

**A RESOLUTION TO AUTHORIZE OF THE MAYOR TO SIGN  
A LETTER TO THE TRANSPORTATION PLANNING BOARD REGARDING  
THE REGIONAL TRANSIT VISION PLAN, AS IT PERTAINS TO THE CITY OF SANDY  
SPRINGS**

**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 US Constitution, Federal Statutes, alignment with Federal, Georgia's State Constitution, and the Charter for the City of Sandy Springs and

**WHEREAS**, by Resolution adopted, the City of Sandy Springs desires to support the following transit options proposed in the Concept 3 Regional Transit Vision Plan:

No. 1 A new Heavy Rail Transit line along Georgia SR 400, from the MARTA North Springs Station to North Point in Alpharetta,

and respectfully requests the removal of the following proposed routing options from the Concept 3 Regional Transit Vision Plan:

No. 2 Light Rail Transit along I-285,

No. 3 Arterial Bus Rapid Transit along Roswell Road from Buckhead to Alpharetta, and

No. 4 Light Rail Transit along Hammond Drive from Roswell Road to Georgia SR 400.

and respectfully requests the consideration of the following options that the City can support:

Bus Rapid Transit along I-285,

Bus Rapid Transit along Roswell Road, from I-285 north to Hammond Drive and east along Hammond Drive from Roswell Road to the Perimeter Mall area.

**WHEREAS**, upon adoption of this Resolution, the Mayor will sign the attached letter to the Transportation Planning Board regarding the transit routing options that are preferred by the City of Sandy Springs.

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

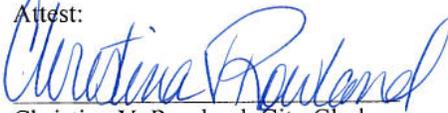
That the City of Sandy Springs' City Council receive, accept, and affirm the authorization for the Mayor to sign the letter to the Transportation Planning Board regarding the Regional Transit Vision Plan as it pertains to the transit routing options preferred by the City of Sandy Springs

**APPROVED AND ADOPTED** on this the 19<sup>th</sup> day of August 2008.

**Approved:**

  
Eva Galambos, Mayor

Attest:

  
Christina V. Rowland, City Clerk  
(Seal)



# CITY OF SANDY SPRINGS

## TRANSPORTATION MASTER PLAN – COMMENTS

### Summary – Mark Moore, Transportation Planner

I have compiled all the comments that I have received directly from the community. I have no way of verifying actual organizational representation; I have attributed comments by name and listed any identified organization parenthetically. Additionally, I have included some editorial response in italics for the purpose of clarification.

#### Project ID No. B3 on Table B1.B

Remove “Reconstruct Riverside Drive at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)”

Mark Sampl (SSCN)

*This item along with B1 and B2 were included as notes on coordination with GDOT for possible future improvements that may be suggested in ongoing study efforts, namely the Revive 285 study. This does not imply or support the need for any specific improvement. The only possible improvement at this location discussed as part of the TMP effort was the possibility of signaling the northern ramps.*

#### Project ID No. B5 on Table B1.B

Remove “Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.”

Mark Sampl (SSCN)

#### Project ID No. B6 on Table B1.B

Remove “Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, and Spalding Drive at Jett Ferry Road (see project A11).”

Mark Sampl (SSCN)

#### Project ID No. C7 on Table B1.C

Remove “Complete concept design, planning/engineering, and construction of Sandy Springs Circle under I-285 to Kingsport Drive.”

Mark Sampl (SSCN)

#### Project ID No. C10 on Table B1.C

Remove “Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.”

Mark Sampl (SSCN)

**Project ID No. C13; C14 and C15 on Table B1.C**

C13 Remove (or clarify that road widening is NOT required) "Improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes"

C14 Remove (or clarify that road widening is NOT required) "Improve Johnson Ferry Road corridor between Abernathy Road and Sandy Springs Circle to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes"

C15 Remove (or clarify that road widening is NOT required) "Improve Johnson Ferry Road between Mount Vernon Road and Glenridge Drive to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes"

Mark Sampl (SSCN)

*These items are streetscape, bike, and intersection improvements along the listed corridor. Please note the project description includes, "maintain two through lanes..."*

**Project ID No. D5 on Table B1.D**

Remove "Widen Abernathy Road from Roswell Road to SR 400 to six lanes with multiuse trail"

Mark Sampl (SSCN)

*This was included as a programmed GDOT project. As with all programmed state projects, it was included for purposes of coordination not to imply support or need for any specific improvement.*

**Project ID No. D8 on Table B1.D**

Remove the second half of this project as shown "Improve Hammond Drive corridor between Glenridge Drive and Roswell Road to provide four through lanes as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components"

Mark Sampl (SSCN)

Doug Faciglia (Glenridge Forrest-Hammond Hills)

**Project ID No. D9 on Table B1.D**

Remove "Widen Glenridge Drive from Roswell Road to Glenridge Connector to four-lane divided section."

Mark Sampl (SSCN)

Allen Powell (HPCA)

Robin Beechey (Willow Glen)

Jane Kelley (HPCA)

Jean Reed (Willow Glen)

**Project ID No. D10 on Table B1.D**

Remove "Widen Barfield Road from Hammond Drive to Mount Vernon Highway to provide four through lanes with bicycle/pedestrian accommodation"

Mark Sampl (SSCN)

**Table 3.2 (page 3-9) ARC ID FN-228 Peachtree-Dunwoody Road ATMS**

We do NOT support the widening of Peachtree Dunwoody Road between the City of Atlanta line to the Glenridge Connector as shown in Figure 6.3 (Future Transportation Network). (Also listed as ARC I.D. FN-228, p. 3-9, Table 3.2 ARC 2030 RTP-Long Range project.).

Mark Sampl (SSCN)  
Jane Kelley (HPCA)

*The project identified in ARC's long range plan is an Advanced Traffic Management System (ATMS) project, NOT a roadway capacity improvement. Basically, the project would be to install fiber optic cable along Peachtree-Dunwoody from Glenridge Connector to Atlanta. Figure 6.3 is incorrect in showing this section as "multi-lane" south of the Glenridge Connector.*

**General Comment**

Any references throughout the Plan to road widening or changing from two-lane to four-lane capacity should be removed if they affect protected neighborhoods and must be subject to further review by those HOAs.

Mark Sampl (SSCN)  
Bruce Capps [from letter seems to oppose all transportation improvement projects]