

City of Sandy Springs

Bicycle, Pedestrian and Trail Implementation Plan



Prepared by HDR Engineering, Inc.

DECEMBER 2014

HDR



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

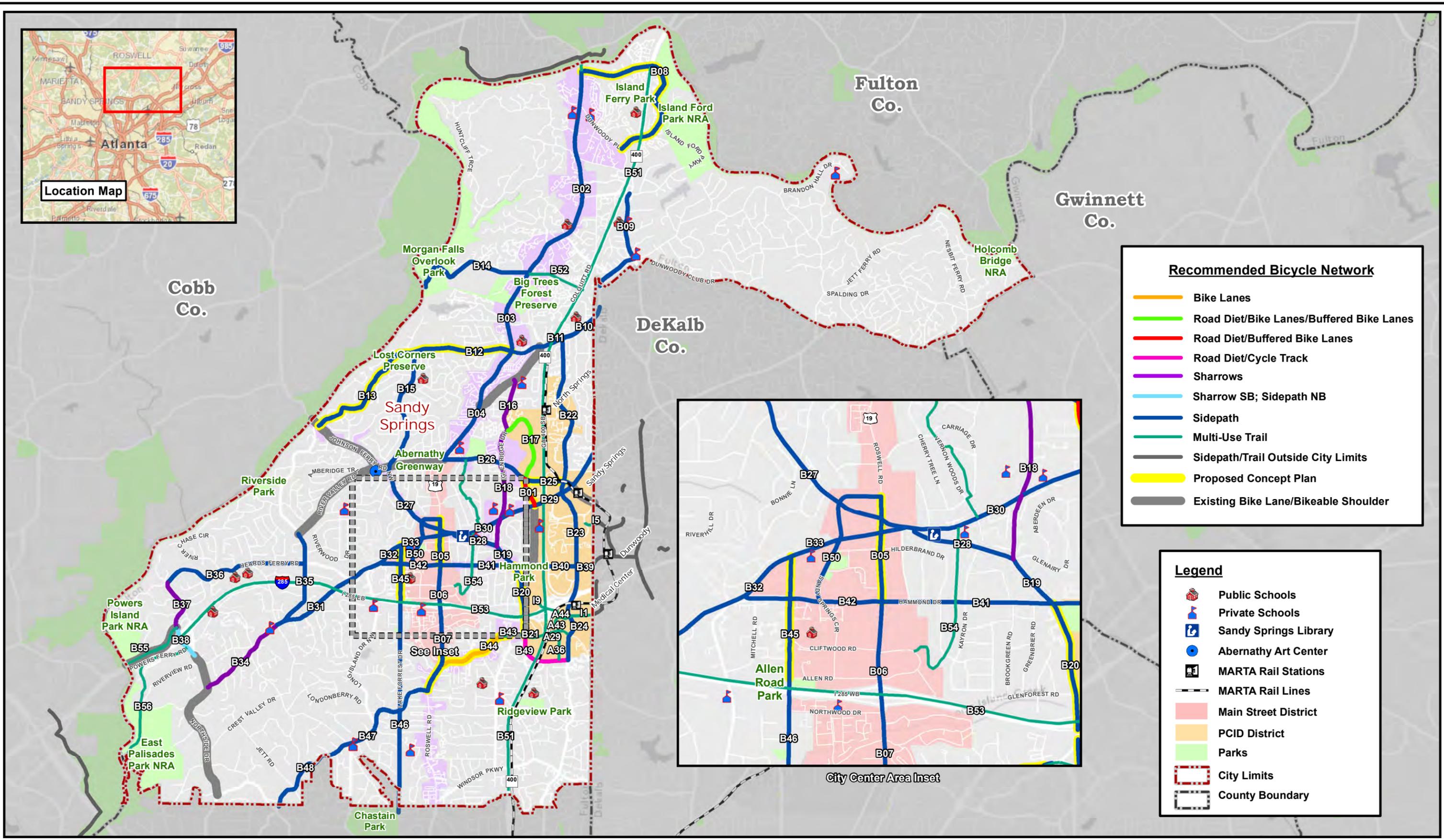
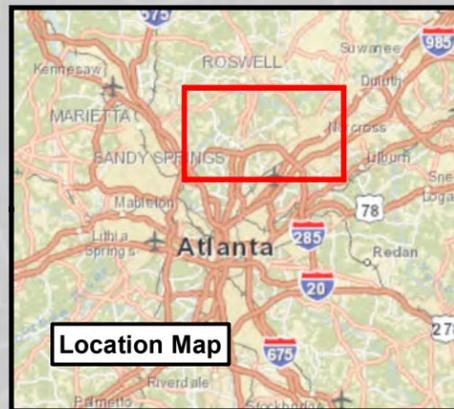
notified of the opportunity to participate in the survey online. A total of 184 surveys were completed. The survey results suggested a broad range of interest in having more amenities provided throughout the City for bicycling and pedestrian activities. Results of the survey were used along with other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

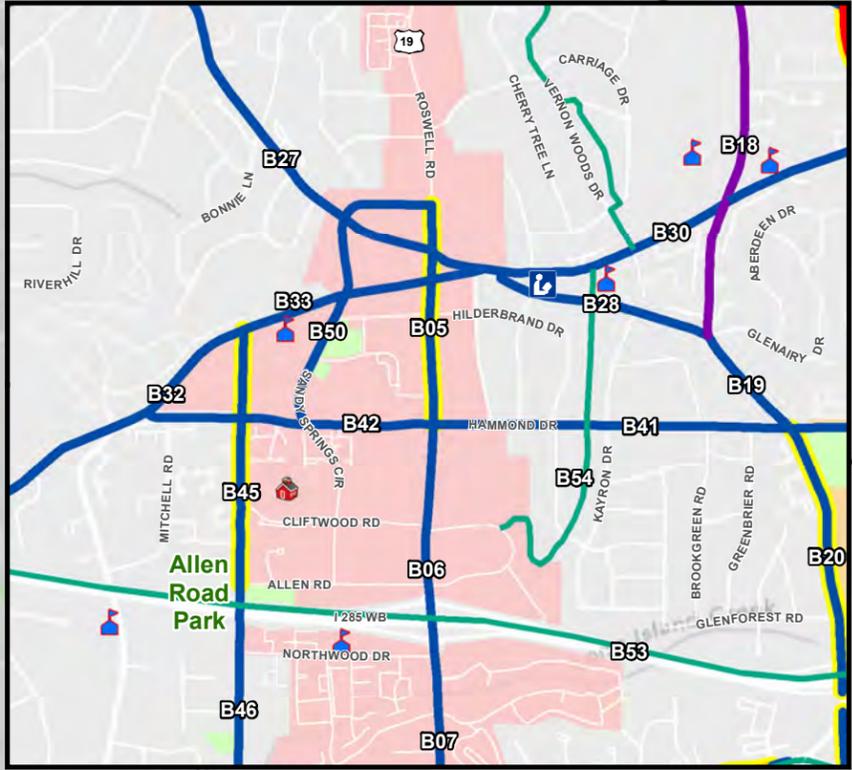
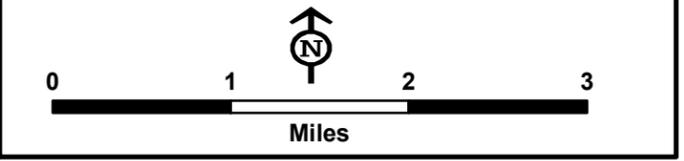
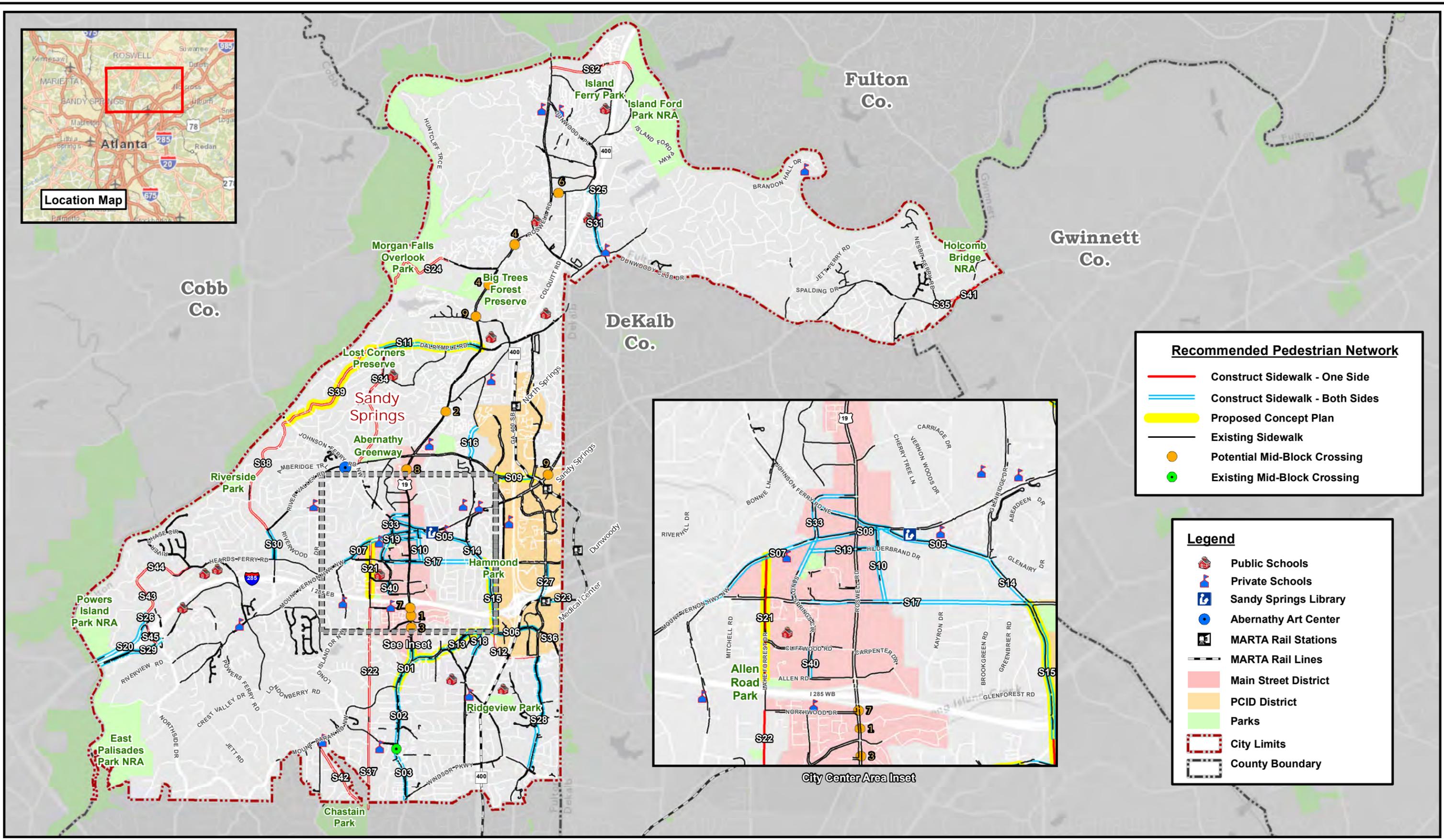
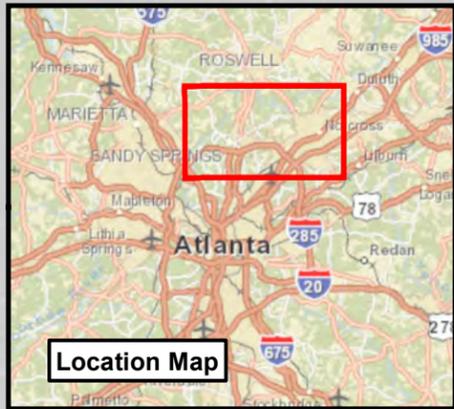


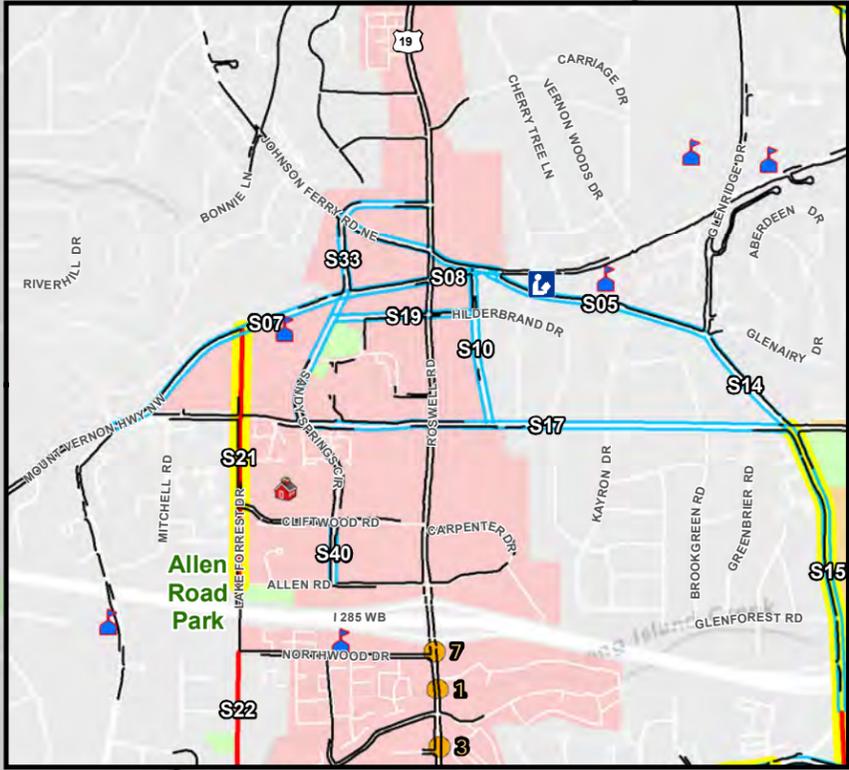
Figure ES.1 - Recommended Bicycle Network
 Bicycle, Pedestrian and Trail Plan
 Sandy Springs, Georgia





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

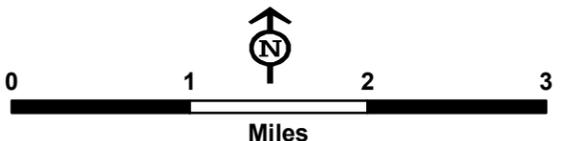


Table ES.1 - Bicycle, Pedestrian, and Trail Plan - Combined Projects List

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



HDR Engineering, Inc.
1100 Peachtree Street, NE, Suite 400
Atlanta, GA 30309
www.hdrinc.com

