weekends
8	Walk daog

Q20: 4. What might motivate you to walk more often? (Indicate all that apply)		
Prompt	Count	Pct
Continuous sidewalks to my destination	155	84.70%
Sidewalks separated further from edge of roadway	74	40.44%
Lower traffic speeds or stricter enforcement of traffic laws	65	35.52%
Smaller, more compact intersections	23	12.57%
Enhanced crossing features (pedestrian traffic signal, flashing beacons, high visibility crosswalk markings, etc.)	99	54.10%
Better lighting along existing sidewalks	79	43.17%
Other, please specify:	24	13.11%
Aggregates		
Count	183	

Q20.A: 4. What might motivate you to walk more often? (Indicate all that apply) (Continuous sidewalks to my destination)		
Prompt	Count	Pct
No	28	15.30%
Yes	155	84.70%
Aggregates		
Count	183	

Q20.B: 4. What might motivate you to walk more often? (Indicate all that apply) (Sidewalks separated further from edge of roadway)		
Prompt	Count	Pct
No	109	59.56%
Yes	74	40.44%
Aggregates		
Count		183

Q20.C: 4. What might motivate you to walk more often? (Indicate all that apply) (Lower traffic speeds or stricter enforcement of traffic laws)		
Prompt	Count	Pct
No	118	64.48%
Yes	65	35.52%
Aggregates		
Count		183

Q20.D: 4. What might motivate you to walk more often? (Indicate all that apply) (Smaller, more compact intersections)		
Prompt	Count	Pct
No	160	87.43%
Yes	23	12.57%
Aggregates		
Count		183

Q20.E: 4. What might motivate you to walk more often? (Indicate all that apply) (Enhanced crossing features (pedestrian traffic signal, flashing beacons, high visibility crosswalk markings, etc.))		
Prompt	Count	Pct
No	84	45.90%
Yes	99	54.10%
Aggregates		
Count		183

Q20.F: 4. What might motivate you to walk more often? (Indicate all that apply) (Better lighting along existing sidewalks)		
Prompt	Count	Pct
No	104	56.83%
Yes	79	43.17%
Aggregates		
Count		183

Q20.G: 4. What might motivate you to walk more often? (Indicate all that apply) (Other, please specify:)		
Prompt	Count	Pct
No	159	86.89%
Yes	24	13.11%
Aggregates		
Count		183

Q20.G.TEXT: Description of Other, please specify: for motivations to walk more often		
Row	Comment	
1	Better town planning	
2	Shorter work day	
3	separate bicycles, pedestrians and automobiles in design of any trails or sidewalks. It is expensive, but if you really want to have any comfort level with casual walkers, moms and baby carriages with dogs, you cannot have that on the same surface area	
4	Traffic calming improvements	
5	we don't live in an area where walking is applicable to things that we do	
6	Too few crosswalks on Roswell Rd and too far apart	
7	Just having sidewalks installed	1
8	any sidewalk where not installed	1
9	more opportunities to park and walk to do errands, etc.	
10	Personal motivation	
11	pedestrian bridges over Roswell Road. Cars not allowed to turn on Green pedestrian light	
12	build sidewalks in residential areas, especially inside perimeter	1
13	wider sidewalks	1
14	I prefer to bike.	
15	Patterns to the Best Natural Destinations, e.g. down beautiful Riverside Drive with access to the east (Fulton) side of the Chattahoochee..where once a "park" was planned; now an overgrown gazebo spot! Riverside sidewalks there to Dalrymple beats B Mill.	
16	Safer areas to walk with less "questionable" people loitering.	
17	Desirable places to walk, such as parks and paths.	2
18	put lighting along Abernathy between Johnson Ferry and Roswell Road	
19	SIDEWALKS!	1
20	This question is obviously agenda driven.	
21	trails to destinations away from highways	2

	mostly sidewalks!!!!I put my life at risk every time I go out on Brandon Mill so I am very limited by access> I would LOVE to be able to walk to the farmers market!	
22		
23	less hilly	
24	Sidewalks along both sides of the road to reduce road crossings	

1
1

Q21: Not enough sidewalks or many gaps in the sidewalk network		
Prompt	Count	Pct
Aggregates		
Count		136
Min		1
Max		3
Sum		180
Mean		1.32
Std Dev		0.59
Variance		0.35

Q22: Poor sidewalk surface quality		
Prompt	Count	Pct
Aggregates		
Count		29
Min		1
Max		3
Sum		66
Mean		2.28
Std Dev		0.75
Variance		0.56

Q23: Sidewalks are too close to the road		
Prompt	Count	Pct
Aggregates		
Count		39
Min		1
Max		3
Sum		83
Mean		2.13
Std Dev		0.86
Variance		0.75

Q24: Sidewalks are too narrow or crowded		
Prompt	Count	Pct
Aggregates		

Count	19
Min	2
Max	3
Sum	48
Mean	2.53
Std Dev	0.51
Variance	0.26

Q25: Places I need to go are beyond walking distance		
Prompt	Count	Pct
Aggregates		
Count		87
Min		1
Max		3
Sum		152
Mean		1.75
Std Dev		0.81
Variance		0.66

Q26: Traffic concerns (high speeds, heavy traffic volumes)		
Prompt	Count	Pct
Aggregates		
Count		79
Min		1
Max		3
Sum		171
Mean		2.16
Std Dev		0.72
Variance		0.52

Q27: Drivers don't yield or stop for pedestrians		
Prompt	Count	Pct
Aggregates		
Count		57
Min		1
Max		3
Sum		125
Mean		2.19
Std Dev		0.81
Variance		0.66

Q28: Intersections are too wide		
Prompt	Count	Pct

Aggregates		
Count		22
Min		1
Max		3
Sum		52
Mean		2.36
Std Dev		0.73
Variance		0.53

Q29: Not enough time provided to cross intersections		
Prompt	Count	Pct
Aggregates		
Count		17
Min		1
Max		3
Sum		38
Mean		2.24
Std Dev		0.75
Variance		0.57

Q30: Poor lighting		
Prompt	Count	Pct
Aggregates		
Count		36
Min		1
Max		3
Sum		84
Mean		2.33
Std Dev		0.63
Variance		0.4

Q31: Personal safety concerns		
Prompt	Count	Pct
Aggregates		
Count		45
Min		1
Max		3
Sum		96
Mean		2.13
Std Dev		0.84
Variance		0.71

Q32: Inadequate accommodations for people with mobility challenges
--

Prompt	Count	Pct
Aggregates		
Count		11
Min		1
Max		3
Sum		24
Mean		2.18
Std Dev		0.87
Variance		0.76

Q33: Obstructions in pedestrian walkways (sidewalks or crosswalks blocked by construction or vehicles)		
Prompt	Count	Pct
Aggregates		
Count		15
Min		1
Max		3
Sum		41
Mean		2.73
Std Dev		0.59
Variance		0.35

Q34: Poorly marked crosswalks		
Prompt	Count	Pct
Aggregates		
Count		13
Min		1
Max		3
Sum		32
Mean		2.46
Std Dev		0.78
Variance		0.6

Q35: Not enough mid-block crossings		
Prompt	Count	Pct
Aggregates		
Count		25
Min		1
Max		3
Sum		54
Mean		2.16
Std Dev		0.75
Variance		0.56

Q36: Other		
Prompt	Count	Pct
Aggregates		
Count		10
Min		1
Max		3
Sum		22
Mean		2.2
Std Dev		0.92
Variance		0.84

C4_SPECIFY_OTHER: You selected "other", please specify:		
Row	Comment	
1	Primary destinations aren't connected by sidewalks	1
2	cyclists do not heed cars or walkers and it is frightening to try to share the road with them particularly when they travel in packs. Some kind of licensing is fair to share the road and enforcement is critical for safety. Their speeds can be tremendous	
3	No sidewalks in my area...the forgotten end of SS	1
4	sidewalks do no exist	1

C5_NONE: 6. Please identify up to three roadways or locations where pedestrian accommodations should be improved, what your suggested or desired improvement is, and why. Please check the box next to "None" if you don't have any specific improvements to suggest.		
Prompt	Count	Pct
No	162	88.52%
Yes	21	11.48%
Aggregates		
Count		183

Q56: Location #1:		
Row	Comment	
1	peachtree dunwoody	
2	Roswell Rd/Long Island	
3	Mt. Vernon Hwy towards Roswell Road	
4	Dunwoody Rd	
5	Brandon Mill Road	
6	Glenridge Drive NE	
7	Spalding / Jett Ferry area	
8	Lake Forest, Mount Paran, Powers Ferry	

9	District 5
10	Mitchell Road & Hammond Drive
11	Dunwoody Road
12	Roswell Rd inside 285
13	Roswell Road and Johnson Ferry
14	Hammond Drive
15	North Sandy Springs
16	Mt. Vernon Hwy
17	Brandon Mill Rd
18	Brandon Mill Rd
19	North Roswell Road
20	Windsor Parkway
21	Mt. Vernon Road/Hwy
22	Marta - North Springs
23	Medical Ctr Marta station crosswalks
24	Roswell and Long Island
25	BRIDGEWOOD VALLEY ROAD
26	Intersection of Johnson Ferry and Roswell Rd
27	Intersection of Abernathy and Roswell Rds
28	Lake Forrest Drive
29	Mt Vernon and Spalding Dr
30	Roswell Road
31	Hwy 9 over Chattahoocee!!!
32	roswell road
33	Mt. Vernon
34	Hammond Drive
35	Roberts Dr @ Spalding Dr & Dunwoody Club Dr
36	Brandon Mill Rd
37	Peachtree Dunwoody
38	Mt. Vernon Road
39	Mt. Vernon Hwy
40	Roswell Road
41	Lake Forrest Rd
42	mt vernon hwy and glen errol, whitner
43	North Harbor Subdivision
44	Glenridge Road at I-285
45	Evergreen Drive
46	Peachtree Dunwoody rd
47	Northland Road
48	North Fulton Service Center Crossing from Southbound MARTA
49	Dalrymple Road
50	Abernathy Park

51	Dupree Dr.
52	From one shopping area on Roswell rd to another
53	Hammond Drive
54	Sandy Springs Circle
55	Main Street Sandy Springs (Roswell Road)
56	Roswell Road Corridor
57	Hammond Drive
58	Abernathy Rd @ Roswell Rd
59	Lost Forest Drive
60	Riverside Drive
61	Hammond
62	North Springs
63	Sandy Springs Circle
64	Brandon Mill Rd
65	Brandon Mill Road
66	Brandon Mill
67	Dalrymple / Roswell Rd Intersection
68	Brandon Mill
69	Riverside Drive From Dalrymple & Brandon Mill to Johnson Ferry Road
70	Brandon Mill Rd
71	Brandon Mill Road
72	Brandon Mill
73	SPALDING DRIVE EAST OF ROBERTS DRIVE
74	Lost Forest neighborhood
75	Sandy Springs Circle North of Johnson Ferry
76	Brandon Mill Road
77	Brandon Mill Rd.
78	Brandon mill rd
79	Sandy Springs Circle
80	Brandon Mill Road
81	Riverside/Dalrymple to Abernathy via Brandon Mill Road
82	Brandon mill rd
83	Brandon Mill Road
84	Brandon Mill Rd.
85	Abernathy Road
86	Brandon Mill Road
87	Lost Forest and surrounding areas
88	Riverside Dr at 285
89	Brandon Mill
90	Abernathy to Dalrymple
91	Brandon Mill Road NW
92	Brandon Mill Road

93	Glenridge and Mt Vernon
94	North Springs west of Roswell Rd.
95	Brandon Mill Road
96	Brandon Mill Road
97	Brandon Mill road
98	Brandon Mill Road
99	Dalrymple Rd.
100	Brandon Mill
101	Crossing over Roberts Drive from Northridge Rd
102	Glenridge Drive, inside I-285
103	Brandon Mill
104	Roberts drive
105	Northridge and Roberts (in progress)
106	Huntcliff
107	Brandon Mills
108	johnson ferry and abernathy
109	Roswell Road
110	Riverside Dr
111	Lost Corner community garden space
112	hammond rd
113	Adair Lane
114	Downtown Sandy Springs
115	Brandon Mill Rd.
116	Glenridge Dr
117	Sandy Springs Library
118	Sunny Brook Lane
119	Lake Forrest

Q38: Neighborhood:	
Row	Comment
1	windsor at peachtree
2	City Walk
3	Sandy Springs
4	Mt Vernon Woods
5	Riverside
6	Near Lost Forest
7	Marlborough Estates
8	All neighborhood intersections
9	Highpoint, etc.
10	Sandy Springs
11	The Branches / Redfield
12	many
13	sandy springs

14	north of Abernathy
15	HighPoint Civic Association
16	?
17	Glen Meadow
18	MOUNTAIRE SPRINGS
19	Chastain Park/Sandy Springs
20	northern Sandy Springs
21	Riverside
22	north springs high school area eg trowbridge roa.
23	Heards Ferry Rd to North Harbor Neighborhood
24	none
25	Multiple
26	Glenridge Hammond Neighborhood - Burdell Hills
27	North Springs
28	North Harbor
29	Chastain Park
30	Sandy springs
31	Wyndham Hills
32	River Oaks
33	Hammond Hills/Glenridge Forest
34	All
35	Hammond Hills
36	Lost Forest/BrandonMill
37	Glenforest Hammond
38	Northspring HOA
39	Sandy Springs Circle
40	North Springs/Brandon Mill
41	many, Wyndham Hills, Lost Forest, Seville Chase, North Springs, Riverside Estates
42	Lost Forest
43	Lost Forest
44	Wildercliff to River North/Riverside Estates to Breakwater to the Chattahoochee River
45	Brandon Mill Woods
46	Lost Forest
47	Lost Forest
48	Multiple
49	Lost forest
50	North Springs
51	various
52	Lost forest
53	lost Forest
54	Lost Forest
55	several

56	Lost Forest and surrounding areas
57	Seville
58	Several
59	Lost Forrest, Branding Mill Woods, others along the road
60	Brandon Mill Woods
61	Wyndham Hills
62	River North
63	Wyndham Hills
64	Wyndham Hills
65	Lost Forest
66	North Springs/Lost Forrest
67	Somerset Court
68	Highpoint?
69	Northridge
70	Huntcliff
71	Lost Forest, Seville Chase and North Springs
72	Wyndham hills
73	Sandy Springs
74	River North
75	River North
76	Unsure of name
77	Mountaire Estates
78	All around town
79	Riverside
80	Wyndham Hills
81	Sunnybrook Meadows
82	Spalding Drive
83	South of 285 -

Q39: Roadway:	
Row	Comment
1	Hammond Drive
2	windsor pkwy
3	Roswell Rd
4	Roswell Rd
5	Mt. Vernon hwy
6	Heards Creek Drive
7	Brandon Mill Road
8	Glenridge Drive NE
9	Brandon mill road
10	Spalding

are not clearly marked and stop signs are ignored by
11 bicycle riders - not casual riders -- serious riders

12 Roswell Road

13 roswell at wiuca

14 Roswell Road

15 Dunwoody Road

16 Roswell Rd

17 Ball Mill Rd.

18 Hammond Drive

19 Roswell Road

20 Mt. Vernon

21 Northside Drive

22 Brandon Mill Rd

23 Roswell Rd.

24 Glenridge Drive

25 Brandon Mill Rd

26 Roswell Rd.

27 Windsor Parkway

28 Peachtree-Dunwoody

29 Peachtree Dunwoody

30 sandy spring circle

31 Abernathy Rd.

32 Lake Forrest Drive

33 Roswell Road

34 Continuous bike/walkway on Hwy 9 over
Chattahoochee!!!

35 Riverside Drive

36 Mt. Vernon to Hears Ferry to Riverside to Johnsons
Ferry

37 Hammond

38 Car traffic improved, now improve pedestrian (kids)
safety!

39 Brandon Mill

40 Peachtree Dunwoody

41 Mt. Vernon Road

42 Mt. Vernon Hwy

43 Roswell Road

44 mt vernon

45 Roswell Road

46 Riverside Dr

47 Glenridge Road

48 Powers Ferry and Lake Forrest

49 Evergreen Drive

50 Peachtree Dunwoody rd.

51	Northland Road
52	Roswell Road
53	Dalrymple Road
54	Brandon Mill
55	Dupree Dr.
56	Hammond Drive
57	Spalding Drive and Pitts Road
58	Roswell Road
59	Roswell Road
60	Hammond Drive
61	Brandon Mill Road
62	Hammond Road
63	Dalrymple
64	Sandy Springs Circle
65	Brandon Mill Rd.
66	Brandon Mill
67	Brandon Mill Road
68	Brandon Mill
69	Brandon Mill
70	Riverside Drive
71	Brandon Mill Rd
72	Brandon Mill
73	SPALDING DRIVE
74	Brandon Mill Rd
75	Brandon Mill Rd.
76	Brandon Mill to Abernathy / Johnsons Ferry
77	Brandon Mill
78	Brandon mill road
79	Brandon Mill RoD
80	Brandon Mill
81	Abernathy Road
82	Brandon Mill Road
83	Riverside Dr
84	Brandon Mill Rd.
85	Brandon Mill
86	Brandong Mill Road
87	Wright Rd.
88	Castleton Drive
89	Riverside Drive
90	Dalrymple Rd./Riverside Dr.
91	Abernathy Road
92	Brandon Mill Road
93	Brandon Mill road

94	Roswell Road
95	Brandon Mill Rd.
96	Abernathy Road
97	Dalrymple Rd.
98	Powers Ferry Road
99	Roswell Road
100	Brandon Mill
101	Crossing Roberts Road
102	Huntcliff Trace
103	Brandon Mill
104	Glenridge Dr NE, Roswell Rd northbound
105	Roswell Rd
106	Riverside Dr
107	Dalrymple/Riverside
108	Adair Lane
109	Ferry Drive and Angus Trail and Bonnie Lane
110	Principally Roswell Rd, also Sandy Springs Circle
111	Mount Vernon
112	Riverside Drive
113	Brandon Mill Rd.
114	hammond drive
115	Glenridge Dr
116	Johnson Ferry
117	Sunny Brook Lane
118	Spalding Drive

Q40: From:	
Row	Comment
1	Roswell
2	intersection north
3	All of it
4	Long Island
5	Heritage
6	Spalding
7	Abernathy
8	Roswell Road
9	Abernathy
10	Mt. Vernon Rd
11	This questionnaire does not really address the questions that the general public is talking about.
12	Glenridge
13	Hammond Drive
14	Mt. Vernon

15	Spalding	
16		285
17	Spalding	
18	Roswell Rd	
19	Abernathy	
20	Roswell Rd	
21	Harris Trail	
22	Dalrymple / Riverside Dr	
23	Johnson Ferry	
24	Roswell Road	
25	Dalrymple Rd	
26	West Side	
27	Abernathy	
28	Peachtree Dunwoody	
29	Roswell Road	
30	Marta	
31	Johnson ferry	
32	Elementary School (Lake Forest)/ Holy Spirit	
33		285
34	One side of River	
35	Heards Ferry	
36	Mt. Vernon all the way around	
37	Glenridge	
38	Abernathy	
39	Spalding Dr	
40	all of it!	
41	East of Roswell Rd	
42	Wieuca	
43	Dalrymple	
44	Blackwater Trl across Riverside to Old Riverside Dr	
45	Johnson Ferry	
46	Wieuca	
47	Peachtree Dunwoody	
48	Hammond	
49	Roswell rd	
50	Wynham Dr	
51	Above River Oaks	
52	Glenridge	
53	Roswell Rd to Cliftwood	
54	Abernathy Road	
55	Wieuca	
56	Glenridge Dr	

57	Abernathy
58	Glenforest
59	Duncourtney Dr
60	Fire Station 2/Johnson Ferry
61	Abernathy 1/8 mile of sidewalks
62	Lost Forest
63	Spalding Drive
64	Spalding Drive
65	Dalrymple & Brandon Mill
66	Abernathy
67	Abernathy
68	Abernathy
69	TYNECASTLE DR
70	Abernathy
71	Abernathy Rd.
72	Abernathy
73	Dalrymple
74	Lost Corner Nature Preserve
75	Brandon Ridge Drive
76	Abernathy
77	Johnson Ferry
78	Abernathy Linear Park
79	Abernathy to Dalrymple
80	Coldstream Court
81	Riverside
82	West Spalding
83	Abernathy
84	Abernathy Rd.
85	Johnson Ferry
86	Roswell Rd.
87	West Spalding Drive
88	Roswell Road
89	Abernathy
90	Abernathy
91	abernathy
92	Brandon Mill
93	Duncourtney
94	Mount Paran
95	east side of Roberts Drive
96	Greenland
97	Abernathy to the current sidewalk
98	North ridge road to chamblee dunwoody road
99	Huntcliff

100	Abernathy	
101	Glenridge Dr NE	
102		285
103	River North Lane	
104	River North Drive	
105	Morgan Falls Road	
106	Barfield	
107	Riverside Parkway	
108	Abernathy	
109	Johnson Ferry Road	
110	Woodcliff	
111	Tynecastle Drive	

Q41: To:	
Row	Comment
1	Glenridge
2	marta @ hospitals
3	Northside
4	Roswell Rd
5	Chamblee Dunwoody
6	Heards Ferry
7	Spalding School
8	Glenridge Connector
9	West spalding
10	Robers Rd
11	That issue is the multi-modal mix of car, bike and ped design to maximize safety and separate the modes.
12	Wiuca
13	Long Island Drive
14	Abernathy
15	Chamblee Dunwoody Road
16	Wieuca Rd
17	Dunwoody Club
18	Perimeter Mall
19	river
20	Powers Ferry
21	Powers Ferry
22	Johnson Ferry / Abernathy
23	Abernathy
24	Glenridge Connector (i.e. where Glenridge Drive becomes Johnson Ferry Road))
25	Abernathy
26	East Side or vise versa

27	Roswell
28	City line
29	Holy Innocents
30	Embassy Row
31	hammond
32	Chastain Park
33	Abernathy
34	The other side of River
35	Mt. Vernon
36	and back to Mt. Vernon
37	Roswell
38	Riverside/Darymple
39	Abernathy
40	West of Sandy Springs Library
41	Mt Vernon
42	Northridge
43	Old Riverside Dr
44	medical offices on Glenridge
45	Mount Paran
46	Johnson Ferry
47	Central park
48	brandon mill
49	Abernathy
50	Below River Oaks
51	Roswell Rd
52	Cromwell Road
53	Morgan Falls
54	Roswell Road
55	Dalrymple
56	Roswell
57	Glencourtney Dr
58	Going south toward Mt Vernon Road
59	Dalrymple 1/4 mile of sidewalks
60	Abernathy
61	Johnson Ferry
62	Abernathy
63	The Chattahooche River
64	Darlymple
65	Riverside Drive/Darymple
66	Dalrymple
67	BARNDON HALL DR
68	Spalding/Riverside Dr
69	Dalrymple Rd.

70	Dalrymple
71	Abernathy
72	Abernathy Linear Park
73	Spalding Drive (elementary school area)
74	Spalding Drive
75	Roswell Road
76	Lost Corner Park
77	Mt Vernon
78	Abernathy
79	Abernathy / Johnson Ferry intersection
80	Riverside / Dalrymple
81	Stone Mill Trail NE
82	Dalrimple
83	Johnson Ferry Rd.
84	Abernathy
85	400
86	Dalrymple
87	Johnson Ferry
88	Dalrymple
89	Roswell
90	Princeton Way
91	Mount Vernon Highway
92	west side of Roberts Drive
93	Roswell Road
94	Hightower
95	Prado Shopping Center
96	Abernathy
97	Brandon Mill Rd
98	Brandon Mill
99	Grogan Ferry Road
100	Old Riverside Drive
101	Dalrymple
102	Johnson Ferry Road NE
103	Mt. Vernon & Johnson Ferru
104	Roswell Road
105	East

Q42: Suggested/Desired Improvement:	
Row	Comment
1	Sidewalks
2	sidewalks, bike lane
3	Slow traffic down, give pedestrians more protection when crossing

4	Pedestrian traffic light/pedestrian crossing
5	Sidewalks across from library connecting to the Link sidewalk
6	sidewalks
7	ADD SIDEWALKS!
8	All sidewalk improvements - both sides of street
9	Needs sidewalks
10	Sidewalks
11	Minimum: continuous sidewalk on both sides of road. Prefer streetscape improvements seen in other areas. Consider occas. pedestrian medians inbetween lights.
12	Extend sidewalk from Mitchell Rd to Long Island Drive
13	Sidewalks are uneven, and not big enough to push strollers at spots
14	Add lighted sidewalks.
15	continuous sidewalks on both sides!!!!
16	SIDEWALK!!!!
17	Sidewalks
18	need crosswalks
19	Continuous sidewalks on both sides of the street
20	widen the "walking area" and traffic law enforcement, especially speeders
21	continuous sidewalk
22	better, wider, protected sidewalk
23	Continuous sidewalks on one or both sides of the street
24	Sidewalks
25	More frequent pedestrian crossing or walkway over Roswell Rd.
26	more mid-block designated crosswalks especially near bus stops and obvious natural crossing points. Have seen some designated crosswalks on Buford Hwy inside 285 that could serve as a model)
27	Offer sidewalks for the entire roadway
28	8 foot sidewalks entire way plus bike lanes
29	Enforce speed limit
30	Longer crosswalk time & traffic time
31	Stop light or pedestrian light
32	sidewalks needed on n.w. side
33	STREET LIGHTS
34	Drivers speed and don't pay attention to pedestrians
35	Longer time for pedestrian cross signal
36	Sidewalks from school to park
37	Dont put in a traffic light

38	Wide sidewalks, mark sidewalks where crossing exit/entrance to plazas(businesses).
39	Make a broad, safe Bike / Pedestrian walkway.
40	Sidewalk
41	There really needs to be pedestrain bridges for safety
42	Complete sidewalk along Riverside all the way to Johnsons Ferry; complete sidewalk all along Mt. Vernon
43	sidewalks
44	How about overhead bridges?
45	Sidewalks the full length to connect Abernathy to Lost Corner
46	Continuous safe walkway
47	Better lighting
48	Install sidewalks & lighting; repair sidewalks where needed!
49	new sidewalks
50	crosswalk, 3 way stop signs, and sidewalks on both sides of Mt Vernon
51	More crossings and continuous sidewalks
52	Crossing Button to stop Riverside Dr traffic. Control Button should be close to curb so cyclists and pedestrians can cross.
53	better sidewalks separated from road
54	sidewalks
55	sidewalk
56	More mid-block crossings
57	fix the road!
58	continous sidewalks, possibly both sides of street
59	Sidewalks
60	Remove gaps in existing sidewalk along Dupree Dr.
61	Sidewalks
62	I know we are waiting for the City Center, but it's already the center of town and the sidewalks are needed.
63	The sidewalk on Pitts ends about 100 feet before the intersection with Spalding forcing pedestrians to walk on the street
64	Sidewalks should have greater separation from road
65	Side Walks should be in place along all of Roswell with specific focus around high population areas like Wieuca to 285
66	SIDEWALKS
67	Larger islands & better crosswalks, similar to those @ Abernathy & Peachtree Dunwoody
68	Sidewalks
69	continuous sidewalks

70	sidewalks
71	Sidewalk
72	Sidewalk installation in front of shopping center and funeral home
73	sidewalks needed on Brandon Mill desperately
74	Connect them, and the 2 parks, and Spalding Dr Charter Elem would benefit too
75	sidewalks
76	sidewalks
77	clearly define pedestrian priority + fix sidewalk areas that exist
78	Install sidewalk
79	Sidewalks on west side of Riverside Drive
80	Sidewalks
81	Sidewalk additions!
82	Side walks
83	NEEDS SIDEWALKS WHERE NONE EXIST
84	build sidewalks
85	Needs Continuous sidewalk
86	Sidewalks!!!
87	Add sidewalk/bike path
88	Sidewalks
89	Needs a sidewalk heading towards Hammond
90	Sidewalks and biking lanes on Brandon Mill to Abernathy
91	sidewalks down passable areas of Brandon Mill with some rerouting through neighborhoods if required
92	Get sidewalks
93	sidewalks on one side
94	Sidewalks
95	install street lights
96	sidewalks the entire way
97	Sidewalks
98	put in a sidewalk
99	Put in sidewalks - end to end
100	Add side walks. Slow Traffic (lower speed limit to 25, add center medians to slow cars, etc)
101	Sidewalk or bike lane, as well as decreased or better enforced speed limit
102	Add Sidewalks
103	Sidewalks
104	Sidewalks
105	sidewalks on Riverside and complete sidewalk on Dalrymple
106	SIDEWALK
107	Too narrow of a sidewalk & fast traffic.

108	Sidewalks are needed
109	add sidewalk
110	to close to road, broken sidewalks.
111	Sidewalks
112	Need lots of trees and flowers as construction is completed
113	Extend sidewalk so all of Dalrymple is covered
114	Sidewalks
115	sidewalks
116	enhanced crosswalk, continued sidewalk on east side of Roberts Dr all the way to David Academy
117	add a sidewalk
118	sidewalks. Many people are running/walking on the road now but it is so dangerous! At any given moment they could stumble and fall into the road.
119	Sidewalks
120	Sidewalks
121	clearly marked bicycle lanes, separated from traffic lanes
122	more crosswalks
123	Install sidewalks
124	Add sidewalk
125	needs a sidewalk
126	Add sidewalks
127	sidewalks and LIGHTS
128	Decent, smooth sidewalks away from edge of roadway
129	sidewalk is too close to the road at the intersection. Lanes are too small for the cars.
130	sidewalks
131	Sidewalks
132	sidewalks
133	Side walks and bike lanes on both sides of the road
134	Improved crossing from TraderJoe's to the library
135	Sidewalks
136	A sidewalk on at least one side of the road.
137	should be multi-use path towards Chastain to meet up with PATH.

Q43: Why:	
Row	Comment
1	Dangerous as hell to walk now
2	part of the north/south corridor
3	Because otherwise you're taking your life into your own hands with 50+mph traffic
4	A lot of residents on the left hand side of the road, and bus stop is on the right hand side of the road

5	Make it easier to walk from neighborhood to city center
6	Riverwood Students and HFE Families walking to/from school; that large hill at the top of Heards Creek near Overhill Court makes it very dangerous to walk on Heards Creek Dr, b/c line of site is limited. City did a great job having one neighbor prune bush
7	Impossible to navigate this stretch of road, very unsafe and scary for kids
8	Unsafe for pedestrians and cyclists
9	Would provide mult neighborhoods access to park and existing sidewalks to other destinations
10	It is next to impossible to walk very far on Spalding because of traffic you have to walk through peoples yards
11	Residents would walk more for recreation and short trips if continuous, friendly sidewalks were available. 'Gateway' to Sandy Springs marred by hodgepodge of sidewalks; worn dirt tracks & broken sidewalks in some areas..
12	This area is heavily walked by neighbors and the gap in the side walk is only approx. 3 blocks long.
13	It would make walking to Dunwoody Village much safer for people in the Branches neighborhood
14	busiest street in city - many gaps now & extremely dangerous to walk on it to MARTA, to stores - almost anywhere on it - see the paths people have made. This is a DISGRACE!!!!
15	The mall is close enough to walk there but no sidewalks
16	they are spaced out way too far
17	busy street hard to cross to get to other side. A lot of people run on this street
18	must walk in street much of the way due to steep banking in yards, also connect to new Abernathy Park being built.
19	Dangerous now
20	Can't walk safely and easily along Glenridge Drive from Roswell Road to the Connector
21	Large number of walkers/bikers.
22	People are always standing in the strip trying to get across. It's very dangerous.
23	I walk on broken glass on a busy roadway
24	I run and bike. This is the most used street for exercise in SS and leads to the future City Center.
25	very dangerous curve & limited visibility. Reaction time limited
26	Cars attempting to turn onto P'tree Dunwoody don't have enough time without running over pedestrians
27	THERE ARE ONLY 2 STREET LIGHTS ALONG THE WHOLE STREET AND IT IS A SAFETY CONCERN SINCE IT IS EXTREMELY DARK AT NIGHT

28	Signal duration is too short to cross such a wide road.
29	no direct way to be able to get to park and it is a great park
30	You told us in town hall meeting that you would not
31	In many places sidewalk is nonexistent, lots of trash, cars do not realize they are standing on sidewalk path.
32	The tiny space one might use is not suitable for walking or bikes
33	I would like it for exercise walking; it would connect all the other sidewalks in this area
34	Cars too fast on the hill; Cars turn right while people cross. Many kids crossing
35	Sidewalk ends in a few places and there are blind spots at curves
36	can't get there
37	Cars ignore pedestrians, car access to Davis School inadequate
38	I wo new parks with limited ability to walk safely, especially to the new Abernathy Park
39	too close to high speed road
40	Improved safety for the many folks already using it
41	Primary connectivity to Roswell Road
42	No sidewalk to chasten park. up and down terrain, cannot see cars approaching, too fast cars
43	many people and children try to walk but are discouraged by the inability to cross Mt Vernon to get to the too narrow sidewalk.
44	Walking and crossing is dangerous
45	A hill on the north side of the intersection blocks view of traffic. The sidewalk built from the Riverside neighborhood North along Riverside Dr to Old Riverside Dr has greatly improved our safety to walk/run/cycle .
46	unsafe crossing off ramp from 285
47	prefer to walk to park; dangerous to walk on these roads
48	connect Peachtree Dunwoody sidewalks with Johnson Ferry Sidewalks
49	Connectivity to lunch from business
50	broken road, water meter holes in road!
51	improve walking
52	to access the park
53	High speeds and careless drivers make it unsafe to walk in roadway
54	Would connect perimeter with Sandy Springs retail, also that section has bus stops but no sidewalks, people walk periously close to the road
55	Feels dangerous to walk so close to traffic

56	Improved walkable access
57	People in this neighborhood would walk to Whole Foods, restaurants, etc. but cannot do so safely due to the lack of sidewalks.
58	Safer to cross (right now it's too close to traffic) and it's more aesthetically pleasing
59	Treacherous road, without walking space or visibility
60	cannot walk from Edgewater Drive to Heard's Ferry Road
61	I'd walk to shopping areas if there were sidewalks
62	There is currently no sidewalk and you have to walk on a slope in the grass on a curve. I purposely don't walk this area because there is no sidewalk. I constantly see people trying to navigate this difficult area.
63	Safety. It is too dangerous to cross over to the target side of the street
64	to connect parks and neighborhoods
65	It connects almost all of Sandy Springs. People could actually walk from City center to Mrogan Falls to the Hooch and would connect shopping on Roswell and Big Tree Forest too.
66	keep from getting killed
67	so families can walk to school and/or the new Abernathy Park
68	traffic turns even when walking allowed
69	Not safe to walk/ride on Brandon Mill to Spalding Drive and adjacent neighborhood
70	Best area destination...The River...and would connect Dalrymple & Brandon Mill spur for all of North Springs...add marked Bike Lanes at the same time...less costly than Brandon Mill to Lost Corner "Dead End".
71	None exist. Brandon Mill Rd has many curves that has pedestrians jogging/walking on street creating dangerous situations.
72	Walking the dog, connecting the parks
73	MANY JOGGERS & CYCLISTS, NO SIDEWALKS, FAST TRAFFIC
74	safety
75	Access main part of town
76	to provide safe walking for neighborhoods between parks at either end and school in the middle
77	Dangerous to walk / bike.
78	Walk to school, walk to new parks
79	Due to the hills and sight limitations it is dangerous to walk without a sidewalk.
80	I regularly bike on Brandon Mill to Columns Dr. Brandon Mill is curvy and Hilly and creates blind spots for pedestrians and drivers

81	connectivity for school, neighborhoods to two important SS parks
82	To connect with new parks
83	Ability to walk to both Abernathy and Lost Corner parks
84	Sidewalk was only built on north end of Brandon Mill
85	There are 2 gyms at Roswell Rd and Abernathy; plenty of people could run or walk to the gym instead of driving
86	Connects 2 Sandy Springs Parks; school access
87	Road too dangerous to walk on because of traffic
88	people walk it and it's dangerous
89	There are no sidewalks, the road is curvy, and dangerous
90	Hilly, curvy road with no side walk. Very dangerous to pedestrians, and prevents many families from enjoying parks at either end of the road.
91	This is a winding road with heavy traffic volumes, and people frequently speed, despite bikers and pedestrians that are regularly on the road. It is also a major connector of parks/future parks from Columns to Morgan Falls, and a school route.
92	So my children can walk safely in my neighborhood
93	Traffic is heavy and fast
94	The linear park is not accessible from adjacent neighborhoods and neighborhoods are not connected without sidewalks
95	Dangerous
96	walk to school, walk to brand new parks
97	always scared to death when I walk on this road.
98	My kids would like to walk or ride a bike to school or the pool
99	It pleasant, might start walking to stores as well as for exercise
100	It's on our walking/jogging path and it is extremely unsafe to walk along Dalrymple as there is no shoulder
101	Currently unsafe to walk
102	so we can walk on them
103	VERY dangerous to cross
104	To be able to walk through the neighborhood without having to cross Roswell Road
105	it would allow several neighborhoods access to walking safely!!!!
106	lots of cars going FAST
107	Hilly, curvy road with limited sight distance where many children and adults walk and ride bikes
108	Because of the lack of sidewalks we can't walk to school or any shops.
109	make it safer to ride to shopping center

110	heading to park and grocery store
111	To enable people to walk
112	To walk along Riverside Dr safely to the Lost Corner Garden
113	So people in our neighborhood can walk to the paths & community garden
114	No sidewalks exist but much pedestrian traffic. Roadside dangerous and muddy.
115	dangerous to walk there!! Too dark and no sidewalks
116	Gap in sidewalks makes walking dangerous. My children can't walk to bus stop or to school due to lack of sidewalks
117	It is very dangerous with no sidewalks and drivers drive very fast down Brandon Mill
118	This is a major employment corridor and allows access to the Medical Center station and hospitals, currently no easy way to walk to most office buildings or get to Marta without danger
119	Too many cars in the street to walk easily, need to walk out in the middle of the street to walk my dog.
120	No sidewalk on a busy and winding road.

Q57: Location #2:

Row	Comment
1	windsor parkway
2	Sandy Springs Circle/Johnson Ferry
3	Dunwoody Club Rd
4	Glenridge Connector - Glenridge Drive NE
5	District 5
6	Mount Vernon and Hammond Drive
7	Glenridge Dr
8	Johnson Ferry and Sandy Springs Circle
9	Sandy Springs Circle
10	Brandon Mill
11	Dalrymple
12	Abernathy Linear Park
13	Lake Forest Road
14	Marta - North Springs
15	Barfield/Mt Vernon crosswalks
16	ABERNATHY ROAD
17	Sandy Springs Circle and Johnson Ferry
18	Intersection of Roswell and Abernathy Rds
19	Roswell Road
20	Greater Sandy Springs
21	glenridge
22	Jett Road

23	Mt Vernon/Sandy Springs Circle
24	Spalding Drive
25	Boylston Drive
26	Sandy Springs Circle
27	Long Island Dr
28	Roswell Rd
29	Roswell Road
30	Hammond dr.
31	Whole Foods Shopping Center Across Roswell Road
32	Brandon mill
33	Sandy Springs Circle
34	Lake Forest
35	Peachtree- Dunwoody terminus
36	High Point
37	Sandy Springs Circle
38	Abernathy Rd. and Roswell Rd. Intersection
39	Wright Road
40	Jonhson Ferry
41	Brandon Mill Road
42	none
43	Bonnie Lane
44	Abernathy Rd
45	GA 400 toll booth to Chattahoochee River via GA 400
46	Sandy Springs Circle
47	Lost Forest
48	Raider Dr crossing 285
49	Riverside Drive
50	Most of Roswell Road
51	Mt. Vernon Woods
52	Brandon Mill
53	North Springs west of Roswell Rd.
54	wright rd and abernathy
55	Brandon Mill
56	cross from south side of Northridge Rd to north side at Dunwoody place
57	Roswell Road
58	Spalding and Roberts
59	Mt Vernon
60	Riverside Dr
61	Riverside Drive
62	Grogans Ferry Road
63	mt vernon

64	Hammond Dr
65	Brook Drive
66	Roswell Road - south of 285

Q44: Neighborhood:	
Row	Comment
1	chastain
2	Arlington Cemetery
3	Sandy Springs
4	Highpoint
5	Sandy Springs
6	High Point
7	Glen Meadow
8	Along Hwy 9 corridor
9	City center
10	Chastain
11	Multiple
12	Glenridge Hammond Neighborhood - Burdell Hills
13	Sandy Springs
14	Dunwoody
15	hospital area
16	Chastain Park
17	Sandy springs
18	Near Spalding Woods
19	High Point
20	Sandy Springs Circle
21	Lost Forest
22	BALL MILL DRIVE NORTH OF DUNWOODY CLUB DR
23	Mountaire Sprigns
24	many
25	Lost Forest
26	City Center area
27	Various
28	Mt. Vernon Woods
29	River Estates
30	Old Target building
31	Lost forest
32	Highpoint?
33	Sandy Springs
34	River North
35	River North
36	Grogan's Bluff

Q45: Roadway:

Row	Comment
1	wieuca
2	Mt Vernon Hwy
3	Johnson Ferry
4	various locations
5	Glenridge Connector & Glenridge Drive NE
6	Mount vernon
7	Forest Hills Drive
8	Mt. Vernon
9	Glenridge Dr
10	Brandon Mill
11	Dalrymple
12	Abernathy
13	Peachtree-Dunwoody
14	Roswell
15	Roswell Road
16	Continous Bike and Pedestrian walkway.
17	Sandy Springs Circle
18	hammond to mount vernon
19	Jett Road
20	Mt Vernon and SS Circle
21	Spalding Drive
22	Boylston Drive
23	Roswell rd
24	Spaulding / Chamblee Dunwoody Road
25	Johnson Ferry at Peachtree Dunwoody
26	Roswell Rd
27	Hammond dr.
28	Brandon Mill
29	Lake Forest Drive
30	Peachtree Dunwoody Road
31	High Point
32	Sandy Springs Circle
33	Wright Road
34	JOhnson Ferry
35	BALL MILL DRIVE
36	Bonnie Lane
37	GA 400 - continuation of planned PATH multiuse trail along GA 400
38	Sandy Springs Circle

39	All streets in neighborhood
40	Raider Dr
41	Roswell Rd.
42	Brandon Mill Rd.
43	Cherry Tree Lane
44	Brandon Mill
45	Dalrymple/Riverside Dr.
46	River Court Parkway
47	Johnson Ferry Road
48	wright road
49	Brandon Mill
50	Crest Valley Drive
51	Roswell Road
52	Crossing Spalding
53	Glenridge Dr NE, Roswell Rd southbound
54	Mt Vernon
55	Riverside Dr
56	Riverside Drive
57	Grogans Ferry Road
58	Mount Vernon
59	Hammond Dr
60	Brook Drive

Q46: From:	
Row	Comment
1	nothland & windsor
2	Sandy Springs Cir
3	Johnson Ferry
4	Peachtree Dunwoody Road NE
5	Library
6	Roswell Rd.
7	Roswell Rd.
8	Roswell Rd
9	Roswell Rd northern part
10	Johnson Ferry
11	Brandon Mill
12	Mt. Vernon
13	Marta
14	ROSWELL RD INTERSECTION
15	Abernathy
16	I 285
17	Roswell Road
18	hammon

19	Jett Forest Trail	
20	SS Circle	
21	Peachtree Dunwoody	
22	Mt. Vernon Hwy	
23	Roswell Rd	
24	trader joes parking lot to Marshalls parking lot	
25	Pitts Road	
26	Powers Ferry	
27	Roswell rd.	
28	Dalrymple	
29	The 285 Overpass	
30	Spalding Drive	
31	Glenforest	
32	Mt. Vernon	
33	Lost forest	
34	Wright Road	
35	Abernathy	
36	DUNWOODY CLUB DRIVE	
37	Johnson Ferry	
38	Peachtree Dunwoody	
39	Johnson Ferry	
40	Heards Ferry	
41		285
42	Abernathy Rd.	
43	Abernathy	
44	Dalrymple	
45	Roswell Rd.	
46	Brandon Mill	
47	Roswell Road	
48	East of Abernathy	
49	Powers Ferry	
50	south side of Northridge Rd	
51	Glenridge Drive	
52	Glenridge Dr NE	
53	Church/graveyard	
54	River North Lane	
55	River North Drive	
56	Roswell Road	
57	Peachtree Dunwoody	
58	Glenridge Dr	
59	Sunny Brook Lane	
60	Prado to Mt. Paran	

Q47: To:

Row	Comment
1	path @ chastain
2	Long Island Dr
3	Johnson Ferry
4	Hammond Drive NE
5	Roswell rd
6	Highpoint Road
7	Abernathy
8	Peachtree Dunwoody
9	Roswell Rd southern Part
10	Dalrymple
11	Roswell Rd
12	Chastain Park
13	Embassy Row
14	MOUNT VERNON HIGHWAY INTERSECTION
15	Spalding
16	Chattahoochee River
17	dead end
18	mount vernon
19	Jett Rd / Powers Ferry at Chastain Park
20	Cemetery
21	Roberts Drive
22	Hammond Drive
23	Mt Vernon
24	parking lot
25	Mt. Vernon
26	Mount Paran
27	Glenridge
28	abernathy
29	Mount Paran
30	Abernathy Road
31	Windsor Parkway
32	Sandy Springs Place
33	Avernathy
34	Sandy Springs circle
35	Riverside Drive/Dalrymple
36	SPALDING DRIVE
37	Angus
38	Roswell Road
39	Hammond Drive
40	Mt Vernon
41	Abernathy

42	Dalrymple Rd.
43	Carriage Ln
44	Abernathy
45	Johnson Ferry
46	River Way
47	Sandy Springs Circle
48	Connect with current sidewalk
49	Northside Drive
50	north side at Dunwoody place
51	I-285
52	Fountain Oaks Shopping Center
53	Roswell Rd
54	Dalrymple Rd
55	Johnson Ferry
56	Terminus at cul-de-sac
57	Roswell Rd
58	Stone mill Trail

Q48: Suggested/Desired Improvement:	
Row	Comment
1	finish/add sidewalks, bike lane
2	Crosswalks, traffic calming
3	Reintroduce the cycle lanes
4	All sidewalk improvements - both sides of street
5	Areas of this stretch of road have interruptions in sidewalks
6	Need additional traffic slowing improvements. Speed bumps not enough. Consider traffic islands, pedestrian striping (narrower width for cars), sidewalk or make street a deadend.
7	Better control of autos turning right off Mt Vernon onto Hammond Dr.
8	Put sidewalks on both sides
9	continuous sidewalks on both sides
10	Add sidewalks to allow access to other businesses
11	Continuous sidewalk
12	continuous sidewalk
13	Not sure what planned options there will be for access and use of the park
14	Bike lanes and sidewalks
15	Police patrol
16	Walk light to get across Mt Vernon doesn't work
17	CONTINUED FOOTPATHS ALONG BOTH SIDES
18	Drivers speed and don't pay attention to pedestrians when turning

19	Signal duration is too short to cross such a wide road.
20	Wider sidewalks, further from the road. Perhaps some bushes or trees to separate walkers from the busy road.
21	Create wide, safe continuous walkway from end to end
22	Sidewalks
23	need pavement on both sides
24	Add more sidewalk all the way down Jett to Chastain as well as speed bumps
25	No side walks until you get to the cemetery on MI V and none on SS Circle
26	Continuous walkway on both sides of road
27	Install sidewalks & lighting; repair sidewalks where needed!
28	connect sidewalks, new sidewalks, remove overgrown plants from sidewalks
29	marked pedestrian lane, and new wider sidewalk, walk light for foot traffic
30	Continuous sidewalks
31	traffic lights do not give enough time to cross either street
32	sidewalks and crosswalks
33	Sidewalks
34	continous sidewalks
35	Sidewalks
36	Sidewalks should have greater separation from road and more crossing areas
37	I'd love a bigger bike path
38	Sidewalk on east side of road to access Kroger shopping center
39	Better crosswalks, lower speed limit
40	sidewalks
41	sidewalks
42	Sidewalk!!!
43	NEEDS SIDEWALKS
44	Sidewalks and Lights
45	There should be sidewalks on both sides of the street.
46	cotinuation of planned PA I H multiuse trail, north along GA 400
47	Sidewalks and lighting
48	Sidewalks and streetlights
49	poor lighting and bad sidewalk
50	Add Sidewalks

51	Safer sidewalks. We're on these sidewalks often with the kids and it is terrifying! The sidewalks are so close to the road, often lean in toward the road, and the traffic is heavy and speedy. Any driver error and the car could easily be on the sidewalk.
52	Add Sidewalks
53	More Lights
54	Sidewalks
55	install more street lights
56	More street lights
57	too narrow
58	visible cross walk, marked and perhaps lit at night, longer time
59	Extend sidewalk so all of Brandon Mill is covered
60	Sidewalks
61	Improved pedestrian crossing
62	Create a safe sidewalk (protected and off the road a bit) on the East side of the street
63	better markings
64	clearly marked bicycle lanes, separated from traffic lanes
65	Install cycle lanes and pedestrian walkways
66	Add sidewalk to connect walkway from Dalrymple all the way along Riverside Dr
67	add a sidewalk
68	Add sidewalks
69	better timing on the traffic lights
70	Side walks along both sides of the road
71	Sidewalks
72	continous sidewalk, not on roads edge, with lights and crossing indicators.

Q49: Why:	
Row	Comment
1	A heavily trafficed roadway by cyclists
2	Unsafe for pedestrians & cyclists
3	Better access to library and new city center
4	Popular walking street. Very fast (at times heavy) cut-through traffic makes this street dangerous for pedestrians & children who live on street.
5	Autos do not signal when turning right, nor do they yeild for pedestrians. This is an accident waiting to happen.
6	Have to cross street to continue on sidewalk
7	one of busiest streets in city - there is NOT a continuous sidewalk, even if you keep crossing to be on existing segments. There are schools, banks, hospitals, etc. that can all be served. It is too dangerous in present state

8	To provide safer use of Sand a Springs Circle for walking
9	connect 2 major streets and allow for children to get between neighborhoods
10	Walk to shopping area and N Springs High School
11	The best alternative to getting away from Roswell Road traffic.
12	limited lighting, beer cans & wine bottles on sideways
13	THE FOOTPATHS ALONG ABERNATHY ROAD ARE NOT CONTINUAL ON BOTH SIDES OF THE ROAD. SOMETIMES ON MY WALK TO WORK I HAVE TO CROSS ROADS IF I WISH TO CONTINUE ALONG A FOOTPATH OR FOR SOME SECTIONS (NEAR 400) THERE ARE NO FOOTPATHS AT ALL - SAFETY ISSUE.
14	Cars are going about 50 mph, there is no "bumper" between myself walking and the road. Feels like car is going to sweep you right from the sidewalk. This is a connecting route to the new Abernathy park, so many people will be walking this way south.
15	To make it easier to navigate City Center
16	very unpleasant to walk on same side as traffic (pollution)
17	Just moved to Jett Forest Trail and it's a nice run to Chastain, but the straight away and hills mean the cars go pretty fast and there are no sidewalks until you get further down Jett Rd closer to Chastain Park
18	As new city center develops there is limited ability to walk in the area
19	doesn't feel safe to walk
20	Should have to rely on Roswell Road sidewalk.
21	twisting road with cars traveling too fast...unable to walk
22	in order to shop at both plazas you need to drive and park separately at each., which is really poor planning and a total waste of gas.
23	walking and crossing is dangerous
24	too many people walking on dangerous paths and cross streets
25	There are none!
26	connect parks and neighborhoods
27	People walk on the road and it's definitely unsafe, lots of hills and poor visibility
28	For personal safety
29	I'd love my kids to ride bikes to school if the bike area safer
30	Safety
31	intersection is too big to cross, traffic moves too fast
32	to waki

33	Would give families the option to walk to the new downtown sandy springs
34	Too fast/many cars - dangerous to walk & cycle!!!
35	PEOPLE WHO WALK DOGS ETC MUST WALK ON THE STREET
36	Closest neighborhood to City center with no sidewalks and little street lighting
37	I here are too many lanes to safely cross from one side to the other.
38	huge local and regional connectivity opportunity
39	Plenty of restaurants, it would be nice to be able to walk to them
40	Can't see, risk of being hit by traffic at night
41	I've almost killed myself running through here in the mornings
42	Pedestrian safety
43	There is so much here to walk to: We often try walking to restaurants, grocery stores, CVS, bars (Steve's, Hudson Grille), Kudzu on Fridays, and Heritage Green
44	Connect parks
45	Safety at night
46	too dark in some areas in early morning or evening
47	Many parts of this street are pitch black at night
48	Dangerous
49	people speed through the light on yellow,make cars think about people!!!
50	With the new park on Abernathy, people will want to access it via walking and it is extremely dangerous as there is no shoulder
51	Currently unsafe to walk
52	So we can walk to stores and restaurants safely
53	make it safer to ride to shopping center
54	the sidewalk ends at the edge of the cemetery - this is plain dumb
55	I o walk safely along Riverside Dr to shopping at Roswell Rd
56	access for more neighbors to reach Lost Corner; reach Johnson Ferry & west side of river.
57	No sidewalks exist; dangerous to walk and jog in the neighborhood
58	People trying to slip in a left turn inbetween oncoming traffic often come close to pedestrians crossing at the light. Fix the timing
59	I here are many homes within a short walk of food and shopping, but can't get there safely.
60	Same as above

Q58: Location 3#:

Row	Comment
1	Sandy Springs in general

2	Glen ridge
3	Dalrymple
4	Riverside Drive
5	Abernathy @ Peachtree-Dunwoody
6	ABERNATHY ROAD
7	Along Johnson Ferry
8	Lake Forrest
9	Greater Sandy Springs
10	Roswell road
11	Johnson Ferry
12	Morgan Falls Road
13	Mt Vernon Road
14	Glenridge
15	Mount Paran
16	morgan falls park
17	Roswell Road
18	Spalding Dr.
19	Brandon Mill
20	W. Spalding Drive/Glencourtney
21	none
22	Mount Vernon Rd
23	Johnson Ferry
24	Between Hammond Park and the Library
25	Hammond Dr
26	abernathy/roswell road
27	Roswell Rd. at Abernathy
28	Glenridge Drive and Roswell Road
29	Roswell Road
30	Brandon Mill Road
31	Brandon Mill
32	powers ferry
33	Mount Vernon Dr
34	Stone Mill Trail

Q50: Neighborhood:	
Row	Comment
1	Sandy Springs
2	Sandy Springs
3	Portman buildings
4	Many
5	trowbrige road are...north springs high....ford dealership
6	Multiple

7 ?
8 Mount Paran -Chastain Park
9 City center
10 Lost Forest
11 North Springs
12 Highpoint
13 Sandy Springs
14 Brandon Mill
15 Brandon Mill
16 Autumn Chace

Q51: Roadway:	
Row	Comment
1	All of them
2	Abernathy
3	Dalrymple
4	Peachtree-Dunwoody
5	Lake Forrest
6	Most major roads intersecting Hwy 9
7	roswell road
8	Johnson Ferry/SS Circle
9	Morgan Falls Road
10	Mount Paran
11	entrance road
12	Roswell Road
13	Spalding Dr.
14	Brandon Mill
15	Johnson-Ferry and Glenridge
16	Hammond Dr
17	Riverside Dr. at Dalrymple/Brandon Mill
18	Mt. Vernon Hwy
19	Crosswalk
20	Roswell Rd.
21	londonberry road
22	Along Roswell Road and Glenridge Drive
23	Glenridge Dr NE, Northland, High Point, Franklin, Windsor Pkwy
24	Roswell Road
25	Brandon Mill
26	Brandon Mill Rd
27	Barfield
28	Mount Vernon Dr
29	Stome Mill Trail

Q52: From:	
Row	Comment
1	Wherever
2	Johnson ferry rd
3	Roswell
4	Johnson Ferry
5	Johnson Ferry
6	Abernathy
7	ROSWELL ROAD INTERSECTION
8	Abernathy
9	285
10	Hwy 9
11	big lots
12	Abernathy
13	Chattahoochie River (Dog Park)
14	Roswell Road to Heards Ferry Rd
15	Roswell Rd
16	Powers Ferry
17	Hammond
18	Roswell Rd.
19	Lost Forest
20	Roswell Rd
21	Abernathy
22	Hammond
23	Glenridge
24	Dalrymple
25	Roswell Road
26	abernathy
27	At entrance to Abernathy Square
28	powers ferry road
29	Post office
30	Glenridge Dr NE
31	Long Island
32	Riverside Dr
33	West Spalding
34	Roswell Rd
35	Wright Road

Q53: To:	
Row	Comment
1	Wherever
2	Hammond dr

3	Mt. Vernon	
4	Roswell Rd	
5		285
6	Marta - North Springs	
7	MOUNT VERNON HIGHWAY INTERSECTION	
8	Roswell Rd	
9	Chastain Park	
10	into adjoining neighborhoods	
11	past Publix at trowbridge	
12	SS Circle and Mt Vernon	
13	Laurels at Morgan Falls Apartments	
14	P'tree Dunwoody rd	
15	Northside	
16	City Center	
17	Gwinnett County Line	
18	Riverside	
19	Abernathy	
20	Sandy Springs Circle	
21	Roswell Rd.	
22	Roswell	
23	Johnson Ferry	
24	Glenridge	
25	roswell rd	
26	long island drive	
27	The Prado	
28	Prado Shopping Center, south to Windsor Pkwy	
29	Wieuca	
30	Roswell Rd	
31	Brandon Ridge Drive	
32	Abernathy	
33	Mark Trail	

Q54: Suggested/Desired Improvement:	
Row	Comment
1	Install cycling lanes and pedestrian walkways
2	No sidewalks
3	Put sidewalks on both sides
4	Continous sidewalk
5	Sidewalks and bike lanes both sides
6	Enforcement of Jay walking rules
7	CONTINUE BICYCLE PATH ALONG ABERNATHY
8	Finish sidewalks all the way along both sides
9	Wide lighted sidewalks

10	Spurs of wide, safe sidewalks
11	need islands in the middle
12	Bike lanes
13	install sidewalks & lighting; repair sidewalks where needed!
14	connect sidewalks, new sidewalks
15	sidewalks
16	Add bike lane and or sidewalk
17	sidewalks a bit away from traffic if possible
18	Sidewalks, please!! and bike lane maybe lower speed limit?
19	More speed limiting devices
20	Sidewalks on both sides of the road
21	Add bike lane, and have electronic smart light at Wright road intersection to assist pedestrians and traffic flow)
22	finish / connect the sidewalks
23	Sidewalk
24	install sidewalks and street lights
25	Sidewalk is too narrow - doesn't go all the way down the street
26	Longer crossing or well lit,marked. show cars that people are important..
27	I don't know!
28	Sidewalks
29	Add some trees or move the walkways back so walking isn't as stressful.
30	clearly marked bicycle lanes, separated from traffic lanes
31	Install cycling lanes and pedestrian walkways
32	Continuous sidewalk along Brandon Mill
33	add sidewalk
34	Pedestrian Crosswalk - it is too far to either corner, and the sidewalk gives no room for pedestrians
35	Wider sidewalks (especially the bridge) and bike lanes on both sides of the road
36	Sidewalks

Q55: Why:	
Row	Comment
1	We need a viable "living" city. NOT a motorized death knell.
2	To provide more continuous access to work, home, and city center
3	Have to cross street to continue on sidewalk
4	Tons of people in this area walk, run, and bike
5	Students at schools in Embassy Row cause danger in streets

THE NEW LINEAR PARK HAS BICYCLE LANES ALONG ABERNATHY UNTIL ROSWELL RD. FOR SAFETY, IT WOULD BE IDEAL TO CONTINUE THE LANES ALL THE WAY ALONG ABERNATHY
6 OTHERWISE I SEE MANY ACCIDENTS

7 No sidewalks at all, connect to all walking activities in Chastain Park Area

8 Make walking/biking safe, do-able thru all of Sandy Springs

9 Very fast road/hills/long way across

10 Nice sidewalks on JF but biking is dangerous here up to Mt V

11 Not safe to have to walk in the road.

12 several areas you have to walk or run on the road or in a cemetery!

13 lots of apartments without continuous sidewalk

14 to promote walking to park

15 so that we can walk to the city center

16 people walk and bike this road continually but it's very curvy and dangerous. People drive too fast on this road!!

17 walk to school and parks

18 School commute traffic way too fast.

19 Would make jogging and walking much safer with dual sidewalks.

20 sidewalks are on and off -- connecting them would allow for pedestrian traffic between the Roswell Rd area to the Library as well as down to Hammond Park.

21 Safety and walkability

22 there are none

23 Dangerous

24 It is very scary, I would go to the publix shopping center more on foot or bike but you risk your life. Cars act like people come second.

25 Pedestrians cross there all the time, in addition to cars turning left from the shopping center onto Roswell Rd., in addition to cars turning left from Roswell into shopping center. Pedestrians end up standing in the middle of Roswell Rd.!

26 Currently unsafe to walk

27 it's noisy and crazy busy, and not comfortable to walk there.

28 make it safer to ride to shopping

29 Heavily traffic part of Sandy Springs

30 Walk from park at Roswell Rd to Garden at Riverside Dr.

31 Connect to park on Abernathy, and the sidewalk on Johnson Ferry south of Abernathy

32 This is a major potential corridor for pedestrian and bike traffic (both recreational and commuter). It would give quick access to the city center as well as shopping, food, and transit.

33 same as above

Q37: 7. In terms of your level of comfort and confidence as a bicyclist, how would you categorize yourself?

Prompt	Count	Pct
Strong & fearless - I am willing to ride my bike in any situation. I consider myself a bicyclist as part of my identity.	16	9.04%
Enthusied & confident - I am confident sharing the road with vehicles, but prefer facilities geared to bicyclists.	27	15.25%
Comfortable but cautious - I am comfortable on most roads, but strongly prefer facilities geared to bicyclists. I will choose another travel mode depending on the facilities.	69	38.98%
Interested but concerned - I have heard a lot about bicycling and am curious to try it, but I require facilities geared to cyclists before I would do so.	43	24.29%
No way, no how - Due to weather, physical condition, or lack of interest, I am not interested in bicycling.	22	12.43%
Aggregates		
Count		177
Min		1
Max		5
Sum		559
Mean		3.16
Std Dev		1.11
Variance		1.24

Q60: for exercise or personal fitness?

Prompt	Count	Pct
3 or more times per week	36	23.23%
Several times per month	51	32.90%
Fewer than 1 to 2 times per month	45	29.03%
Never	23	14.84%
Aggregates		
Count		155
Min		1
Max		4
Sum		410
Mean		2.65
Std Dev		1
Variance		1

Q61: for leisure, to visit friend and/or family?

Prompt	Count	Pct
3 or more times per week	7	4.90%
Several times per month	33	23.08%
Fewer than 1 to 2 times per month	45	31.47%
Never	58	40.56%
Aggregates		
Count		143
Min		1
Max		4
Sum		275
Mean		1.92
Std Dev		0.91
Variance		0.83

Q62: all the way to work / school?		
Prompt	Count	Pct
3 or more times per week	3	2.16%
Several times per month	4	2.88%
Fewer than 1 to 2 times per month	12	8.63%
Never	120	86.33%
Aggregates		
Count		139
Min		1
Max		4
Sum		168
Mean		1.21
Std Dev		0.6
Variance		0.35

Q63: to the bus stop / transit station?		
Prompt	Count	Pct
3 or more times per week	2	1.44%
Several times per month	0	0.00%
Fewer than 1 to 2 times per month	7	5.04%
Never	130	93.53%
Aggregates		
Count		139
Min		1
Max		4
Sum		152
Mean		1.09
Std Dev		0.42
Variance		0.17

Q64: to go shopping / do errands?		
Prompt	Count	Pct
3 or more times per week	5	3.45%
Several times per month	7	4.83%
Fewer than 1 to 2 times per month	25	17.24%
Never	108	74.48%
Aggregates		
Count		145
Min		1
Max		4
Sum		199
Mean		1.37
Std Dev		0.74
Variance		0.54

Q65: Other		
Prompt	Count	Pct
3 or more times per week	4	6.06%
Several times per month	1	1.52%
Fewer than 1 to 2 times per month	4	6.06%
Never	57	86.36%
Aggregates		
Count		66
Min		1
Max		4
Sum		84
Mean		1.27
Std Dev		0.78
Variance		0.6

Q66: If you used the "Other" option above, please describe here:		
Row	Comment	
1	I would love to ride my bike the 1 1/2 miles to my son's or ride to the nature center or to shop but no way with crazy traffic	
2	Ride to breakfast	1
3	Don't kid yourself , NOBODY is going to bike daily to work except the very very very few who are fit enough and close to work	
4	To go out to dinner with the family; we would do it more often if the roads were better for cycling (esp. for kids)	1
5	to the sandy springs festival and other events	
6	do not have a car, ride my bike everywhere	

7	Restaurants
8	Again, work within biking distance but not possible to bike safely due to narrow roads and absence of bike lane
9	I would bicycle almost every day if I felt safe.
10	I enjoy riding but will not ride on the roads. I ride on the paved park paths in Roswell.
11	in the summer we like to ride our bicycles to the neighborhood pool
12	ride in park with kids
13	Answers depend on weather and time of year. Obviously in warm weather I ride much more than noted above
14	not interested in bicycling. No where to lock bikes at the destination (Marta).

1

2

2

2

Q67: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply)		
Prompt	Count	Pct
More separated/protected bike paths or trails	141	87.58%
Lower traffic speeds or stricter enforcement of traffic laws	57	35.40%
Better connectivity between minor streets that are comfortable to bike on	112	69.57%
More striped bike lanes on major roads	99	61.49%
More bicycle parking at destinations	59	36.65%
Better lighting along existing bikeways	36	22.36%
Other, please specify:	12	7.45%
None of the above	3	1.86%
Aggregates		
Count		161

Q67.A: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (More separated/protected bike paths or trails)		
Prompt	Count	Pct
No	20	12.42%
Yes	141	87.58%
Aggregates		
Count		161

Q67.B: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (Lower traffic speeds or stricter enforcement of traffic laws)		
Prompt	Count	Pct
No	104	64.60%
Yes	57	35.40%
Aggregates		

Count	161
-------	-----

Q67.C: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (Better connectivity between minor streets that are comfortable to bike on)		
Prompt	Count	Pct
No	49	30.43%
Yes	112	69.57%
Aggregates		
Count		161

Q67.D: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (More striped bike lanes on major roads)		
Prompt	Count	Pct
No	62	38.51%
Yes	99	61.49%
Aggregates		
Count		161

Q67.E: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (More bicycle parking at destinations)		
Prompt	Count	Pct
No	102	63.35%
Yes	59	36.65%
Aggregates		
Count		161

Q67.F: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (Better lighting along existing bikeways)		
Prompt	Count	Pct
No	125	77.64%
Yes	36	22.36%
Aggregates		
Count		161

Q67.G: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (Other, please specify:)		
Prompt	Count	Pct
No	149	92.55%
Yes	12	7.45%
Aggregates		
Count		161

Q67.G.TEXT: Description of Other, please specify: for motivations to begin riding a bike or to ride a bike more often

Row	Comment
1	Enforcement of existing 3' law
2	Is it permissible to ride on sidewalks in Sandy Springs?
3	connectivity to other bike trails
4	Encourage development of cycling community similar to Boulder Co, Seattle etc...
5	I will ride, regardless...
6	Wider streets
7	education of drivers to look for bicyclists
8	some place I can take my kids to bike
9	Again, agenda driven. You assume we all want bike/walking space. I think it's a waste of space and money.
10	bike sharing programs
11	Safer left turning capabilities
12	NO striped bike lanes on roads. They are a death trap.

Q67.H: 9. What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply) (None of the above)

Prompt	Count	Pct
No	158	98.14%
Yes	3	1.86%
Aggregates		
Count		161

Q82: Presence of bike lanes

Prompt	Count	Pct
1 Very Low Importance	7	4.70%
2	4	2.68%
3	4	2.68%
4	24	16.11%
5 Very High Importance	110	73.83%
Aggregates		
Count		149
Min		1
Max		5
Sum		673
Mean		4.52
Std Dev		1.02
Variance		1.04

Q83: Presence of separated paths or trails		
Prompt	Count	Pct
1 Very Low Importance	4	2.65%
2	6	3.97%
3	12	7.95%
4	32	21.19%
5 Very High Importance	97	64.24%
Aggregates		
Count		151
Min		1
Max		5
Sum		665
Mean		4.4
Std Dev		0.98
Variance		0.96

Q85: Options to use low volume or low speed roads		
Prompt	Count	Pct
1 Very Low Importance	8	5.52%
2	5	3.45%
3	16	11.03%
4	44	30.34%
5 Very High Importance	72	49.66%
Aggregates		
Count		145
Min		1
Max		5
Sum		602
Mean		4.15
Std Dev		1.11
Variance		1.23

Q86: Continuity/connectivity of bicycle facilities		
Prompt	Count	Pct
1 Very Low Importance	8	5.44%
2	7	4.76%
3	25	17.01%
4	32	21.77%
5 Very High Importance	75	51.02%
Aggregates		
Count		147
Min		1
Max		5

Sum	600
Mean	4.08
Std Dev	1.17
Variance	1.36

Q87: Directness to destination		
Prompt	Count	Pct
1 Very Low Importance	20	13.79%
2	29	20.00%
3	42	28.97%
4	25	17.24%
5 Very High Importance	29	20.00%
Aggregates		
Count		145
Min		1
Max		5
Sum		449
Mean		3.1
Std Dev		1.31
Variance		1.73

Q88: Good pavement condition and roadway clear of debris		
Prompt	Count	Pct
1 Very Low Importance	5	3.36%
2	6	4.03%
3	29	19.46%
4	34	22.82%
5 Very High Importance	75	50.34%
Aggregates		
Count		149
Min		1
Max		5
Sum		615
Mean		4.13
Std Dev		1.07
Variance		1.15

Q89: Traffic signals designed with bicyclists in mind (timing and/or detection)		
Prompt	Count	Pct
1 Very Low Importance	9	6.21%
2	18	12.41%
3	39	26.90%
4	37	25.52%

5 Very High Importance	42	28.97%
Aggregates		
Count		145
Min		1
Max		5
Sum		520
Mean		3.59
Std Dev		1.21
Variance		1.45

Q90: Avoiding large intersections		
Prompt	Count	Pct
1 Very Low Importance	8	5.48%
	23	15.75%
	33	22.60%
	38	26.03%
5 Very High Importance	44	30.14%
Aggregates		
Count		146
Min		1
Max		5
Sum		525
Mean		3.6
Std Dev		1.22
Variance		1.5

Q91: Relatively flat terrain		
Prompt	Count	Pct
1 Very Low Importance	36	24.49%
	37	25.17%
	41	27.89%
	20	13.61%
5 Very High Importance	13	8.84%
Aggregates		
Count		147
Min		1
Max		5
Sum		378
Mean		2.57
Std Dev		1.24
Variance		1.55

Q92: Availability of bike parking at destination

Prompt	Count	Pct
1 Very Low Importance	15	10.14%
2	37	25.00%
3	35	23.65%
4	39	26.35%
5 Very High Importance	22	14.86%
Aggregates		
Count		148
Min		1
Max		5
Sum		460
Mean		3.11
Std Dev		1.23
Variance		1.51

Q59: Transit access along route		
Prompt	Count	Pct
1 Very Low Importance	54	38.57%
2	38	27.14%
3	30	21.43%
4	11	7.86%
5 Very High Importance	7	5.00%
Aggregates		
Count		140
Min		1
Max		5
Sum		299
Mean		2.14
Std Dev		1.16
Variance		1.36

Q79: Attractive scenery		
Prompt	Count	Pct
1 Very Low Importance	18	12.24%
2	36	24.49%
3	45	30.61%
4	30	20.41%
5 Very High Importance	18	12.24%
Aggregates		
Count		147
Min		1
Max		5
Sum		435

Mean	2.96
Std Dev	1.2
Variance	1.44

Q80: Avoiding areas where I worry about crime		
Prompt	Count	Pct
1 Very Low Importance	20	13.70%
2	27	18.49%
3	26	17.81%
4	20	13.70%
5 Very High Importance	53	36.30%
Aggregates		
Count	146	
Min	1	
Max	5	
Sum	497	
Mean	3.4	
Std Dev	1.47	
Variance	2.17	

Q93: Other		
Prompt	Count	Pct
1 Very Low Importance	18	81.82%
2	0	0.00%
3	1	4.55%
4	2	9.09%
5 Very High Importance	1	4.55%
Aggregates		
Count	22	
Min	1	
Max	5	
Sum	34	
Mean	1.55	
Std Dev	1.22	
Variance	1.5	

Q94: If you used the "Other" option above, please describe here:	
Row	Comment
1	Other cyclists- it's fun to ride together and to spend time together at a destination.
2	separated bike lanes protect drivers and cyclists - narrow roads with bike striping are extremely dangerous I believe.

Just because there are sidewalks does not necessarily mean it is safe to ride a bike on. As cars will not look 3 coming up to the street.

Q68: I don't feel safe riding a bicycle in traffic

Prompt	Count	Pct
Aggregates		
Count		107
Min		1
Max		3
Sum		200
Mean		1.87
Std Dev		0.88
Variance		0.78

Q69: Roadway surface conditions are poor (potholes, debris, etc.)

Prompt	Count	Pct
Aggregates		
Count		43
Min		1
Max		3
Sum		106
Mean		2.47
Std Dev		0.63
Variance		0.4

Q70: Motorist behavior and attitudes

Prompt	Count	Pct
Aggregates		
Count		92
Min		1
Max		3
Sum		188
Mean		2.04
Std Dev		0.78
Variance		0.61

Q71: Lack of bike lanes

Prompt	Count	Pct
Aggregates		
Count		103
Min		1
Max		3

Sum	164
Mean	1.59
Std Dev	0.73
Variance	0.54

Q72: Lack of separated paths or trails	
Prompt	Count Pct
Aggregates	
Count	95
Min	1
Max	3
Sum	176
Mean	1.85
Std Dev	0.76
Variance	0.57

Q73: Destinations too far away	
Prompt	Count Pct
Aggregates	
Count	21
Min	1
Max	3
Sum	47
Mean	2.24
Std Dev	0.94
Variance	0.89

Q74: I don't have a place to shower or change at my destination	
Prompt	Count Pct
Aggregates	
Count	14
Min	1
Max	3
Sum	39
Mean	2.79
Std Dev	0.58
Variance	0.34

Q75: Lack of bike parking at destination	
Prompt	Count Pct
Aggregates	
Count	24
Min	1

Max	3
Sum	63
Mean	2.63
Std Dev	0.58
Variance	0.33

Q76: I don't own a bicycle		
Prompt	Count	Pct
Aggregates		
Count		5
Min		1
Max		3
Sum		13
Mean		2.6
Std Dev		0.89
Variance		0.8

Q78: Other		
Prompt	Count	Pct
Aggregates		
Count		3
Min		1
Max		3
Sum		7
Mean		2.33
Std Dev		1.15
Variance		1.33

Q84: If you used the "Other" option above, please describe here:		
Row	Comment	
1	Nobody is going to bike to work or shop. Stop fooling yourself	
2	bikeways not connected	
3	Actually SS has great cycling, it's why I moved here. Most of the neighborhoods interconnect allowing cyclist to avoid busy roads most of the time, roads are kept clean, potholes are filled. I believe if we focused on it we could become top tier.	
4	My age. But when I did bike, I had the common sense to know that cars are bigger, and not to get in their way.	

C12_NONE: 12. Please identify up to three roadways or locations where bicycling accommodations should be improved, what your suggested or desired improvement is, and why. Please check the box next to "None" if you don't have any specific improvements to suggest.

Prompt	Count	Pct
No	120	74.53%
Yes	41	25.47%
Aggregates		
Count		161

Q95: Location #1:

Row	Comment
1	All of Sandy Springs
2	Mt vernon hwy
3	Peachtree dunwoody Rd
4	Throughout Sandy Springs
5	Spalding / Jett Ferry to Roberts and beyond
6	Linking destinations in Sandy Springs
7	Long Island Drive
8	Mt. Vernon Highway
9	Glenridge Dr
10	All over
11	Everywhere that no bike lanes exist now.
12	Windsor Parkway
13	Mt. Vernon Hwy/Pkwy
14	Mt Vernon Highway
15	Roswell Rd
16	roswell road
17	Same comment as the walk path...
18	Lake Forrest
19	North Mill Ct.
20	see earlier comments on walking paths. Same applies here
21	avoid roswell road
22	same as walking area mentioned earlier in survey
23	provided on walking trail page
24	Heritage Sandy Springs & City Walk
25	Lake Forrest Rd to Chastain Park
26	Johnson Ferry RD
27	Peachtree Dunwoody rd.
28	Northland Road
29	Roswell Road From Northridge to 285
30	Mt. Vernon Highway
31	Abernathy Park

32	Glen Ridge
33	Mt. Vernon Road
34	Lake Forest
35	Abernathy Rd
36	All of them--not aware of streets with bike lanes in SS
37	Hammond Road
38	Spalding Dr.
39	abernathy
40	Brandon Mill Road
41	Brandon Mill
42	Riverside Drive
43	Brandon Mill Road
44	Abernathy
45	Brandon Mill
46	Roberts Drive from Roswell Road, east to Island Ford Parkway
47	Abernathy/Johnson Ferry
48	Mt. Vernon Highway
49	Brandon Mill Rd
50	Sandy Springs
51	Abernathy to Dalrymple
52	Same as pedestrian/sidewalk recommendations
53	bike paths
54	Bike lanes on big roads
55	brandon Mill
56	getting from Somerset Court/ Roberts Drive to Roswell Rd via Northridge Rd
57	Glenridge Drive
58	Johnson Ferry
59	Roswell Road
60	Mt Vernon
61	Roswell Rd, Mt Vernon, Johnson Ferry Intersection
62	Abernathy Road
63	Dalrymple/Riverside Dr
64	Dalrymple Rd
65	Crossing Roswell Rd
66	Brandon Mill Rd.
67	Spalding Drive

Q96: Neighborhood:	
Row	Comment
1	Sandy Springs
2	multiple

3	Highpoint
4	sandy springs
5	Brandon Mill/North Mill Rd.
6	anywhere
7	Glenridge Hammond Neighborhood
8	Sandy Springs
9	Sandy springs
10	Branches
11	Wyndham Hills
12	High Point
13	Glenforest Hammond
14	Lost forest
15	See Above Re Sidewalks
16	Lost Forest
17	North Springs
18	many
19	Lost Forest and surrounding neighborhoods
20	All of them
21	Several
22	River North
23	Somerset Court
24	Highpoint
25	from Roswell to the River
26	Sandy Springs
27	Between Mt. Vernon and Roswell Road
28	River North
29	River North/Brandon Mill
30	Any where
31	Morgan Falls
32	Riverside
33	wyndham Hills

Q97: Roadway:	
Row	Comment
1	Hammond drive
2	Mt Paran Rd
3	All of Sandy Springs
4	Mt vernon hwy
5	Spalding
6	multiple
7	peachtree needs bike lanes
8	Mt Vernon Highway
9	Glenridge Dr

10	Hammond Rd
11	Windsor Parkway
12	Lake Forrest
13	Abernathy and Johnson Ferry Rds.
14	Peachtree Dunwoody Road
15	Hilderbrand Drive
16	Johnson Ferry RD
17	Northland
18	Peachtree Dunwoody rd
19	Northland Road
20	Mt. Vernon Highway
21	Brandon Mill
22	Glen Ridge Connector
23	Northside Drive/Hearns Ferry/Mt Vernon corridor
24	Mt. Vernon
25	Hammond Road
26	Johnson Ferry Road
27	Spalding Dr.
28	abernathy
29	Brandon Mill
30	Riverside Dr from Dalrymple/Brandon Mill to the Chattahoochee River
31	Brandon mill
32	Brandon Mill
33	Brandon Mill
34	Roberts Drive
35	Brandon mill
36	Johnson Ferry/Abernathy Road
37	Mt. Vernon Highway
38	Brandon Mill Rd
39	Brandon Mill, Johnson's Ferry, Riverside, Dalrymple
40	Brandon Mill
41	Riverside Drive
42	Mt. Vernon Highway
43	Mt Vernon
44	abernathy
45	Abernathy
46	Mount Vernon Highway
47	Glenridge Drive
48	Roswell Road
49	Glenridge Dr NE to Prado Shopping Center
50	Mt Vernon
51	Riverside Dr

52 Dalrymple Rd
53 Roswell Rd
54 MOrgan Falls Rd
55 Riverside Drive
56 Brandon Mill Rd.
57 hammond drive
58 Spalding Drive

Q98: From:	
Row	Comment
1	Roswell rd
2	All of it (I know many say that it's not all in SS, but let's fix what's in SS.)
3	All of Sandy Springs
4	Full length
5	Spalding
6	Ex: downtown SS, Chat. river @ Roswell Rd, Perimeter Mall, Roswell Rd. @ Wieuca Rd, NE SS neighborhoods, etc.
7	Mt. Vernon to Mt. Paran
8	Chamblee Dunwoody Road
9	Roswell Rd
10	Peachtree dunwoody
11	Roswell Road
12	Wieuca
13	285
14	Roswell Rd.
15	Spalding Drive
16	Boyleston Drive
17	Mt Vernon
18	Abernathy Rd
19	Windsor Parkway
20	Hammond dr.
21	Perimeter Center
22	Wyndham Dr
23	Joynson Ferry Rd
24	Interstate N Parkway
25	Spalding Drive
26	Roswell Rd to Perimeter Mall
27	Peachtree Dunwoody
28	Roswell Road
29	Roswell Rd.
30	Roswell
31	Spalding Drive Charter

32	Dalrymple/Brandon Mill
33	Abernathy
34	Abernathy
35	Dalrymple
36	Roswell Road at river
37	River
38	old Target
39	Abernathy
40	Start
41	Johnson Ferry
42	Roswell Road
43	Northside
44	roswell rd
45	Brandon Mill
46	Northside Drive
47	Roberts Drive
48	Peachtree Dunwoody
49	Northridge
50	Glenridge Dr NE
51	Northside
52	Roswell Rd
53	River North Drive
54	Anywhere
55	Roswell Rd
56	Mt Vernon Highway
57	Abernathy
58	Roberts Drive

Q99: To:	
Row	Comment
1	Glenridge
2	All of Sandy Springs
3	Hammond
4	See above
5	Roswell Road
6	Peachtree Dunwoody
7	County line
8	Holy Innocents
9	285
10	Chastain Park
11	the river
12	King/queen - concourse
13	Abernathy Road

14	Sandy Springs Circle	
15	Weiuca	
16	Sandy Springs Cir	
17	Highpoint	
18	North springs station	
19	Dunwoody	
20	Abernathy	
21	Hammond	
22	Dunwoody border	
23	Abernathy	
24	Roswell	
25	Abernathy	
26	Gwinnett Co. line	
27		400
28	Abernathy	
29	Chattahoochee River	
30	Riverside Drive/Darymple	
31	Dalrymple	
32	Abernathy	
33	CRNRA, Island Ford parkway	
34	Roswell Road	
35	Sandy Springs Marta station	
36	Dalrymple and beyond up to park at Morgan Falls	
37	Finish	
38	Dalrimple	
39	Barfield	
40	Abernathy	
41	johnson ferry	
42	Roswell and beyond	
43	Peachtree-Dunwoody Road	
44	Roswell Road	
45	Roswell Road	
46	Chattahoochee River	
47	Roswell Rd, northbound to Prado Shopping Center	
48	Dunwoody	
49	Johnson Ferry	
50	Roswell Rd	
51	Anywhere	
52	Lower Roswell Rd	
53	Old Riverside Drive	
54	Dalrymple	
55	Roswell Rd	

Q100: Suggested/Desired Improvement:

Row	Comment
1	Bike lane
2	Sharrows, wide enough for cars to pass a bicycle
3	Install bicycle lanes and pedestrain paths
4	Marked bike lanes
5	in most areas, roads aren't wide enough to accommodate cars and cyclists
6	separate from the road bike / walking paths. Like on Mt. Vernon for walking but would be great to have bike path
7	Dedicated trails to get to major destinations within Sandy Springs
8	Bike lane marked on roadway
9	Add a continuous bike land
10	bike lanes
11	Bike Lanes
12	Sidewalk or bike lane
13	8 foot sidewalks for kids to bike; bike lanes for adults
14	Needs bike lane
15	Lake forrest drive connectivity to chastain park
16	Separate Bike Trail - lighted
17	Make off-road lanes for bicycles all the way.
18	seperated bike lines on inner roads to get around Sandy springs staying off Roswell road
19	Bicycle Path
20	Bike lanes
21	Add (back) the bike lanes
22	Bike lanes
23	Bike lanes
24	finish unfinished road (been like this for years), fix potholes
25	Bike Lanes
26	sidewalks
27	Bike Lane
28	Bicycle lane
29	Bike Lanes/Bike Paths
30	Even with a bike lane, motorists go too fast and aren't used to having cyclists on the road. But having a bike lane in this section would help.
31	bigger bike area
32	Police enforcment sweeps to ticket dangerous drivers during rush hour
33	bike lane or wider shoulder, lower speed limit
34	bike lanes or path
35	Install bike lane/sidewalk!

36	Signage and Clearly Marked Blke Lanes
37	Bike lane
38	Install wide bike lane
39	Paved lanes and sidewalks to accommodate Biking and Pedestrian Traffic
40	separated bike/walking lane from proposed Roswell River bridge to Island Ford Parkway
41	shared bike path on sidewalk with guard rail dividing cars from sidewalk
42	Bike lanes
43	Bike trails
44	widen street with bike lanes
45	Wider bike lane
46	bike lanes
47	Trees, flowers & bike path separated from cars and pedestrians
48	Bike lanes or separated cycle track
49	separated bike lane
50	Create a safe place to ride
51	more defined wider path or even separated path.
52	Sidewalks on both sides of road and/or improved crossing at intersections
53	clearly marked/separated bike lane
54	Install bicycle lanes and pedestrain paths
55	Stripe the road so motorists don't try to hit cyclists
56	Sidewalk or bike lane
57	bike lane or space to ride
58	timing of lights/ elevated crosswalk
59	Bridge across River to Roswell/Cobb trails, trail next to Morgan Falls road.
60	Bike Lanes
61	Sidewalks
62	Widen sidewalk on one side to create wider cycle path

Q101: Why:	
Row	Comment
1	to provide an alternative to the scourge of suburbia, cars
2	Best east/west connection on ridge so it's relatively flat
3	I would use my bike a lot. Like I do at resorts...where you are not going to get killed by some idiot driver
4	There are few routes to get around Sandy Springs that are safe from high speed vehicular traffic
5	Would make biking to the Perimeter mall area and the library much safer

6	Important biking artery; road is very wide; traffic moves very fast
7	Major East West Transit through Sandy Springs
8	Most used route for exercise in SS
9	Heavily traveled by cyclists and cars
10	not enough space to share road.
11	Lanes on the road are too narrow, traffic too fast.
12	Don feel safe riding in this road
13	Safer route than Mt. Vernon Hwy. or Johnson Ferry Rd.
14	I cycle thru 3 times a week. It is also the way I cycle into "downtown" Sandy Springs.
15	many bicyclists
16	High motorist speeds, congestion, connectivity to transit.
17	Extremely dangerous for bikers!
18	access to the new park
19	Heavy traffic
20	Ability to commute to work
21	This road is too narrow to bike on safely with heavy traffic
22	would love to ride on that area
23	Drivers don't think they will ever get caught so they break the law and put bikers in danger
24	this road is very curvy and people drive too fast
25	lanes stop between roswell and mall
26	Traffic
27	Too dangerous to ride on the road as is
28	Clearer Deterrent to Slow Down The Speeding Cobb County Commuters, who are still encouraged to take the Riverside "cutoff" vs taking Johnson Ferry to Roswell Road North. Why are we now HAVE MORE OF A TRAFFIC PROBLEM on Riverside after \$29+ million spent?
29	Safe biking
30	Very difficult to bike on Abernathy due to the traffic and driving habits of the motorists. I biking lane would make it much safer.
31	I regularly bike on Brandon Mill to Columns Dr. Brandon Mill is curvy and Hilly and creates blind spots for pedestrians and drivers
32	huge opportunity for recreational biking and walking
33	traffic moves very fast on the road, families often are biking on the sidewalk, would allow easier access to national park in Cobb
34	Too dangerous to ride on with traffic
35	drivers are increasingly rude to cyclists
36	Traffic is fast and heavy. Street is narrow with blind curves

37	Dangerous
38	major route to get anywhere in Sandy Springs from residential area. Heavily used by cyclist
39	bike lanes on big roads help slow traffic or at least make drivers aware
40	if all of the above, very likely to ride to shopping; Marta station, etc.
41	Access to Sandy Springs MARTA Station
42	safety, connectivity
43	With too much traffic and crazy driving, it's unsafe to leave our neighborhood on a bike. It's sad because we're close to shopping and 2 miles from Chastain Park
44	Access to and from river park and trails
45	make it safer to ride to shopping center
46	They are badly needed
47	The converging/diverging roads in that section make it dangerous to ride a bike through.
48	not safe to ride bike on roadway (not enough room for vehicles and bikes)
49	connect to Roswell Rd, route to North Springs MARTA station
50	Congestion
51	Interconnectivity to Cobb/Roswell Trails
52	Would make biking safer
53	A place to safely ride to keep you out of the street where people drive too fast
54	Would encourage cycling to NSC School and link into Roswell Rd

Q102: Location #2:	
Row	Comment
1	Glenridge
2	Chamblee Dunwoody Rd
3	Ga. Power (and other) right of ways
4	Mt. Paran to Northside Dr.
5	roswell needs bike lanes
6	Peachtree Dunwoody Road
7	Windsor Parkway
8	Peachtree dunwoody
9	Johnson Ferry Rd
10	Peachtree Dunwoody road
11	Pretty much everywhere in Sandy Springs.
12	southwest Sandy Springs
13	Library to Lowes
14	Mt Paran rd
15	Roswell Rd

16	Mount Vernon from Roswell Road to Ashford Dunwoody
17	Spalding Drive
18	Windsor Parkway
19	Mount Paran
20	Mount Vernon Road
21	Roswell Road
22	Brandon Mill Rd.
23	Brandon mill
24	Roswell Road
25	none
26	Mount Vernon
27	Dalrymple rd
28	Johnson Ferry
29	Johnson Ferry Rd
30	bike paths
31	johnson ferry
32	Roswell Rd, south of Northridge Rd to 285 and maybe further south
33	Roswell Road
34	Dalrimple
35	Hammond Drive
36	Brandon Mill
37	North end of Sandy Springs
38	powers ferry
39	Roswell Rd

Q103: Neighborhood:	
Row	Comment
1	multiple
2	HighPoint
3	Glenridge Hammond Neighborhood
4	Branches
5	Near soccer fields
6	City Center
7	Lost forest
8	North Springs
9	Riverside Dr
10	South of I-285
11	Sandy Springs
12	Brandon Mill
13	Along Roswell Road from Northridge to new bridge
14	Riverside

Q104: Roadway:

Row	Comment
1	Hammond Dr
2	Glenridge
3	n/a
4	Peachtree Dunwoody Road
5	Windsor Parkway
6	Roswell Road
7	Entire road
8	Rowell Road
9	Boyleston Rd
10	Roswell Rd
11	Spalding Drive
12	Windsor Parkway
13	Roswell Road
14	Sandy Springs Circle
15	Brandon Mill
16	Dalrymple / Riverside Dr
17	Johnson Ferry
18	Johnson Ferry Rd
19	Johnson Ferry Road
20	Riverside Drive
21	johnson ferry
22	Powers Ferry Road
23	Roswell Road
24	Glenridge Dr NE to Fountain Oaks Shopping Center
25	Hammond Drive
26	Abernathy Rd
27	Spalding Drive
28	Brandon Mill Rd
29	Mt Vernon Hwy
30	Roswell Rd
31	Heards Ferry
32	Roswell Rd

Q105: From:

Row	Comment
1	Roswell Rd
2	Length
3	Spalding
4	multiple
5	Spalding Drive

6	Peachtree Dunwoody
7	Abernathy
8	Spalding Drive
9	Mt. Vernon Hwy.
10	Roswell Rd
11	Glenn Ridge
12	Roswell Road
13	Northland
14	Johnson Ferry
15	Hammond
16	Johnson Ferry
17	Dalrymple Rd.
18	Abernathy park
19	Johnsons Ferry
20	Abernathy
21	Roswell Rd
22	Mt. Vernon Highway
23	Mt Vernon
24	everywhere
25	Heards Road
26	Roswell Rd, south of Northridge Rd
27	I-285
28	Roswell to the river
29	Glenridge Dr NE
30	Mt Vernon
31	Mt Vernon Rd
32	Roberts
33	Dalrymple
34	Roswell rd
35	Northridge Rd
36	Mt Vernon Highway
37	Sandy Springs Center

Q106: To:	
Row	Comment
1	Dunwoody border
2	shallowford
3	multiple
4	Hammond Road
5	Ashford Dunwoody
6	City Center
7	I-285
8	Hammond Drive

9	Northside Dr
10	Mt Paran
11	Chamblee Dunwoody Rd.
12	Mabry
13	Holy Innocents school or beyond
14	City Center
15	Hammond Drive
16	Johnson Ferry.
17	Riverside road and lost corners park
18	Chamblee Dunwoody
19	Roswell Road
20	Columns Dr
21	Glenridge
22	Johnson Ferry
23	Chattahoochee River
24	to 285 and maybe further south
25	Weiuca
26	Roswell Road, southbound to Fountain Oaks Shopping Center
27	Dunwoody
28	Roswell Rd
29	Roswell Rd.
30	Abernathy/Johnson Ferry
31	Northside
32	Roswell side of Chattahoochee River
33	Northside Drive
34	River Crossing

Q107: Suggested/Desired Improvement:

Row	Comment
1	Protected Bike Lane
2	Real bike lanes
3	Build bicycle paths along right of ways
4	Bike lane marked on roadway
5	Add bike lanes
6	bike lanes
7	Bike Lanes
8	Bike lane
9	bike lanes
10	Needs bike lane
11	Connect to Cumberland bikeways which connect to Silver Comet Trail
12	Bicycle Lane/Path
13	Bike lanes

14	bike lane
15	Widen the bike lane; correct dangerous obstructions (grates) or a separated/raised bike lane or another way across Roswell Rd.
16	Bike Lanes
17	Bike Lane
18	Wide enough bike lanes
19	bigger bike lanes for bike riding
20	Police enforcement sweeps to ticket dangerous drivers during rush hour
21	Bike Lane or wider shoulder
22	path or very wide sidewalk
23	Bike lane
24	Add bike lanes
25	shared bike path on sidewalk with guard rail dividing cars from sidewalk
26	Bike lanes protected from traffic, street lights timed for bikes
27	Wider bike lane
28	Bike lanes
29	bike lanes
30	Bike lanes or separated cycle track
31	separated bike lane; maybe convert east or west sidewalk on Roswell Rd to an active path for running, biking, skating, walking
32	Can you create an off road access to all the shops and restaurants along the road?
33	clearly marked/separated bike lane
34	Install bicycle lanes and pedestrian paths
35	Needs to have bike lanes that are offset from much higher speed traffic
36	Restripe road and widen if possible so the side buffers are wider.
37	continuous bike lane
38	Bike lane
39	A trail/paved area alongside Roswell Rd. As far from Roswell Rd as possible. Could go thru Publix and Bowling Alley parking lots?
40	Bike Lanes
41	Widen sidewalk on one side to create cycle trail

Q108: Why:	
Row	Comment
1	to encourage riding to MARTA stations for commuters
2	Best north/south connection that isn't Roswell Road
3	The right of ways are one of the few areas in SS where bicycles could be separated from traffic

4	Would make the trip to the North Springs Marta and the Perimeter much safer on PDR
5	continues existing bike lanes; is a great biking artery to Capital City Club area which is perfect for biking (safe, scenic, flat); traffic moves fast
6	Major North South Transit through Sandy Springs
7	Major route to city center
8	Heavy traffic and no option for cyclists to use to commute to work
9	Don feel safe riding in this road
10	Safer route than Hammon Drive or Roswell Rd.
11	A common way for Cylclist to travel across Roswell RD. Hundreds of cyclists in organized rides take this short link. (Atlanta Cycling-Tuesdays, Dunwoody Cycling Club- Tuesday and Sunday, N Ga Cycling Assoc- Tuesday, Peachtree Bikes- Sundays).
12	Dangerous
13	so we can ride to the city center
14	Drivers don't think they will ever get caught so they break the law and put bikers in danger
15	this would be an easy way to connenct north and central Sandy Springs
16	very dangerous road
17	Traffic
18	A bike lane would make biking on Mount Vernon very disireable due to the fact the road is more flat than many surrounding roads.
19	Road is Narrow with relatively high speed traffic and many blind spots
20	traffic moves very fast on the road, families often are biking on the sidewalk
21	Dangerous
22	Heavily used by cyclist.
23	Connectivity with new Cobb trails that begin at the river
24	safety, connectivity
25	It's unsafe to ride a bike on Roswell Road now.
26	make it safer to ride to shopping center
27	because they are needed
28	It would be a great connector for cyclists to get from Perimeter to Sandy Springs residential areas.
29	During rush hour motorist will intentionally station their cars on the white line so cyclist cannot pass.
30	connect to Johnson Ferry and more bike-friendly area
31	Safety
32	Interconnect to Roswell bike paths
33	we could ride our bikes to work (adults) and school (children)
34	Would link into river crossing and Spalding drive to create key cycle routes

Q109: Location 3#:

Row	Comment
1	North to south SS
2	Northside Dr. to Mount Vernon
3	Roswell Road
4	Lake Forest
5	Hammond Park
6	Long Island Dr
7	Mt Vernon
8	Spalding Drive from Roswell Road to Roberts Drive
9	Hammond Drive
10	Roswell Road
11	Riverside Drive
12	High Point
13	all around city
14	Riverside Drive / Dalrymple
15	none
16	bike paths
17	mount vernon
18	Roswell Rd to Morgan Falls park
19	Connection to the upcoming Beltway and Chastain Park
20	Sandy Springs Circle and Hammond drive
21	Johnson Ferry
22	Roswell Road
23	mt vernon

Q110: Neighborhood:

Row	Comment
1	multiple
2	Glenridge Hammond Neighborhood
3	High Point
4	Chastain
5	Sandy Springs

Q111: Roadway:

Row	Comment
1	Roswell Road
2	Roswell Road
3	Abernathy
4	Johnson Ferry Road
5	Glenridge Drive

6	Mt Vernon
7	Hammond Drive
8	High Point
9	Powers Ferry
10	in front of cemetery
11	Powers Ferry Road / Raider Drive
12	Lake Forrest and other roads leading to the park
13	Glenridge Dr NE to Roswell Road via Windsor Pkwy or Franklin
14	Johnson Ferry
15	Roswell Road

Q112: From:	
Row	Comment
1	Chattahoochee River
2	Morgan Falls Road
3	Mt. Vernon
4	Hammond Park
5	Roswell Rd
6	Thru Sandy Springs
7	Glen Ridge Connector
8	Mount Vernon Rd
9	Glenforest
10	Mount Vernon Highway
11	Roswell Rd
12	Roswell Road
13	Glenridge Dr NE, High Point Rd, Northland
14	Cobb
15	the river

Q113: To:	
Row	Comment
1	Wieuca Rd.
2	Hammond Road
3	Chastain
4	Johnson Ferry Rd.
5	Mt Vernon
6	Roswell Rd
7	Johnson Ferry Rd
8	Windsor Parkway
9	Heards Ferry
10	Morgan Falls park
11	Chastain Park

12	Roswell Rd, Windsor Pkwy, Franklin
13	Dunwoody
14	all the way to Atlanta

Q114: Suggested/Desired Improvement:	
Row	Comment
1	Safe bicycle route connecting south and north SS
2	Bike Lane Marked on Roadway
3	Add Bike Lane
4	Bike Lanes
5	Bike lanes and sidewalks
6	Needs bike lane
7	Bike lanes
8	Bike lanes
9	Bike Lane
10	Something to make it safe for cyclists on this beautiful road!
11	better bicycle paths
12	bike lanes
13	bike lane
14	Bike lanes or separated cycle track
15	pave road, sidewalks
16	I'd love a safe, even off road way, to ride to the park and to Buckhead
17	clearly marked/separated bike lane
18	Install bicycle lanes and pedestrian paths
19	I'm not sure how to fix it for cyclists, but it is just dangerous.

Q115: Why:	
Row	Comment
1	Numerous destinations along Roswell Rd. for dining, shopping; connects to Roswell bicycle facilities
2	Roswell Road is way to dangerous to bike on currently.
3	Major East West Transit Through Sandy Springs
4	Best alternative to Roswell Road to avoid traffic
5	Biker safety
6	Very frequently traveled by cyclists.
7	Dangerous
8	Road is too narrow
9	so kids can ride to school
10	it would be great to ride to restaurants and shopping with family
11	Traffic

12	Heavily used by cyclist
13	super speeding and runners & bikes almost get run off the road
14	Bike access to Riverwood High School
15	VERY dangerous, as it is
16	It's too busy and drivers are not bike friendly
17	make it safer to ride to shopping
18	because they are badly needed

Q116: More sidewalks		
Prompt	Count	Pct
1 Very Low Importance	4	2.31%
2	7	4.05%
3	6	3.47%
4	26	15.03%
5 Very High Importance	130	75.14%
Aggregates		
Count		173
Min		1
Max		5
Sum		790
Mean		4.57
Std Dev		0.92
Variance		0.84

Q117: More bike lanes		
Prompt	Count	Pct
1 Very Low Importance	14	8.19%
2	12	7.02%
3	17	9.94%
4	32	18.71%
5 Very High Importance	96	56.14%
Aggregates		
Count		171
Min		1
Max		5
Sum		697
Mean		4.08
Std Dev		1.3
Variance		1.68

Q118: More trails and greenways		
Prompt	Count	Pct

1 Very Low Importance	7	4.02%	
	2	3	1.72%
	3	12	6.90%
	4	34	19.54%
5 Very High Importance	118	67.82%	
Aggregates			
Count		174	
Min		1	
Max		5	
Sum		775	
Mean		4.45	
Std Dev		0.99	
Variance		0.98	

Q119: Improved connections between sidewalks/bikeways/transit			
Prompt	Count	Pct	
1 Very Low Importance	13	7.56%	
	2	12	6.98%
	3	32	18.60%
	4	45	26.16%
5 Very High Importance	70	40.70%	
Aggregates			
Count		172	
Min		1	
Max		5	
Sum		663	
Mean		3.85	
Std Dev		1.24	
Variance		1.54	

Q120: Improved maintenance of pedestrian and bicycle facilities such as sidewalks, bike lanes, etc.			
Prompt	Count	Pct	
1 Very Low Importance	9	5.36%	
	2	20	11.90%
	3	40	23.81%
	4	47	27.98%
5 Very High Importance	52	30.95%	
Aggregates			
Count		168	
Min		1	
Max		5	
Sum		617	

Mean	3.67
Std Dev	1.19
Variance	1.41

Q121: Separation of bicycle/pedestrian facilities from vehicular traffic		
Prompt	Count	Pct
1 Very Low Importance	5	2.87%
2	7	4.02%
3	26	14.94%
4	43	24.71%
5 Very High Importance	93	53.45%
Aggregates		
Count	174	
Min	1	
Max	5	
Sum	734	
Mean	4.22	
Std Dev	1.03	
Variance	1.06	

Q122: Education/Enforcement for motorists, bicyclists, pedestrians		
Prompt	Count	Pct
1 Very Low Importance	20	11.56%
2	18	10.40%
3	45	26.01%
4	40	23.12%
5 Very High Importance	50	28.90%
Aggregates		
Count	173	
Min	1	
Max	5	
Sum	601	
Mean	3.47	
Std Dev	1.32	
Variance	1.74	

Q123: Better, safer intersections		
Prompt	Count	Pct
1 Very Low Importance	5	2.91%
2	19	11.05%
3	43	25.00%
4	42	24.42%
5 Very High Importance	63	36.63%

Aggregates		
Count		172
Min		1
Max		5
Sum		655
Mean		3.81
Std Dev		1.14
Variance		1.29

Q124: End of trip facilities and amenities (bike racks/bike lockers, showers/changing facilities, etc.)			
Prompt		Count	Pct
1 Very Low Importance		44	25.88%
	2	29	17.06%
	3	47	27.65%
	4	32	18.82%
5 Very High Importance		18	10.59%
Aggregates			
Count		170	
Min		1	
Max		5	
Sum		461	
Mean		2.71	
Std Dev		1.32	
Variance		1.74	

Q125: Building additional sidewalks			
Prompt		Count	Pct
1 Very Low Importance		2	1.14%
	2	5	2.86%
	3	16	9.14%
	4	33	18.86%
5 Very High Importance		119	68.00%
Aggregates			
Count		175	
Min		1	
Max		5	
Sum		787	
Mean		4.5	
Std Dev		0.86	
Variance		0.75	

Q126: Providing improved pedestrian street-crossing features

Prompt	Count	Pct
1 Very Low Importance	4	2.26%
2	12	6.78%
3	48	27.12%
4	48	27.12%
5 Very High Importance	65	36.72%
Aggregates		
Count		177
Min		1
Max		5
Sum		689
Mean		3.89
Std Dev		1.05
Variance		1.11

Q127: Building additional on-street bicycle facilities (bike lanes, shared lane markings, etc.)		
Prompt	Count	Pct
1 Very Low Importance	20	11.56%
2	9	5.20%
3	27	15.61%
4	33	19.08%
5 Very High Importance	84	48.55%
Aggregates		
Count		173
Min		1
Max		5
Sum		671
Mean		3.88
Std Dev		1.37
Variance		1.89

Q128: Building additional off-street trails		
Prompt	Count	Pct
1 Very Low Importance	10	5.68%
2	16	9.09%
3	24	13.64%
4	38	21.59%
5 Very High Importance	88	50.00%
Aggregates		
Count		176
Min		1
Max		5

Sum	706
Mean	4.01
Std Dev	1.23
Variance	1.52

Q129: Education programs about bicycle and pedestrian safety		
Prompt	Count	Pct
1 Very Low Importance	32	18.39%
2	27	15.52%
3	49	28.16%
4	28	16.09%
5 Very High Importance	38	21.84%
Aggregates		
Count		174
Min		1
Max		5
Sum		535
Mean		3.07
Std Dev		1.39
Variance		1.93

Q130: Programs to encourage or promote bicycling and walking		
Prompt	Count	Pct
1 Very Low Importance	29	16.67%
2	36	20.69%
3	42	24.14%
4	35	20.11%
5 Very High Importance	32	18.39%
Aggregates		
Count		174
Min		1
Max		5
Sum		527
Mean		3.03
Std Dev		1.35
Variance		1.82

Q131: Enforcing laws to ensure bicycle and pedestrian safety		
Prompt	Count	Pct
1 Very Low Importance	11	6.29%
2	12	6.86%
3	41	23.43%
4	33	18.86%

5 Very High Importance		78	44.57%
Aggregates			
Count			175
Min			1
Max			5
Sum			680
Mean			3.89
Std Dev			1.23
Variance			1.52

Q132: Maintaining the existing transportation system (re-paving, pothole repair, etc.)			
Prompt		Count	Pct
Aggregates			
Count			171
Min			1
Max			7
Sum			479
Mean			2.8
Std Dev			1.66
Variance			2.77

Q133: Addressing traffic			
Prompt		Count	Pct
Aggregates			
Count			173
Min			1
Max			7
Sum			516
Mean			2.98
Std Dev			1.59
Variance			2.52

Q134: Improving public safety			
Prompt		Count	Pct
Aggregates			
Count			169
Min			1
Max			7
Sum			585
Mean			3.46
Std Dev			1.72
Variance			2.96

Q135: Increasing transit service

Prompt	Count	Pct
Aggregates		
Count		168
Min		1
Max		7
Sum		859
Mean		5.11
Std Dev		1.83
Variance		3.35

Q136: Expanding the bicycle, pedestrian, and trail network

Prompt	Count	Pct
Aggregates		
Count		174
Min		1
Max		7
Sum		449
Mean		2.58
Std Dev		1.84
Variance		3.39

Q137: Improved stormwater management

Prompt	Count	Pct
Aggregates		
Count		168
Min		1
Max		7
Sum		793
Mean		4.72
Std Dev		1.64
Variance		2.71

Q138: Managing tree canopy protection

Prompt	Count	Pct
Aggregates		
Count		169
Min		1
Max		7
Sum		821
Mean		4.86
Std Dev		1.96
Variance		3.82

Q81: 16. Please provide any additional comments related to bicycling and/or walking in Sandy Springs for consideration in development of the Bicycle/Pedestrian/Trail Plan:

Row	Comment
1	Enforce traffic laws.
2	Bicycle commuting across the country was up 10% in 2012. Sandy Springs has the opportunity to become a great place to bike, if you're willing to do what it takes.
3	Should Sandy Springs wish to have relevance, then cycling/pedestrian walkways are of the utmost importance. Currently we are a disaster of a city. This has to change.
4	lets look at ways to reduce the budget instead of looking how to spend it
5	With the expansion of Riverwood and building of new HFE, Sandy Springs will have stellar schools to be even more proud of. As that construction begins, it would be great to think though sidewalk issues so that as many Riverside, River Chase, Rivershore Estate, families can walk safely to these schools. That's what makes our community so unique and wonderful. I walk to HFE every day to pick up my child. We've already made plans to start biking to the new location of HFE when it is open. However, the part of the walk/ride I'm most afraid of is the hill at Heards Creek Drive, approaching Heards Ferry. It would be sad to have all of these great sidewalks, but parents don't use them b/c we can't really get out of our neighborhoods safely.
6	We are BEGGING the city to finish the sidewalks along Brandon Mill. This relatively short section of road is unsafe for adults and children alike. Much of the pre-work has been done!
7	Riverside Drive is too busy to safely encourage bikers or walkers. Plus the topo and lack of room on either side of Riverside from Blackwater Trail to Johnson Ferry doesn't allow the addition of bike lanes and sidewalks. No one would want to walk it as the cars go to fast.

I love to ride but it is too dangerous to ride on streets and especially when I see the bike 'lanes' that have paving that is not even. Often, there is a drop off between the paved street and the curb. On Spalding, I've been passed and I was doing 40 - 45 and getting ready to turn into my subdivision. Traffic traveling 'through' is very, very fast (50 - 55mph) considering this is all residential. I wish there was a round about at Jett Ferry so people could keep moving. Very often! people do not wait their turn and think they have the right of way. I would do a lot of things on my bike if it were not so dangerous. I would love to ride my son's, the store and the to Chattahoochee Nature Center and beyond..the Silver Comet Trail etc. But I think the most important thing would be a sidewalk along Spalding / Jett Ferry. There is ALWAYS people walking along the sidewalk on Mt Vernon. Always. There would be on Spalding too if we had one. It would be good for the health of our community for people to have a place to get out and walk safely.

Spend the money to separate the modes of transportation. I love the tree canopy, hills and curves of our beautiful City. Everyone should be able to get out side and feel that they can walk, cycle or drive safely. The mix we have right now between bikes and cars is always risky. The roads are not wide enough to give the girth needed to safely pass bicycles. Group rides do not stop at a stop sign and block neighborhood traffic (vehicular) flow for long stretches of time. People in cars try to dash ahead of the pack of bikes, the cyclists try to not ever slow down to break their speed -- not a good combination. Please, if you are going to do this, separate the modes. Thank you for asking what I think.

My husband and I used to bicycle in Sandy Springs 2-3 times per week but it has become too dangerous. We now put our bikes on the car to go to other locations for cycling only on the weekends. In retirement, we are considering moving to a friendlier bicycling and walking city.

I know that some of my suggestions are in Dunwoody, but it is difficult to separate the two cities when addressing the need to improve pedestrian/biker improvement goals. I really hope that the cities work together so that biking and walking to restaurants, groceries stores, parks, and libraries are safe attractive options for the residents in the perimeter mall area.

We need better follow up by Tibby when we express concerns. He emails back once but we never hear anything again. Roswell rd sidewalk situation is a disgrace! Just a few of the suggestions re: sidewalks & bike lane ideas above would make a HUGE difference

13	<p>I read recently about the plan to take Eric Bern's studio. I understand he had an architect give the city a plan to have the trails go around his building. I strongly support the city doing this because small businesses like his is what we should support and need. His building gives our City Center character. To take it from him is wrong because a solution is there for both sides to win.</p>
14	<p>I want to walk but need to cross Roswell Rd. I have to walk almost ½ mile out of the way to cross at an intersection. Just got back fro Washington, DC...we could learn from their pedestrian crosswalks, intersections, etc.</p>
15	<p>I and others would walk more if there was continuous sidewalks, leading to a healthier Sandy Springs population.</p>
16	<p>I don't use the trails very much. I know there is a movement to "Connect our Parks" from the Abernathy road park to Lost Corner by sidewalk. I, personally, don't think many people would use the sidewalk if it were there.</p>
17	<p>For those of us who drive, there should be more and better opportunities to drive to a location and then be able to recreate (e.g., walk, bike), run errands, etc. We need to break the pattern of driving to one shopping center and then moving our vehicles across the street to shop at the shopping center there (combination of education, design, infrastructure). We need to give pedestrians safe, accessible, and convenient ways to cross busy intersections and roadways.</p>
18	<p>Bike riding is for recreation. I do not want to see our roads narrowed to accommodate bike lanes. We have plenty of trails in Sandy Springs, I use them. I see few people using them, so I would not support spending money right now for more trails</p>
19	<p>So many people in this community bike and walk for exercise and more would be encouraged by more bike lanes and wide sidewalks. With City Center coming it is very important to encourage this form of transportation to cut down on the increased traffic that this destination will bring to our roadways.</p>
20	<p>Just make bike trailwaysnfor exercise and leisure. Like columns drive or the Greenway. Don't waste money on bike lanes on roads. So few people will use them that it is a waste of money. Off street pathways please for leisure</p>
21	<p>Connecting all parks and downtown area with separate walking/biking trails. Even if they are parallel to the road is fine, but need to be wide and separated at least with some bushes or trees from the main road.</p>

Roswell road is very unsafe, yet hundreds of school kids and apartment dwellers have to cross it every day. Its too wide, and the ability of cars to turn right into the crosswalk while people are walking across is dangerous. Also many apartments on Roswell road have no pedestrian access to cross Roswell road so people are crossing dangerously all along it. Roswell road needs pedestrian bridges, lots of small center islands and other improvements. Also I think a bike lane plan should not include Roswell road unless it is a separated bike lane. But with pollution concerns, it would be best to put bike lanes on the inner roads

22

Please do not just widen roads -- we are not the doormat to Perimeter Mall! Study the cars and look at how many are from Gwinnett and just cutting through. I live in east Sandy Springs and work in the center of Sandy Springs. There is no public transportation option; the current option of going to Perimeter Mall so I can transfer buses makes a 5 mile trip into a 60 minute ordeal. We run and walk on Mt. Vernon - as do MANY other folks. Improved lighting and repairs would be nice. Trails of less than 2-3 miles aren't worth the drive to get there. No more bike lanes on the roads! They are a menace to traffic and we have enough traffic. I would rather see bikes on the sidewalks. Maybe the sidewalks on the south side of Mt. Vernon could be for bikes and the north side for pedestrians.

23

Priorities! (a) Local neighborhood non-motorized connectivity to activity centers, parks and Marta. (b) Abundant tree canopy to provide shade and beauty for all transit modalities. (c) Go way beyond minimum requirements to create a safe and comfortable method of crossing the Roswell Road Motor Speedway in consideration of the aforementioned point (a)! NOTE! I will not respond to questions 21 and beyond because they're the precise indicators of what's wrong in America! If you live in the United States legally... you are an American! I belong to the Human race!

24

Seeing how much the river (national park) is used by bikers and walkers should influence the creation of more off road trails.

25

	<p>Sandy Springs was developed in the 50-60's, but it's infrastructure...has not improved over the last 60 years. As a resident for 28 years, It needs to be pedestrian, bicyclist friendly, the power lines need to be placed underground and the sewer/drainage systems need to be updated along with construction of sidewalks, Curbing is antiquated and roads have been repaved so as to be above the curbing, allowing rainwater to cause erosion.. If system is not improved, continued power outages due to falling trees onto old power lines will cause Sandy Springs to remain behind Roswell and Dunwoody in development... We need to be the best City to live especially turning natural disasters</p>
26	<p>Sidewalks need to be wide enough for 2 people to walk comfortably. If you need to cross a street to get to a sidewalk there should be a crosswalk, and maybe a light to press. If the area is not safe (good day and night visibility, smooth surfaces) no one is going to be walking. As to bicycling, if motorist and bicyclists both observed the rules of the road there would not be any need for bicycle lanes.I grew up in Boston and bicycled everywhere safely, and there were no bike lanes. More public transportation is always good, but it has to be close to housing and safely accessible by foot.</p>
27	<p>build it and they will come</p>
28	<p>I was reluctant to respond to the questions on motorist /pedestrian/cyclist education and enforcement without being able to explain. I actually love living in Sandy Springs mainly because the cycling is so good and relatively safe. I would love to see us move to the next level and so I think I have mentioned Seattle, Boulder, Chattanooga and the State of Idaho as aspirational examples. Conversely there are places like BlackHawk, Co that do not allow cyclist on their streets. I have been approached by supportive SS Police Officers but also ones that were well meaning but ignorant of how cyclist stay safe. So yes, I believe outreach is important but hope that cyclist are consulted and included. Thank you!</p>
29	<p>Opportunity for the development of a greenway along possibly Nancy Creek, or petroleum pipeline</p>
30	<p>anything you could do to improve would be helpful</p>
31	<p>A planned bicycle trail along the Chatahoochee River would be great, and for walkers pleasure keep the bikes separate from walkers. This works both ways as bikers are frequently endangered by walkers who are not paying attention.</p>
32	<p>I only live 1.25 miles from my workplace on Abernathy Road, but do not feel safe cycling in Sandy Springs - motorists really need to learn respect and we really need adequate bike lanes.</p>
33	

I would be pleased if the bicyclist could share the existing sidewalks with walkers. The sidewalk system has improved significantly in Sandy Springs.

I felt extremely safe riding for leisure in Morristown, New Jersey, 15 years ago. Streets were wider and less congested. In the areas surrounding Chapel Hill (1998-2012), I found riding to be frightening, given the lack of usable shoulders. People tended to bike in large groups. Here, I want to bike again (I have three bikes), but the hills and traffic are obstacles. Bike trails have always been the best place to bike, for me, and probably the best way for this area to be the kind of place that invites bicycling. Thanks.

I love that you are working on this. What a great city we have!

Sandy Springs is a wonderful community and I am proud to be part of it. I am surprised that there has not been great improvement in the area of additional sidewalks, bike lanes and trails. I am very concerned about the pedestrian crossing on Roswell Road particularly between Abernathy & Dalrymple. There is no corner for people to cross at when trying to get to the bus stop and no signs to warn motorists. Early in the morning it is very difficult to see people crossing the road.

I think the City of Roswell has done a fantastic job with their trail systems and city parks. Most Sandy Springs residents that I know who enjoy biking or trail walking/running go to Roswell to do it. Roswell might be a good system model.

Please connect the parks on Brandon Mill. Brandon Mill is a central road that would allow people to walk to all sorts of destinations in Sandy Springs. Retail on Roswell Rd, parks like Lost Corners, Abernathy, Big Tree Forest, City center, and the schools would benefit too, Spalding Drive Elem, North Springs HS, etc. The list could go on and on, connections to Cobb/Columns Dr/the river as well as Roswell and the river.

model after Denver. You can ride EVERYWHERE. People are moving to areas by the Atlanta Beltline for this very reason. Also regular sidewalks are actually illegal to ride on. We must have a dual use path or lanes.

Healthful & Environmental sane approach to moving people.

Our children NEED the opportunity to safely walk/ride from one neighborhood to the next. The lack of sidewalks prevents this, and landlocks our children. I see one major street as the bottleneck to this problem and that is Brandon Mill. We have children who live in offshoot neighborhoods from Brandon Mill and they do not safely connect from one to the next. We want to be able to walk our children to school, ride our bikes to Lost Corners, Mark Trail Pool, the Linear Park, but that is NOT possible.

43	Sidewalks on Brandon mill!
	I would like to see an alternative walking/biking route from Roswell Road to Overlook Park which does not route non-motorized traffic down Morgan Falls Road. Perhaps an alternate route could be designed from Roswell Road at the SSUMC behind the ball fields, golf course and then with switchbacks down to the Fulton County water intake (below the dam) and along the GA
44	Power road to Overlook Park.
	Cobb commuters are a huge problem for Sandy Springs, on many levels. People who do walk to do errands often jay walk and don't follow rules - education for apt. folks. More sidewalks.
45	Walking is so much more important than biking. Biking should be addressed on a regional basis, not just a city. I would bike to work part of the time but that can't be addressed by Sandy Springs along because I work a few miles outside the city limits which is where the majority of the issues are. Walking is what generates foot traffic for businesses, I would stroll with my family to downtown Sandy Springs if a) the trip there was more pleasant (better sidewalks, further from street, wide enough, and in good repair) and b) there was an actual pedestrian downtown to walk to.
46	Use common sense. Stop making the "greenery" that requires expensive maintenance on an on-going basis. Quit wasting money tearing up perfectly fine medians to put in greenery. That is someone's ego in play. Do what's right for the citizen's and THEIR money.
47	Sidewalk creation should be prioritized by pedestrian safety. i.e. Roads with higher speed limits, hills, sharp turns, etc should be prioritized for side walks ASAP.
48	I think it would be neat if Sandy Springs had a bike loop / walkway around our city border. How does Stormwater management and tree canopy protection fit into the rest of this survey?
49	Possibly more important than adding trails and cutting down trees for pathways, is improving the existing trails themselves with better lighting and markings on trails that are not concrete.
50	This is a car driven city. Let's improve conditions for cars. We can start with better traffic light management. (This has begun. Let's keep it up. There is room for improvement.)
51	Sidewalks are very badly needed along Brandon Mill Road. There are sections of this road that are heavily traveled by walkers, bikers, and school children. Traffic can be very heavy on this road making it very dangerous for pedestrians.
52	WE NEED SIDEWALKS ON BRANDON MILL ROAD NW

	<p>Crosswalks and lights need to have additional features at the major roads that can allow for families or groups to make it across. People would venture out like people do in downtown Marietta, Norcross or Decatur. Pedestrians and bike need to be important. People traveling through Sandy Springs need to know they must SLOW Down and that we LIVE here. My neighborhood wants to feel safe with our children to venture out to our new parks. The linear park and the new lost corner. Shoot we would love to feel safe enough to venture down to the river.</p>
54	
	<p>Sidewalks are needed only on busy streets. It is a waste of resources to add sidewalks in neighborhoods with little or no through traffic. Making walking/biking not only possible but pleasant on busier streets through trees, etc. is the best use of resources (also, noone can bike to a store, gym etc. if there is no safe place to park a bike).</p>
55	
	<p>I live in Sandy Springs, but my daughter and I currently put our bikes in the car and drive to Cobb, Paulding, Polk, Dekalb, or Rockdale counties to safely bike together. I would love to have (and be willing to pay for) safe biking options (such as separated bike trails) in Sandy Springs. I would bike to work if there were safe ways to bike to any of the MARTA stations in Sandy Springs. Cobb County has recently built a bike trail that begins at the border with Sandy Springs (where Powers Ferry crosses the Chattahoochee River). Building bike facilities from this point into Sandy Springs would give Sandy Springs residents immediate access to a well-developed set of trails. A similar argument applies with the border with Roswell.</p>
56	
	<p>Excited about the perspective of living in an active city!</p>
57	
	<p>So many communities are now building off road trails. Let's get on board and make this a walking/biking community. Walking/biking communities are the wave of the future. Making walking/biking attractive, safe and fun is critical to the success of the city in the future.</p>
58	
	<p>I love what the city is doing to make it more of a "small town" atmosphere. I hope it can continue and those in charge can avoid the temptation to just put in more stop lights and move the Cobb County through in huge numbers. I applaud our police for their efforts to control the speed on Abernathy. I do not understand why the sidewalks on Brandon Mill is such a low priority when clearly they would be used much more than some of the others that have been put in. As a resident of Brandon Mill I have seen too many close calls and some grave safety concerns!!!</p>
59	
	<p>Any viable city is dependant on foot/bicycle traffic. Sandy Springs is solely reliant on vehicular traffic - is a death knell for Sandy Springs.</p>
60	

61	<p>Major roads that surround commercial areas along Roswell Rd need to have better bicycling infrastructure to make it safer for cars and bikes to be on the same road. It would make alternative transportation a very popular means to reach businesses and restaurants in this area.</p>
62	<p>I would like to see bike lanes on Roswell Road</p>
63	<p>Thank you so much for addressing these important issues. The greatest problem is a dearth of sidewalks, especially on smaller streets, and wide, safe bike lanes. When such become available, pedestrian and bicycle traffic will increase much without further efforts. Next comes the dangerous, cavalier attitude of so many drivers. I always use crosswalks, at the WALK signal, yet drivers routinely charge right ahead - severe threat. This happens especially around turns. As for public safety - I am grateful and proud to say that I feel fully safe in our city, day and night.</p>
64	<p>Traffic is a major concern regarding pedestrian safety</p>
65	<p>Ideally we could park our car once in Sandy Springs and walk to various shops. Distances are an inhibitor, but parking lot and road and sidewalk design are currently a show stopper. But, because of distances, I am doubtful that many of us would park once and walk to shops. Far and away, our interest in bicycling is leisure riding in a pleasant, green environment, generally not on a street even with bike lanes (inattentive and/or nasty drivers are major concern).</p>
66	<p>One of the greatest dangers I face as a pedestrian are bicycles traveling down the sidewalks. Even on roads where there are bike lanes. I have been forced to walk in the bike lane to avoid the bicycles in the sidewalk!</p> <p>Make the sidewalks safe, then worry about the bicyclists.</p>
67	<p>I think Brandon Mill should be a high priority for sidewalks so that people could easily and safely walk to the two parks in the area.</p>
68	<p>I have young child-would not trust any roadway with bicycling with her as drivers and cell phones are major distraction for cyclists (too dangerous not matter your road improvements). Perferred method would be separate trails/paths for walking/biking to distinct locations (parks, river, shopping, etc.).</p>

	<p>The "complete streets" setup (walking, biking, and car access) with attractive landscaping is very important in improving our city. An approach to build out focusing first on commuters, then recreation appeals to me. Connecting to the larger transit system (via shuttles and direct routes for bikers and walkers) has great potential. Getting to and from major destinations both within SS and just outside should be the focus - the three Marta Stations, the Hospitals, city center (Roswell & Johnson Ferry), Perimeter Mall, Morgan Falls Park to name some key ones.</p>
69	<p>I've lived and worked in many communities in many countries around the world. Sandy Springs is a great city, but we must stop just catering for car growth. I am reasonably fit and live off Spalding Drive near intersection with Roberts. Would love to be able to cycle to various locations in Sandy Springs and Dunwoody, but simply too dangerous. Cycle lanes on main roads are too dangerous with high speed traffic (OK in slow speed heavily built up areas). Need mixed use trails/wider side walks.</p>

Q139: 17. In which category is your age?		
Prompt	Count	Pct
18-24 years	0	0.00%
25-34 years	15	8.33%
35-44 years	44	24.44%
45-54 years	42	23.33%
55-64 years	46	25.56%
65-74 years	31	17.22%
75 years or older	2	1.11%
Aggregates		
Count		180
Min		2
Max		7
Sum		760
Mean		4.22
Std Dev		1.26
Variance		1.58

Q140: 18. What is your sex?		
Prompt	Count	Pct
Female	93	53.14%
Male	82	46.86%
Aggregates		
Count		175
Min		1

Max	2
Sum	257
Mean	1.47
Std Dev	0.5
Variance	0.25

Q141: 19. How many people (including yourself) are in your household?		
Prompt	Count	Pct
1	19	10.56%
2	76	42.22%
4-Mar	66	36.67%
5 or more	19	10.56%
Aggregates		
Count	180	
Min	1	
Max	4	
Sum	445	
Mean	2.47	
Std Dev	0.82	
Variance	0.68	

Q142: Please respond to both questions 20 and 21 20. Are you Spanish, Hispanic or Latino?		
Prompt	Count	Pct
No, not Spanish, Hispanic or Latino	170	97.14%
Yes, I consider myself to be Spanish, Hispanic or Latino	5	2.86%
Aggregates		
Count	175	
Min	1	
Max	2	
Sum	180	
Mean	1.03	
Std Dev	0.17	
Variance	0.03	

Q143: 21. What is your race? (Mark one or more races to indicate what race you consider yourself to be)		
Prompt	Count	Pct
American Indian or Alaskan Native	4	2.26%
Asian, Asian Indian or Pacific Islander	2	1.13%
Black or African American	3	1.69%
White	164	92.66%

Other	4	2.26%
Aggregates		
Count		177
Min		1
Max		5
Sum		693
Mean		3.92
Std Dev		0.53
Variance		0.28

Q144: 22. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

Prompt	Count	Pct
Less than \$24,999	1	0.65%
\$25,000 to \$49,999	3	1.96%
\$50,000 to \$99,999	32	20.92%
\$100,000 to \$149,999	43	28.10%
\$150,000 or more	74	48.37%
Aggregates		
Count		153
Min		1
Max		5
Sum		645
Mean		4.22
Std Dev		0.89
Variance		0.79

Roadway/Location	Occurrences	
	Bike	Ped
400	0	0
Abernathy @ Johnson Ferry	0	0
Abernathy @ Peachtree-Dunwoody	0	0
Abernathy 1/8 mile of sidewalks	0	0
Abernathy and Johnson Ferry Rds.	1	0
Abernathy existing sidewalk near West Spalding Drive	0	0
Abernathy Linear Park	0	0
Abernathy Rd @ Roswell Rd	0	2
Abernathy Road	9	10
Abernathy to Dalrymple	0	0
Abernathy to the current sidewalk	0	0
Abernathy/Johnson Ferry	0	0
Adair Lane	0	1
All	4	2
All commercial areas	0	0
All that no bike lanes exist now.	1	0
all the way to Atlanta	0	0
Along Johnson Ferry	0	1
Along Roswell Road and Glenridge Drive	0	1
and back to Mt. Vernon	0	0
Angus	0	0
are not clearly marked and stop signs are ignored by bicycle riders - not casual riders -- serious riders	0	1
Ashford Dunwoody	0	0
At entrance to Abernathy Square	0	0
avoid roswell road	1	0
Ball Mill Road	0	2
Barfield	0	1
Barfield/Mt Vernon crosswalks	0	1
Barndon Hall Drive	0	0
Below River Oaks	0	0
Between Hammond Park and the Library	0	0
big lots	0	0
Bike lanes on big roads	0	0
bike paths	3	0
Blackwater Trl across Riverside to Old Riverside Dr	0	0
Bonnie Lane	0	1
Boyleston Drive	0	0
Boyleston Rd	1	0
Boyleston Drive	0	1
Brandon Mill Road	17	51
Brandon Mill to Abernathy / Johnson Ferry	0	1
Brandon Mill, Johnson Ferry, Riverside, Dalrymple	1	0
Brandon Ridge Drive	0	0
BRIDGEWOOD VALLEY ROAD	0	1
Brook Drive	0	1
Burdett	0	0
Car traffic improved, now improve pedestrian (kids) safety!	0	1
Carriage Ln	0	0
Castleton Drive	0	1
Cemetery	0	0
Central park	0	0
Chamblee Dunwoody Road	1	0
Chastain Park	0	0
Chattahoochee River	0	0
Cherry Tree Lane	0	1
Church/graveyard	0	0
City Center	0	0
City line	0	0
City of Roswell	0	0
Cobb County	0	0
Coldstream Court	0	0
Columns Drive	0	0
Connect with current sidewalk	0	0
Connection to the upcoming Beltway and Chastain Park	0	0
Continuous Bike and Pedestrian walkway.	0	1
Continuous bike/walkway on Hwy 9 over Chattahoochee!!!	0	1
County line	0	0
Crest Valley Drive	0	1
CRNRA, Island Ford parkway	0	0
Cromwell Road	0	0
cross from south side of Northridge Rd to north side at Dunwoody place	0	1
Crossing over Roberts Drive from Northridge Rd	0	1
Crossing Roberts Road	0	1
Crossing Roswell Road	0	0
Crossing Spalding	0	1
Crosswalk	0	1
Dalrymple & Brandon Mill	0	0
Dalrymple / Roswell Rd Intersection	0	1
Dalrymple 1/4 mile of sidewalks	0	0
Dalrymple and beyond up to park at Morgan Falls	0	0
Dalrymple Road	2	5
Dalrymple Road/Brandon Mill Drive	0	0
Dalrymple Road/Riverside Drive	1	3
dead end	0	0
District 5	0	0
Downtown Sandy Springs	0	0
Duncourtney Dr	0	0
Dunwoody	0	0
Dunwoody border	0	0
Dunwoody Club Dr	0	0
Dunwoody Road	0	2
Dupree Dr	0	1
East	0	0
East of Abernathy	0	0
East of Roswell Rd	0	0
East side of Roberts Drive	0	0
East side or vise versa	0	0
Elementary School (Lake Forest)/ Holy Spirit	0	0
Embassy Row	0	0
Entire road	1	0
entrance road	0	1
Evergreen Drive	0	1
Ex: downtown SS, Chat. river @ Roswell Rd, Perimeter Mall, Roswell Rd. @ Wieuca Rd, NE SS neighborhoods, etc.	0	0
existing sidewalks near West Spaulding Drive	0	0
Ferry Drive and Angus Trail and Bonnie Lane	0	1
Finish	0	0
Fire Station 2/Johnson Ferry	0	0
Forest Hills Drive	0	1
Fountain Oaks Shopping Center	0	0
From one shopping area on Roswell rd to another	0	1
Full length	0	0
GA 400 - continuation of planned PATH multiuse trail along GA 400	0	1
GA 400 toll booth to Chattahoochee River via GA 400	0	0
Ga. Power (and other) right of ways	0	0
getting from Somerset Court/ Roberts Drive to Roswell Rd via Northridge Rd	1	0
Glencourtney Dr	0	0
Glenforest	0	0
Glenridge and Mt Vernon	0	1
Glenridge Connector	1	0
Glenridge Connector & Glenridge Drive	0	1
Glenridge Dr NE to Fountain Oaks Shopping Center	1	0
Glenridge Dr NE to Prado Shopping Center	1	0
Glenridge Dr NE to Roswell Road via Windsor Pkwy or Franklin	1	0
Glenridge Dr NE, High Point Rd, Northland	0	0
Glenridge Dr NE, Northland, High Point, Franklin, Windsor Pkwy	0	1
Glenridge Dr NE, Roswell Rd northbound	0	1
Glenridge Drive	4	8
Glenridge Drive and Roswell Road	0	0
Glenridge Drive at I-285	0	0
Glenridge Drive, inside I-285	0	0
Going south toward Mt Vernon Road	0	0
Greenland	0	0
Grogan Ferry Road	0	1
Gwinnett County Line	0	0
Hammond at Mt Vernon	0	0
Hammond Drive	7	11
Hammond Drive to mount vernon	0	1
Hammond Park	0	0
Harris Trail	0	0
Heards Creek Drive	0	1
Heards Ferry Road	1	0
Heritage	0	0
Heritage Sandy Springs & City Walk	0	0
High Point Road	1	1
Hightower	0	0
Hilderbrand Drive	1	0
Holy Innocents	0	0
Holy Innocents school or beyond	0	0
Huntcliff	0	1
I-285	0	0
I-285 Overpass	0	0

Rank	Top Bicycle Improvement Roadways/Locations	Adjusted Occurrences	
		Occurrences	Occurrences
1	Roswell Road	19	24
2	Brandon Mill Road	17	18
3	Mount Vernon Highway	11	17
4	Johnson Ferry	6	15
5	Abernathy Road	9	11
6	Riverside Drive	5	10
7	Hammond Drive	7	7
8	Glenridge Drive	4	7
9	Peachtree Dunwoody Road	5	6
10	Spalding Drive	5	6
11	Lake Forrest Drive	3	5
12	Mount Paran Road	3	5
13	Dalrymple Road	2	5
All		4	4
bike paths		3	3
Powers Ferry Road		3	3
Windsor Parkway		3	3
Long Island Drive		2	2
none		2	2
Northland Road		2	2
Northside Drive to Mount Vernon		1	2
Sandy Springs Circle		1	2
All that no bike lanes exist now.		1	1
avoid roswell road		1	1
Boyleston Rd		1	1
Chamblee Dunwoody Road		1	1
Entire road		1	1
getting from Somerset Court/ Roberts Drive to Rosw		1	1
Glenridge Connector		1	1
Heards Ferry Road		1	1
High Point Road		1	1
Hilderbrand Drive		1	1
in front of cemetery		1	1
Morgan Falls Road		1	1
multiple		1	1
n/a		1	1
Pretty much everywhere in Sandy Springs.		1	1
provided on walking trail page		1	1
Roberts Drive		1	1
Same as pedestrian/sidewalk recommendations		1	1
same as the sidewalk answers		1	1
same as walking area mentioned earlier in survey		1	1
Same comment as the walk path...		1	1
Sandy Springs		1	1
see earlier comments on walking paths. Same applies southwest Sandy Springs		1	1
Abernathy and Johnson Ferry Rds.		1	0
Brandon Mill, Johnson Ferry, Riverside, Dalrymple		1	0
Dalrymple Road/Riverside Drive		1	0
Glenridge Dr NE to Fountain Oaks Shopping Center		1	0
Glenridge Dr NE to Prado Shopping Center		1	0
Glenridge Dr NE to Roswell Road via Windsor Pkwy or		1	0
Johnson Ferry Road		6	0
Johnson Ferry/Abernathy Road		1	0
Lake Forrest and other roads leading to the park		1	0
Lake Forrest Drive to Chastain Park		1	0
Mount Paran		1	0
Mount Paran to Northside Dr.		1	0
Mount Vernon from Roswell Road to Ashford Dunwo		1	0
Mount Vernon Road		5	0
Northside Drive/Heards Ferry/Mt Vernon corridor		1	0
peachtree needs bike lanes		1	0
Powers Ferry Road / Raider Drive		1	0
Riverside Dr from Dalrymple/Brandon Mill to the Cha		1	0
Riverside Drive / Dalrymple		1	0
Riverside Road		1	0
Roswell Road From Northridge to 285		1	0
Roswell Road needs bike lanes		1	0
Roswell Road to Morgan Falls park		1	0
Roswell Road, Mt Vernon, Johnson Ferry Intersection		1	0
Roswell Road, south of Northridge Road to 285 and n		1	0
Sandy Springs Circle and Hammond drive		1	0
Spalding Drive from Roswell Road to Roberts Drive		1	0
400		0	
Abernathy @ Johnson Ferry		0	
Abernathy @ Peachtree-Dunwoody		0	
Abernathy 1/8 mile of sidewalks		0	
Abernathy existing sidewalk near West Spalding Drive		0	
Abernathy Linear Park		0	
Abernathy Rd @ Roswell Rd		0	
Abernathy to Dalrymple		0	
Abernathy to the current sidewalk		0	
Abernathy/Johnson Ferry		0	
Adair Lane		0	
All commercial areas		0	
all the way to Atlanta		0	
Along Johnson Ferry		0	
Along Roswell Road and Glenridge Drive		0	
and back to Mt. Vernon		0	
Angus		0	
are not clearly marked and stop signs are ignored by		0	
Ashford Dunwoody		0	
At entrance to Abernathy Square		0	
Ball Mill Road		0	
Barfield		0	
Barfield/Mt Vernon crosswalks		0	
Barndon Hall Drive		0	
Below River Oaks		0	
Between Hammond Park and the Library		0	
big lots		0	
Bike lanes on big roads		0	
Blackwater Trl across Riverside to Old Riverside Dr		0	
Bonnie Lane		0	
Boyleston Drive		0	
Boyleston Drive		0	
Brandon Mill to Abernathy / Johnson Ferry		0	
Brandon Ridge Drive		0	
BRIDGEWOOD VALLEY ROAD		0	
Brook Drive		0	
Burdett		0	
Car traffic improved, now improve pedestrian (kids) s		0	
Carriage Ln		0	
Castleton Drive		0	
Cemetery		0	
Central park		0	
Chastain Park		0	
Chattahoochee River		0	
Cherry Tree Lane		0	
Church/graveyard		0	
City Center		0	
City line		0	
City of Roswell		0	
Cobb County		0	
Coldstream Court		0	
Columns Drive		0	
Connect with current sidewalk		0	
Connection to the upcoming Beltway and Chastain Pe		0	
Continuous Bike and Pedestrian walkway.		0	
Continuous bike/walkway on Hwy 9 over Chattahooc		0	
County line		0	
Crest Valley Drive		0	
CRNRA, Island Ford parkway		0	
Cromwell Road		0	
cross from south side of Northridge Rd to north side		0	
Crossing over Roberts Drive from Northridge Rd		0	
Crossing Roberts Road		0	
Crossing Roswell Road		0	
Crossing Spalding		0	
Crosswalk		0	
Dalrymple & Brandon Mill		0	
Dalrymple / Roswell Rd Intersection		0	
Dalrymple 1/4 mile of sidewalks		0	
Dalrymple and beyond up to park at Morgan Falls		0	
Dalrymple Road/Brandon Mill Drive		0	
dead end		0	
District 5		0	
Downtown Sandy Springs		0	
Duncourtney Dr		0	
Dunwoody		0	
Dunwoody border		0	
Dunwoody Club Dr		0	

Rank	Top Pedestrian Improvement Roadways/Locations	Adjusted Occurrences	
		Occurrences	Occurrences
1	Brandon Mill Road	51	53
2	Roswell Road	29	47
3	Mount Vernon Highway	10	23
4	Sandy Springs Circle	11	18
5	Riverside Drive	14	18
6	Johnson Ferry	5	17
7	Glenridge Drive	8	13
8	Hammond Drive	11	13
9	Abernathy Road	10	13
10	Dalrymple Road	5	10
11	Spalding Drive	5	9
12	Peachtree Dunwoody Road	7	8
13	Lake Forrest Drive	6	7
Wright Road		4	4
All		2	2
Ball Mill Road		2	2
Barfield		1	2
Dunwoody Road		2	2
Long Island Drive		2	2
Mitchell Road & Hammond Drive		1	2
Mount Paran		1	2
none		2	2
Northside Drive		2	2
Powers Ferry Road		2	2
Wieuca Road		1	2
Windsor Parkway		2	2
Adair Lane		1	1
are not clearly marked and stop signs are ignored by bicy		1	1
Bonnie Lane		1	1
Boylston Drive		1	1
BRIDGEWOOD VALLEY ROAD		1	1
Brook Drive		1	1
Car traffic improved, now improve pedestrian (kids) safet		1	1
Castleton Drive		1	1
Cherry Tree Lane		1	1
Continuous Bike and Pedestrian walkway.		1	1
Crest Valley Drive		1	1
cross from south side of Northridge Rd to north side at D		1	1
Crossing over Roberts Drive from Northridge Rd		1	1
Crossing Roberts Road		1	1
Crosswalk		1	1
Dupree Dr		1	1
entrance road		1	1
Evergreen Drive		1	1
Ferry Drive and Angus Trail and Bonnie Lane		1	1
Forest Hills Drive		1	1
GA 400 - continuation of planned PATH multiuse trail alor		1	1
Grogan Ferry Road		1	1
Hammond Drive to mount vernon		1	1
Heards Creek Drive		1	1
High Point Road		1	1
Huntcliff		1	1
Jett Road		1	1
Londonberry road		1	1
Lost Forest neighborhood		1	1
Morgan Falls Road		1	1
Most major roads intersecting Hwy 9		1	1
Northland Road		1	1
Raider Drive		1	1
Right yield to Hammond East bound- Bike / run lane		1	1
River Court Parkway		1	1
Roberts Drive		1	1
Stone Mill Trail		1	1
Sunny Brook Lane		1	1
various locations		1	1
W. Spalding Drive/Glencourtney		1	1
Abernathy Rd @ Roswell Rd		2	0
Along Johnson Ferry		1	0
Along Roswell Road and Glenridge Drive		1	0
Barfield/Mt Vernon crosswalks		1	0
Brandon Mill to Abernathy / Johnson Ferry		1	0
Continuous bike/walkway on Hwy 9 over Chattahoochee		1	0
Crossing Spalding		1	0
Dalrymple / Roswell Rd Intersection		1	0
Dalrymple Road/Riverside Drive		3	0
From one shopping area on Roswell rd to another		1	0
Glenridge and Mt Vernon		1	0
Glenridge Connector & Glenridge Drive		1	0
Glenridge Dr NE, Northland, High Point, Franklin, Windso		1	0
Glenridge Dr NE, Roswell Rd northbound		1	0
Intersection of Johnson Ferry and Roswell Rd		1	0
Johnson Ferry and Glenridge		1	0
Johnson Ferry and Sandy Springs Circle		1	0
Johnson Ferry at Peachtree Dunwoody		1	0
Johnson Ferry Road		1	0
Johnson Ferry/Abernathy Road		1	0
Johnson Ferry/SS Circle		1	0
Mitchell Road - Sidewalk - because it's used as a cut through		1	0
Mount Paran Road		1	0
Mount Vernon and Hammond Drive		1	0
Mount Vernon and Spalding Dr		1	0
Mount Vernon and SS Circle		1	0
Mount Vernon Road		7	0
Mount Vernon to Heards Ferry to Riverside to Johnsons f		1	0
Powers Ferry and Lake Forrest		1	0
Riverside Dr. at Dalrymple/Brandon Mill		1	0
Roswell Rd and Sandy Springs Circle		1	0
Roswell Road - south of 285		1	0
Roswell road @ fountain oaks		1	0
Roswell road @franklin road		1	0
Roswell Road and Johnson Ferry		1	0
Roswell Road and Long Island			

I-75	0	0	Dunwoody Road	0	Cobb County	0
in front of cemetery	1	0	Dupree Dr	0	Coldstream Court	0
intersection north	0	0	East	0	Columns Drive	0
Intersection of Brandon Mill/Johnson Ferry and Abernathy	0	0	East of Abernathy	0	Connect with current sidewalk	0
Intersection of Johnson Ferry and Roswell Rd	0	1	East of Roswell Rd	0	Connection to the upcoming Beltway and Chastain Park	0
Interstate N Parkway	0	0	East side of Roberts Drive	0	County line	0
into adjoining neighborhoods	0	0	East side or vise versa	0	CRNRA, Island Ford parkway	0
Jett Forest Trail	0	0	Elementary School (Lake Forest)/ Holy Spirit	0	Cromwell Road	0
Jett Rd / Powers Ferry at Chastain Park	0	0	Embassy Row	0	Crossing Roswell Road	0
Jett Road	0	1	entrance road	0	Dalrymple & Brandon Mill	0
Johnson Ferry	6	5	Evergreen Drive	0	Dalrymple 1/4 mile of sidewalks	0
Johnson Ferry and Glenridge	0	1	Ex: downtown SS, Chat. river @ Roswell Rd, Perimete	0	Dalrymple and beyond up to park at Morgan Falls	0
Johnson Ferry and Sandy Springs Circle	0	1	existing sidewalks near West Spaulding Drive	0	Dalrymple Road/Brandon Mill Drive	0
Johnson Ferry at Peachtree Dunwoody	0	1	Ferry Drive and Angus Trail and Bonnie Lane	0	dead end	0
Johnson Ferry Road	6	1	Finish	0	District 5	0
Johnson Ferry/Abernathy Road	1	1	Fire Station 2/Johnson Ferry	0	Downtown Sandy Springs	0
Johnson Ferry/SS Circle	0	1	Forest Hills Drive	0	Duncourtney Dr	0
King/queen - concourse	0	0	Fountain Oaks Shopping Center	0	Dunwoody	0
Lake Forest, Mount Paran, Powers Ferry	0	0	From one shopping area on Roswell rd to another	0	Dunwoody border	0
Lake Forrest and other roads leading to the park	1	0	Full length	0	Dunwoody Club Dr	0
Lake Forrest Drive	3	6	GA 400 - continuation of planned PATH multiuse trail	0	East	0
Lake Forrest Drive to Chastain Park	1	0	GA 400 toll booth to Chattahoochee River via GA 400	0	East of Abernathy	0
Laurels at Morgan Falls Apartments	0	0	Ga. Power (and other) right of ways	0	East of Roswell Rd	0
Length	0	0	Glencourtney Dr	0	East side of Roberts Drive	0
Library	0	0	Glenforest	0	East side or vise versa	0
Library to Lowes	0	0	Glenridge and Mt Vernon	0	Elementary School (Lake Forest)/ Holy Spirit	0
Linking destinations in Sandy Springs	0	0	Glenridge Connector & Glenridge Drive	0	Embassy Row	0
Londonberry road	0	1	Glenridge Dr NE, High Point Rd, Northland	0	Entire road	0
Long Island Drive	2	2	Glenridge Dr NE, Northland, High Point, Franklin, Win	0	Ex: downtown SS, Chat. river @ Roswell Rd, Perimeter M	0
Lost Corner community garden space	0	0	Glenridge Dr NE, Roswell Rd northbound	0	existing sidewalks near West Spaulding Drive	0
Lost Corner Nature Preserve	0	0	Glenridge Drive and Roswell Road	0	Finish	0
Lost Corner Park	0	0	Glenridge Drive at I-285	0	Fire Station 2/Johnson Ferry	0
Lost Forest neighbornood	0	1	Glenridge Drive, inside I-285	0	Fountain Oaks Shopping Center	0
Mabry	0	0	Going south toward Mt Vernon Road	0	Full length	0
Mark Trail	0	0	Greenland	0	GA 400 toll booth to Chattahoochee River via GA 400	0
Marta	0	0	Grogan Ferry Road	0	Ga. Power (and other) right of ways	0
Marta - North Springs	0	0	Gwinnett County Line	0	getting from Somerset Court/ Roberts Drive to Roswell R	0
marta @ hospitals	0	0	Hammond at Mt Vernon	0	Glencourtney Dr	0
Medical Ctr Marta station crosswalks	0	0	Hammond Drive to mount vernon	0	Glenforest	0
medical offices on Glenridge	0	0	Hammond Park	0	Glenridge Connector	0
Mitchell Road	0	0	Harris Trail	0	Glenridge Dr NE to Fountain Oaks Shopping Center	0
Mitchell Road & Hammond Drive	0	1	Heards Creek Drive	0	Glenridge Dr NE to Prado Shopping Center	0
Mitchell Road- Sidewalk- because it's used as a cut through	0	1	Heritage	0	Glenridge Dr NE to Roswell Road via Windsor Pkwy or Fra	0
Morgan Falls park	0	0	Heritage Sandy Springs & City Walk	0	Glenridge Dr NE, High Point Rd, Northland	0
Morgan Falls Road	1	1	Hightower	0	Glenridge Drive and Roswell Road	0
Most major roads intersecting Hwy 9	0	1	Holy Innocents	0	Glenridge Drive at I-285	0
Mount Paran	1	1	Holy Innocents school or beyond	0	Glenridge Drive, inside I-285	0
Mount Paran Road	3	1	Huntcliff	0	Going south toward Mt Vernon Road	0
Mount Paran to Northside Dr.	1	0	I-285	0	Greenland	0
Mount Vernon and Hammond Drive	0	1	I-285 Overpass	0	Gwinnett County Line	0
Mount Vernon and Spalding Dr	0	1	I-75	0	Hammond at Mt Vernon	0
Mount Vernon and SS Circle	0	1	intersection north	0	Hammond Park	0
Mount Vernon from Roswell Road to Ashford Dunwoody	1	0	Intersection of Brandon Mill/Johnson Ferry and Aber	0	Harris Trail	0
Mount Vernon Highway	11	10	Intersection of Johnson Ferry and Roswell Rd	0	Heards Ferry Road	0
MOUNT VERNON HIGHWAY INTERSECTION	0	0	Interstate N Parkway	0	Heritage	0
Mount vernon hwy and glen errol, whitner	0	0	into adjoining neighborhoods	0	Heritage Sandy Springs & City Walk	0
Mount Vernon Road	5	7	Jett Forest Trail	0	Hightower	0
Mount Vernon to Heards Ferry to Riverside to Johnsons Ferry	0	1	Jett Rd / Powers Ferry at Chastain Park	0	Hilderbrand Drive	0
Mount Vernon to Mount Paran	0	0	Jett Road	0	Holy Innocents	0
Mount Vernon Woods	0	0	Johnson Ferry and Glenridge	0	Holy Innocents school or beyond	0
Mount Vernon/Sandy Springs Circle	0	0	Johnson Ferry and Sandy Springs Circle	0	I-285	0
Mount. Vernon & Johnson Ferry	0	0	Johnson Ferry at Peachtree Dunwoody	0	I-285 Overpass	0
multiple	1	0	Johnson Ferry/SS Circle	0	I-75	0
n/a	1	0	King/queen - concourse	0	in front of cemetery	0
new sidealks by SDE	0	0	Lake Forest, Mount Paran, Powers Ferry	0	intersection north	0
none	2	2	Laurels at Morgan Falls Apartments	0	Intersection of Brandon Mill/Johnson Ferry and Abernat	0
North end of Sandy Springs	0	0	Length	0	Interstate N Parkway	0
North Fulton Service Center Crossing from Southbound MARTA	0	0	Library	0	into adjoining neighborhoods	0
North Harbor Subdivision	0	0	Library to Lowes	0	Jett Forest Trail	0
North Mill Ct	0	0	Linking destinations in Sandy Springs	0	Jett Rd / Powers Ferry at Chastain Park	0
North Sandy Springs	0	0	Londonberry road	0	King/queen - concourse	0
north side at Dunwoody place	0	0	Lost Corner community garden space	0	Lake Forest, Mount Paran, Powers Ferry	0
North Springs west of Roswell Rd.	0	0	Lost Corner Nature Preserve	0	Lake Forrest and other roads leading to the park	0
North to south SS	0	0	Lost Corner Park	0	Lake Forrest Drive to Chastain Park	0
Northland Road	2	1	Lost Forest neighbornood	0	Laurels at Morgan Falls Apartments	0
Northridge and Roberts (in progress)	0	0	Mabry	0	Length	0
Northridge Road	0	0	Mark Trail	0	Library	0
Northridge Road (south side)	0	0	Marta	0	Library to Lowes	0
Northridge Road to Chamblee Dunwoody Road	0	0	Marta - North Springs	0	Linking destinations in Sandy Springs	0
Northside Drive	0	2	marta @ hospitals	0	Lost Corner community garden space	0
Northside Drive to Mount Vernon	1	0	Medical Ctr Marta station crosswalks	0	Lost Corner Nature Preserve	0
Northside Drive/Heards Ferry/Mt Vernon corridor	1	0	medical offices on Glenridge	0	Lost Corner Park	0
nothland & windsor	0	0	Mitchell Road	0	Mabry	0
Old Riverside Drive	0	0	Mitchell Road & Hammond Drive	0	Mark Trail	0
Old Target	0	0	Mitchell Road- Sidewalk- because it's used as a cut th	0	Marta	0
One side of River	0	0	Morgan Falls park	0	Marta - North Springs	0
parking lot	0	0	Most major roads intersecting Hwy 9	0	marta @ hospitals	0
past Publix at trowbridge	0	0	Mount Vernon and Hammond Drive	0	Medical Ctr Marta station crosswalks	0
path @ chastain	0	0	Mount Vernon and Spalding Dr	0	medical offices on Glenridge	0
Peachtree Dunwoody Road	5	7	Mount Vernon and SS Circle	0	Mitchell Road	0
peachtree needs bike lanes	1	0	MOUNT VERNON HIGHWAY INTERSECTION	0	Morgan Falls park	0
Perimeter Center	0	0	Mount vernon hwy and glen errol, whitner	0	Mount Paran to Northside Dr.	0
Perimeter Mall	0	0	Mount Vernon to Heards Ferry to Riverside to Johnsc	0	Mount Vernon from Roswell Road to Ashford Dunwoody	0
Pitts Road	0	0	Mount Vernon to Mount Paran	0	MOUNT VERNON HIGHWAY INTERSECTION	0
Post office	0	0	Mount Vernon Woods	0	Mount vernon hwy and glen errol, whitner	0
Powers Ferry and Lake Forrest	0	1	Mount Vernon/Sandy Springs Circle	0	Mount Vernon to Mount Paran	0
Powers Ferry Road	3	2	Mount. Vernon & Johnson Ferry	0	Mount Vernon Woods	0
Powers Ferry Road / Raider Drive	1	0	new sidealks by SDE	0	Mount Vernon/Sandy Springs Circle	0
Prado Shopping Center	0	0	North end of Sandy Springs	0	Mount. Vernon & Johnson Ferry	0
Prado Shopping Center, south to Windsor Pkwy	0	0	North Fulton Service Center Crossing from Southbou	0	multiple	0
Prado to Mount Paran	0	0	North Harbor Subdivision	0	n/a	0
Pretty much everywhere in Sandy Springs.	1	0	North Mill Ct	0	new sidealks by SDE	0
Princeton Way	0	0	North Sandy Springs	0	North end of Sandy Springs	0
provided on walking trail page	1	0	north side at Dunwoody place	0	North Fulton Service Center Crossing from Southbound h	0
Raider Drive	0	1	North Springs west of Roswell Rd.	0	North Harbor Subdivision	0
Raider Drive crossing 285	0	0	North to south SS	0	North Mill Ct	0
Right yield to Hammond East bound- Bike / run lane	0	1	Northridge and Roberts (in progress)	0	North Sandy Springs	0
River	0	0	Northridge Road	0	north side at Dunwoody place	0
River Court Parkway	0	1	Northridge Road (south side)	0	North Springs west of Roswell Rd.	0
River Crossing	0	0	Northridge Road to Chamblee Dunwoody Road	0	North to south SS	0
River North Drive	0	0	Northside Drive	0	Northridge and Roberts (in progress)	0
River North Lane	0	0	nothland & windsor	0	Northridge Road	0
River Oaks	0	0	Old Riverside Drive	0	Northridge Road (south side)	0
River Way	0	0	Old Target	0	Northridge Road to Chamblee Dunwoody Road	0
Riverside / Dalrymple	0	0	One side of River	0	Northside Drive to Mount Vernon	0
Riverside Dr at 285	0	0	parking lot	0	Northside Drive/Heards Ferry/Mt Vernon corridor	0
Riverside Dr from Dalrymple/Brandon Mill to the Chattahoochee River	1	0	past Publix at trowbridge	0	nothland & windsor	0
Riverside Dr. at Dalrymple/Brandon Mill	0	1	path @ chastain	0	Old Riverside Drive	0
Riverside Drive	5	14	Perimeter Center	0	Old Target	0
Riverside Drive / Dalrymple	1	0	Perimeter Mall	0	One side of River	0
Riverside Drive From Dalrymple & Brandon Mill to Johnson Ferry Road	0	0	Pitts Road	0	parking lot	0
Riverside Parkway	0	0	Post office	0	past Publix at trowbridge	0
Riverside Road	1	0	Powers Ferry and Lake Forrest	0	path @ chastain	0
Riverside road and lost corners park	0	0	Prado Shopping Center	0	peachtree needs bike lanes	0
Riverside/Dalrymple to Abernathy via Brandon Mill Road	0	0	Prado Shopping Center, south to Windsor Pkwy	0	Perimeter Center	0
Roberts Dr @ Spalding Dr & Dunwoody Club Dr	0	0	Prado to Mount Paran	0	Perimeter Mall	0
Roberts Drive	1	1	Princeton Way	0	Pitts Road	0
Roberts Drive from Roswell Road, east to Island Ford Parkway	0	0	Raider Drive	0	Post office	0
Roswell Rd and Sandy Springs Circle	0	1	Raider Drive crossing 285	0	Powers Ferry Road / Raider Drive	0
Roswell Road	19	29	Right yield to Hammond East bound- Bike / run lane	0	Prado Shopping Center	0
Roswell Road - south of 285	0	1	River	0	Prado Shopping Center, south to Windsor Pkwy	0
Roswell Road (lower portion)	0	0	River Court Parkway	0	Prado to Mount Paran	0
Roswell Road (Main Street Sandy Springs)	0	0	River Crossing	0	Pretty much everywhere in Sandy Springs.	0
Roswell road @ fountain oaks	0	1	River North Drive	0	Princeton Way	0
Roswell road @franklin road	0	1	River North Lane	0	provided on walking trail page	0
Roswell Road and beyond	0	0	River Oaks	0	Raider Drive crossing 285	0
Roswell Road and Johnson Ferry	0	1	River Way	0	River	0
Roswell Road and Long Island	0	1	Riverside / Dalrymple	0	River Crossing	0
Roswell Road and Long Island	0	1	Riverside Dr at 285	0	River North Drive	0
Roswell Road at river	0	0	Riverside Dr. at Dalrymple/Brandon Mill	0	River North Lane	0
Roswell Road at Wleuca	0	1	Riverside Drive From Dalrymple & Brandon Mill to Jol	0	River Oaks	0
Roswell Road From Northridge to 285	1	0	Riverside Parkway	0	River Way	0
Roswell Road inside 285	0	0	Riverside road and lost corners park	0	Riverside / Dalrymple	0
ROSWELL ROAD INTERSECTION	0	0	Riverside/Dalrymple to Abernathy via Brandon Mill Ro	0	Riverside Dr at 285	0
Roswell Road needs bike lanes	1	0	Roberts Dr @ Spalding Dr & Dunwoody Club Dr	0	Riverside Dr from Dalrymple/Brandon Mill to the Chattah	0
Roswell Road northern part	0	0	Roberts Drive from Roswell Road, east to Island Ford	0	Riverside Drive / Dalrymple	0
Roswell Road southern Part	0	0	Roswell Rd and Sandy Springs Circle	0	Riverside Drive From Dalrymple & Brandon Mill to Johnsc	0
Roswell Road to Cliftwood	0	0	Roswell Road - south of 285	0	Riverside Parkway	0
Roswell Road to Heards Ferry Road	0	0	Roswell Road (lower portion)	0	Riverside Road	0
Roswell Road to Morgan Falls park	1	0	Roswell Road (Main Street Sandy Springs)	0	Riverside road and lost corners park	0
Roswell Road to Perimeter Mall	0	0	Roswell road @ fountain oaks	0	Riverside/Dalrymple to Abernathy via Brandon Mill Road	0
Roswell Road, Mt Vernon, Johnson Ferry Intersection	1	0	Roswell road @franklin road	0	Roberts Dr @ Spalding Dr & Dunwoody Club Dr	0
Roswell Road, northbound to Prado Shopping Center	0	0	Roswell Road and beyond	0	Roberts Drive from Roswell Road, east to Island Ford Park	0
Roswell Road, south of Northridge Road	0	0	Roswell Road and Johnson Ferry	0	Roswell Road (lower portion)	0

Roswell Road, south of Northridge Road to 285 and maybe further south	1	0
Roswell Road, southbound to Fountain Oaks Shopping Center	0	0
Roswell Road, Windsor Pkwy, Franklin	0	0
Roswell side of Chattahoochee River	0	0
Same as pedestrian/sidewalk recommendations	1	0
same as the sidewalk answers	1	0
same as walking area mentioned earlier in survey	1	0
Same comment as the walk path...	1	0
Sandy Springs	1	0
Sandy Springs Center	0	0
Sandy Springs Circle	1	11
Sandy Springs Circle / Roswell Road -Protected Bikelanes and Sidewalks	0	1
Sandy Springs Circle and Hammond drive	1	0
Sandy Springs Circle and Johnson Ferry	0	1
Sandy Springs Circle and Johnson Ferry	0	1
Sandy Springs Circle North of Johnson Ferry	0	1
Sandy Springs Library	0	0
Sandy Springs Marta station	0	0
Sandy Springs Place	0	0
See above	0	0
see earlier comments on walking paths. Same applies here	1	0
Shallowford	0	0
southwest Sandy Springs	1	0
Spalding / Jett Ferry area	0	0
Spalding / Jett Ferry to Roberts and beyond	0	0
Spalding and Roberts	0	0
Spalding Drive	5	5
Spalding Drive (elementary school area)	0	0
Spalding Drive / Chamblee Dunwoody Road	0	1
Spalding Drive and Pitts Road	0	1
Spalding Drive Charter	0	0
SPALDING DRIVE EAST OF ROBERTS DRIVE	0	0
Spalding Drive from Roswell Road to Roberts Drive	1	0
Spalding School	0	0
Spalding/Riverside Dr	0	0
SS Circle and Mount Vernon	0	0
Start	0	0
Stone Mill Trail	0	1
Sunny Brook Lane	0	1
Terminus at cul-de-sac	0	0
That issue is the multi-modal mix of car, bike and ped design to maximize safety and separate the modes.	0	0
The other side of River	0	0
The Prado	0	0
This questionnaire does not really address the questions that the general public is talking about.	0	0
to 285 and maybe further south	0	0
To new sidewalks by SDE	0	0
trader joes parking lot to Marshalls parking lot	0	0
Tynecastle Drive	0	0
various locations	0	1
W. Spalding Drive/Glencourtney	0	1
West of Sandy Springs Library	0	0
West Side	0	0
west side of Roberts Drive	0	0
Wherever	0	0
Whole Foods Shopping Center Across Roswell Road	0	1
Wieuca Road	0	1
Windsor Parkway	3	2
Woodcliff	0	0
Wright Road	0	4
Wright Road and abernathy	0	0
Wyndham Dr	0	0
Total	177	290

467

Roswell Road and Long Island	0
Roswell Road and Long Island	0
Roswell Road at river	0
Roswell Road at Wieuca	0
Roswell Road inside 285	0
ROSWELL Road INTERSECTION	0
Roswell Road northern part	0
Roswell Road southern Part	0
Roswell Road to Cliftwood	0
Roswell Road to Heard's Ferry Road	0
Roswell Road to Perimeter Mall	0
Roswell Road, northbound to Prado Shopping Center	0
Roswell Road, south of Northridge Road	0
Roswell Road, southbound to Fountain Oaks Shopping	0
Roswell Road, Windsor Pkwy, Franklin	0
Roswell side of Chattahoochee River	0
Sandy Springs Center	0
Sandy Springs Circle / Roswell Road -Protected Bikela	0
Sandy Springs Circle and Johnson Ferry	0
Sandy Springs Circle and Johnson Ferry	0
Sandy Springs Circle North of Johnson Ferry	0
Sandy Springs Library	0
Sandy Springs Marta station	0
Sandy Springs Place	0
See above	0
Shallowford	0
Spalding / Jett Ferry area	0
Spalding / Jett Ferry to Roberts and beyond	0
Spalding and Roberts	0
Spalding Drive (elementary school area)	0
Spalding Drive / Chamblee Dunwoody Road	0
Spalding Drive and Pitts Road	0
Spalding Drive Charter	0
SPALDING DRIVE EAST OF ROBERTS DRIVE	0
Spalding School	0
Spalding/Riverside Dr	0
SS Circle and Mount Vernon	0
Start	0
Stone Mill Trail	0
Sunny Brook Lane	0
Terminus at cul-de-sac	0
That issue is the multi-modal mix of car, bike and ped	0
The other side of River	0
The Prado	0
This questionnaire does not really address the questio	0
to 285 and maybe further south	0
To new sidewalks by SDE	0
trader joes parking lot to Marshalls parking lot	0
Tynecastle Drive	0
various locations	0
W. Spalding Drive/Glencourtney	0
West of Sandy Springs Library	0
West Side	0
west side of Roberts Drive	0
Wherever	0
Whole Foods Shopping Center Across Roswell Road	0
Wieuca Road	0
Woodcliff	0
Wright Road	0
Wright Road and abernathy	0
Wyndham Dr	0

Roswell Road (Main Street Sandy Springs)	0
Roswell Road and beyond	0
Roswell Road at river	0
Roswell Road From Northridge to 285	0
Roswell Road inside 285	0
ROSWELL Road INTERSECTION	0
Roswell Road needs bike lanes	0
Roswell Road northern part	0
Roswell Road southern Part	0
Roswell Road to Cliftwood	0
Roswell Road to Heard's Ferry Road	0
Roswell Road to Morgan Falls park	0
Roswell Road to Perimeter Mall	0
Roswell Road, Mt Vernon, Johnson Ferry Intersection	0
Roswell Road, northbound to Prado Shopping Center	0
Roswell Road, south of Northridge Road	0
Roswell Road, south of Northridge Road to 285 and mayb	0
Roswell Road, southbound to Fountain Oaks Shopping Ce	0
Roswell Road, Windsor Pkwy, Franklin	0
Roswell side of Chattahoochee River	0
Same as pedestrian/sidewalk recommendations	0
same as the sidewalk answers	0
same as walking area mentioned earlier in survey	0
Same comment as the walk path...	0
Sandy Springs	0
Sandy Springs Center	0
Sandy Springs Circle and Hammond drive	0
Sandy Springs Library	0
Sandy Springs Marta station	0
Sandy Springs Place	0
See above	0
see earlier comments on walking paths. Same applies her	0
Shallowford	0
southwest Sandy Springs	0
Spalding / Jett Ferry area	0
Spalding / Jett Ferry to Roberts and beyond	0
Spalding and Roberts	0
Spalding Drive (elementary school area)	0
Spalding Drive Charter	0
SPALDING DRIVE EAST OF ROBERTS DRIVE	0
Spalding Drive from Roswell Road to Roberts Drive	0
Spalding School	0
Spalding/Riverside Dr	0
SS Circle and Mount Vernon	0
Start	0
Terminus at cul-de-sac	0
That issue is the multi-modal mix of car, bike and ped des	0
The other side of River	0
The Prado	0
This questionnaire does not really address the questions t	0
to 285 and maybe further south	0
To new sidewalks by SDE	0
trader joes parking lot to Marshalls parking lot	0
Tynecastle Drive	0
West of Sandy Springs Library	0
West Side	0
west side of Roberts Drive	0
Wherever	0
Woodcliff	0
Wright Road and abernathy	0
Wyndham Dr	0



Appendix H:

Public Meeting

(10/23/2013)

City of Sandy Springs Bicycle, Pedestrian, and Trail Plan

Public Meeting #1

Sandy Springs City Hall | 7840 Roswell Road, Building 500 | Sandy Springs, GA
Wednesday, October 23, 2013 (6:00pm to 8:00pm)

Meeting Format

The meeting began with an open house session and presentation, followed by a break-out group activity at individual tables, and concluded with a report-back/questions & answers period and another open house session. Attendees were asked to sign in, review the project displays, convene for a presentation, and divide into groups. A total of XX individuals signed in.

Meeting Summary

Kristen Wescott with the City of Sandy Springs gave greetings and welcomed everyone in attendance. She noted City staff present at the meeting. Robby Bryant, Consultant Team Project Manager from HDR began the presentation with the meeting agenda and overview of the project. Robby discussed the project goal and process. Jamie Krzeminski, Project Consultant from HDR, gave an overview and showed examples of potential bicycle and pedestrian facilities and system evaluation and appraisal of the city's existing bicycle and pedestrian infrastructure.

Robby discussed the project next steps, including an online survey, developing a location for a preliminary pedestrian, bicycle, and trail network based on analysis and public input, and presenting the preliminary network maps at the next public meeting.

Meeting Activity: Design Tables

Inga Kennedy, Project Outreach Consultant with PEQ, divided the meeting attendees into break out groups. The groups were given a map of the city and asked to locate destinations, provide connectivity to those destinations, and determine the types of bicycle and pedestrian facilities that could provide connectivity to the destinations. The groups were then asked to determine the major themes and ideas discussed and select a representative to speak and summarize to the group. Each table representative then presented the summary to the full group, as summarized below.

Table 1

Written Comments:

- Sidewalks to North Springs Middle School
- HAWK system/crosswalks

Map Comments:

- Trail connection along the Chattahoochee River in southwest Sandy Springs, from just west of Riverview Road north to Northside Drive
- Pedestrian improvements and bicycle lanes along Mount Vernon Highway
- Sidewalk that accommodates pedestrians, bicyclists, and strollers along Brandon Mill Road between Abernathy Road and West Spalding Drive
- Trail connections at the Johnson Ferry Road crossing at the Chattahoochee River and at the Sandy Springs Dog Park/Morgan Falls area
- North/south connection bicycles in North Sandy Springs, from Cherokee Town and Country Club area south to Morgan Falls Road
- Mid-block crossings along Roswell Road just north and south of Morgan Falls Road intersection
- Trail connection into the City of Roswell, from the Roswell Road crossing at the Chattahoochee River, along Roberts Drive to Dunwoody Place

- Bicycle lanes along Colquitt Road between Northridge Road and Dalrymple Road/Spalding Drive
- Bicycle lanes along Abernathy Road and need protected lanes in PCID
- Bicycle lanes along Peachtree Dunwoody Road
- Paved shoulder for bicycle lanes along Dunwoody Club
- Central parking to park and bicycle
- Make critical connections
- Sidewalk/pedestrian improvements along Hammond Drive

Table 1 Summary: Bicycle lanes along major roads are needed for north/south and east/west passage throughout the city. Also, a trail along the river would connect parks for multipurpose users.

Table 2

Written Comments:

- Like pedestrian crossing at Long Island/Roswell
- Bike up Roswell Road? No right-of-way. Could make parallel route with mini-connections.
- Make redevelopment 10-15 years
- Want bike lane on Hammond Drive
- Want sidewalk on Powers Ferry between Mt. Paran and Mount Vernon (serves Chastain, Holy Innocents, etc.)
- Safe pedestrian crossing at Northridge over Roberts Road
- UPS Forest Trail off Glenlake Parkway (already there)
- Compile list of walking paths available, by length

Map Comments:

- Compile list of recommended trails and walking paths, by length
- Johnson Ferry sidewalk
- Continuous sidewalks to “Pill Hill” at least walk to on one side of the street
- Sidewalk needed along Powers Ferry Road between Mount Vernon Highway and Mount Paran Road
- Complete connected sidewalk on Dalrymple between Roswell Road and Columns Drive
- Bikeway (or wider sidewalk) needed along entire Roswell Road corridor – could be parallel route created by mini-connections
- Improve road to Morgan Falls Park (Morgan Falls Road, from Roswell Road into park)
- Welcome/rest/parking desired and bike rental at Roswell Road crossing at the Chattahoochee River
- Extend sidewalk on east side of Roberts Drive to Davis Academy (safe crossing)
- All sidewalks on Spalding Drive

Table 2 Summary: Pedestrian facilities are needed along, or on a parallel route adjacent to, Roswell Road. Additional facilities and crossings throughout the city are needed to improve bicycle and pedestrian safety to schools and on major roads.

Table 3

Written Comments:

- Destinations (Red on map)
 - Chastain Park
 - Bob Callahan Trail system to raft take-out
 - Parks
 - Cochran Shoals trails
 - Schools

- PCID
- City Center
- All three MARTA stations
- Bike Roads (Blue on map)
 - Mount Vernon/Northside/Spalding/Long Island/Mount Paran
 - Northland
 - Most of the best cycling roads follow ridges and avoid the larger climbs in the city
 - Mostly bike routes
 - Brandon Mill
 - Shared use to Overlook Park
 - Cross River at Morgan so that a loop can be made through Roswell
 - Good loop: Roberts/Dunwoody Place/Pitts/Adair/Morgan Falls
- Bicycle routes should link the parks in the city
- Lake Forest is not a good cycling route
- Existing bicycle shops in Sandy Springs include: Cadence Cycling and Peachtree Bikes

Map Comments:

- Needs bike lanes, not safe to ride now – Hammond Drive, Morgan Falls
- Bike lanes: Dudley, Mount Paran, Long Island, Mount Vernon, Brandon Mill, Dalrymple, Roberts, Island Ford

Table 3 Summary: Bicycle lanes are needed to connect to destinations, such as parks, schools, MARTA stations, and business districts, inside the city and in adjacent cities. Pedestrian facilities would provide for improved connectivity throughout the city.

Table 4

Written Comments:

- Continuous path on Abernathy Road at Georgia 400
- Continuous path on Trowbridge at Apartments near Publix
- Light at Publix south entry on Trowbridge
- HAWK/Mid-block crossing at 7000 Block/Walgreens on Roswell
- HAWK/Mid-block crossing at Big Lots
- HAWK/Mid-block crossing
- Johnson Ferry Bridge at Riverside – the “Keep Moving” lanes keeps getting wiped out
- Bike lane is dangerous at Riverside intersection
- Sidewalks to connect Lost Corner and Brandon Mill/Abernathy Greenway and Dalrymple/Roswell Road
- Wide shoulder on previous comment for bikes
- Long Island – stripe for walk/bike
- Mt. Vernon Hwy – sidewalks, bike lanes (Abernathy speed comment, high speed/danger)
- Bikeable shoulders on Johnson Ferry into city (Abernathy to Town Center)
- Bike improvements on Roberts Drive to Roswell Parks
- Morgan Falls Road for bikes and pedestrian
- ?Trails from apartment complex to Overlook
- Riverside sidewalks
- Connect sidewalk at end of Mt. Vernon Hwy to around Northside Drive to Powers Ferry Landing shopping area, etc.
- Bike/walk on North Mill
- Triangle at Johnson Ferry, Abernathy, Brandon Mill, Riverside, Dalrymple
- Two levels of goals: 1) Recreation/pleasure, 2) Transportation/living

Map Comments:

- Street improvements to connect bikes from Pitts to Morgan Falls area
- Diagram of intersection design for bikes versus cars

Table 4 Summary: Walking and biking facilities on major roads would provide for east/west and north/south connectivity in the city to neighborhoods and destinations. Proper signage, striping, markings, and crossings are needed for safe pedestrian access in and around the city.

Table 5

Written Comments:

- Not up to pedestrian standards at NSHS – not acceptable sidewalks (Trowbridge at Roswell Road)
- HAWK system on Roswell Road
 - Tom Jumper/Roswell – mid street crossing
 - QT station/Johnny’s Pizza
 - Roswell north of Weber (Lodge? Apts)
- Tunnels at Arlington, VA
- Destination
 - JF (Johnson Ferry?) from River and sidewalks on Glenridge (buffered bike lanes)
 - Buffered bike lanes to PCID and City Center
 - Roberts to CANRA? – trails
 - Multi use trail along Georgia 400
 - Powers Ferry (Private agreement for access to NPS through Rays on the River)
 - Sidewalks on Lake Forrest
 - Sidewalks on MF (Morgan Falls?) Road

Table 5 Summary: National and city parks are major destinations in the city and buffered bike lanes and pedestrian facilities would improve access to these facilities. Acceptable sidewalks and crossings are also needed to improve safety to schools.

Table 6

Written Comments:

- Destinations (circled in blue on map)
- Recommendations: “complete streets”, safe routes to schools, connectivity (Sandy Springs, Dunwoody, Roswell)
- Bike commuter lanes (red on map)
- Recreation routes (black on map)
- Pedestrian routes (green on map)
- Sidewalks
- Multi use paths
- Mount Vernon Highway – 14 mile pedestrian sidewalk/bike path
- Like pedestrian bridge across river (Morgan Falls)
- Connect to adjacent municipalities
- Commuter/recreational bike needs differ
- Connect to schools

Map Comments:

- Connect to Dunwoody trail system

Table 6 Summary: Commuter and recreational bicycle needs are different and should be taken into account when considering the location and types of pedestrian improvements made in the city. Also,

investments should be made to improve interconnectivity and intraconnectivity to destinations and neighborhoods.

Next Steps

Kristen thanked meeting attendees for their presence and participation. She stated that an online citizen input survey starts October 23rd and ends on November 21 and is available on the city's website at <http://www.sandyspringsga.org/BikePedestrianTrailPlan>. She also indicated that public input from the meeting, in addition to analysis of the existing system, will be used to develop a preliminary pedestrian, bicycle, and trail network to be presented at the next public meeting.

Public Comments Submitted to City Staff

1. What has the City of Sandy Springs Planned, Budgeted & Approved for bike/ped connectivity south of the bridge?

The bridge has been in the works for several years. As you know, planning, approval, funding, budgeting & design is a long process. Has Sandy Springs done anything to prepare their southward connectivity? My 54 year old wife will NOT ride her bike on the street along Roberts Drive. I do, but there's no paved shoulder; has blind curves and limited visibility. Of course Hwy-9 is a literally Death Trap. On the two major intersections south of the river, a) Dunwoody Place & b) Northridge – GDOT added widths during their intersection improvements a few years ago for bike lanes. However, Sandy Springs didn't add bike lanes on Dunwoody Place when they added another travel lane and sidewalks just north of Northridge a couple of years ago (even though their 2008 Transportation Plan identifies that corridor as a designated bike route/bike lanes).

With the minimal curb cuts, I'd love to see a multi-use trail on the north & east side of Roberts Drive that mirrors the one that is along the river in Roswell. Run from Hwy-9 up to the overpass just before the Coke distribution center... then, perhaps use GA-400 ROW on the east side & run up to the Northridge & GA-400 intersection).

This would provide connectivity to the National Park, and open up access to Roswell's parks & amenities for the hundreds of families that live along Roberts Drive.

2. I'd like to find a way for us to take advantage of the Akers mill east trail that is being installed by the Cumberland Improvement District along Akers Mill Road. This trail will link to the Cochran Shoals-Powers Island Chattahoochee trail (via a path under the interstate) as well as miles of other trails that wind along the Chattahoochee River. An immediate and cost effective endeavor would be to fill in the existing sidewalks along Dupree Drive and along Powers Ferry Road at the Chevron/Publix shopping center. All in all this is no more than .02-.04 mile of new sidewalk. This would have instant impact by allowing hundreds of residents that live in the Mount Vernon Highway, Riverside, Powers Ferry area walkable access to fabulous amenities while we are simultaneously preparing and planning for our extensive path and trail system which will be years down the road.

These are examples of amenities:

- a. Temple Sanai
- b. Cochran Shoals-Powers Island Chattahoochee Trails
- c. Sope Creek hiking trails
- d. Bob Callan Trail
- e. Rottenwood Creek trail
- f. Akers Mill Road Trail that connects to Indian Trail and Whitewater trail

- g. Retail establishments such as Publix, McDonalds, CVS, Rays on the River, Peter Chang
 - h. Silver Comet trail via Akers Mill trail-Cumberland connector
3. Please do not support bike lanes along Riverside Drive. It takes 50 minutes to get from North Harbor to I-285 in the mornings. On return trip at the end of the day, I sit on I-285 in danger of being hit waiting my turn to exit the interstate and turn left to travel north on Riverside Drive. We are in dangerous conditions because so many drivers race up the right side of the ramp then pull in front of people who have been patiently waiting their time to turn. We do not need one more hold up on Riverside Drive.

The topo of the road does not allow expansion space without the detriment of several home owners' property and our neighborhood pool should not be compromised for bikers. They have alternate routes they can use. We do not have alternate places for our neighborhood pool and do not need to have our narrow right of way taken. To encourage bikers on Riverside Drive puts those of us who live in the area in additional danger and adds to the already crowded road conditions.

Our public funds have been used to create the super highway of Johnson Ferry. Let the bikers use that road. There are sidewalks- anyone who wants to take a walk can use that road.

Please do not support additional traffic on Riverside Drive unless you want to remove the turn restrictions and allow the residents in the area to use all the roads we support. It is ridiculous that there is a restriction on morning turns on Edgewater.

Needless to say I am a very frustrated resident of Sandy Springs who is sick of the traffic and dangerous road conditions created by the traffic. Please do not encourage bike traffic on our limited access to our homes.

I am unfortunately at a work meeting on Wednesday and cannot be at the public meeting but wanted to voice my opinion that we do not need or want bike lanes and additional sidewalks on Riverside Drive.

Design Tables Agenda and Instructions

Introductions

Map Time (50 minutes)

- Locate destinations
- Provide connectivity to those destinations
- Determine types of bicycle and pedestrian facilities that could provide connectivity to the destinations

Summarize (5 minutes)

- Determine major themes/ideas discussed
- Choose a representative from the table to speak and summarize to the group

Present (2 minutes per table)

- Each table representative presents the summary to the full group





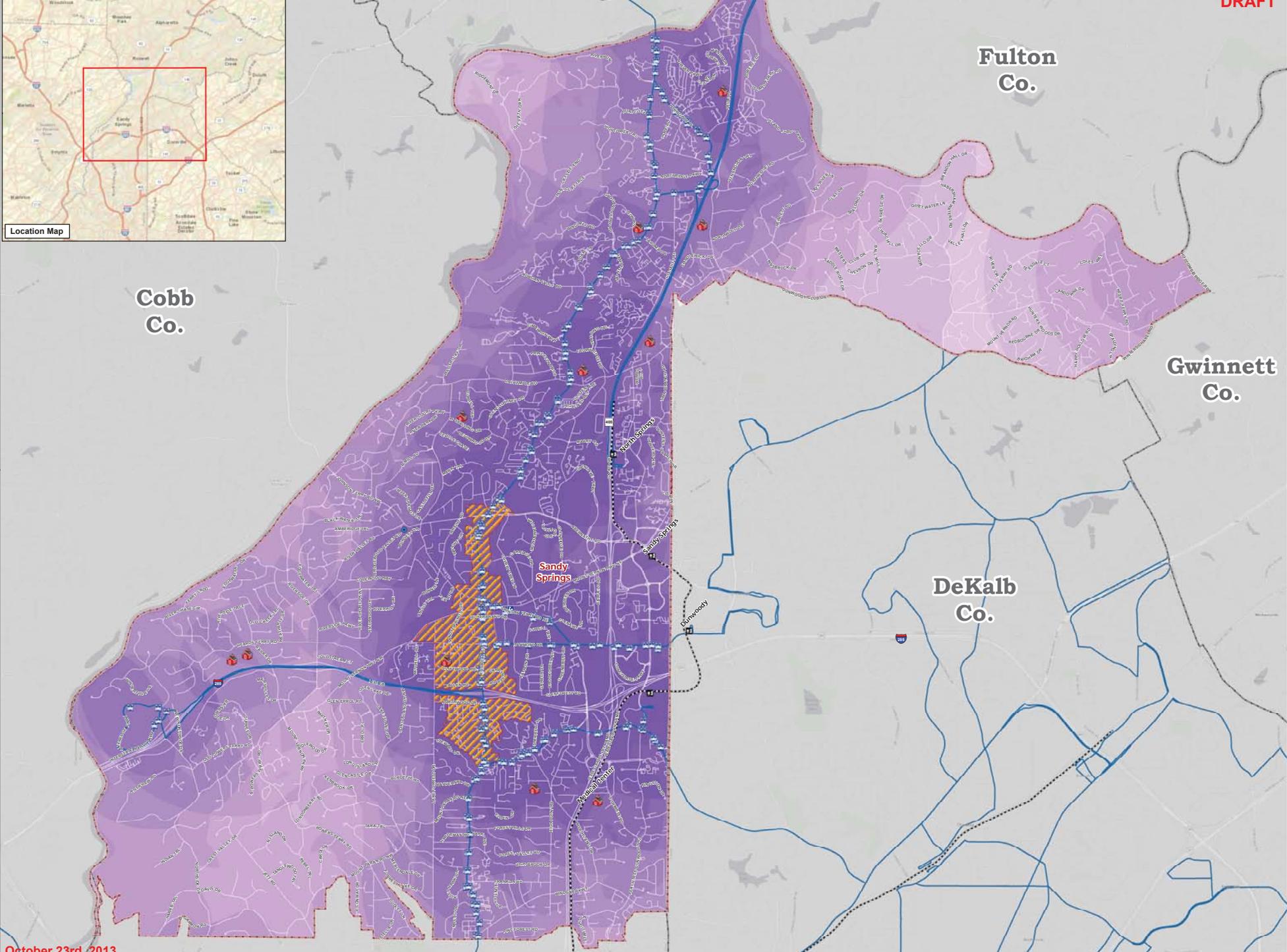
Location Map

Cobb Co.

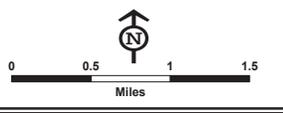
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Legend



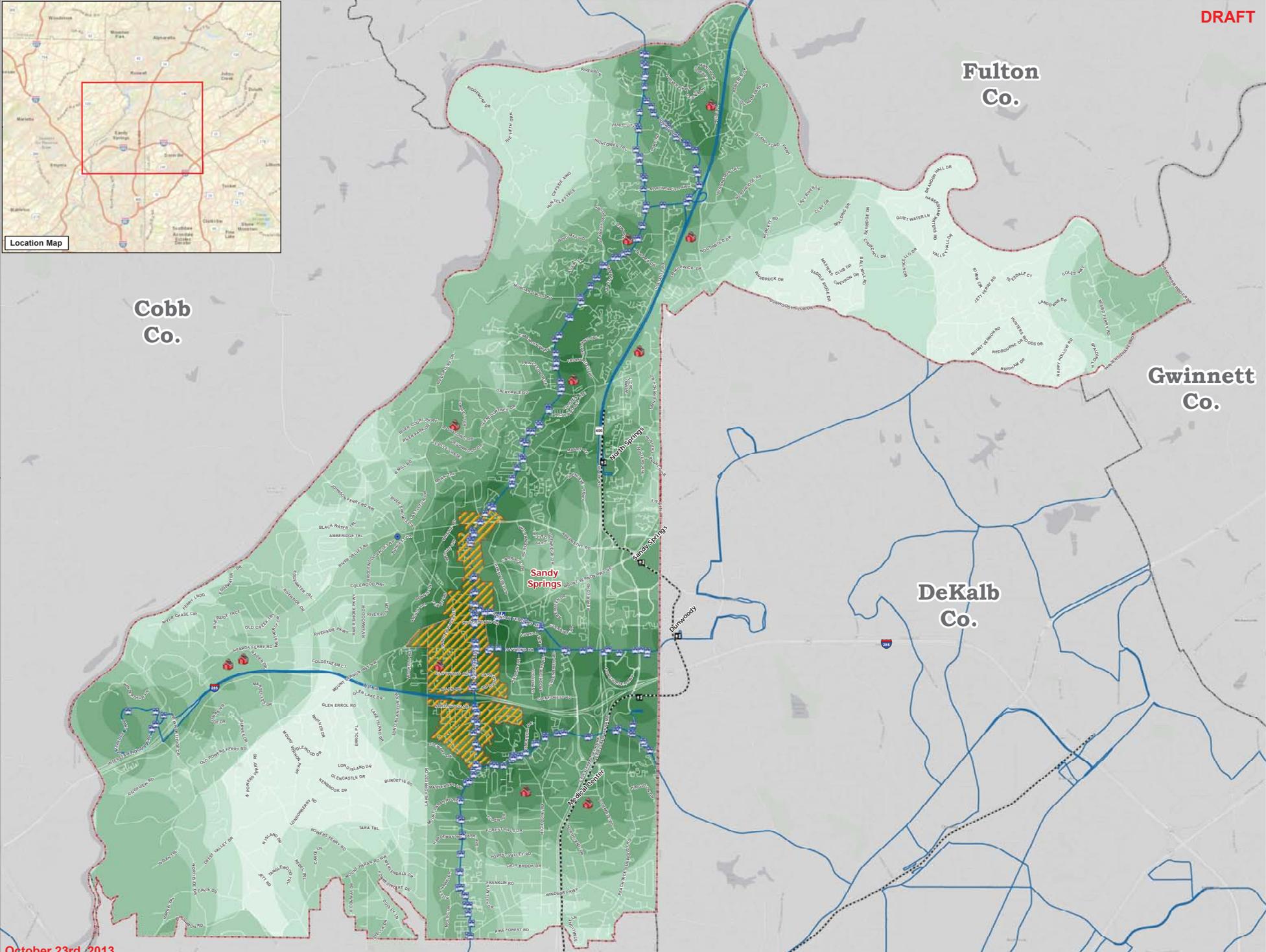
Location Map

Cobb Co.

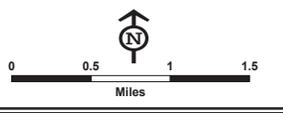
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Legend

MARTA Bus Stops	Public Schools	Main Street District
MARTA Bus Routes	Sandy Springs Library	City Limits
MARTA Rail Stations	Abernathy Art Center	County Boundary
MARTA Rail Lines		

Pedestrian Demand Score

Low Medium High



Location Map

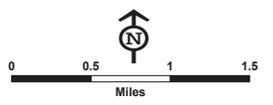
Cobb Co.

Fulton Co.

Gwinnett Co.

DeKalb Co.

October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Bicycle Level of Service		MARTA Bus Stops		Public Schools		Main Street District	
	A		B				
	B		R				
	C		S				
	D		R				
	E		L				
	F		L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				
			L				



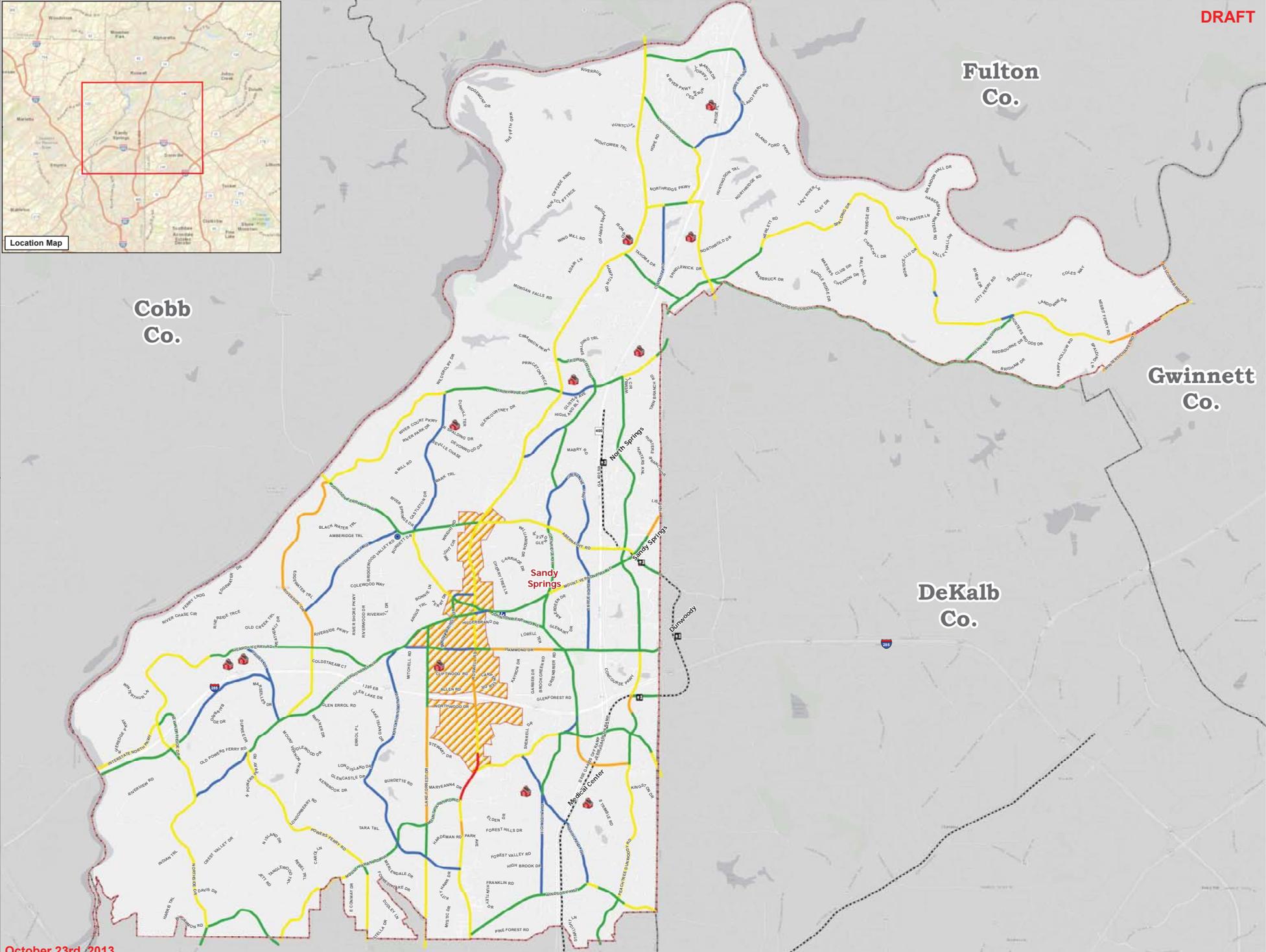
Location Map

Cobb Co.

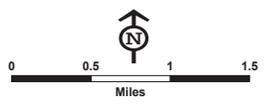
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Pedestrian Level of Service		MARTA Bus Stops		Public Schools		Main Street District	
	A		MARTA Bus Stops		Public Schools		Main Street District
	B		MARTA Bus Routes		Sandy Springs Library		City Limits
	C		MARTA Rail Stations		Abernathy Art Center		County Boundary
	D		MARTA Rail Lines				
	E						
	F						

SANDY SPRINGS

GEORGIA

Incorporated December 1, 2005

Bicycle Infrastructure and Cycling Club Routes



COBB COUNTY

Roswell

FULTON COUNTY

Dunwoody

DEKALB COUNTY

Legend

Facilities

Bike Lane

Future Multi-Use Trail

Club Routes

Bike Sandy Springs Loop

Brookhaven Loop

Dunwoody Loop

Vinings Loop

Frequented Streets

Highway

Street

Parks

Sandy Springs City Limits

Chattahoochee River

The roadways shown on this map are used by motorized vehicles and may not have special facilities for bicycling. The City of Sandy Springs in no way warrants the safety of the streets and bicycle routes indicated on this map for bicycling. Bicyclists using these roads assume all responsibilities for their own safety. A bicyclist should use these streets and bicycle routes only if he or she has the requisite skill level as a bicyclist, and the bicyclist must make that determination. There are no warranties made in connection with this map, and the City of Sandy Springs shall not be held responsible for any damages (consequential or special, or otherwise) arising from its use.



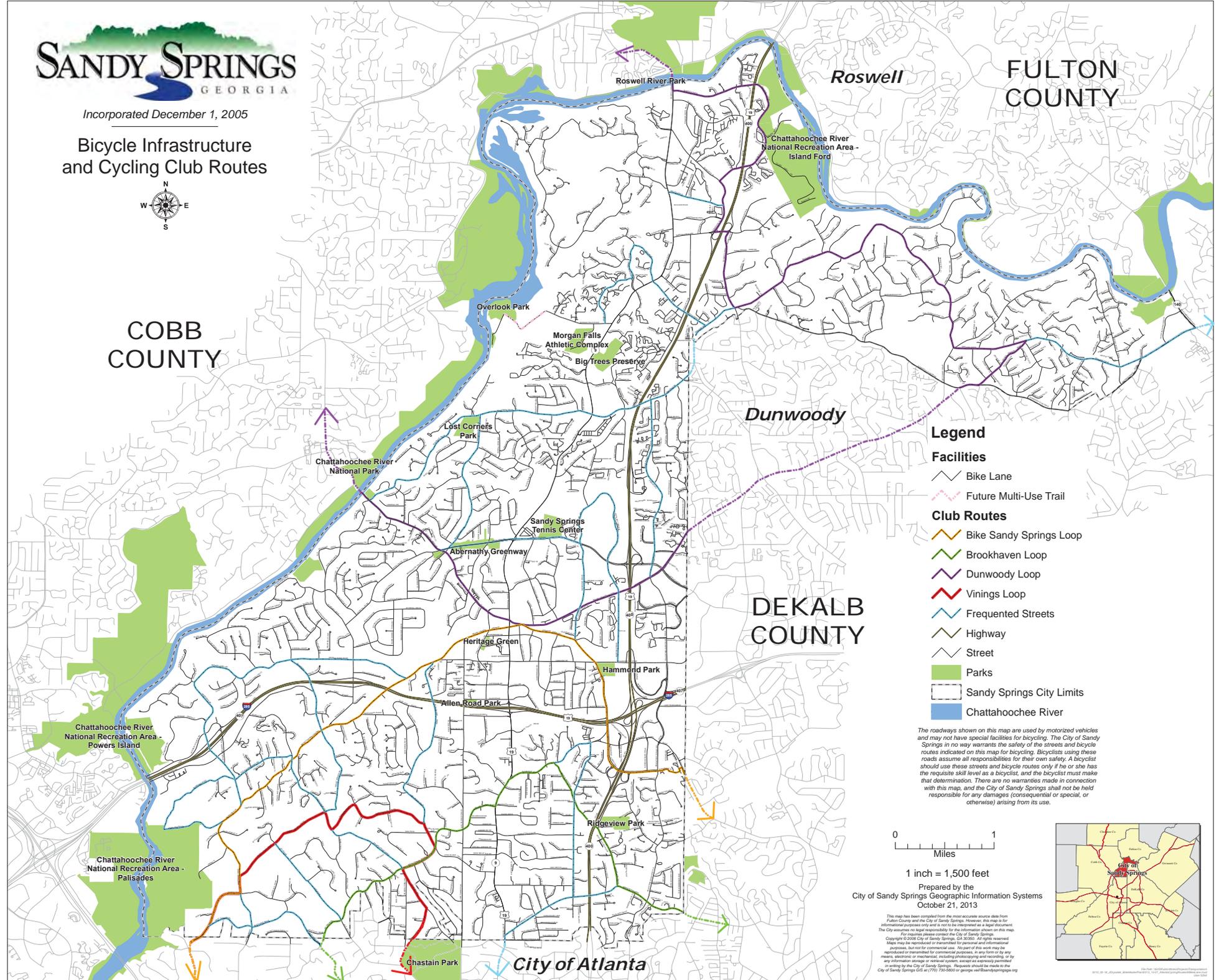
1 inch = 1,500 feet

Prepared by the
City of Sandy Springs Geographic Information Systems
October 21, 2013

This map has been compiled from the most accurate source data from Fulton County and the City of Sandy Springs. However, the map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For additional information, contact the City of Sandy Springs. Copyright © 2013 by the City of Sandy Springs. Maps may be reproduced or transmitted for personal and informational purposes, but for commercial use, reproduction or transmission for commercial purposes, in any form or by any means, electronic or mechanical, including photocopying and recording, or by any information storage or retrieval system, except as expressly permitted in writing by the City of Sandy Springs. Requests should be made to the City of Sandy Springs GIS at (770) 730-5600 or georgia.will@cityofsandysprings.org



City of Atlanta



Potential Bicycle & Pedestrian Facilities

- Bike Lanes
- Shared Lane Markings (Sharrows)
- Cycle Tracks
- Trails
- Sidewalks
- Mini Connections
- Midblock Crossings
- Intersection Enhancements





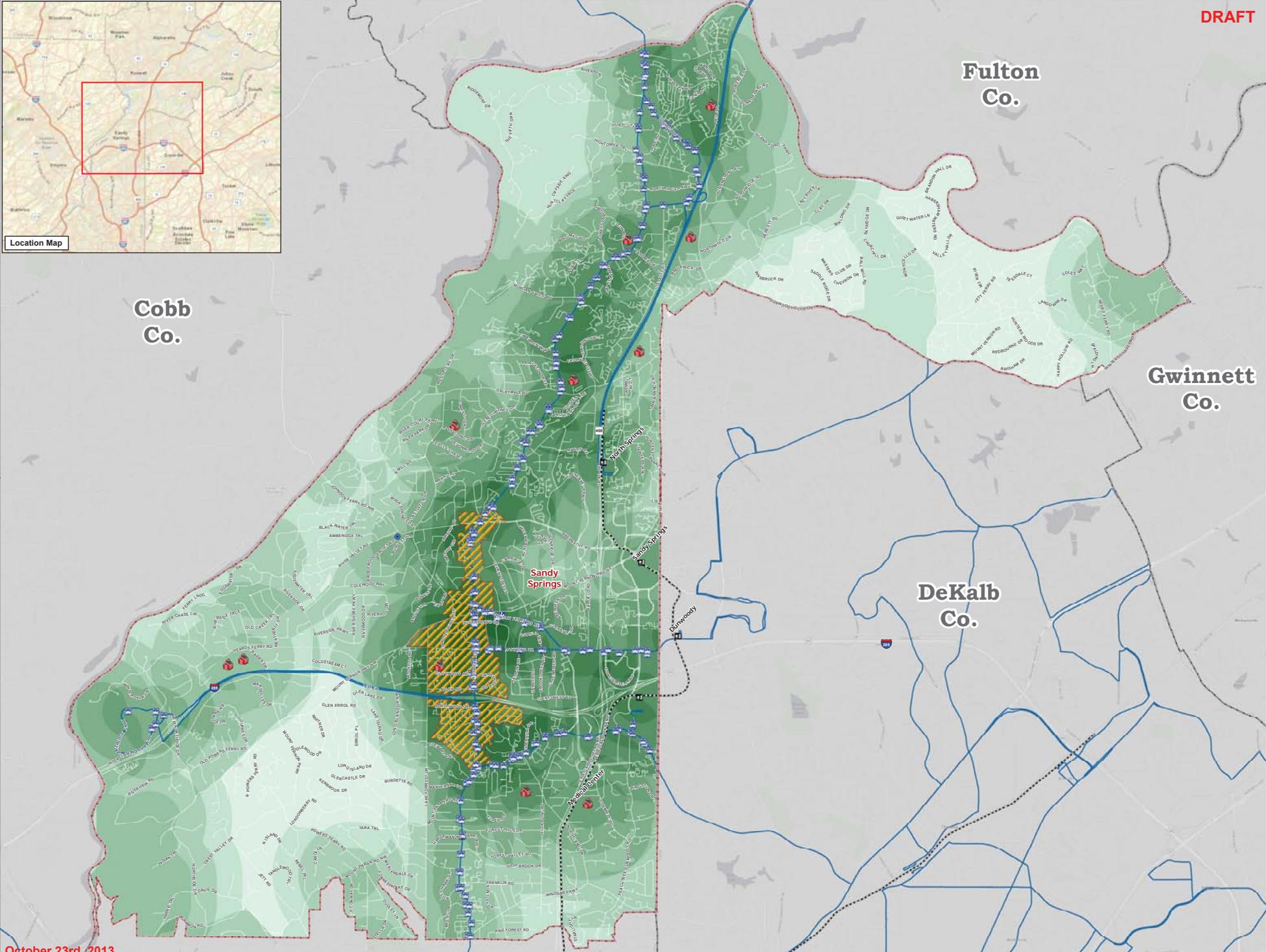
Location Map

Cobb Co.

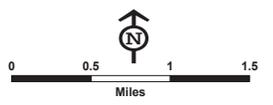
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Legend

MARTA Bus Stops	Public Schools	Main Street District
MARTA Bus Routes	Sandy Springs Library	City Limits
MARTA Rail Stations	Abernathy Art Center	County Boundary
MARTA Rail Lines		

Pedestrian Demand Score

Low Medium High



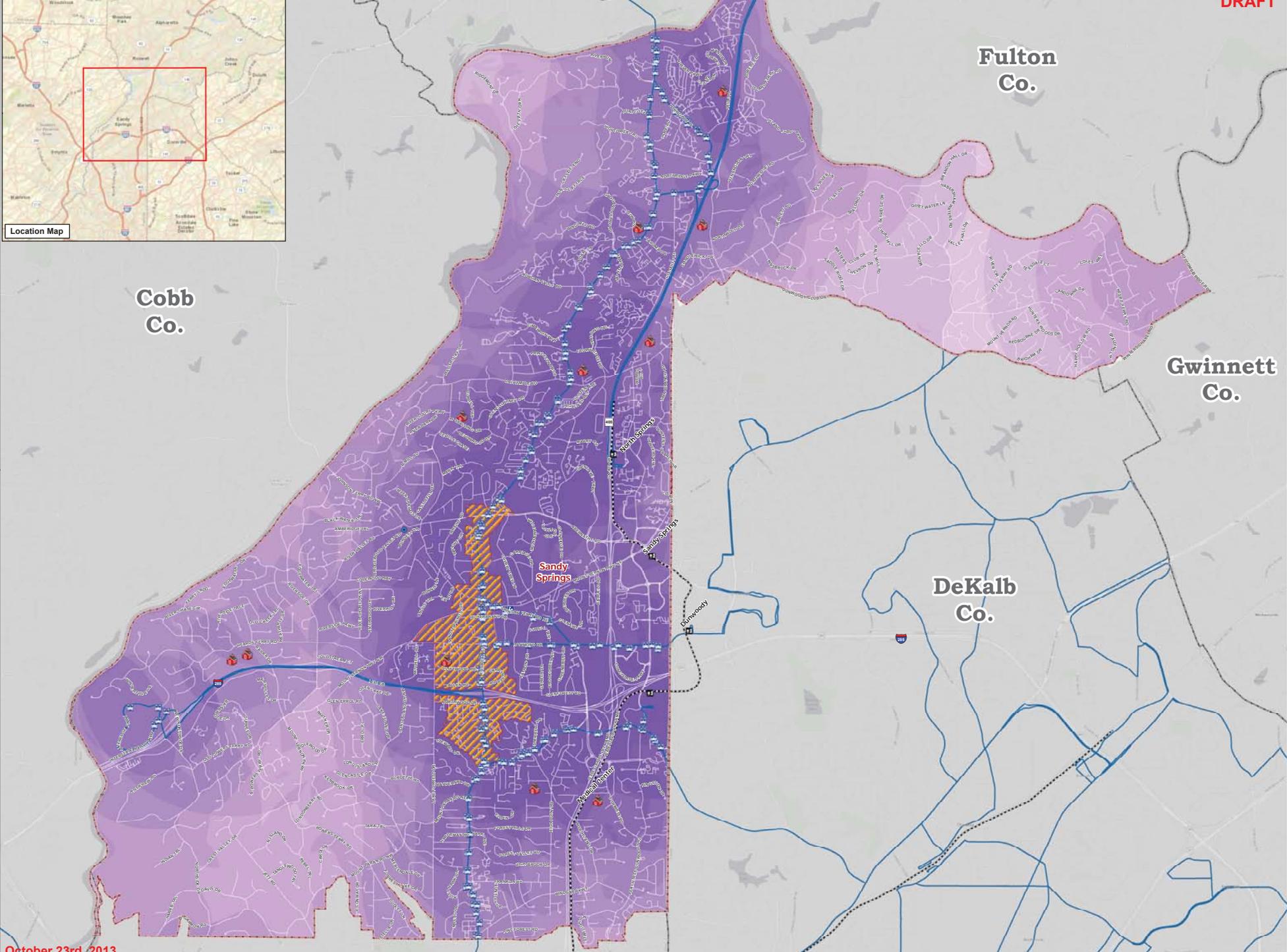
Location Map

Cobb Co.

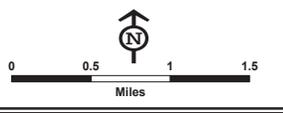
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Legend



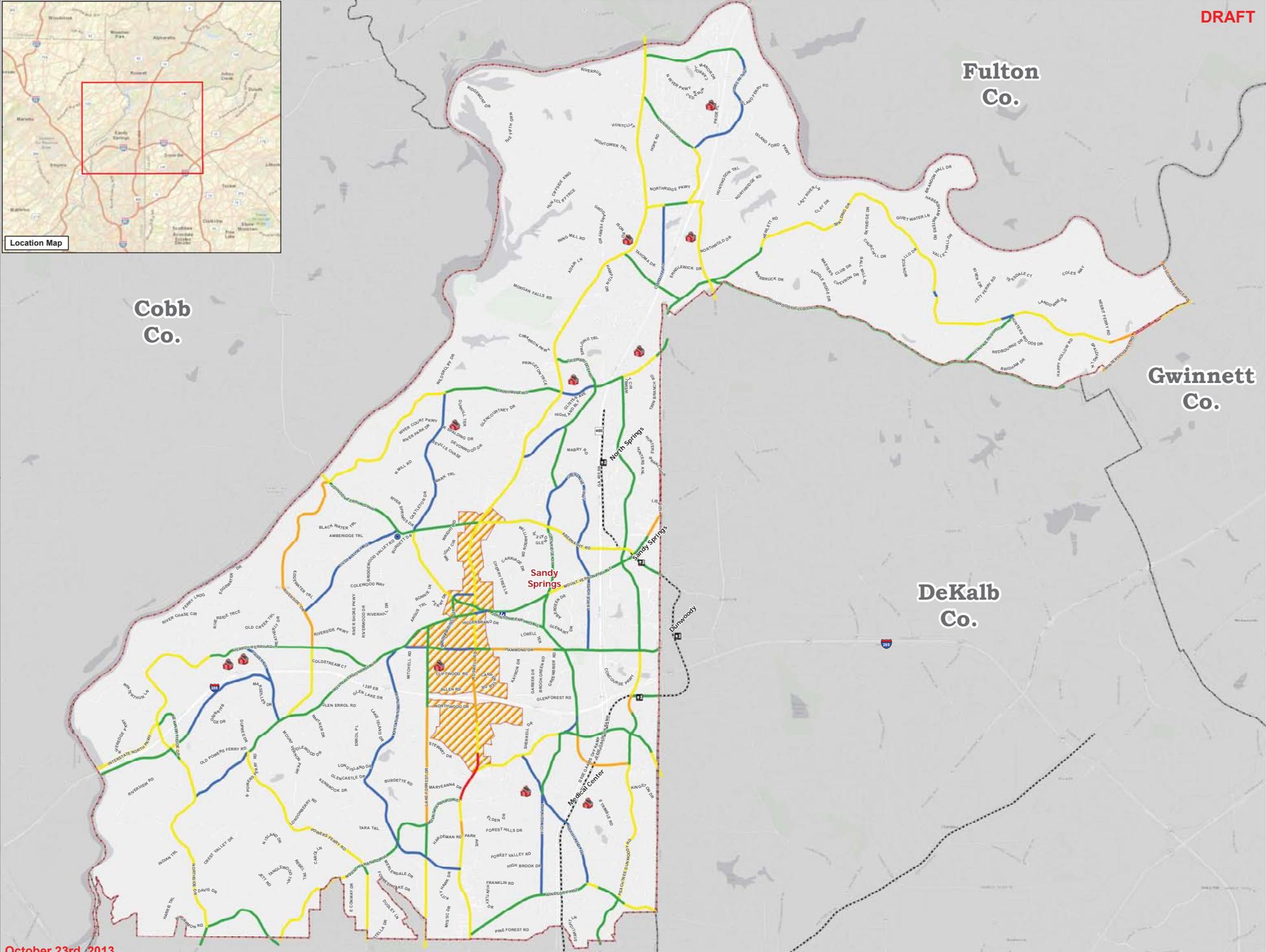
Location Map

Cobb Co.

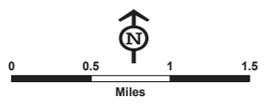
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Pedestrian Level of Service		MARTA Bus Stops		Public Schools		Main Street District	
A	Blue line	Blue square	Blue square	Red house icon	Red house icon	Orange hatched box	Red dashed line
B	Green line	Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line
C	Yellow line	Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line
D	Orange line	Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line
E	Light green line	Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line
F	Red line	Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line
		Blue square	Blue square	Blue house icon	Blue house icon	Red dashed line	Red dashed line
		Blue square	Blue square	Blue house icon	Blue house icon	Red dashed line	Red dashed line
		Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line
		Blue line	Blue line	Blue house icon	Blue house icon	Red dashed line	Red dashed line



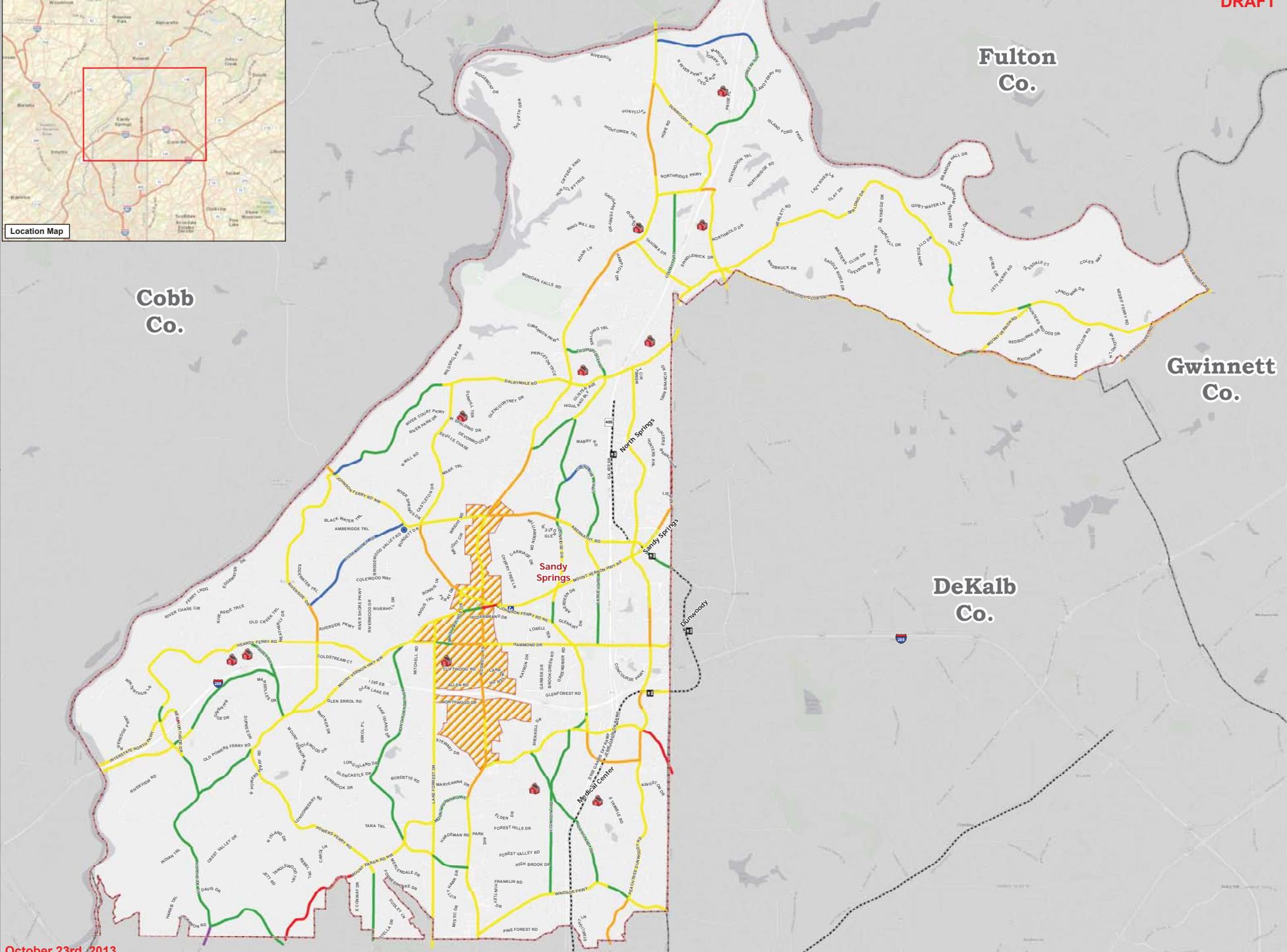
Location Map

Cobb Co.

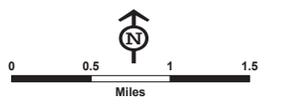
Fulton Co.

Gwinnett Co.

DeKalb Co.



October 23rd, 2013



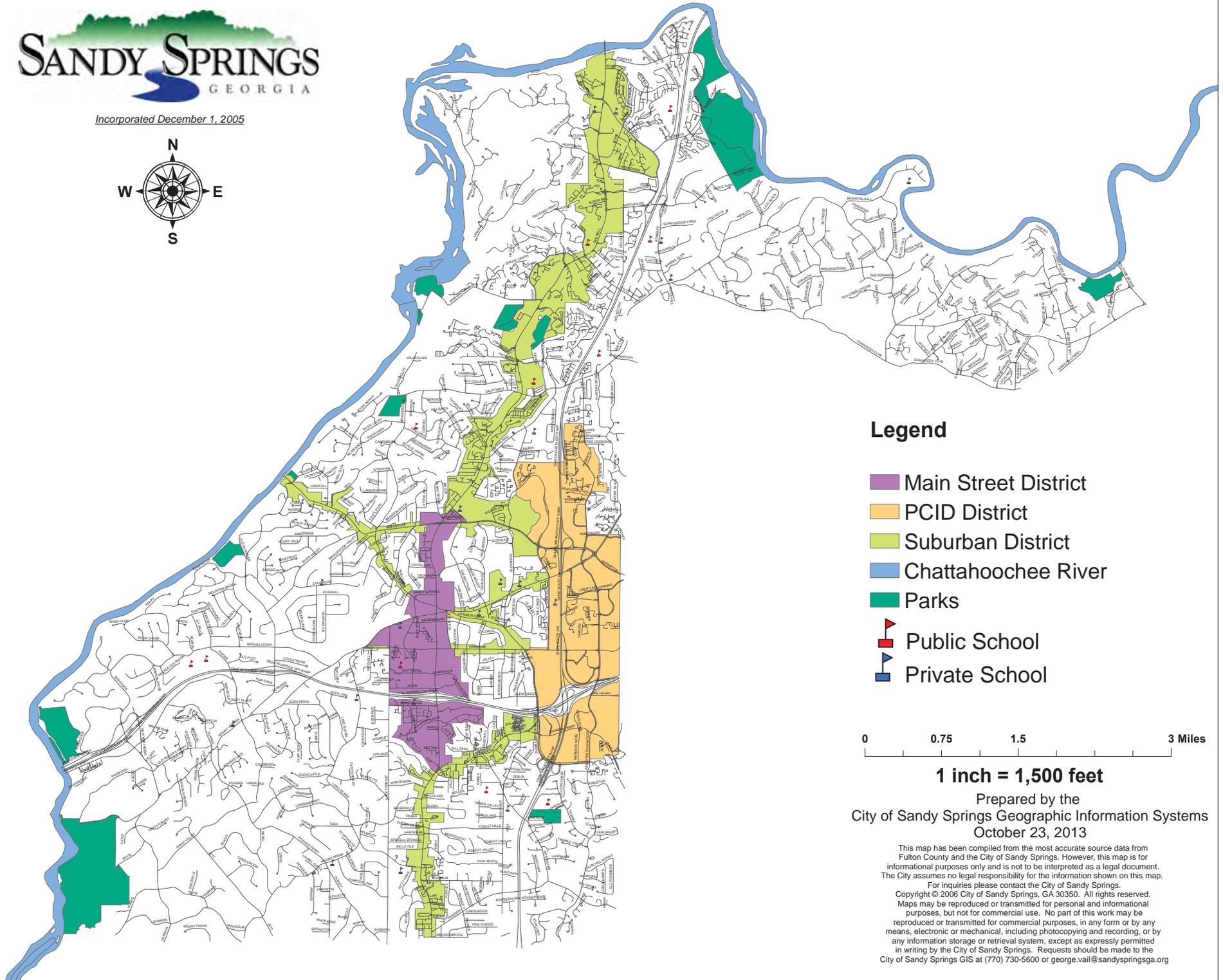
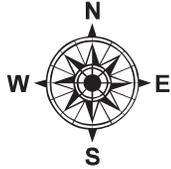
Sandy Springs Pedestrian and Bicycle Plan

Sandy Springs, Georgia

Bicycle Level of Service		MARTA Bus Stops		Public Schools		Main Street District	
	A		MARTA Bus Stops		Public Schools		Main Street District
	B		MARTA Bus Routes		Sandy Springs Library		City Limits
	C		MARTA Rail Stations		Abernathy Art Center		County Boundary
	D		MARTA Rail Lines				
	E						
	F						

SANDY SPRINGS GEORGIA

Incorporated December 1, 2005



Legend

- Main Street District
- PCID District
- Suburban District
- Chattahoochee River
- Parks
- Public School
- Private School

0 0.75 1.5 3 Miles

1 inch = 1,500 feet

Prepared by the
City of Sandy Springs Geographic Information Systems
October 23, 2013

This map has been compiled from the most accurate source data from Fulton County and the City of Sandy Springs. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Sandy Springs. Copyright © 2006 City of Sandy Springs, GA 30350. All rights reserved. Maps may be reproduced or transmitted for personal and informational purposes, but not for commercial use. No part of this work may be reproduced or transmitted for commercial purposes, in any form or by any means, electronic or mechanical, including photocopying and recording, or by any information storage or retrieval system, except as expressly permitted in writing by the City of Sandy Springs. Requests should be made to the City of Sandy Springs GIS at (770) 730-5600 or george.vail@sandyspringsga.org



Appendix I:

Public Meeting

(01/14/2014)

City of Sandy Springs Bicycle, Pedestrian, and Trail Plan

Public Meeting – January 14, 2014

Summary

Meeting Format

The meeting began with an open house session and presentation, followed by a break-out group activity. Attendees were asked to sign in, review and discussion of preliminary network maps, convene for a presentation, and divide into groups for feedback on the maps. The draft maps included four boards containing:

- Bike Priority and Facility Recommendation Map
- Pedestrian Priority Map
- Multi-use Trail Priority Map
- Midblock Crossing Priority Map

Meeting Summary

Kristen Wescott with the City of Sandy Springs gave greetings and welcomed everyone in attendance. She noted City staff present at the meeting. Robby Bryant, Consultant Team Project Manager from HDR gave an overview of the project's progress, a description of the maps and a schedule update. Jamie Krzeminski, Project Consultant from HDR, gave an overview of the analysis conducted to develop recommendations for the Plan. The presentation also included a description of feedback received from the public including the online survey results and summary of input from the first public meeting.

Meeting Activity: Table Exercise

Inga Kennedy, Project Outreach Consultant with PEQ, divided the meeting attendees into four breakout groups. The groups were given a set of the preliminary network maps of the city, a set of dots in various colors and a list of questions for feedback to the maps and to the planning process. The groups were instructed to prioritize network recommendations by assigning a dot to the questions provided and place them on the maps. Participants were also encouraged to provide recommendations.

**City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary**

Table 1

Dot Number	Comment
1	<ul style="list-style-type: none"> • Existing sidewalks are present
2	<ul style="list-style-type: none"> • Connections through cemetery
3	<ul style="list-style-type: none"> • Multi-use connections, maybe just a sign
4	<ul style="list-style-type: none"> • Need connection to Morgan Falls /Lost Corners/power line easement from South
5	<ul style="list-style-type: none"> • Need easement to connect to NPS property
6	<ul style="list-style-type: none"> • Roswell/Glenridge to Mt. Paran common route
7	<ul style="list-style-type: none"> • Suggest increasing priority of sidewalk on Ball Mill Rd. This will connect neighborhoods to sidewalk along Dunwoody Club to commercial areas.
8	<ul style="list-style-type: none"> • Detour off Johnson Ferry (Blackwater Ridge) • Arrows added to bike ride routes
9	<ul style="list-style-type: none"> • Find a way to connect Mark Trail to W. Spalding -> schools and greater connectivity

General Comments:

1. *How should the City prioritize investments?*
 - Access to MARTA
 - Sidewalk connections
 - Enforcements of traffic laws (speeding, etc.)
 - Connecting sidewalks; # of residences, parks, existing sidewalks to complete loop and extend range of contiguous access.
 - Sidewalks and trails over bike lanes

2. *Comments regarding any specific bicycle or pedestrian priority level or facility type.*
 - I like what you've done thus far. Be mindful of tying facilities at city borders into adjacent county plans, especially Cobb and DeKalb, especially at Mt. Vernon, Chamblee-Dunwoody, Roberts, and Johnson Ferry
 - Bike lanes on major roads
 - Abernathy Park and Lost Corners are coming on line, yet neighborhoods with almost 2,000 residences can't safely navigate Brandon Mill via foot, stroller, or bicycle!
 - Pedestrian –south of Prado on Roswell Road; Bike – all of Johnson Ferry

3. *Should the City consider modification of policy to install sidewalks on one side of street first, then 2 sides?*

City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary

- Fine to do one side first
- Yes
- Except on the busiest or highest speed road. I don't see a reason to put sidewalks on both sides.
- Yes! This would extend funds to impact more areas.
- No, two sides first
- Yes – priority should be given to areas with no sidewalks first.

4. *Additional suggested locations for:*

a. *Trails*

- Have wider bike aisle on shoulder on uphills, narrow on downhills

b. *Midblock crossings*

c. *Connections*

- Wright Road connection
- Access through cemetery
- Need a cycling connection or safe passage from Glendridge and Roswell to Mt. Paran and Roswell.

5. *Other than bicycle facilities, what other key items should be introduced in the plan to build a more bicycle and pedestrian friendly City?*

- Public education to make all of us more tolerant and aware that all modes of transportation are vulnerable.
- Limit cars

Public Comments Submitted to City Staff:

I am wondering if any thought has been given to making a true bike lane on Northside Drive from Mt. Paran to the Cochran Shoals unit of the NPS. There are so many bikers in our area (near Chastain Park) who ride on our dangerous, twisting roads. It would be great to have true bike lanes somehow connect the trails at Chastain Park to Cochran Shoals, since there are already bike trails at both of those parks. If that's not possible, at least making the quasi bike lanes on Northside much safer and have them go all the way to Cochran Shoals would be a tremendous asset.

**City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary**

Table 2

Dot Number	Comment
1	<ul style="list-style-type: none"> • Brandon Mill sidewalks = Priority 1
2	<ul style="list-style-type: none"> • Dalrymple gap
3	<ul style="list-style-type: none"> • Gap at Dunwoody Club
4	<ul style="list-style-type: none"> • A lot of bike traffic, could be a higher priority
5	<ul style="list-style-type: none"> • From a safety standpoint – need a facility - > could potentially just a lane marking • Spalding Drive is heavily used by bikers and would benefit from dedicated lanes for overall improved safety of bikers and drivers.
6	<ul style="list-style-type: none"> • Should be a higher priority used by cyclists
7	<ul style="list-style-type: none"> • Gap on Mt. Vernon at cemetery

General Comments:

1. *How should the City prioritize investments?*
 - Connect our parks
 - Keep Brandon Mill in the queue and at the same spot
 - Finish the sidewalk network wherever there are small gaps (i.e. Dunwoody Club from Roberts Drive to existing sidewalk).
 - Top ranked #1 and #2 sidewalk and bicycle trail path recommendations should be pursued.

2. *Comments regarding any specific bicycle or pedestrian priority level or facility type.*
 - Sidewalks on Brandon Mill #1
 - Sidewalks should be a priority connecting to city center, Abernathy, Roswell Road, etc.
 - Increase priority of Spalding Road (#4) and Powers Ferry Road (#6).

3. *Should the City consider modification of policy to install sidewalks on one side of street first, then 2 sides?*
 - One side is fine with crosswalks.
 - 1 side first is ok.
 - For Priority 1 sidewalks, the policy should be modified to support 2 sides. Priority 2 and lower would remain a 1 sidewalk first policy.

4. *Additional suggested locations for:*
 - a. *Trails*
 - b. *Midblock crossings*
 - c. *Connections*

City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary

5. *Other than bicycle facilities, what other key items should be introduced in the plan to build a more bicycle and pedestrian friendly City?*
- Consider collaboration with City of Dunwoody to ensure continuity of the regional trail system.
 - The city should continue to promote bicycle and pedestrian oriented events that encourage citizens to come out and participate.

Additional Comments:

- Priority 3 segment needs to be higher for segment between Johnson Ferry/Abernathy and Dalrymple -> would connect 2 parks and school
- Fill sidewalk gap on Dalrymple

**City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary**

Table 3

General Comments:

1. *How should the City prioritize investments?*
 - Balanced approach/not facility type – more /occasional
 - Maximize investments we have made – connections – complete
 - Work with community development

2. *Comments regarding any specific bicycle or pedestrian priority level or facility type.*
 - Connect to existing facilities
 - Anything that is being constructed, consider adding facilities (including roads – any project)

3. *Should the City consider modification of policy to install sidewalks on one side of street first, then 2 sides?*
 - Provide incentives to developers
 - Morgan Falls construction – add facilities
 - Look at back roads

4. *Additional suggested locations for:*
 - a. *Trails*
 - Connect Mt. Vernon to Vinings Trail
 - b. *Midblock crossings*
 - Roswell/Northridge Parkway
 - c. *Connections*
 - Access to all MARTA stations

5. *Other than bicycle facilities, what other key items should be introduced in the plan to build a more bicycle and pedestrian friendly City?*
 - Adequate bike parking at destinations (building permit)
 - Connecting all residential facilities to employment

**City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary**

Table 4

Dot Number	Comment
1	<ul style="list-style-type: none"> • Spalding ES – trail to connect woods at end of Mark Trail and cul de sacs to bike/walk to school
2	<ul style="list-style-type: none"> • #1 priority: sidewalk is needed on Mt. Vernon at Arlington Cemetery • Walkers and runners must get in road which is very dangerous • My running group runs this route most Friday mornings • There is a 100-yd gap in the sidewalk on Mt. Vernon Hwy at the Sandy Springs Methodist Church cemetery that is extremely dangerous. Mt. Vernon Hwy is very heavily used by pedestrians: walkers, runners, dog walkers, and baby buggy pushers.
3	<ul style="list-style-type: none"> • Would like to see sidewalk completed on Mt. Paran (east side of road) from Lake Forrest north to Roswell Road. Not much left to do.

General Comments:

1. How should the City prioritize investments?

- Connect to main street areas with bikes and sidewalks
- Recreational biking, on-road striping
- 400 – to tie to Buckhead and Roswell Trail system
- Low priority for 285 trail
- Sidewalks
- Trails
- Low 3: bike lanes
- For bicycles, the priority should be five feet of asphalt and a white line along arterials and collectors.
- Sidewalks in residential and main thoroughfares should receive highest priority, then bike lanes.
- Sidewalks first; bike lanes, marked (striped)

2. Comments regarding any specific bicycle or pedestrian priority level or facility type.

- Very low priority to add to 285 and 400. More priority for runners.
- Brandon Mill sidewalk – connect our parks!

City of Sandy Springs Bicycle, Pedestrian, and Trail Plan
Public Meeting – January 14, 2014
Summary

- Morgan Falls Road
 - Utility easement – yes
 - More pedestrian crosswalks along Roswell Road from 285 to the river.
3. *Should the City consider modification of policy to install sidewalks on one side of street first, then 2 sides?*
- Definitely 1 side only on side roads
 - Road 4 lanes – need 2 sides
 - Sidewalks on the street – Roswell Road needs two; residential streets only one
 - No. Let's get at least one side sidewalked as a priority.
 - Yes, at least sidewalk on one side in predominantly residential areas. Sidewalks on both sides seem critical in commercial areas/main thoroughfares.
4. *Additional suggested locations for:*
- a. *Trails*
 - b. *Midblock crossings*
 - c. *Connections*
 - North Mill Road – wide street – for bike lanes to connect to river
 - Please make sure bike routes are coordinated with neighboring
5. *Other than bicycle facilities, what other key items should be introduced in the plan to build a more bicycle and pedestrian friendly City?*
- Tree lined streets
 - Multi-use trails not through parks, destroying trees and greenspace.
 - Education
 - Trails through greenspace and connecting parks
 - I truly do not understand the focus on bicycles when there are so few who ride. Focus first on sidewalks.
 - Downtown bike racks would be good to include in business centers

COMMUNITY MEETING



BICYCLE, PEDESTRIAN AND TRAIL PLAN

Tuesday, January 14, 2014, 6-8 p.m.

The City of Sandy Springs will host a public Open House for the citywide Bicycle, Pedestrian and Trail Plan. This is the second of three public meetings to gain public input as part of the planning process. At the meeting, you will be able to provide feedback on proposed bicycle, pedestrian, and trail networks. The meeting format will include a brief presentation followed by an Open House.

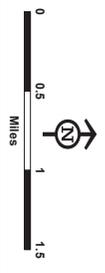
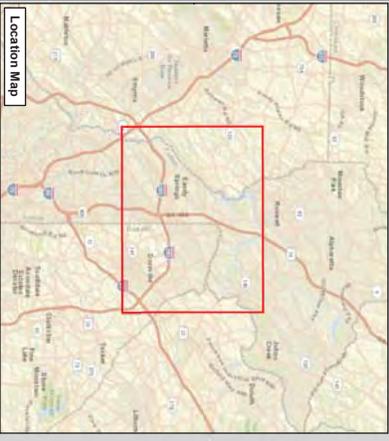
Sandy Springs City Hall
7840 Roswell Road, Bldg. 500
Sandy Springs, GA 30350

City of Sandy Springs, Georgia

7840 Roswell Road, Sandy Springs, GA 30350

770.730.5600 sandyspringsga.gov

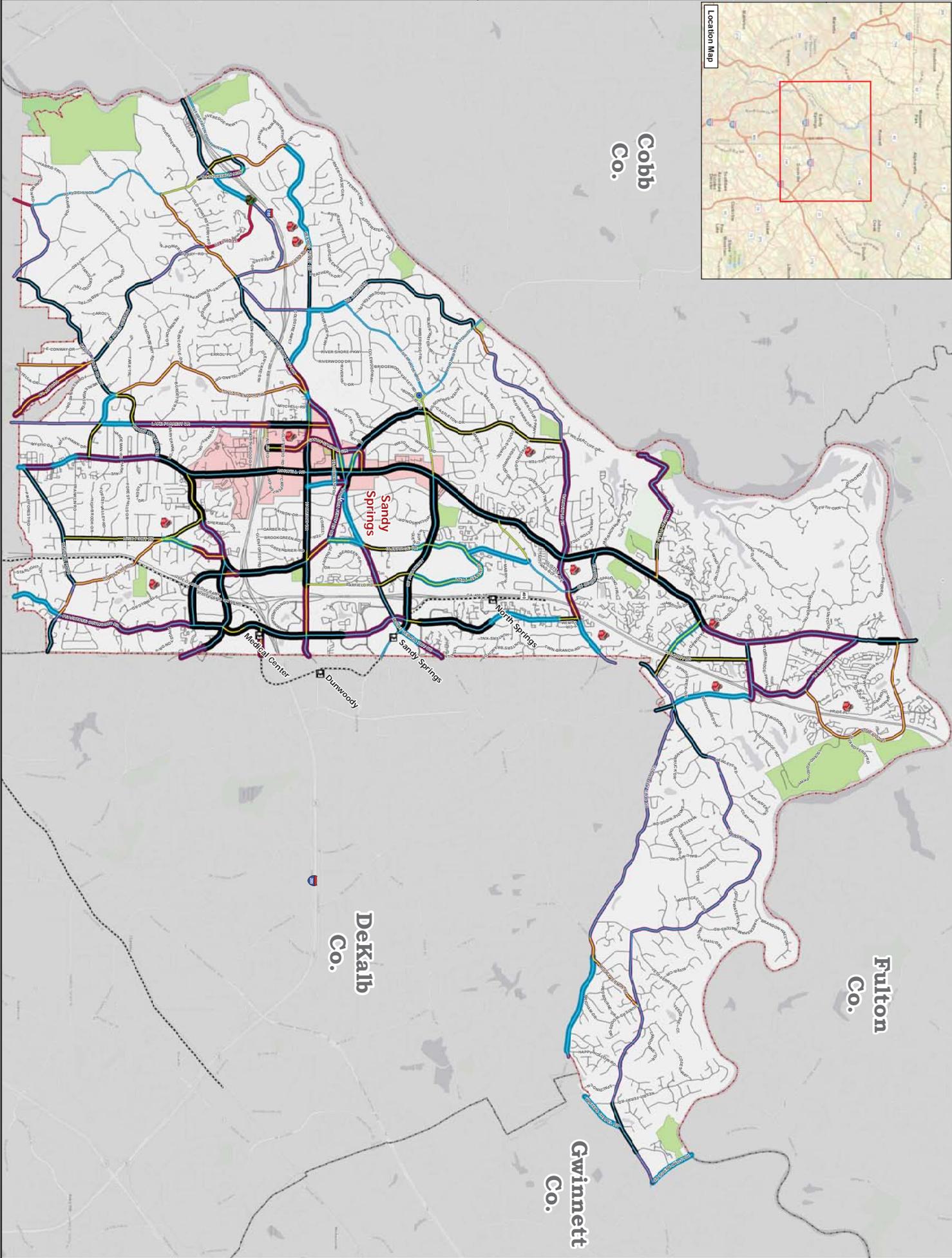


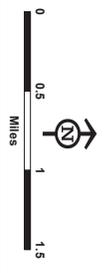
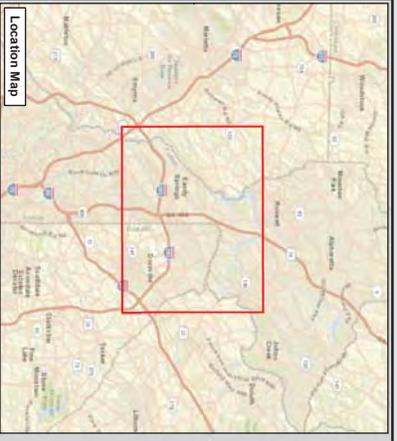


Preliminary Bicycle Priority and Facility Recommendations and Trail Plan
Sandy Springs Bicycle, Pedestrian and Trail Plan

Legend

	Bicycle Priority		Main Street District
			City Parks
			City Limits
			County Boundary
			Assembly Art Center
			Sandy Springs Library
	Facility Recommendations		Eastin/Fulton Public Schools
			MARTA Rail Lines/Stations

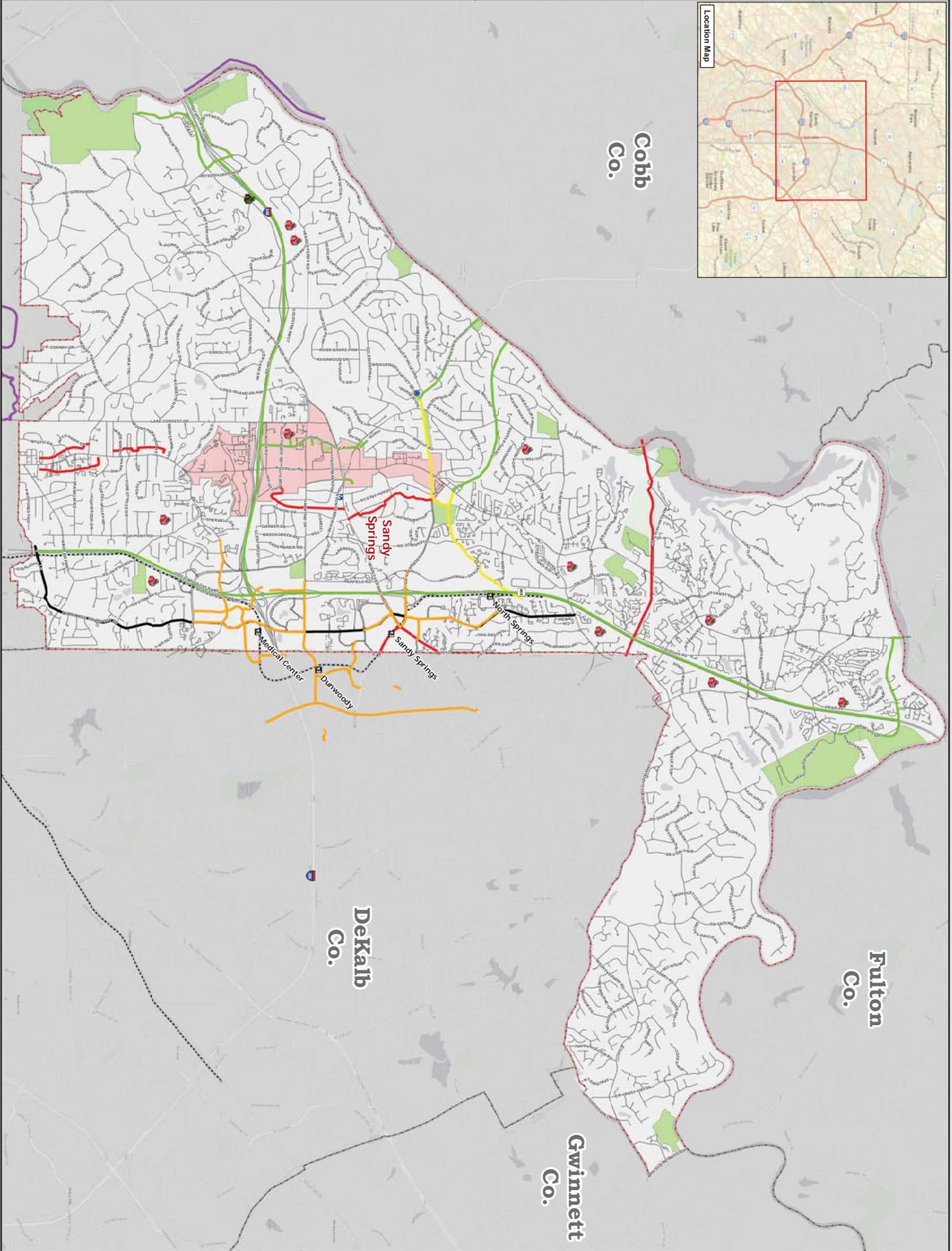


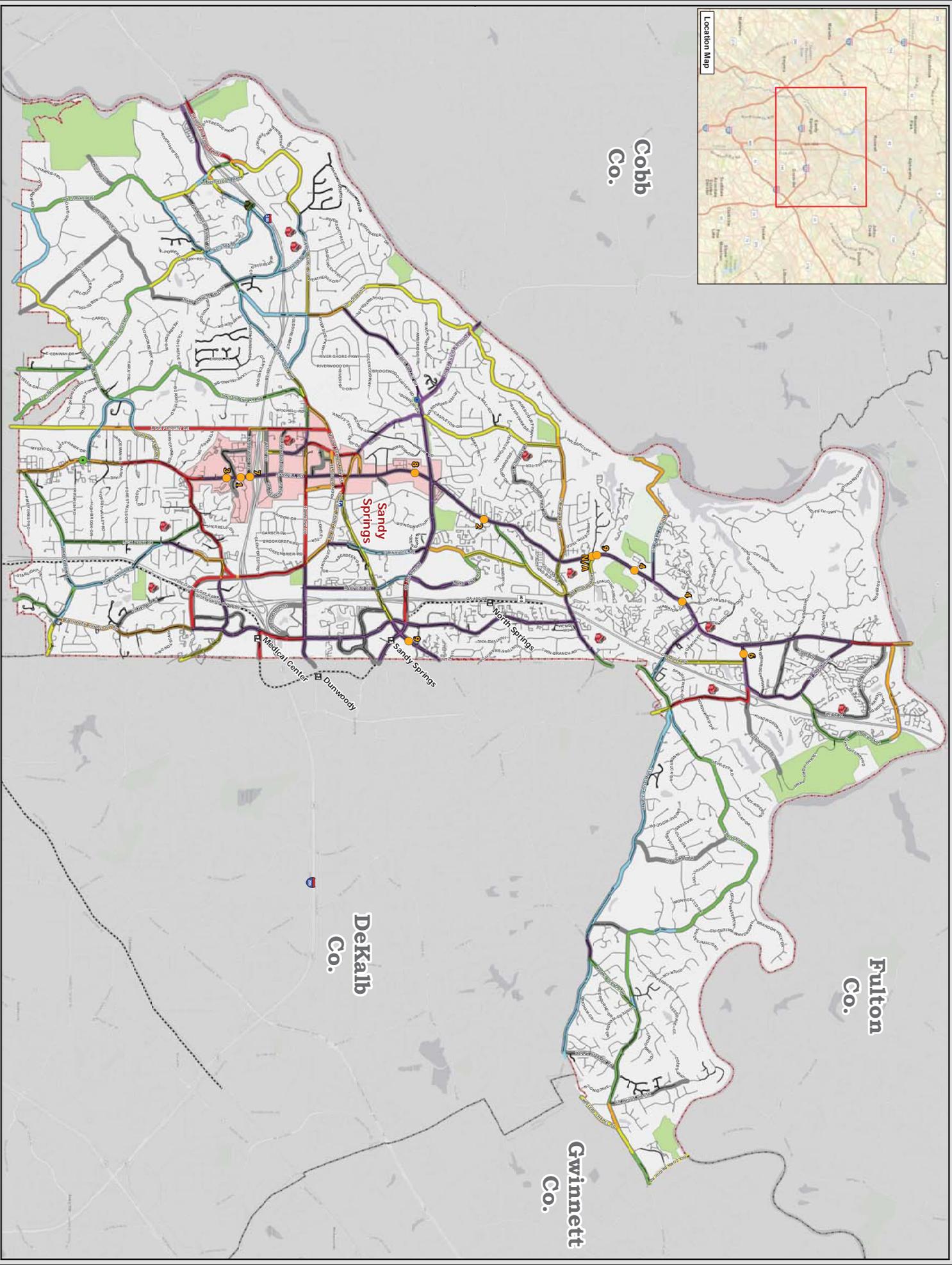
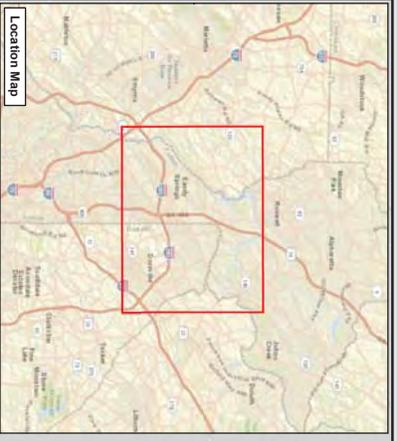


Preliminary Multi-use Trail Recommendations
Sandy Springs Bicycle, Pedestrian and Trail Plan

Legend

Multi-use Trails	Perimeter Trail System	MARTA Rail Lines	Sandy Springs Library
COSS Proposed Trails	Sidepath/Trail Outside City Limits	MARTA Rail Stations	City Parks
COSS Proposed Greenways	Other Potential Trails	Existing/Future Public Schools	City Limits
COSS Proposed Parkway	Abnormally Art Center	Main Street District	County Boundary





**Preliminary Pedestrian
Priority Recommendations
Sandy Springs Bicycle, Pedestrian and Trail Plan**

Legend

	Pedestrian Priority
	Sidewalks
	Sidewalk Master Plan
	East & POC Midblock Crossing
	Sidewalks Complete
	MARTA Rail Lines
	MARTA Rail Stations
	Assembly Art Center Sandy Springs Library Estabrook Public School
	Main Street District City Parks City Limits County Boundary



Appendix J:

Public Meeting

(03/19/2014)

City of Sandy Springs Bicycle, Pedestrian, and Trail Plan

Public Meeting #3

Sandy Springs City Hall | 7840 Roswell Road, Building 500 | Sandy Springs, GA
Wednesday, March 19, 2014 (6:00pm to 8:00pm)

Meeting Format

The meeting began with an open house session that included a viewing of maps containing the preliminary recommendations and project list. Following the open house, a presentation was provided and feedback requested verbally and in writing. At sign in, attendees were provided a comment form. A total of 36 individuals signed in.

Meeting Summary

Kristen Wescott with the City of Sandy Springs gave greetings and welcomed everyone in attendance. She noted City staff present at the meeting and discussed the current status of the process. Robby Bryant, Consultant Team Project Manager from HDR began the presentation with the meeting agenda and purpose. He also provided an overview of the project's process to date and discussed the next steps. Jamie Krzeminski, Project Consultant from HDR, provided a detailed summary of the preliminary recommendations and project list. He explained the analysis process and how recommendations were identified.

Following the presentation, Inga Kennedy, Project Outreach Consultant with PEQ, facilitated a session that provided instruction on how to provide feedback through the comment form which contained four questions related to the preliminary recommendations and general policy direction. She asked that each attendee complete the form based on their opinions. The meeting format was returned to an open house where attendees were provided the opportunity to talk with staff and consultants for additional explanation of the preliminary recommendations and project list.

The following participant responses were submitted on the comment forms and additional comments were submitted through the project web site following the meeting.

Comment Form Responses

Question 1: List (up to 3) Bicycle/Pedestrian/Trail projects that you believe are important but are not included on the display maps or projects list.

- Do the GA 400 path the length of 400 through Sandy Springs, then provide connectivity
- Need recreational bike trails (e.g. White Columns); Morgan Falls good; complete loop past Island Ford to "Stars & Strikes"
- Road diet candidates: e.g. – where a 4-lane road exists, consider going to 2 lanes, center lane, and bike lanes (e.g. Dunwoody Place)
- Connect Roberts Drive to Island Ford Pkwy into NPS via sidepath
- Brandon Mill is included but should be a higher priority given the two new parks opening soon at each ends – sidewalks
- Sandy Springs Circle from Mt. Vernon to Hammond is not listed
- Connect Island Ford back entrances to Northridge; bike marking or lanes on Northridge Place, Dunwoody Place
- Access from Glenridge Drive NE to Fountain Oaks shopping center and south, via High Point/Northland/Windsor Pkwy; Access from Glenridge Drive NE to Prado shopping center
- Heard's Ferry – entire length – sidewalks – connect entire length; pedestrian connections to Kenney interchange and Palisades Park

- Sidewalk south on Riverside over 285 towards Mt. Vernon; sidewalk headed west on Heards Ferry to Powers Ferry/Northside Pkwy; dedicated bike path over Riverside Drive/285 bridge
- Multi-use trails that parallel 400 @ 285. This could connect the Atlanta segment and Alpharetta.
- Consider recreational bike routes through city as well as point A to point B routes. Please, please, please boost the Brandon Mill sidewalk project to the highest priority even with the physical constraints we cannot leave our neighborhoods on foot or bike.
- The area of Spalding (from Jett Ferry to Roberts) should be a strong consideration. This area is very popular for serious bikers for the hills and curves; however, for both bikers and motorists it is dangerous when passing due to blind spots. Also, it would connect to the sidewalks and bike lanes that go over to MARTA. The safety issues area a main concern.
- Full bike lanes on Northridge Place from Roswell Road to Dunwoody Place; mountain bike trails in Georgia Power easement by Morgan Falls to Colquitt; low hanging fruit first – markings, signs, etc. on roads used daily – Mt. Vernon, Northside Drive, Roberts, Dunwoody Club
- Northridge Road to Roswell Road and the river (connect Island Ford to Roswell River trails) bike and pedestrian.
- Connect the residences between Roswell Road-Glenridge Connector and Highpoint/Northland-Roswell Road to the Prado via quiet (if possible) and safe bike and pedestrian routes. Find alternatives to Chastain Park that use less traffic and less hilly terrain than Lake Forrest and Mt. Paran. Connect south Sandy Springs with City Center.
- Navigable bridge over Morgan Falls Dam – connect to Gold Branch (ped only?)
- Pedestrian or bicycle -> Morgan Falls from Roswell to end at the new park.
- Extend GA 400 trail (that is #1!!!)

Question 2: Provide any comments you may have regarding policies or “best practices”.

- In the future downtown Sandy Springs core, off-street bike/walk paths should form a complete system connecting living, working, shopping, and city services, and connecting to Dunwoody and Buckhead.
- Enforce jaywalking laws and publicize same. Allow bikes on selected sidewalks? Investigate/try clean (periodically) bike lanes and sidewalks (as required). Overall excellent.
- Set minimum floor for funding bicycle projects and incorporate by line item in city budget.
- Promote community bike rides at various levels; enforce jaywalking; look at using MARTA right-of-way for bicycles.
- There must be an aggressive public awareness and education campaign promoting safety and consideration of cyclists. Steeper fines for aggressive driving against cyclists!
- Shared bike service
- It’s important to have the City push bike friendly practices. Events and “Bike Day” is a good way to educate the community.
- Dedicated funding for sidewalks, trails, and bike paths – for construction and maintenance.
- Policy replacing roads, consider bikes; roads stripe at 10-1/2 feet allowing a little bike lane and add signage; finish study and get on with it.
- Potential bike share program.
- Well done. No suggestions.
- Bike racks
- Adopt NACTO guide for bicycle facilities design. Atlanta has adopted this.

Question 3: In your opinion, how should the City of Sandy Springs move forward with the recommended implementation strategies?

- The PATH Foundation has an outstanding and local track record. Partnering with PATH and corporate sponsors would jump start the planning and implementation. Go with the proven planners and fundraisers.
- Do it! Low hanging fruit and project as they come up.
- Set and communicate throughout Departments and in road work contracts. Narrower lane widths can be easily restriped to provide safer accommodations.
- Look at recreation at same time; this is not a bicycling commuter area except for very few connections. Look for partnerships with employers.
- Weighted by safety (getting children to and from school), then demand.
- Prioritize on connectivity to 1) schools, 2) parks, and 3) town center. Find new \$ - sales tax
- Focus on a few strategic projects by understanding the capital cost and timeline for pushing forward.
- Pedestrian connections should be the priority, especially to the MARTA stations and city center.
- Provide realistic budgets and time frames.
- Low hanging fruit first – markings, signs, etc. on roads used daily – Mt. Vernon, Northside Drive, Roberts, and Dunwoody Club
- Attack low hanging fruit by starting with lane diets and restriping wide streets where possible.
- Finalize draft, add cost and funding estimate, then publish for final comments. Cherry pick low cost/high benefit as Priority 1.
- Present plan to community before final recommendations. Don't rely on people attending meeting. Notice poor attendance.
- Destination-oriented (e.g. get to City Hall and park from neighborhood). Repair Morgan Falls Road – cars, bikes, and peds, especially access to Overlook Park.
- Develop final plan and invite public comment with cost estimates and plan details.
- City of Sandy Springs set a minimum floor for funding these projects annually. Create public-private partnerships with local corporations, encouraging employees to ride a bike to work. Look at UPS, Cox Enterprises, and PATH Foundation.

Question 4: Please provide any additional comments you may have on the Bicycle, Pedestrian, and Trail Plan.

- I just rode on and around the Atlanta BeltLine. All I thought was “I want to live THERE!” We need that in Sandy Springs.
- Georgia 400 trail – continue and extend northward from Atlanta city limits to Roswell, with east/west connections into new city center and PCID.
- This plan focuses on transportation with little consideration for recreational use – either pedestrian or by bike – I suspect most people walk and ride for recreation/exercise rather than commute to work.
- Need to incorporate recreational loops into the overall plan (circles). Recreation is very important – mark roads for sharrows and signs is low cost with big community benefit.
- This needs to be expanded/followed-up with a recreational pedestrian/bike/trail plan!
- Costing data would be beneficial to help determine feasibility.
- I appreciate the opportunity to speak on these plans. I'm very excited to see the city actively working to improve options for walking and riding.
- Ninety-eight percent of bike riders are riding for exercise and recreational – not to shop or work.
- Brandon Mill needs sidewalks on both (or any one) sides of street. Traffic is too fast for kids to cross. Houses on both sides of street lead to Spalding Drive school. Needs sooner than later. Sidewalks should be wider than general width.

- Please publish the results of the public outreach (surveys, studies, plans, references, costs, etc.). Evening bike use through Island Ford Pkwy (Northridge connect to Roberts)
- Don't count on Atlanta drivers to honor sharrows. Pay attention to traffic noise and pollution in your plans. Walking/riding on Roswell Road is very unpleasant and in the summer it is unhealthy. Remember to add Hawk lanes on single sidewalk streets.
- Clean curbs (trash, nails, gravel, tree droppings)
- I hope we have some implementation by the time we have a new Town Center built.
- Feedback/Recommendation on Sandy Springs Bike/Ped/Trail Plan
 - Complete streets: adopt and implement a relevant and meaningful policy and/or ordinance
 - Re-striping policy: set and communicate throughout Departments and in road work contracts. Narrower lane widths can be easily restriped to provide safer accommodations.
 - Road diet candidates: e.g. where a four-lane road exists, consider going to 2 lanes, center lane and bike lanes (e.g. Dunwoody Place)
 - Retrofit and restripe today: certain corridors have been repaved, yet could be restriped for bike accommodations. Example includes Peachtree-Dunwoody between Mt. Vernon and Spalding.
 - New sidewalk moratorium: ensure any new sidewalks allow for future road width to accommodate a bike facility where designated in the plan. See Dunwoody for examples (across from Dunwoody ES and on Happy Hollow are two)
 - City Center connectivity: N/S/E/W to PCID, Buckhead, East Cobb and Roswell
 - GA-400 trail: this would connect into the Atlanta BeltLine network, to Stone Mountain and Silver Comet to Anniston! Current plans do not show COSS is actively proposing this (would be in red; is listed as "Other Potential Trails" in green). Continue and extend northward from Atlanta city limits to Roswell, with East/West connections into new City Center and PCID.
 - Reconsider using bicycle level of service: "Unsuited for assessing bicycle design options that include cycle tracks and other emerging bicycle facility types". Source: March, 2014 Transportation Research Board report, "Bicycles 2013".
 - Budgeting: set a minimum floor for funding bicycle projects and incorporate by line item in City budget.
 - Safe Routes to Transit: first and last mile connectivity to transit needs to be a priority 1. Example: Peachtree-Dunwoody between Mt. Vernon and Spalding can be restriped now and install buffered cycle tracks. Segments listed as priority 3 on plan.
 - Safe Routes to School: establish partnership with area Fulton County schools.
 - Bicycle friendly community designation: COSS applied approximately 2 years ago. What is the status? Actively pursuing?
 - Bicycle friendly business designation: have the actual city as an employer pursue and achieve this.
 - Abernathy: between Roswell Road and Abernathy. Follow example from PCID with Perimeter Center West. Restripe lane widths, reduce median and install buffered cycle tracks. Will provide excellent east-west connectivity from Johnson Ferry GDOT project that has bike lanes into PCID area and MARTA station.
 - Adopt NACTO guide for bicycle facilities design (it follows AASHTO standards. Atlanta is using this)
 - Partner with PCID on their ongoing trail plan for connectivity
 - New bike/ped bridge across Chattahoochee River/Roswell Road: create bike/ped connectivity south of the bridge.

Web Site Comments

1. I was interested to know what the plan was regarding adding connectivity to the Cobb County and National Parks trails at I-285 and the Chattahoochee. The Bob Callahan trail and connections to the Chattahoochee National Park trails as well as the whole Cobb network that goes to the Silver Comet Trail and onto Alabama would be a great system for us to prioritize connections with. Are there any upcoming meetings regarding multiuse trails?
2. Here is my response to the four items:
 - a. Morgan Falls Park is the recreational jewel of the city, but is virtually inaccessible via bike or walking. I think the priority should be to provide bike and ped friendly access to the park for as many residential areas as possible. The trails didn't seem to be on the project list at all (prioritized or otherwise).
 - b. While it does sound like things are moving, I've been hearing for a number of years that the trail plan is coming. I'm concerned with the sometimes long duration between decision and action. Of course not everyone will be pleased with the selected projects, but whatever is chosen I would like it to be implemented quickly so it can be enjoyed for more years.
 - c. As quickly as possible. I would hate to see months go by between meetings and decisions and votes with no action taken.
 - d. Fantastic job by everyone. Clearly well thought out and thorough.
3. I've been to all 2 of the bike, ped, and trail meetings and the last one left me very disappointed and frustrated – I wonder if the consultants are truly listening to the residents! The Jan. 14th meeting had Brandon Mill in the top 5 priority as rated by the public, and after the “consultants” did their assessment Brandon Mill was dropped to #23. During the meeting I asked about getting the metrics behind the latest scoring, I've copied Kristen Westcott to see if she can assist. (reference to Jan 14th presentation) It's amazing that \$3.25 million was spent on Abernathy Linear Park and at least \$230,000 is being spent on Lost Corner, yet only a small percentage of households living around these parks can actually safely walk, bike, or take strollers to enjoy these facilities. *“The master planning process to transform the Sandy Springs downtown area into a **more vibrant**, business-attractive and **family-friendly** place to complete.” – Sandy Springs website.* In addition, this 1-mile of sidewalk will also allow an estimated 3900 adults, 500 children in 1300 households to get the new Sandy Springs City Center without having to get in their car! AND will allow children and their parents to WALK to Spalding ES. We look forward to exploring ways of getting a sidewalk on Brandon Mill started. **P.S. We are NOT giving up on this :+)** (reference link to PowerPoint presentation from June 2013 outlining the value of a sidewalk on Brandon Mill)
4. Clearly there has been a lot of thoughtful work on the various plans, and the plots do a good job of translating engineering technical information into something more understandable for the public and Council. I'm happy to talk with you further if you find my enthusiastic writings undecipherable! Here are my additional questions and comments:
 - a. Are the planners satisfied with the volume and quality of survey responses from the public? Same question for attendance at public meetings?
 - b. A big question is: What is “the transportation document” the Council is using to guide/implement? (Jamie showed there are at least 5 documents (some overlapping) that relate to transportation in SSG). The presentation tonight didn't clarify that.
 - c. Of particular interest to me and the neighborhood association(s) and communities I work with is the intersection improvement of Roswell Road and Glenridge Drive.

While this project has been discussed, it's not clear if it has been fully budgeted by the Council, and I learned tonight about some GDOT project funding shortfalls. This particular project creates a win-win-win-win-win (w5) for communities, cars, pedestrians, bikes, and watershed management.

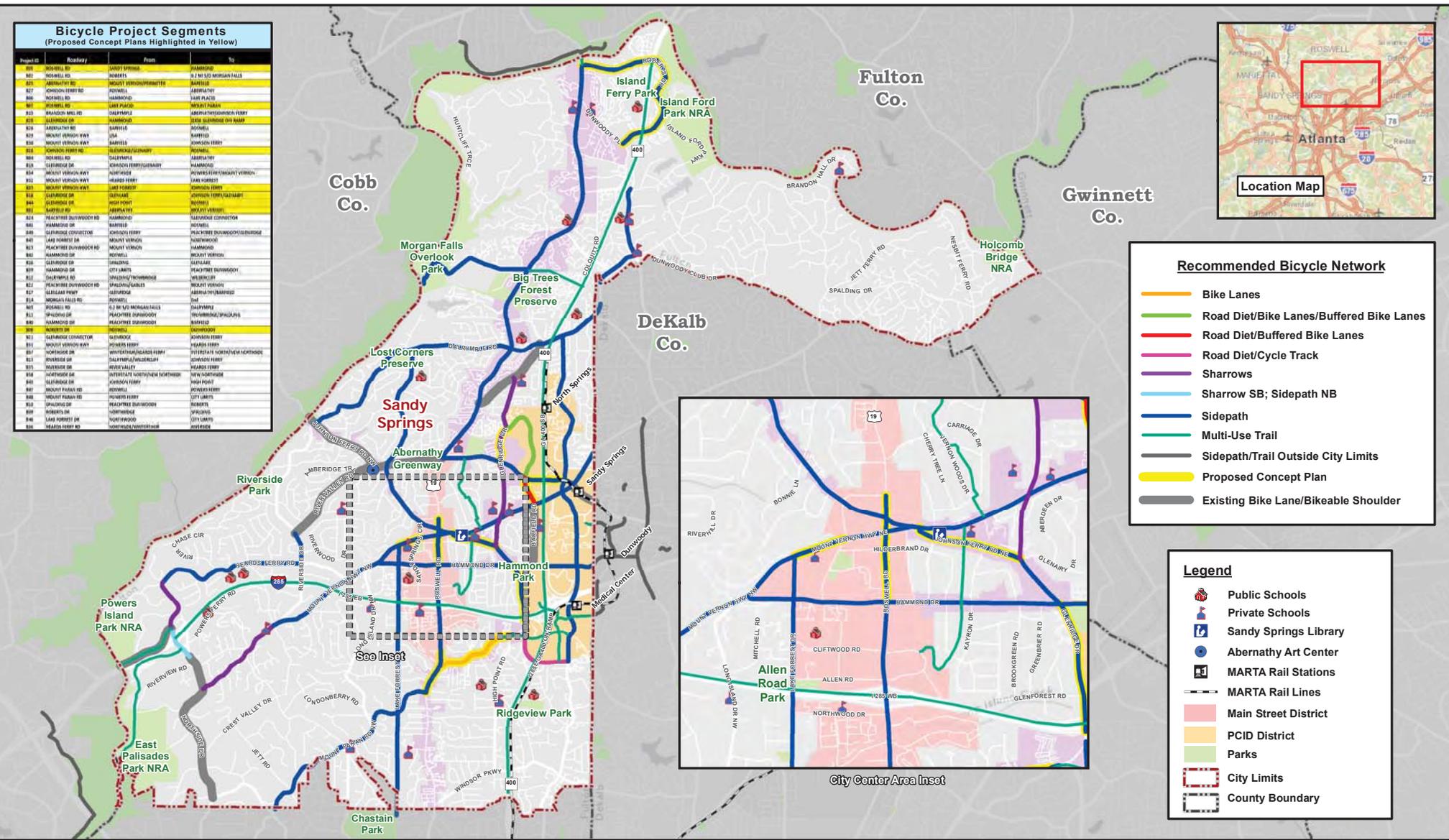
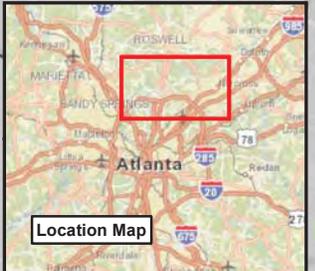
- The Round Hill condo community finally gains safe access to Roswell Road
- Roswell Road gets a longer dedicated left turn lane for EB Glenridge Drive traffic, minimizing blockage of the left through lane and increasing throughput on Roswell Road; the dangerous hairpin left turn across Roswell Road is eliminated; the existing traffic light for Round Hill can be removed.
- New sidewalks (and streetlights) enable full sidewalk connectivity on south side of Glendridge Drive east of Roswell Road, eliminating the existing dangerous conditions; more connected sidewalks enable better pedestrian access to MARTA bus lines and businesses.
- The road is wide enough to enable many different options for bikes; eliminating some of the curves improves sight lines for cars, making it safer for bikes.
- Significant watershed and runoff issues have existed on the south side of Glenridge Drive for well over 10 years; reworking the current drainage and road grade will improve watershed management and prevent further damage to property (that happens to be in my condo community of Willow Glen)

And there is enough room to do this project without having to acquire property or significantly disrupt the nearby businesses and communities. Given all of these benefits, it will be easy to demonstrate neighborhood support, as well as work with our local legislators to make this project happen.

- Re: completing 2-side sidewalks on Roswell Road south to Wieuca Road – now that the Council has exercised their power of eminent domain, it could be used as a strategy to get the project done, and end the current situation where a few property owners are holding us all “hostage”. Any property owner getting a sidewalk in front of their business would potentially gain foot traffic, without negatively affecting their business, and certainly will not diminish their property value.
 - Be sure to include the connectivity to existing pedestrian and biking infrastructure Jamie described – i.e. show on the map where the Silver Comet extensions are (are planned) and how SSG can connect to them (same for the 400 bike route and the trails in Roswell). Showing connectivity would further reinforce how SSG planning is being done in coordination (not isolation) with contiguous cities.). Also want to mention the Atlanta BeltLine and see how we might be able to connect to it.
 - Re: policies – Helmet ordinance – has it been considered and can this even be done per state law?
 - Any plans to provide/require bike license stickers to aid in recovery of stolen bikes?
5. I would like to see Sandy Springs add connectivity to the Rottenwood Creek/Bob Callahan Trail/Chattahoochee national park trails – if our western border can connect there, (and have some parking) we would have access to the Silver Comet Trail network. I would like this to connect to the western SS business area, then later to the new downtown SS/Roswell Road corridor. I think it would be great to be able to do a loop by biking west on Abernathy Road (past the new park) along Columns Drive, through the Chattahoochee NP, then return along the 285 Riverdge Road/Powers Ferry and trails/bike lane/sidewalk back to Roswell Road.

Bicycle Project Segments
(Proposed Concept Plans Highlighted in Yellow)

Project ID	Roadway	From	To
800	HOWELL DR	LAKES SPRING	HAMMOND
802	HOWELL DR	HOWELL	1/2 MI S/O MORGAN FALLS
826	ABERNATHY RD	MOUNT VERNON/SPRINGFIELD	BARFIELD
827	HOWELL FERRY RD	HOWELL	BARFIELD
828	HOWELL DR	HAMMOND	LAKE PLACE
867	HOWELL DR	LAKE PLACE	MOUNT ZION
833	BRANDON HALL DR	HOWELL	SANDY SPRING/SPRING FERRY
835	SPALDING DR	HAMMOND	DECK SHERWOOD DR NAME
836	ABERNATHY RD	BARFIELD	HOWELL
839	MOUNT VERNON HWY	USA	BARFIELD
838	MOUNT VERNON HWY	BARFIELD	HOWELL FERRY
832	HOWELL FERRY RD	SPRINGFIELD/SPRING	HOWELL
856	HOWELL DR	SPRINGFIELD	BARFIELD
819	SPRINGWOOD DR	JOHNSON FERRY/CHAMBER	HAMMOND
834	MOUNT VERNON HWY	HOWELL	POWERS FERRY/MOUNT VERNON
835	MOUNT VERNON HWY	HEADS FERRY	LAKE HOWARD
853	MOUNT VERNON HWY	LAKE FOREST	JOHNSON FERRY
818	SPRINGWOOD DR	HOWELL	JOHNSON FERRY/CHAMBER
844	SPRINGWOOD DR	HOWELL	HOWELL
861	BARFIELD DR	ABERNATHY	MOUNT VERNON
814	PLACETTES DUNWOODY RD	HAMMOND	SANDWICH CONNECTOR
846	HAMMOND DR	HAMMOND	HOWELL
849	SPRINGWOOD DR	JOHNSON FERRY	PLACETTES DUNWOODY/HAMMOND
845	LAKE HOWARD DR	MOUNT VERNON	HOWELL
852	PLACETTES DUNWOODY RD	HOWELL	HAMMOND
848	HAMMOND DR	HOWELL	MOUNT VERNON
838	SPRINGWOOD DR	SPRINGWOOD	DEKALB
839	HAMMOND DR	CITY LIMITS	PLACETTES DUNWOODY
812	SPRINGWOOD DR	SPRINGWOOD/HAMMOND	HOWELL
822	PLACETTES DUNWOODY RD	SPRINGWOOD/SUNDBERG	MOUNT VERNON
821	HILLDALE HWY	BARFIELD	ABERNATHY/SPRINGFIELD
816	MORGAN FALLS RD	HOWELL	HOWELL
865	HOWELL DR	1/2 MI S/O MORGAN FALLS	HOWELL
811	SPALDING DR	PLACETTES DUNWOODY	DEKALB/SPRINGFIELD
840	HAMMOND DR	PLACETTES DUNWOODY	BARFIELD
808	HOWELL DR	HOWELL	HOWELL
823	SANDWICH CONNECTOR	SPRINGWOOD	JOHNSON FERRY
811	MOUNT VERNON HWY	POWERS FERRY	HEADS FERRY
837	SPRINGWOOD DR	HOWELL/CLAYTON FERRY	HEADS FERRY/HAMMOND
813	SPRINGWOOD DR	SUNDBERG/SPRINGFIELD	HOWELL FERRY
835	SPRINGWOOD DR	HOWELL	HEADS FERRY
834	SPRINGWOOD DR	HOWELL	HOWELL
840	SPRINGWOOD DR	JOHNSON FERRY	HOWELL
840	MOUNT ZION RD	HOWELL	CITY LIMITS
838	MOUNT ZION RD	POWERS FERRY	CITY LIMITS
839	SPRINGWOOD DR	HOWELL	ROBERTS
809	HOWELL DR	HAMMOND	SPRINGWOOD
846	LAKE HOWARD DR	HOWELL	CITY LIMITS
836	LAKE HOWARD DR	HOWELL	HOWELL



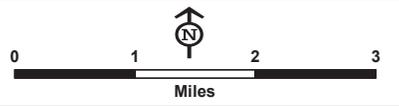
Recommended Bicycle Network

- Bike Lanes
- Road Diet/Bike Lanes/Buffered Bike Lanes
- Road Diet/Buffered Bike Lanes
- Road Diet/Cycle Track
- Sharrows
- Sharrow SB; Sidepath NB
- Sidepath
- Multi-Use Trail
- Sidepath/Trail Outside City Limits
- Proposed Concept Plan
- Existing Bike Lane/Bikeable Shoulder

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary

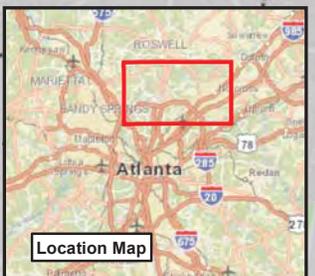
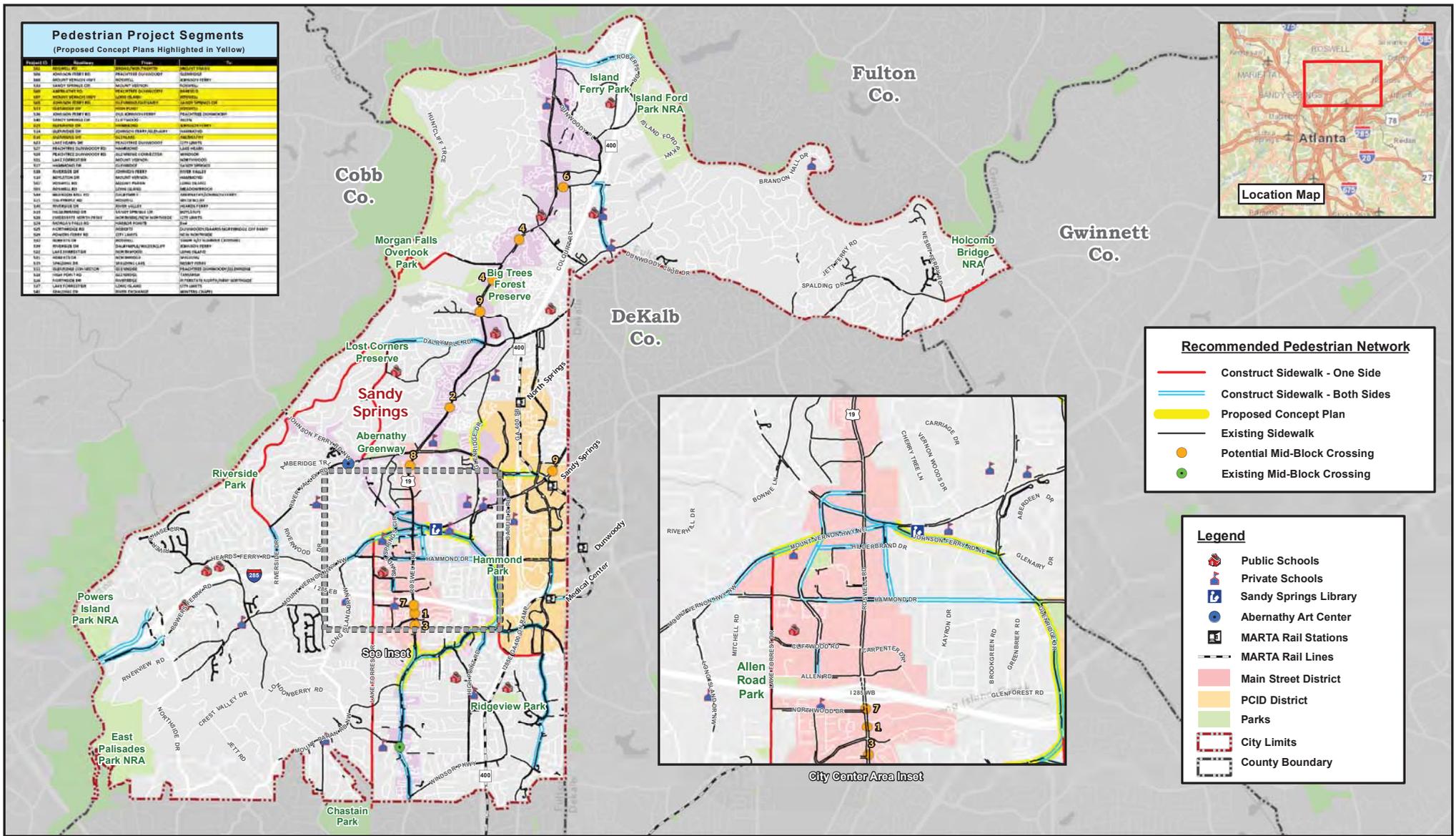
Figure 3.4 - Recommended Bicycle Network
Bicycle, Pedestrian and Trail Plan
Sandy Springs, Georgia



Pedestrian Project Segments

(Proposed Concept Plans Highlighted in Yellow)

Project ID	Route	From	To
100	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
101	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
102	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
103	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
104	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
105	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
106	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
107	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
108	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
109	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
110	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
111	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
112	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
113	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
114	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
115	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
116	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
117	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
118	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
119	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
120	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
121	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
122	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
123	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
124	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
125	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
126	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
127	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
128	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
129	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
130	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
131	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
132	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
133	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
134	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
135	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
136	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
137	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
138	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
139	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
140	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
141	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
142	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
143	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
144	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
145	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
146	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
147	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
148	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
149	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
150	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
151	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
152	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
153	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
154	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
155	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
156	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
157	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
158	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
159	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
160	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
161	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
162	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
163	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
164	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
165	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
166	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
167	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
168	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
169	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
170	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
171	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
172	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
173	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
174	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
175	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
176	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
177	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
178	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
179	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
180	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
181	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
182	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
183	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
184	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
185	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
186	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
187	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
188	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
189	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
190	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
191	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
192	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
193	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
194	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
195	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
196	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
197	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
198	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
199	AMERICAN DR	SPRINGWOOD	SPRINGWOOD
200	AMERICAN DR	SPRINGWOOD	SPRINGWOOD



Recommended Pedestrian Network

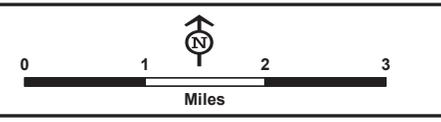
- Construct Sidewalk - One Side
- Construct Sidewalk - Both Sides
- Proposed Concept Plan
- Existing Sidewalk
- Potential Mid-Block Crossing
- Existing Mid-Block Crossing

Legend

- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary



Figure 3.5 - Recommended Pedestrian Network
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia



Document Path: E:\Data\Sandy_Springs_GA_TMAP\Map_Docs\DraftReportFigure_3_5_Recommended_Pedestrian_Network_T1x17.mxd



HDR Engineering, Inc.
1100 Peachtree Street, NE, Suite 400
Atlanta, GA 30309
www.hdrinc.com



**STATE OF GEORGIA
COUNTY OF FULTON**

**A RESOLUTION TO ADOPT THE BICYCLE, PEDESTRIAN AND TRAIL PLAN
FOR THE CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA**

WHEREAS, it is necessary from time to time to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the U.S. Constitution, federal statutes, Constitution of the State of Georgia, and the Charter for the City of Sandy Springs; and

WHEREAS, the City of Sandy Springs established development and transportation policy through the 2027 Comprehensive Plan adopted on November 20, 2007 and amended October 19, 2010 and Transportation Master Plan adopted on August 19, 2008; and

WHEREAS, the City of Sandy Springs Public Works Department is charged with developing transportation plans consistent with future land use, providing analysis for future transportation needs, and providing a long-term vision for capital investment in the City's transportation infrastructure; and

WHEREAS, the City will provide a safe, connected, and efficient transportation system for the citizens of Sandy Springs which balances pedestrian and bicycling travel with vehicular travel to provide a network that accommodates a wide range of users and abilities from children to seniors.

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

That the City of Sandy Springs receive, accept and adopt the Bicycle, Pedestrian and Trail Plan presented on December 16, 2014.

APPROVED AND ADOPTED on this the 16th day of December, 2014.

Approved:

Russell K. Paul, Mayor

Attest:

Michael Casey, City Clerk

(Seal)