

P R E S E N T A T I O N

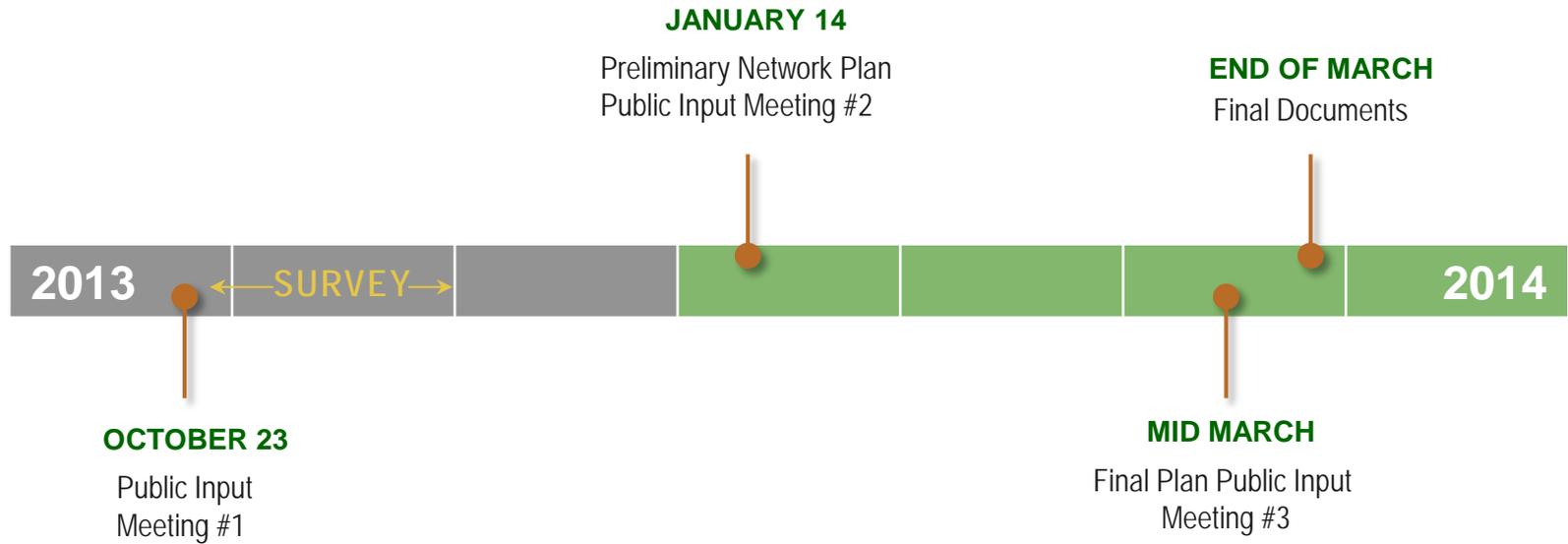
City of Sandy Springs Bicycle, Pedestrian and Trail Implementation Plan



Public Input Meeting #2

JANUARY 14, 2014

Project Schedule



EXISTING CONDITIONS EVALUATION AND SYSTEM APPRAISAL



Opportunities



Neighborhoods



Destinations



Existing Bicycle and Pedestrian Infrastructure



Corridors

Constraints



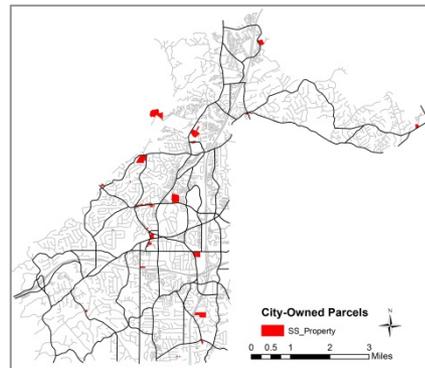
Traffic Congestion /
Disconnected Road Network



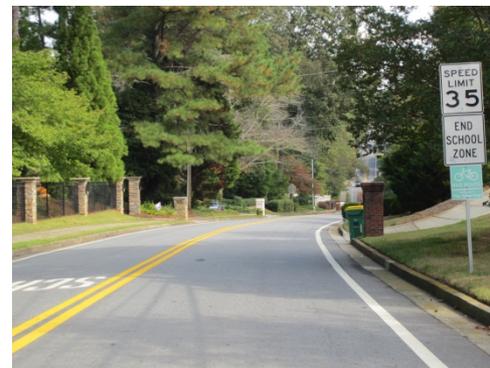
Private Ownership of the
Chattahoochee River Corridor



Topography

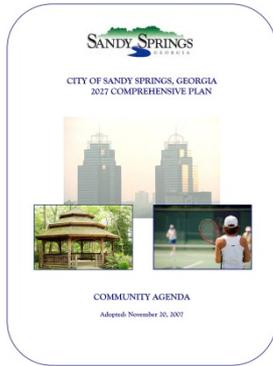


Limited ROW / City Owned Property

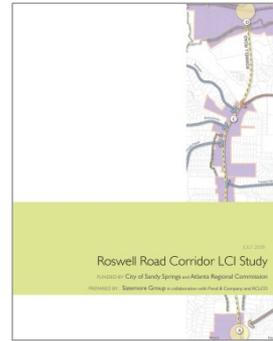


Proximity to Community Destinations
and Amenities

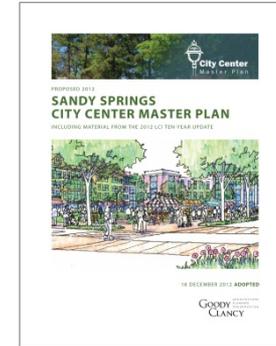
Summaries of Existing Sandy Springs Studies



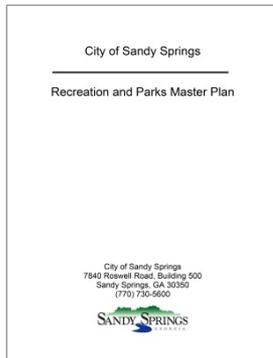
Comprehensive Master Plan



Roswell Road Corridor LCI



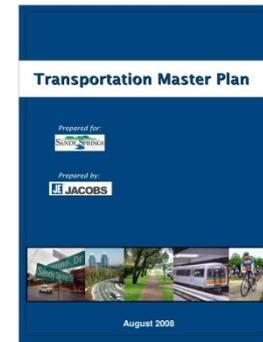
Sandy Springs City Center Master Plan



City of Sandy Springs Recreation Master Plan



PCIDs Commuter Trail System Master Plan



Transportation Master Plan

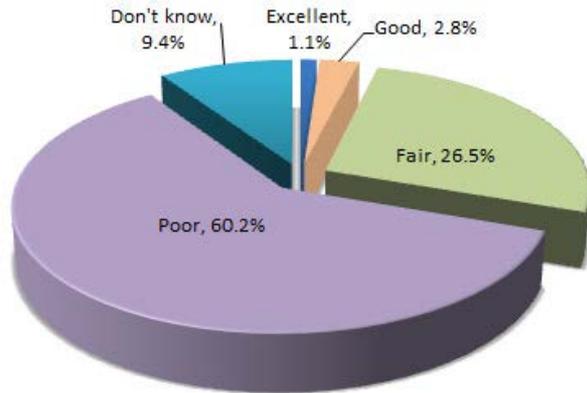
Public Input – Stakeholder Interviews



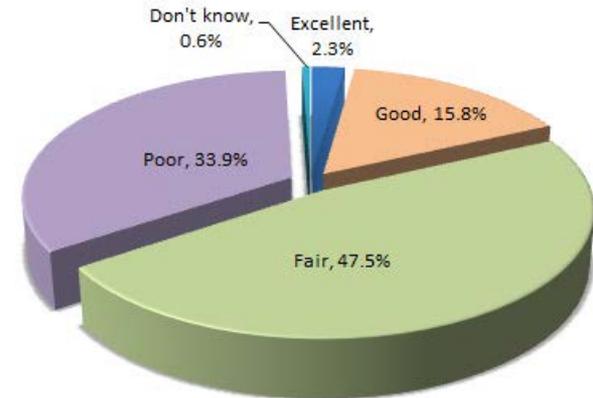
- Details:
 - 14 stakeholder interviews over 2 month period
 - Stakeholders included Parks Dept., NPS, PCID, and others
 - Obtain input on the potential use of bicycle and pedestrian facilities within the City
- Common themes:
 - Improve internal connectivity within the City
 - Coordinate with and connect to adjacent jurisdictions – Cobb County, Atlanta, Dunwoody, and Roswell
 - Need 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 such as MARTA stations, employment centers, new downtown, parks, etc.

Public Input – Web Based Survey

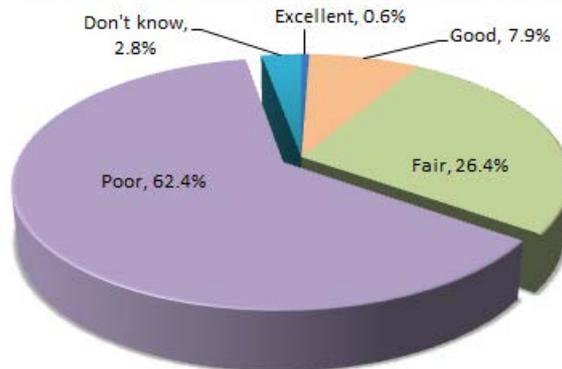
Ease of Bicycle Travel in Sandy Springs



Ease of Walking in Sandy Springs



Availability of Trails for Bicycling & Walking

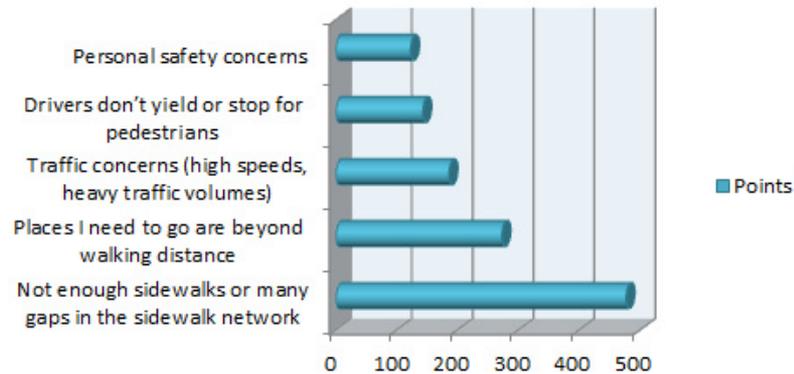


Availability of Bikes Lanes & Paved Shoulders for Bicycling

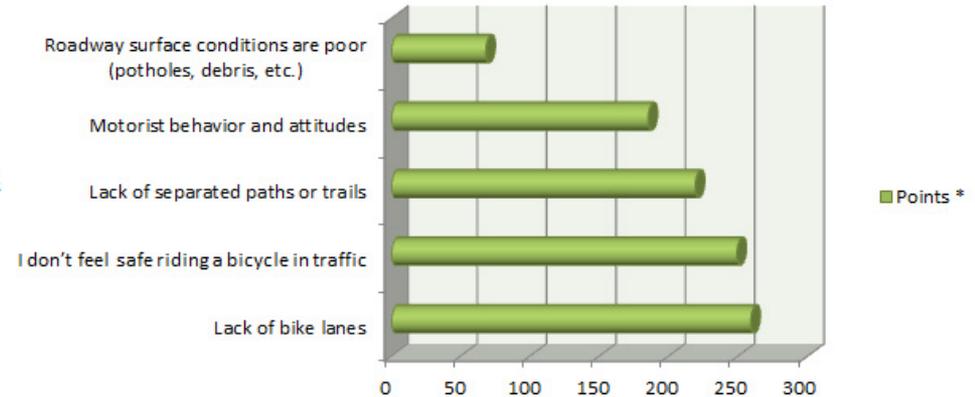


Public Input – Web Based Survey

Most Significant Barriers to Walking

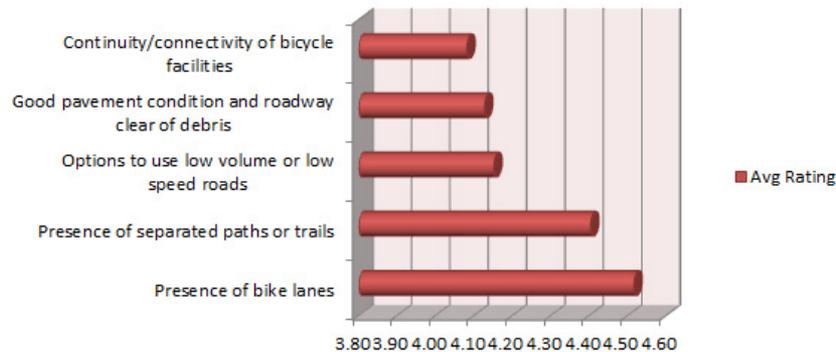


Most Significant Barriers to Bicycling



Public Input – Web Based Survey

Importance in Selecting a Route for Bicycling



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



Public Input – Web Based Survey

Top 5 Roadways Listed for Bicycle and Pedestrian Improvements

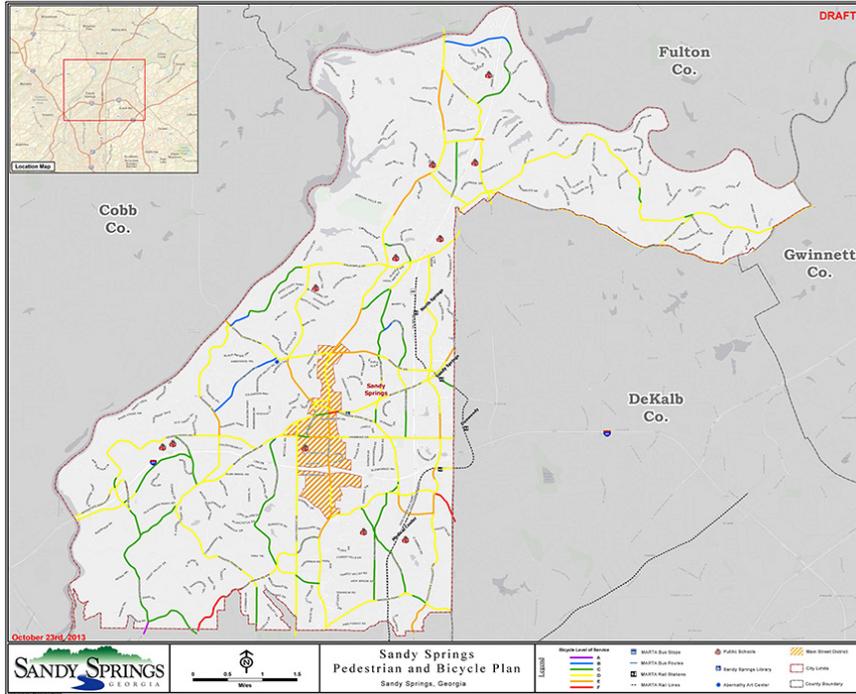
Ranking	Bicycle Improvement	# of Responses	Pedestrian Improvement	# of Responses
1	Roswell Rd	19	Brandon Mill Rd	51
2	Brandon Mill Rd	17	Roswell Rd	29
3	Mt. Vernon Hwy	11	Riverside Dr	14
4	Abernathy Rd	9	Hammond Dr	11
5	Hammond Dr	7	Sandy Springs Cir	11

Public Input – PI Meeting #1

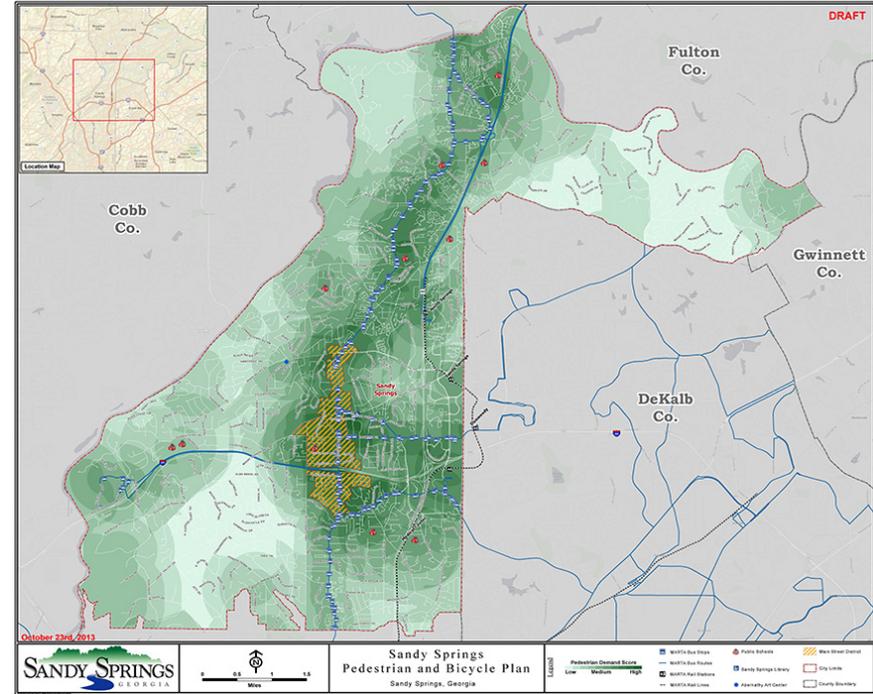


- Public input consistent with the stakeholder feedback:
 - Connect with local area schools
 - Improve Roswell Road, Abernathy Road, Mt. Paran Road, Mt. Vernon Highway, Hammond Drive and Johnson Ferry Road
 - Connect to adjacent trail systems
 - Consider safety factors when planning a system
 - Include bicycle parking

Needs Assessment



Level of Service



Demand

Potential Bicycle and Pedestrian Facilities

- Bike Lanes
- Shared Lane Markings (Sharrows)
- Cycle Tracks
- Trails
- Sidewalks
- Mini Connections
- Midblock Crossings
- Intersection Enhancements

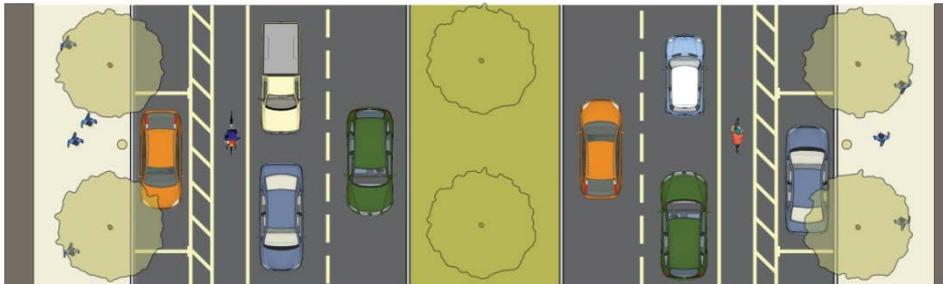
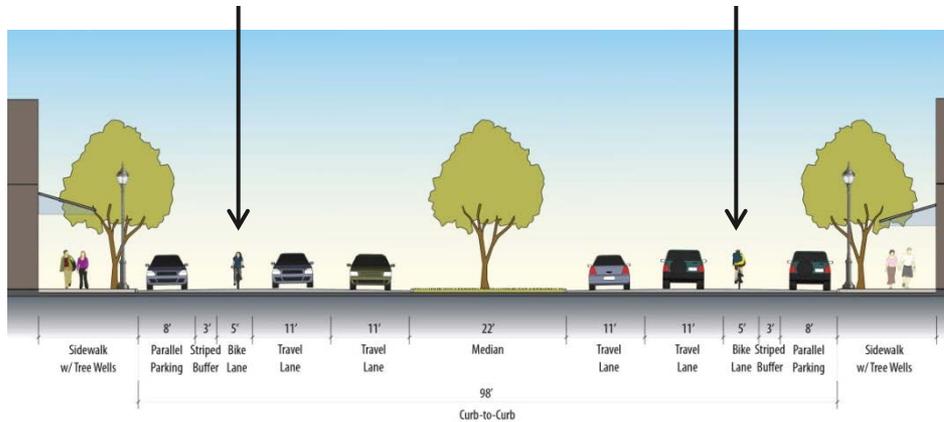


Conventional Bicycle Lanes & Paved Shoulders

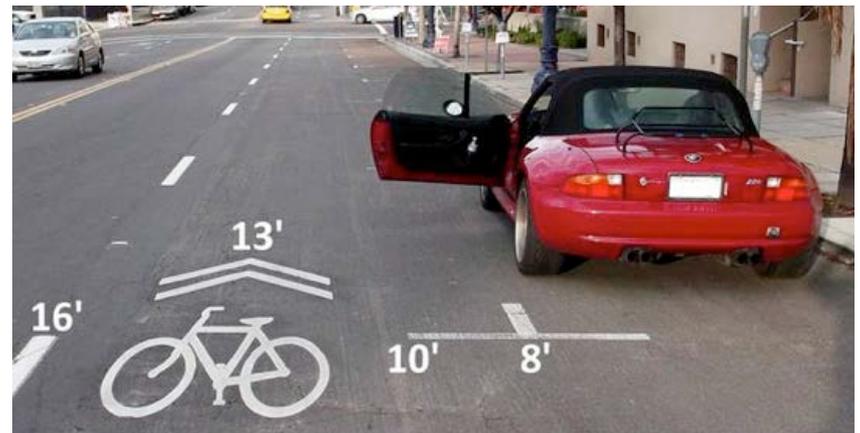


Buffered Bicycle Lanes

*Example – Buffered Lane from Parking



Shared Lane Markings (“Sharrows”)



Cycle Tracks (Protected Bike Lanes)



Trails



Sidewalks



Mini-Connections



Midblock Crossings



Pedestrian Hybrid Beacon (aka "HAWK")



Rectangular Rapid Flashing Beacons (RRFB)



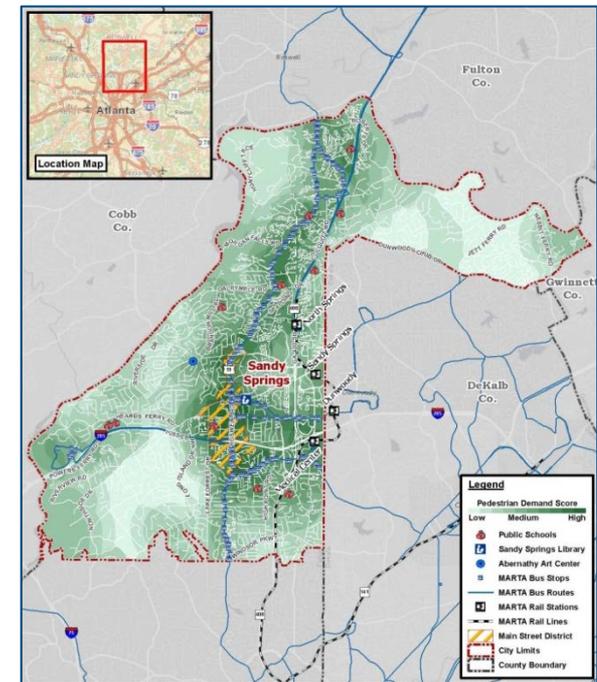
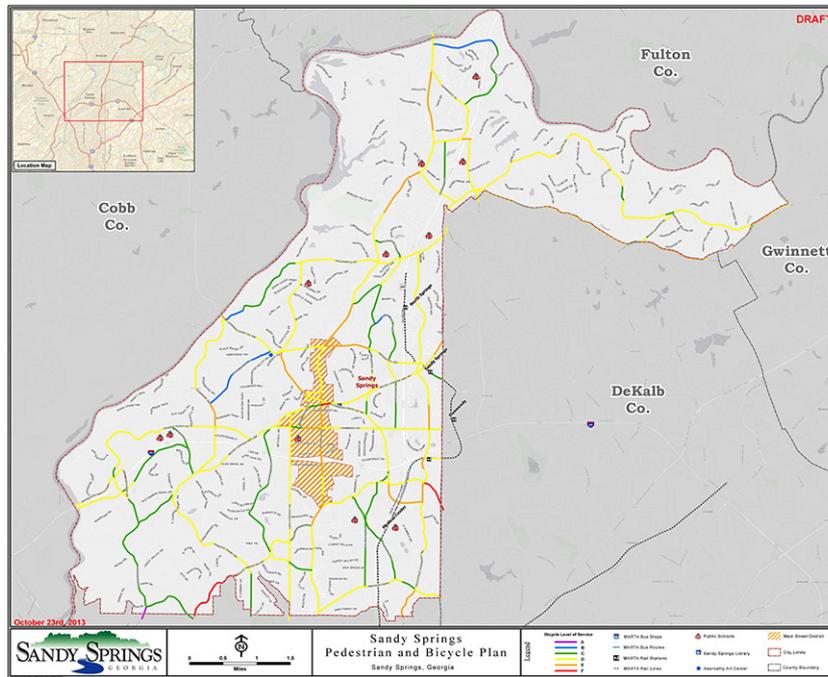
System Evaluation and Appraisal

■ Supply

- Pedestrian Level of Service (PLOS)
- Bicycle Level of Service (BLOS)

■ Demand

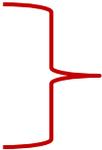
- Population & Employment density
- Destinations



NETWORK MAPS



Preliminary Pedestrian Priority Recommendation Map

- 5 priority levels
- Priority based on equal weighting of segment ranking for:
 - PLOS score differential to PLOS “C”
 - Pedestrian demand

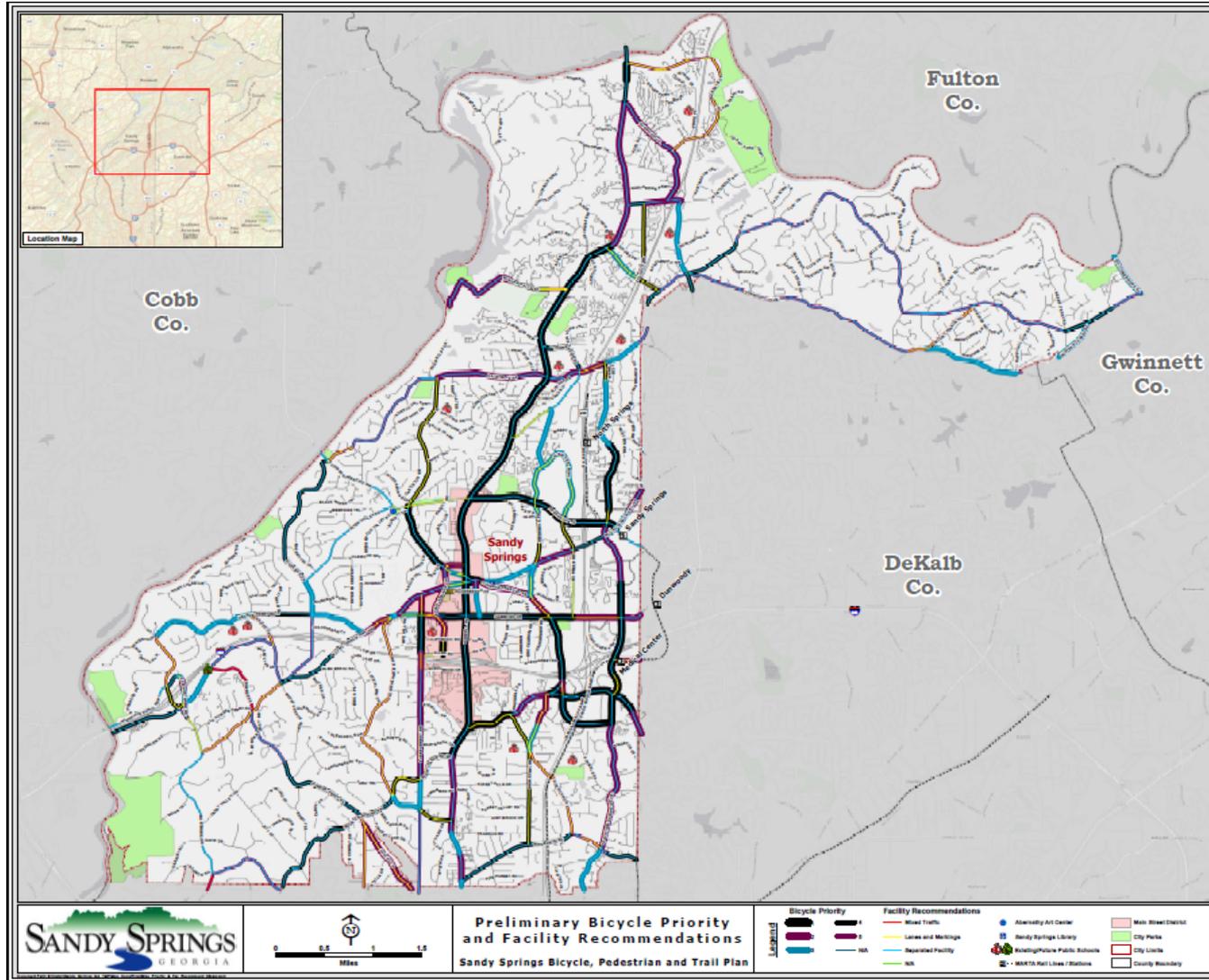
Segments with high demand and worst conditions get highest priority
- Segments with “complete” sidewalks, both sides - filtered out
- Potential midblock crossing points
 - Locations ranked by ped/bike crashes, MARTA ridership, & proximity to signal

Preliminary Bicycle Priority and Facility Recommendation Map

- 5 priority levels
- Priority based on equal weighting of segment ranking for:
 - BLOS score differential to BLOS "C"
 - Bicycle demand

Segments with high demand and worst conditions get highest priority
- Segments with minimum of 4-foot bike lanes or bikeable shoulders filtered out of analysis

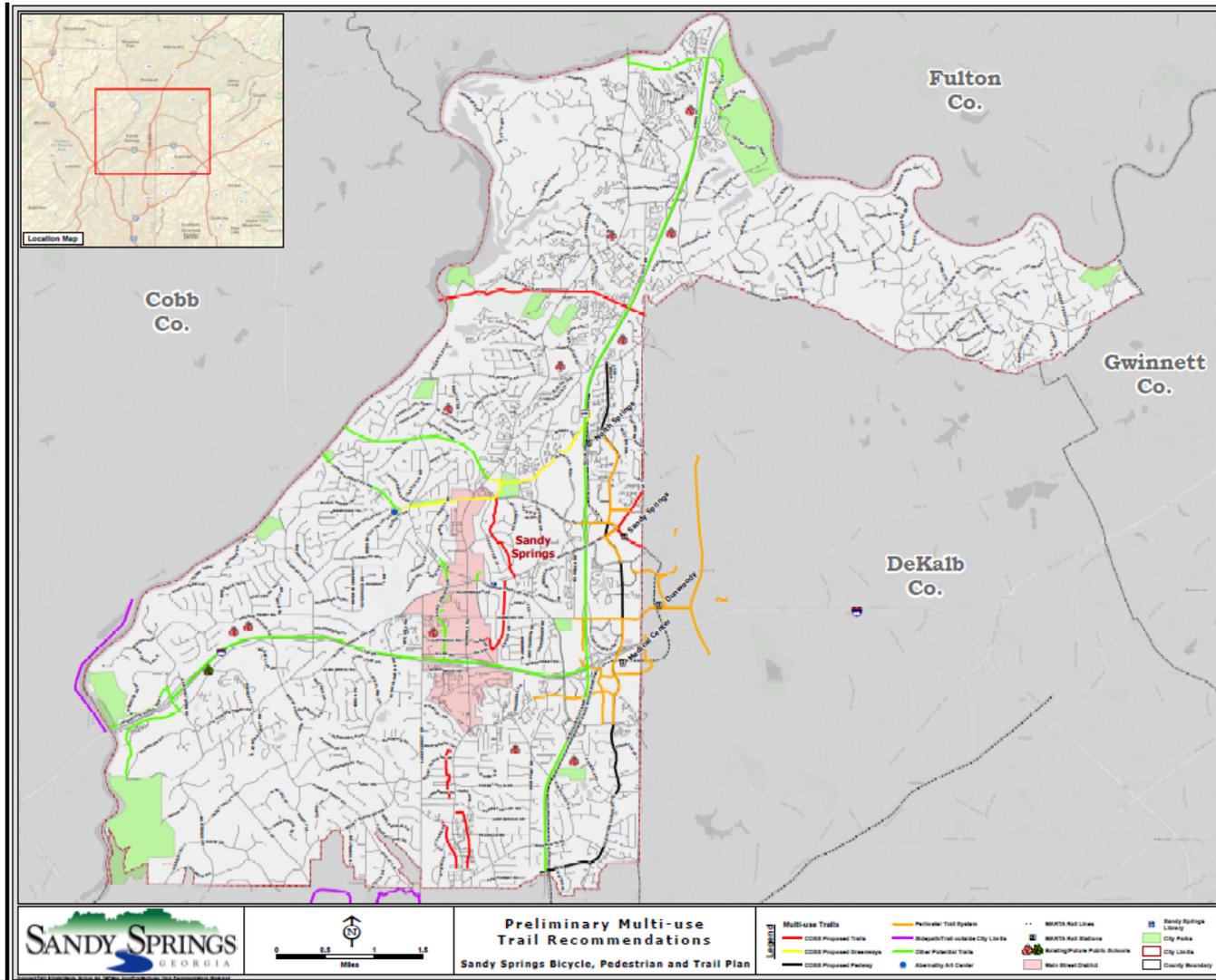
Preliminary Bicycle Priority/Facility Recommendation Map



Preliminary Multi-Use Trail Facility Recommendation Map

- Shows multi-use trail recommendations from:
 - Previous planning studies
 - Additional potential exclusive right-of-way corridors identified in this study
- Shows existing/proposed connections to trails in adjacent municipalities

Preliminary Multi-Use Trail Recommendation Map



Next Steps

- Refinement of Recommendations
- Identify Projects
- Public Involvement Meeting #3
Mid-March
- Submit Final Report End of March



Open House Discussion

- How should the City prioritize investments?
- Comments regarding any specific bicycle or pedestrian priority level or facility type?
- Should the City consider modification of policy to install sidewalks on one side of street first, then 2 sides?
- Additional suggested locations for:
 - Trails
 - Midblock crossings
 - Connections
- Other than facilities, what other key items should be included in the plan to build a more bicycle and pedestrian friendly City?



Study and Contact Information

Website:

<http://www.sandyspringsga.gov/BikePedestrianTrailPlan>

Email:

bikepedplan@sandyspringsga.gov

Contact:

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City of Sandy Springs

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Sandy Springs, GA 30350

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