

# City of Sandy Springs

## Bicycle, Pedestrian and Trail Implementation Plan



Prepared by HDR Engineering, Inc.

DECEMBER 2014

**HDR**

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 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.

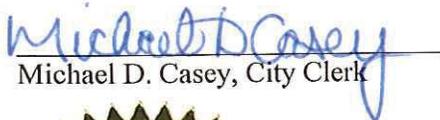
**RESOLVED** on this the 16<sup>th</sup> day of December, 2014.

Approved:



Russell K. Paul, Mayor

Attest:



Michael D. Casey, City Clerk





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# ES

## EXECUTIVE SUMMARY

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*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.*

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### 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

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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

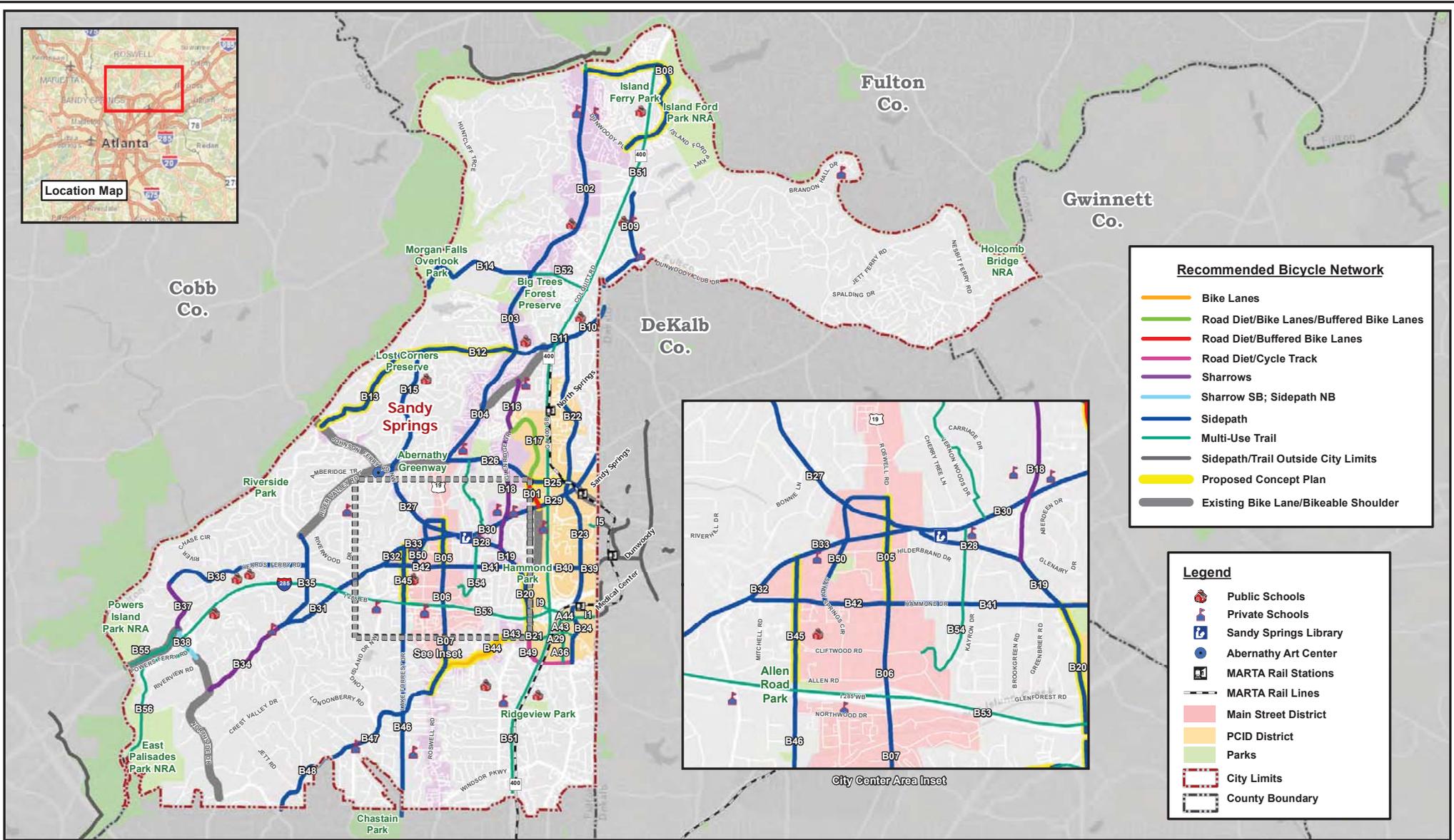
notified of the opportunity to participate in the survey online. A total of 184 surveys were completed. The survey results suggested a broad range of interest in having more amenities provided throughout the City for bicycling and pedestrian activities. Results of the survey were used along with other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

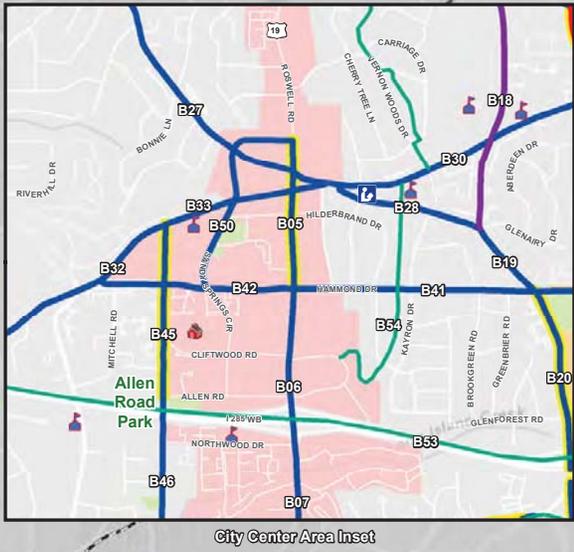


**Recommended Bicycle Network**

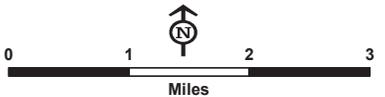
- Bike Lanes
- Road Diet/Bike Lanes/Buffered Bike Lanes
- Road Diet/Buffered Bike Lanes
- Road Diet/Cycle Track
- Sharrows
- Sharrow SB; Sidepath NB
- Sidepath
- Multi-Use Trail
- Sidepath/Trail Outside City Limits
- Proposed Concept Plan
- Existing Bike Lane/Bikeable Shoulder

**Legend**

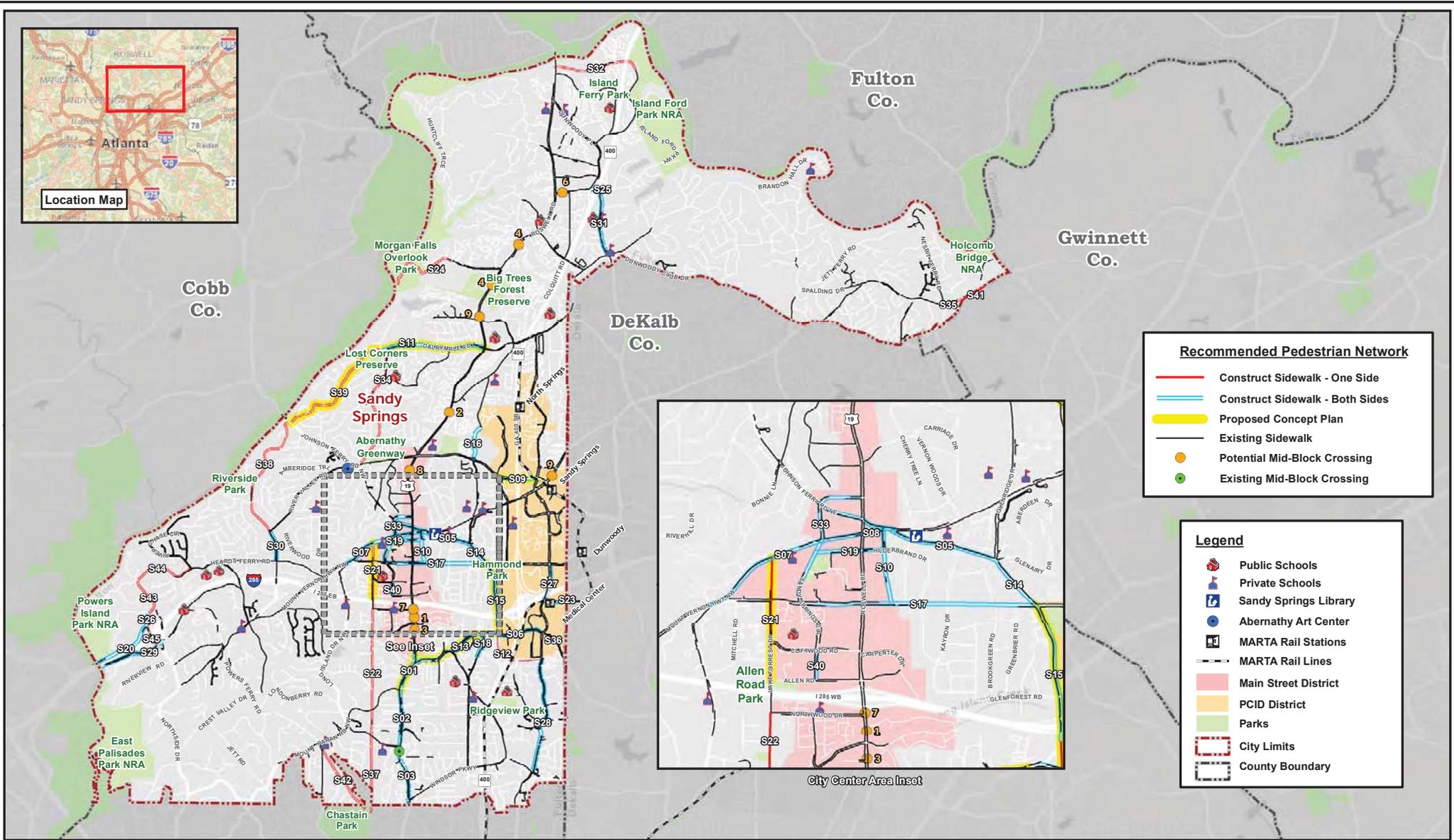
- Public Schools
- Private Schools
- Sandy Springs Library
- Abernathy Art Center
- MARTA Rail Stations
- MARTA Rail Lines
- Main Street District
- PCID District
- Parks
- City Limits
- County Boundary



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

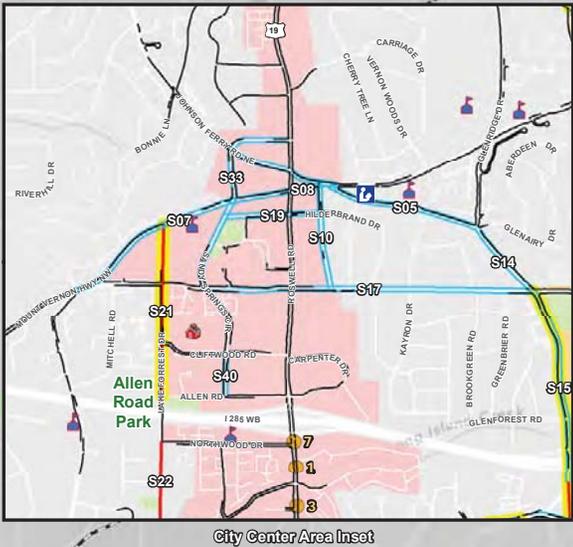


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**Recommended Pedestrian Network**

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

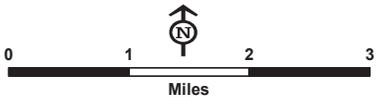


**Legend**

- 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



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**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		\$5,815,000	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	50		\$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/Glenair Dr	0.78	Construct Sidewalk - Both Sides	80	Yes	\$803,800	City Center Streetscape, Suburban Overlay
B28		Roswell Rd	Glenridge Dr/Glenair 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		\$2,163,000	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	Cliffwood 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 Royevista 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/Glenair Dr	0.26	Construct Sidewalk - Both Sides	75	Yes	\$240,600	Suburban Overlay
B19		Hammond Dr	Johnson Ferry Rd/Glenair 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/Glenair 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*		Royevista Dr	Johnson Ferry Rd	0.3	Sidepath	75		\$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 Harleston 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	Wilderclyff Dr	Roswell Rd	1.17	Construct Sidewalk - Both Sides	65	Yes	\$1,095,700	
B12		Wilderclyff 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	Sharrows 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	Sidewalk*	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 City 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	Sidewalk	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 rescope for sidewalk connection to Morgan Falls Park Entrance.
B14		End (Park)	Roswell Rd	1.52	Sidewalk	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 P10010311 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 City 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	Sidewalk	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	Sidewalk	50		\$1,495,300	
B10		Peachtree Dunwoody Rd	Roberts Dr	1.12	Sidewalk	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	Sidewalk	30		\$1,642,000	
S18	High Point Rd	Tamarisk Dr	Glenridge Dr	0.26	Construct Sidewalk - Both Sides	45	No	\$239,900	
S44	Heards 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	Sidewalk	28		\$3,633,000	
B47	Mount Paran Rd	Powers Ferry Rd	Roswell Rd	1.31	Sidewalk	35		\$2,702,100	
B48		City Limits (Atlanta)	Powers Ferry Rd	1.19	Sidewalk	34		\$2,449,500	
PCID A43*	Hollis Cobb Cir	Johnson Ferry Rd	Parking Garage Drive	0.2	Sidewalk	—		\$632,220	PCID Overlay
PCID A44*		Parking Garage Dr	Peachtree Dunwoody Rd	0.1	Sidewalk	—		\$198,595	PCID Overlay
PCID A36*	Meridian Mark Rd	Glenridge Connector	Johnson Ferry Rd	0.34	Sidewalk	—		\$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.



# 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.

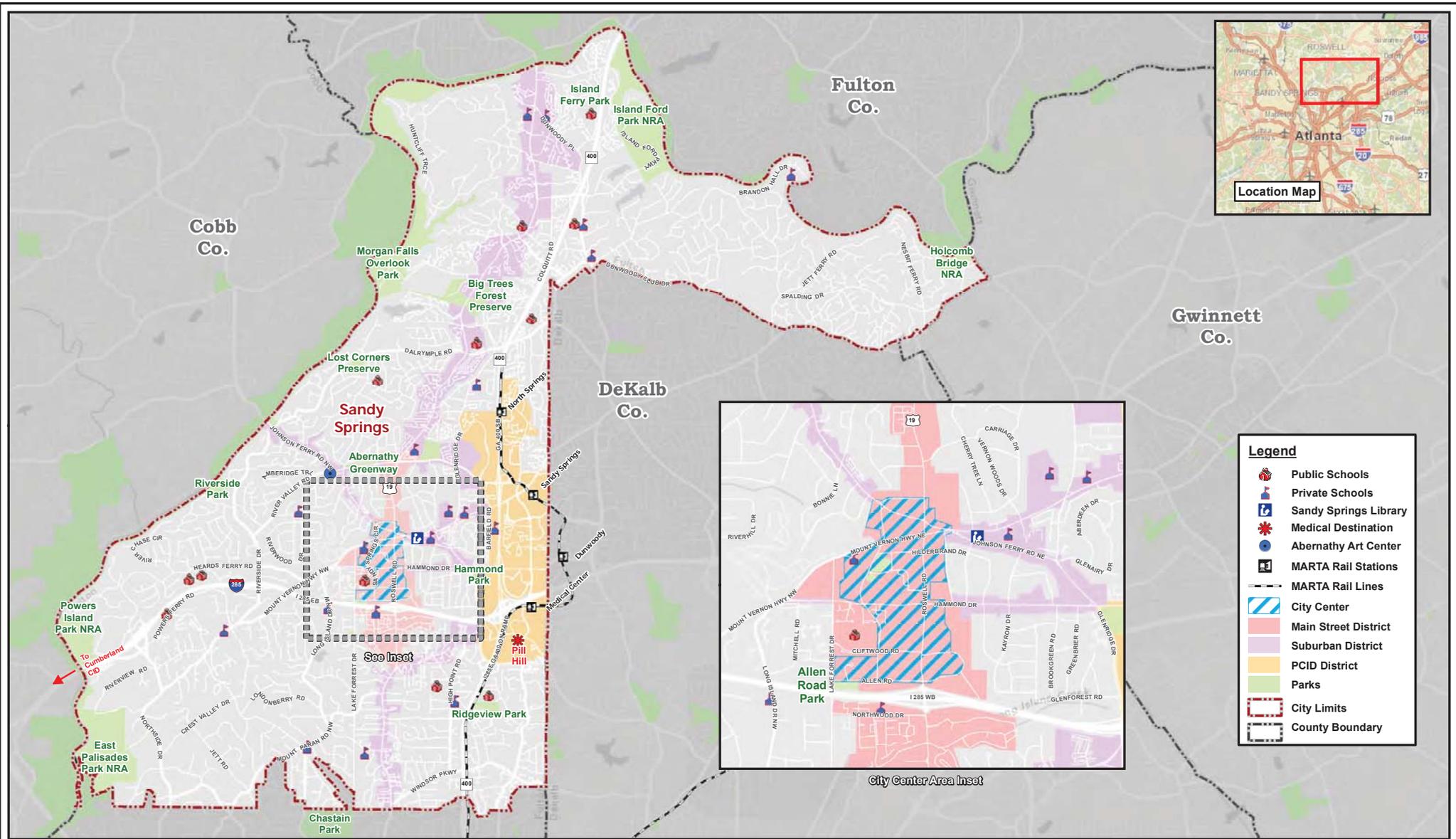
### DESTINATIONS

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*



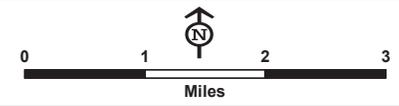
- **Sandy Springs City Center:** The City of Sandy Springs is developing a City Center that will include a mix of residential, park, retail, and civic/community land uses. The approximate limits of the City Center include: Allen Road (southern limit), Johnson Ferry Road (northern limit), Sandy Springs 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

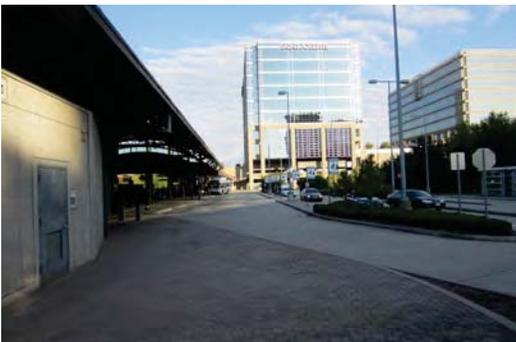


**Figure 2.1 - Primary Destinations**  
 Bicycle, Pedestrian and Trail Plan  
 Sandy Springs, Georgia





## 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*

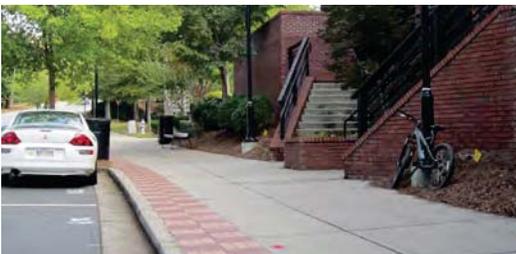


The City's park system includes 12 parks that offer a variety of active and passive facilities. The City's most significant parks include Hammond Park, Morgan Falls Overlook Park and Athletic Facilities, Sandy Springs Tennis Center, Big Trees Forest Preserve, Heritage Green, Lost Corners Preserve, and 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.

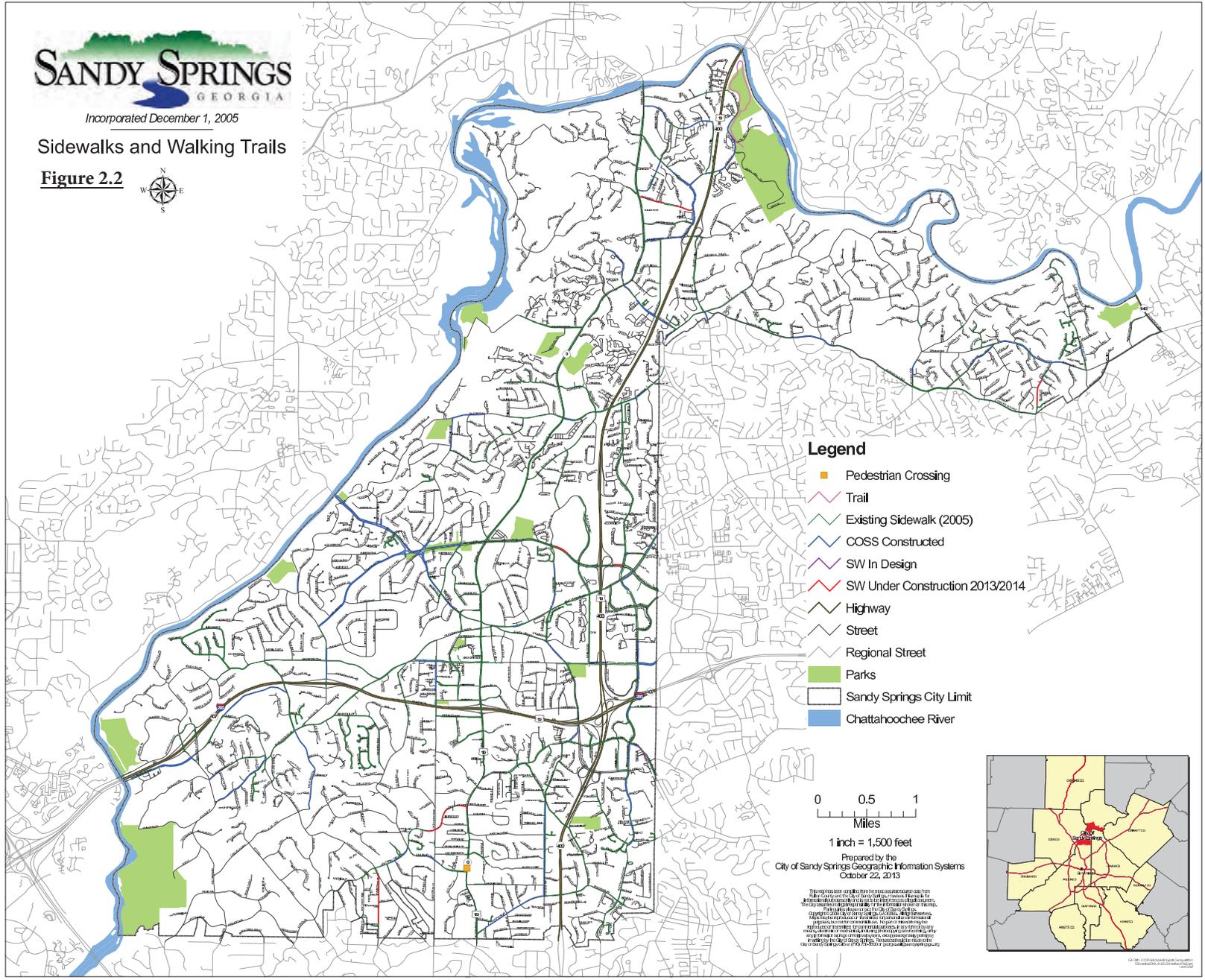
The City has invested more than \$8,000,000 over the last five years on its sidewalk program. Significant progress has been made in constructing sidewalks to public schools and adding sidewalks along the City's arterial roadways. This plan will identify opportunities to fill gaps in the sidewalk networks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



Incorporated December 1, 2005

### Sidewalks and Walking Trails

Figure 2.2



#### Legend

- Pedestrian Crossing
- Trail
- Existing Sidewalk (2005)
- COSS Constructed
- SW In Design
- SW Under Construction 2013/2014
- Highway
- Street
- Regional Street
- Parks
- Sandy Springs City Limit
- Chattahoochee River

0 0.5 1  
Miles

1 inch = 1,500 feet

Prepared by the  
City of Sandy Springs Geographic Information Systems  
October 22, 2013

This map is a representation of the current status of the city's sidewalk and walking trail network. It is not intended to be used as a legal document. The city of Sandy Springs is not responsible for any errors or omissions in this map. The city of Sandy Springs is not responsible for any damages or injuries resulting from the use of this map. The city of Sandy Springs is not responsible for any changes to the sidewalk and walking trail network after the date of publication of this map.





### *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.

# SANDY SPRINGS GEORGIA

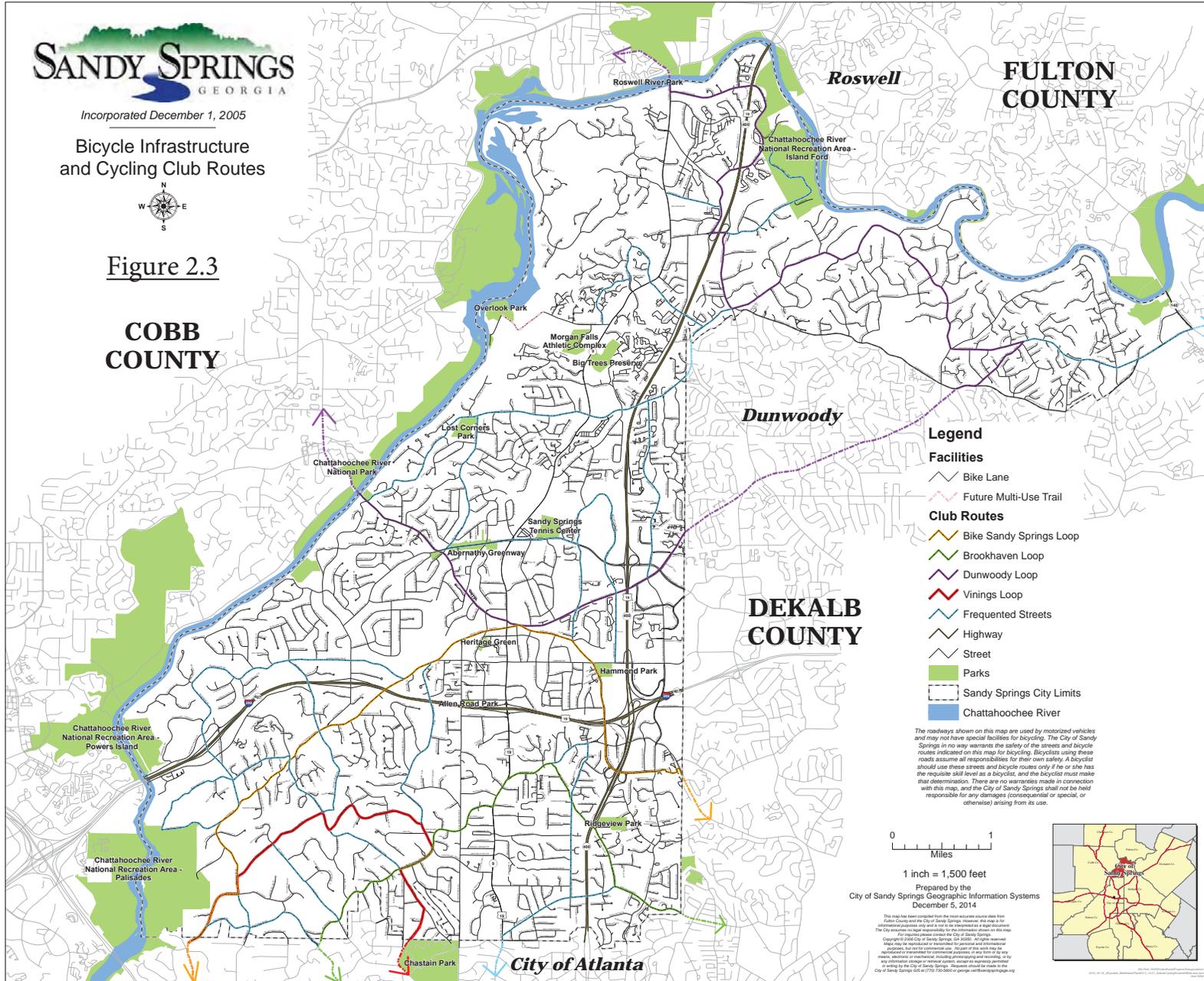
Incorporated December 1, 2005

## Bicycle Infrastructure and Cycling Club Routes



Figure 2.3

**COBB  
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.

0 1  
Miles

1 inch = 1,500 feet

Prepared by the  
City of Sandy Springs Geographic Information Systems  
December 5, 2014

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City of Atlanta



### 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

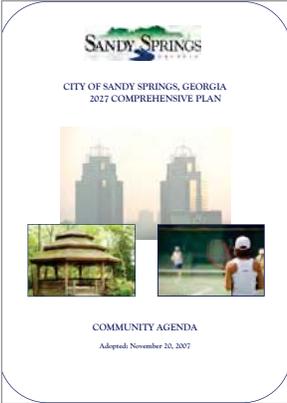
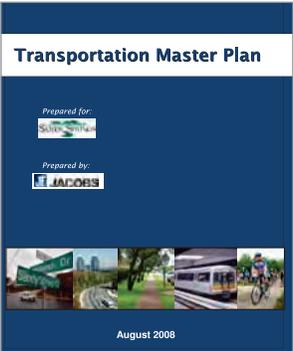


The website Walk Score ([www.walkscore.com](http://www.walkscore.com)) measures the walkability of individual addresses and thousands of cities across the U.S. The score is based on the walking distance to numerous types of amenities and measures pedestrian friendliness by analyzing population density 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

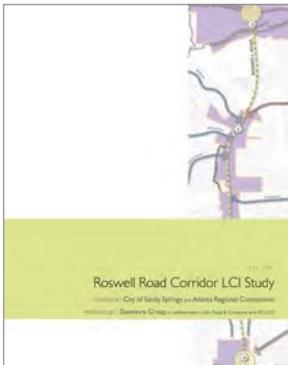
Recommendations for the development of bicycle and pedestrian infrastructure have been made in numerous city, county, and corridor specific planning studies. Recommendations cover a wide range of topics including: project identification and prioritization, typical standards, and general land use strategies 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="155 737 430 800"><i>Comprehensive Plan - Nov 20, 2007</i></p> 	<p data-bbox="524 737 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="524 961 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="524 1302 1443 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="524 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="524 1686 1443 1843" style="list-style-type: none"> <li>▪ Park once and circulate in downtown Sandy Springs via transit and pedestrian modes</li> <li>▪ Promote pedestrian and bicycle travel modes for access to parks and community facilities</li> <li>▪ Serve mobility needs in residential areas while preserving neighborhoods</li> </ul>



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*



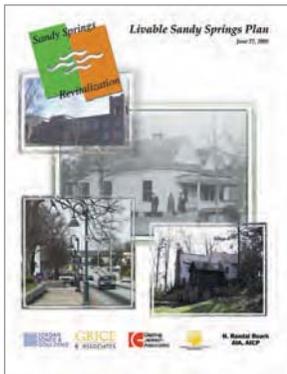
This plan establishes a framework for the development of a downtown for the City of Sandy Springs, which would extend from Allen Road north to Johnson Ferry Road. This study also served as the ten-year update to the Sandy Springs LCI described on the following page. The redevelopment would include civic, 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*



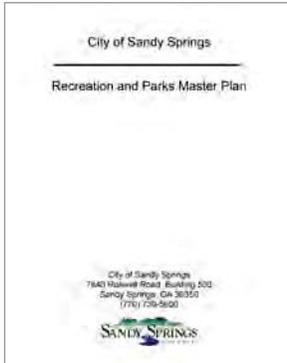
This plan was developed for Sandy Springs Revitalization Inc. prior to the founding of the City of Sandy Springs. Many of initial LCI Study recommendations form the basis for the City's Comprehensive Plan and the Sandy Springs City Center Master Plan. The study area for the Livable Sandy Springs LCI 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*

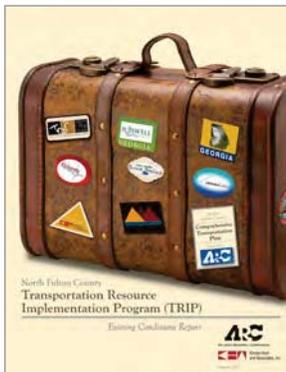


The City's Recreation Master Plan provides recommendations for the development of parks and greenways to meet the needs of Sandy Springs' growing population. The plan recommends the development of linear parks (which would include multi-use trails), that would connect to trails and parks within and outside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

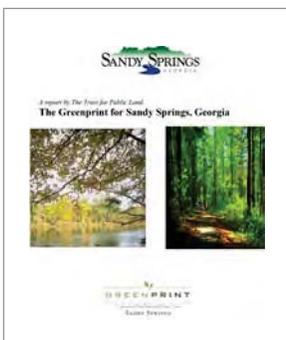
The plan also makes recommendations for three priority corridors, one of which is Roswell Road from Abernathy Road to the Chattahoochee River. The plan recommends a sidepath along Roswell Road or development of bicycle facilities along parallel roadways with connections to Roswell Road.

## 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.



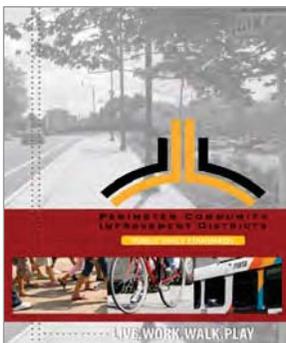
### *PCIDs Commuter Trail System Master Plan*



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).

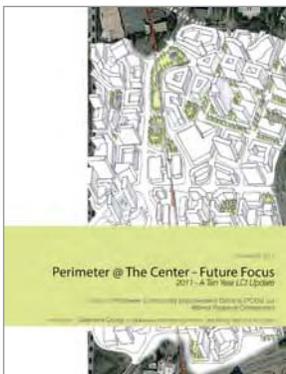
# BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

## *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.

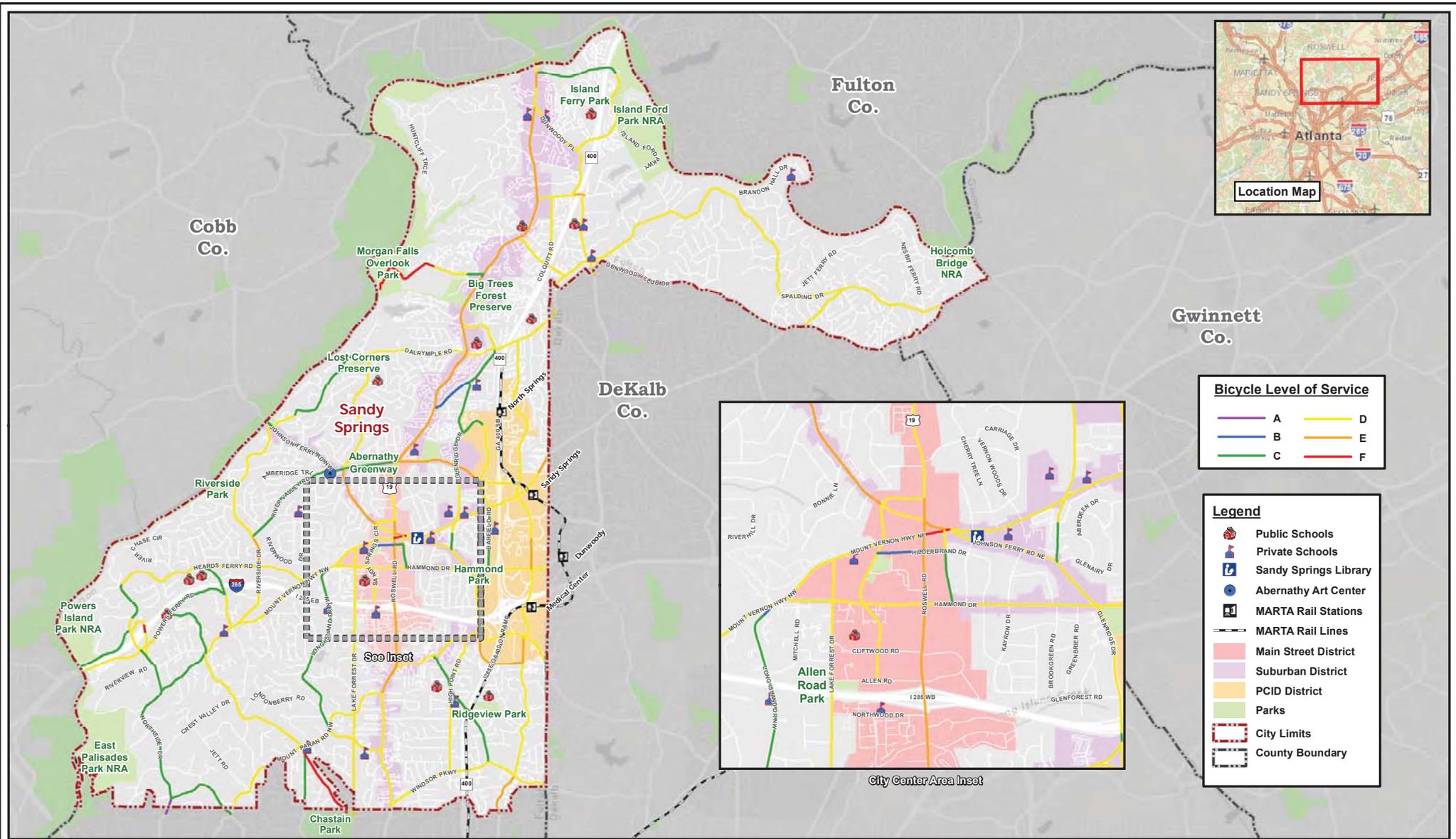
**Table 2.1: City of Sandy Springs BLOS & PLOS Summary**

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%

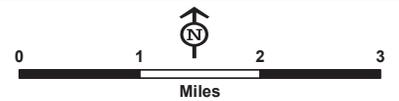
### Bicycle and Pedestrian Demand Analysis

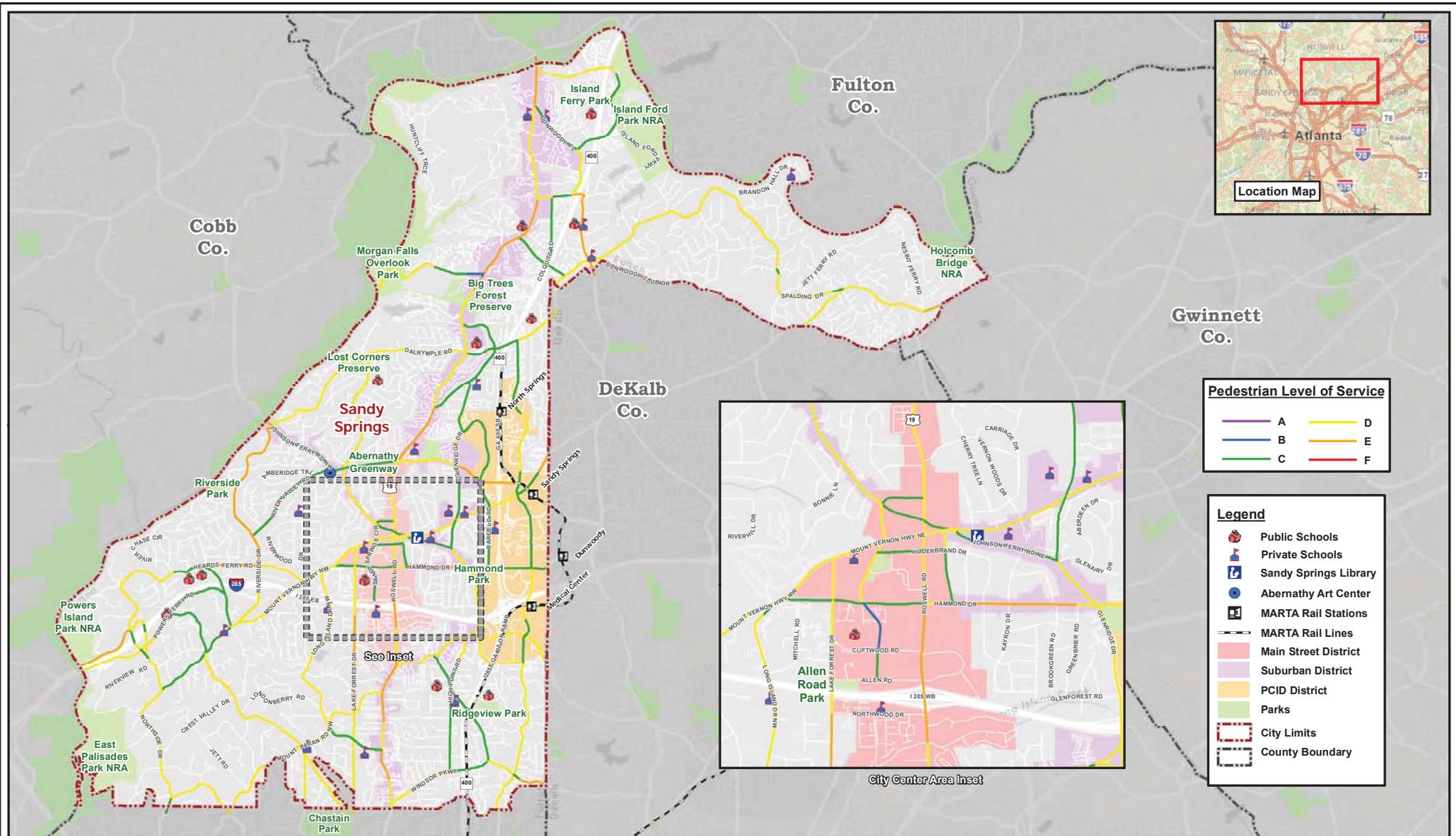
The result of the demand analysis is two “heat maps”, one each for bicycle demand and pedestrian demand that stratifies the demand levels by the color gradations on each map. Areas with darker colors are projected to have higher levels of demand. **Figure 2.6** shows the bicycle demand map and **Figure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

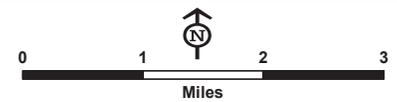


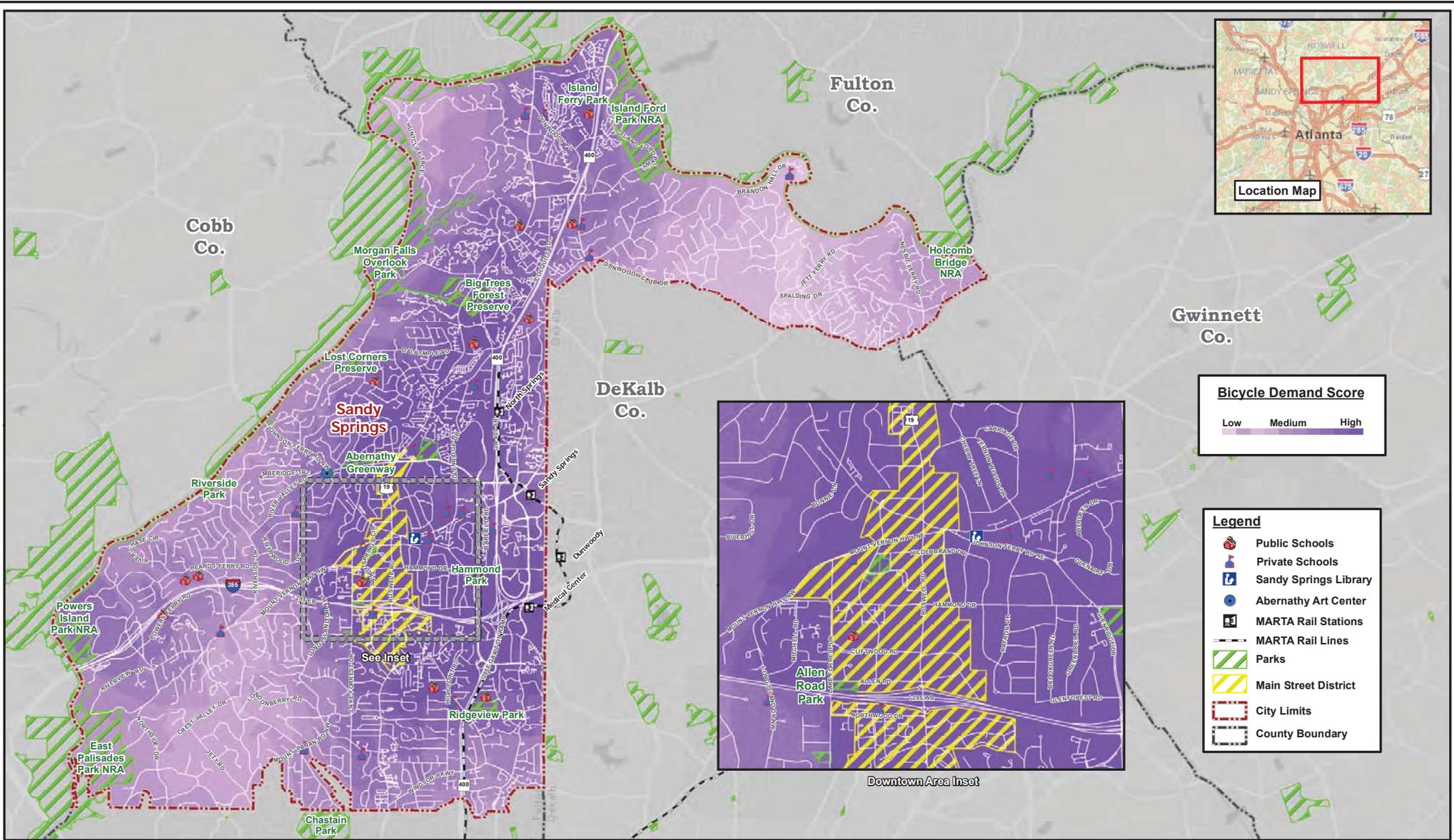
**Figure 2.4 - Bicycle Level of Service**  
 Bicycle, Pedestrian and Trail Plan  
 Sandy Springs, Georgia



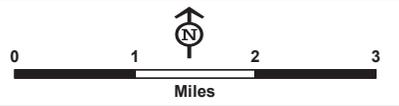


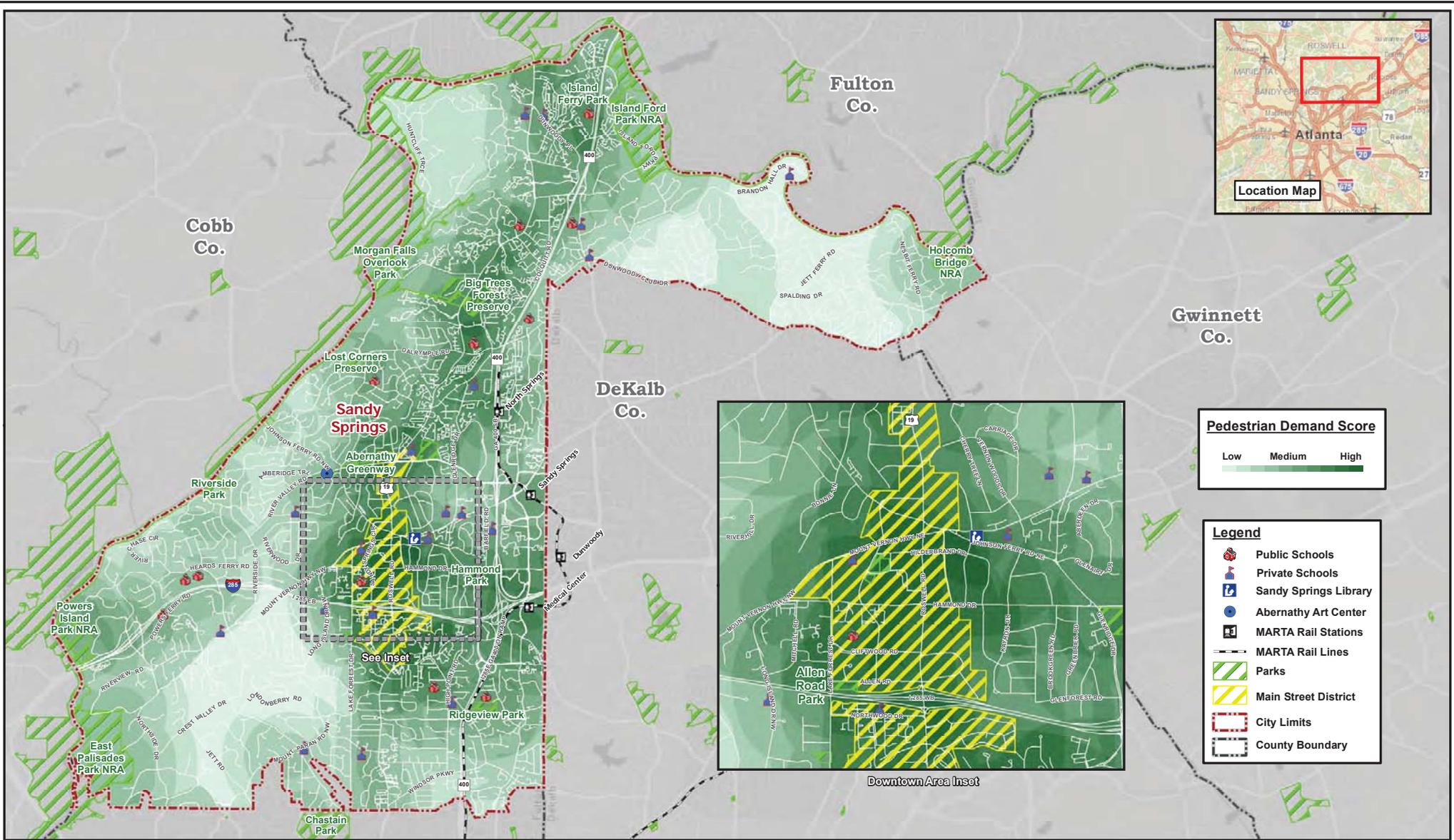
**Figure 2.5 - Pedestrian Level of Service**  
**Bicycle, Pedestrian and Trail Plan**  
**Sandy Springs, Georgia**



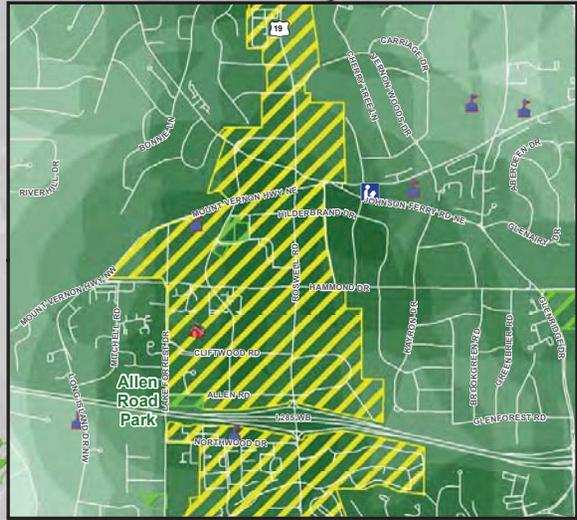


**Figure 2.6 - Bicycle Demand Score**  
 Bicycle, Pedestrian and Trail Plan  
 Sandy Springs, Georgia

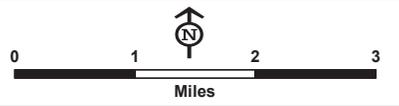




- Legend**
- Public Schools
  - Private Schools
  - Sandy Springs Library
  - Abernathy Art Center
  - MARTA Rail Stations
  - MARTA Rail Lines
  - Parks
  - Main Street District
  - City Limits
  - County Boundary



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



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# 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

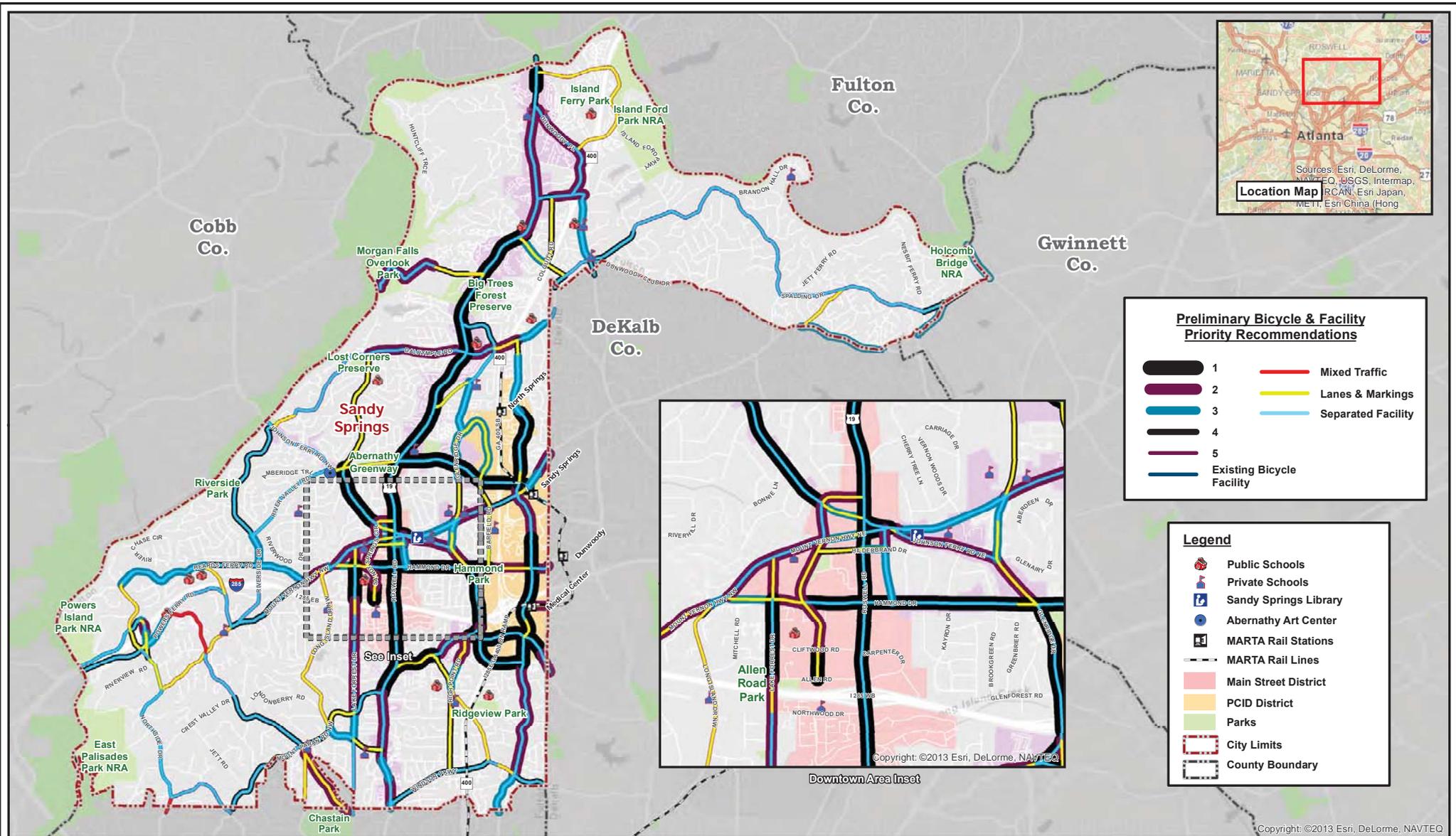
A combined supply and demand analysis allows the segments with the poorest existing conditions (poor bicycle or pedestrian LOS) but the most potential for trips to be made by bicycling or walking (high demand) to be given the highest priority in the overall network. This was accomplished by ranking the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

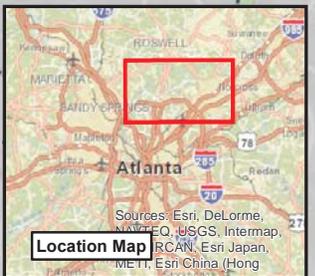
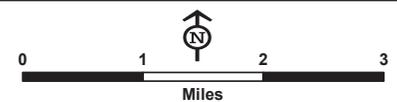
roadway segments were then sorted in a descending order by this overall score. For the bicycle analysis, segments were removed from further consideration if the roadway segment has existing four-foot minimum designated bike lanes or bikeable shoulders for its entire length. In the pedestrian needs analysis, 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.

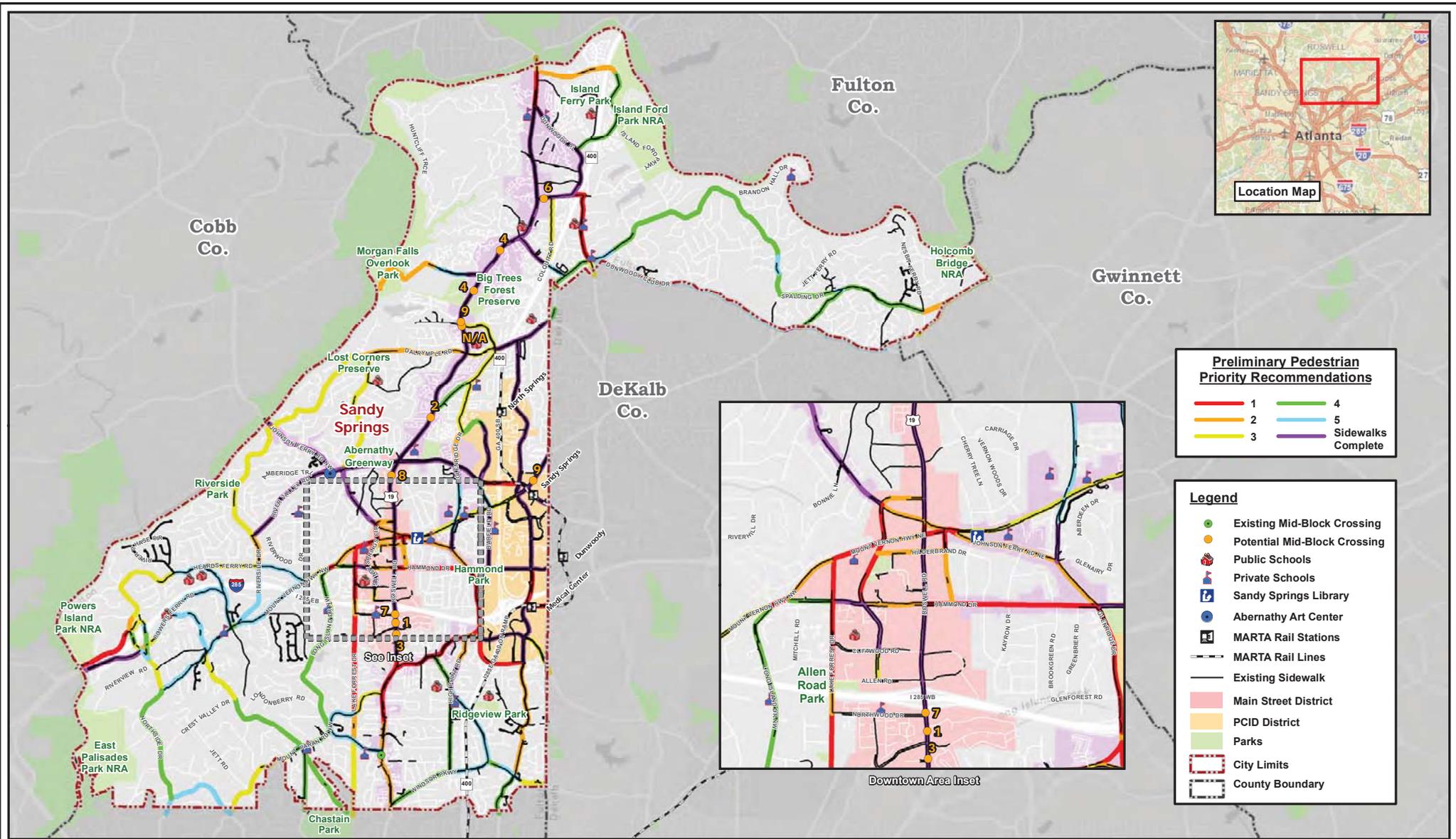
Based on the combined ranking, five priority levels were established with an equal number of roadway segments at each level. Priority level one represents the highest priority for improvement, while priority level five represents the lowest priority for improvement. The bicycle need priority levels are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

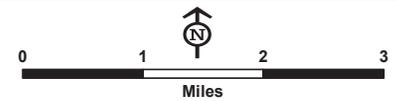


**Figure 3.1 - Preliminary Bicycle Priority & Facility Recommendations**  
 Bicycle, Pedestrian and Trail Plan  
 Sandy Springs, Georgia





**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.



# 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 <sup>1</sup>		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 <sup>1</sup>		15
	Project connects directly to one existing or programmed bicycle/pedestrian/trail facility focused on the same mode <sup>1</sup>		10
	Project connects directly to one or more planned bicycle/pedestrian/trail facility focused on the same mode <sup>1</sup>		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) <sup>2</sup>	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:**

<sup>1</sup> Includes facilities in adjoining jurisdictions and municipalities.

<sup>2</sup> 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*<sup>1</sup>. 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.

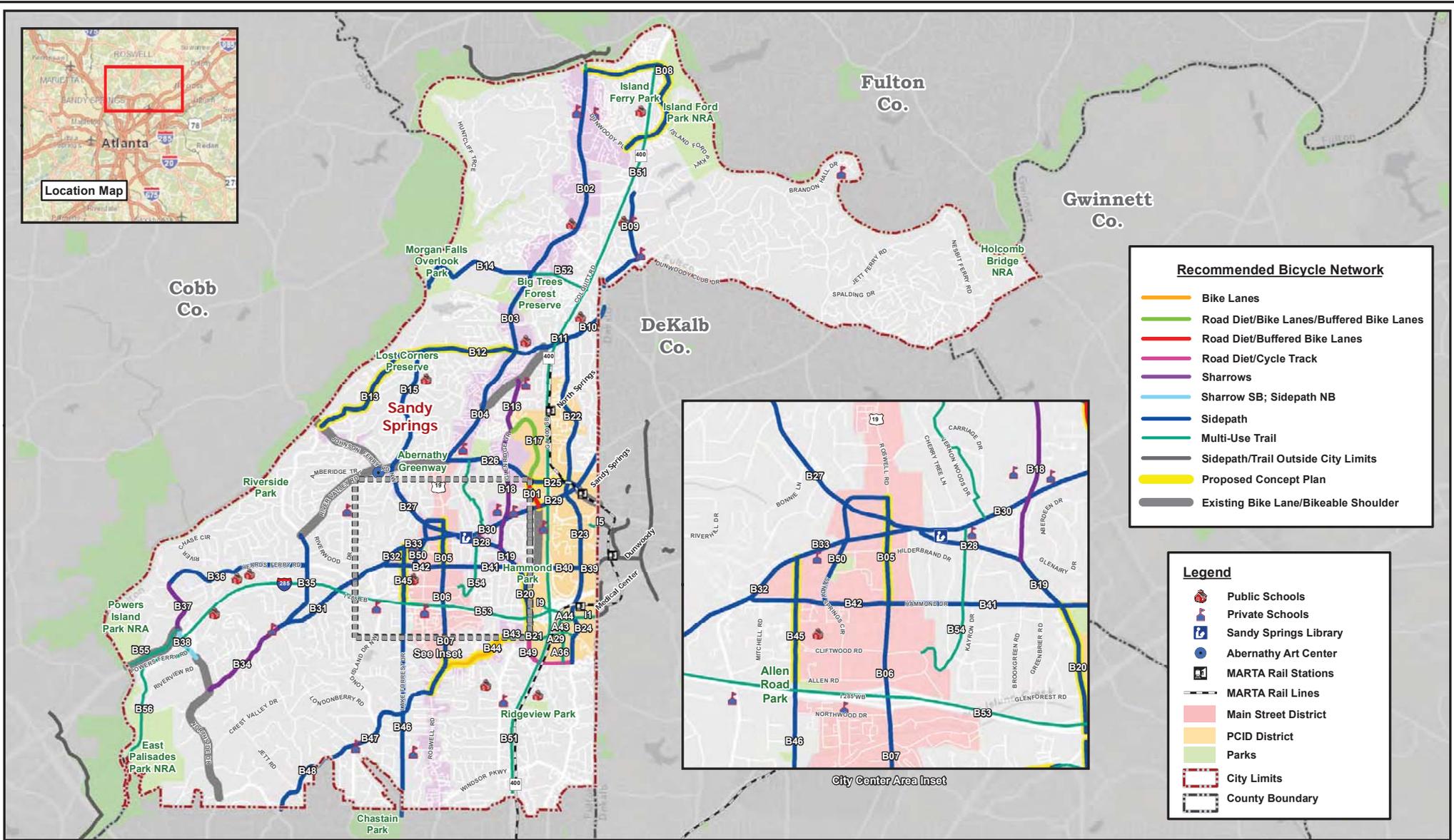
For the sidewalk projects listed in **Table 4.3**, the Total Project Distance field includes the approximate total length of sidewalk construction (in miles) based on the length of the existing sidewalk gaps on that segment and whether the recommended project is to construct sidewalk on one or both sides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

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1 UNC Highway Research Center, October 2013.



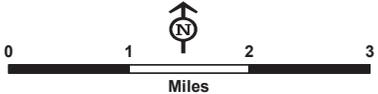
**Recommended Bicycle Network**

- 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



Document Path: E:\Data\Sandy\_Springs\_GA\_TMP\Map\_Docs\Draft\Report\Recommended\_Bicycle\_Network\_11x17.mxd



**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/Glenairry	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/Glenairry	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	Heardeys 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/Glenairry	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

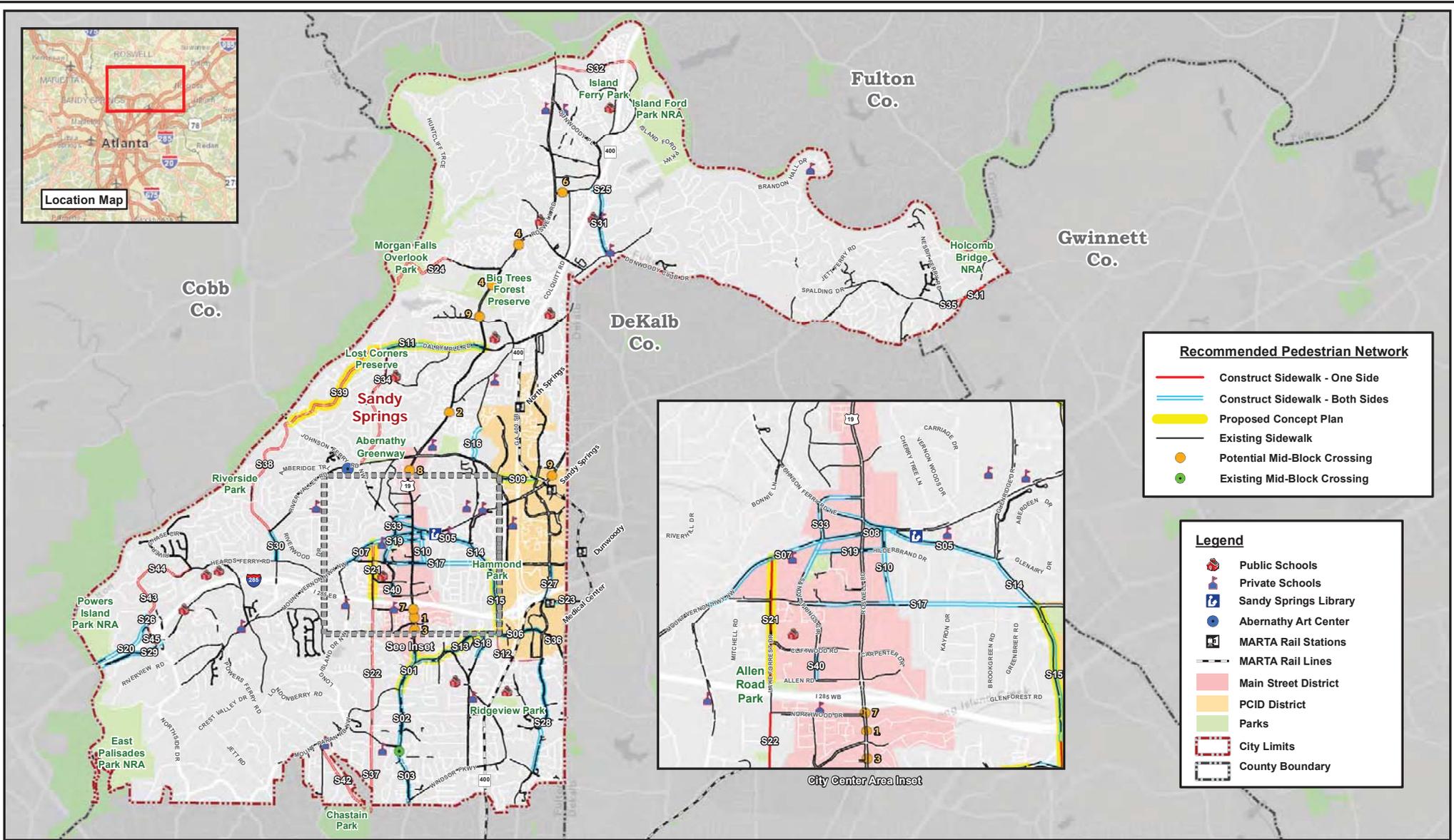


**Table 4.3 - Recommended Pedestrian Projects and Prioritization Evaluation**

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

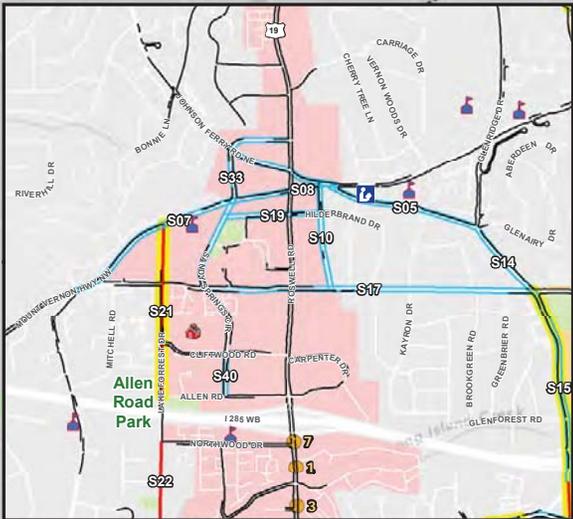
# BICYCLE, PEDESTRIAN AND TRAIL IMPLEMENTATION PLAN

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

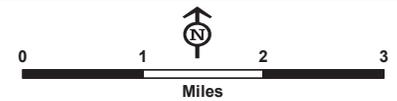


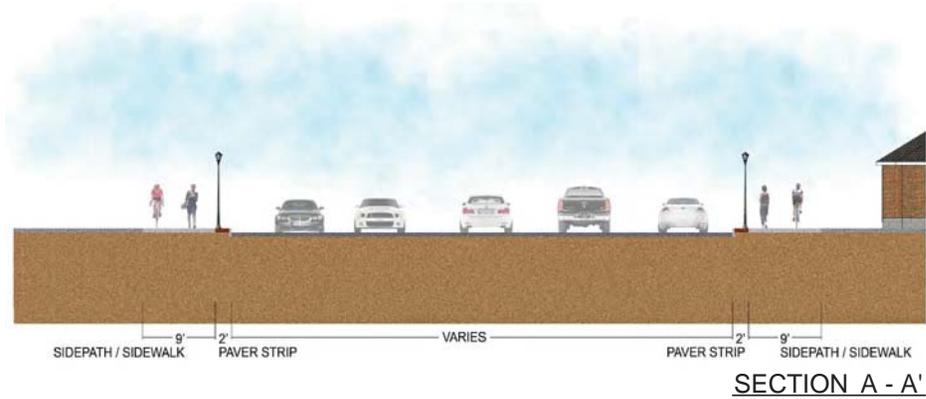
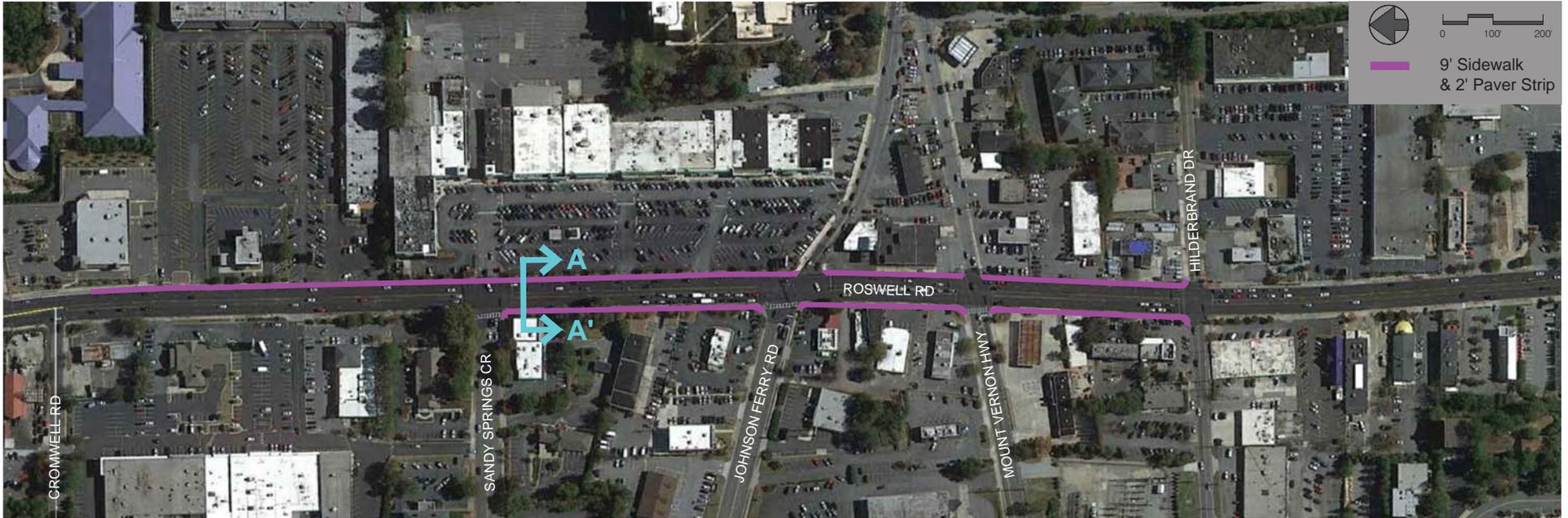
**Legend**

- 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





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

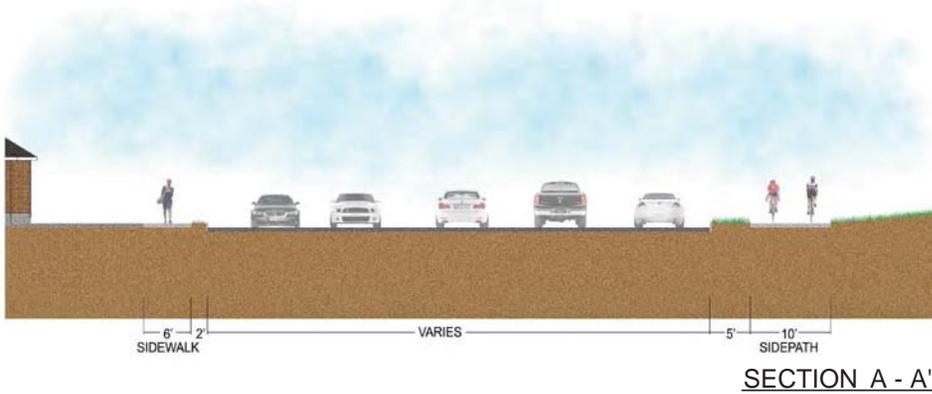
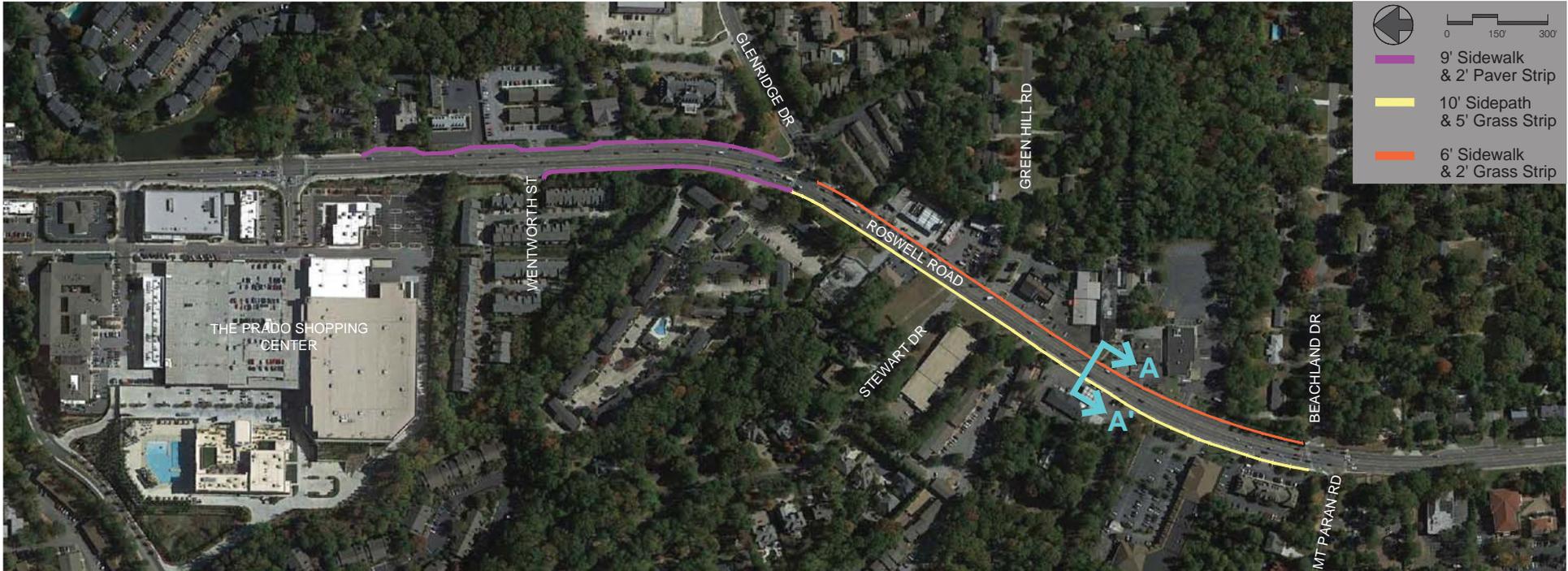
COST: \$1,384,500

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

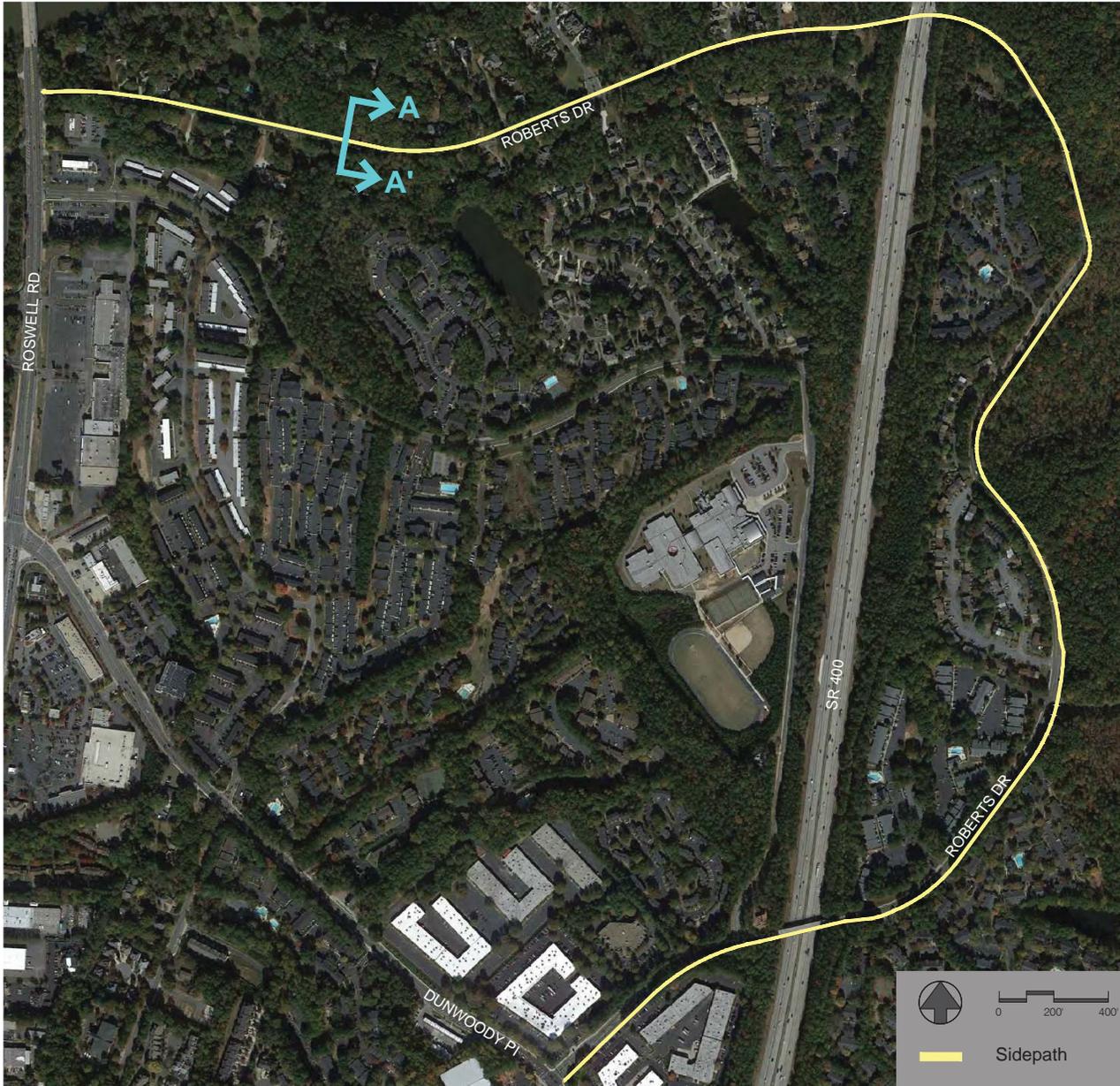
COST: \$1,694,460

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

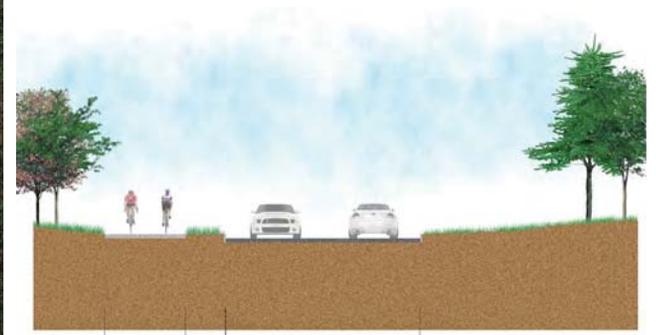
FIGURE 4.4

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

CONCEPT PLAN: ROSWELL ROAD FROM THE PRADO SHOPPING CENTER TO MOUNT PARAN RD



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



**SECTION A - A'**

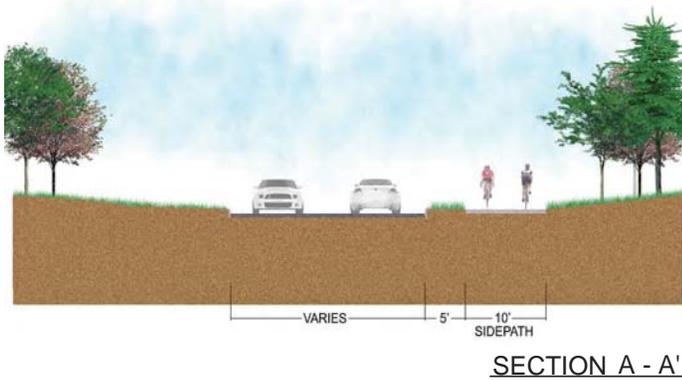
**DESCRIPTION / PROJECT ID:** B08 - Sidepath along the north and east sides of Roberts Drive from Roswell Road to Dunwoody Place.

**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)



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

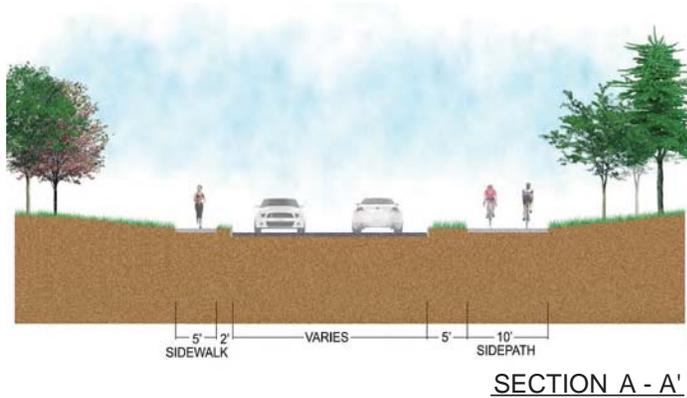
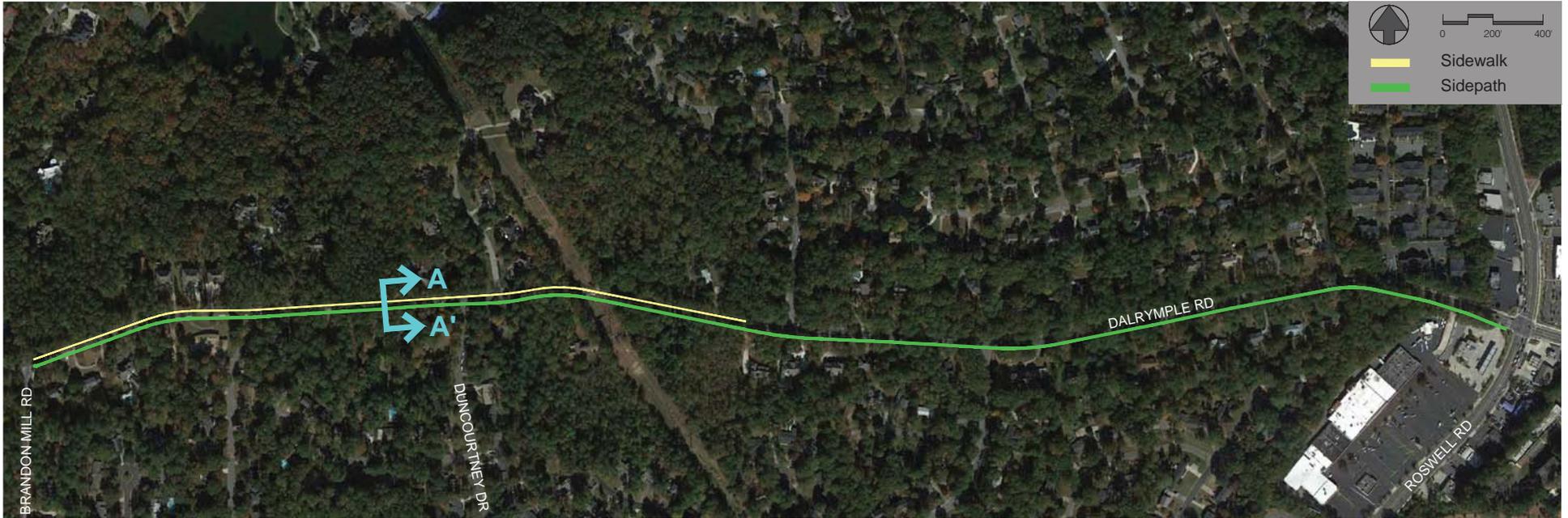
COST: \$3,170,700

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

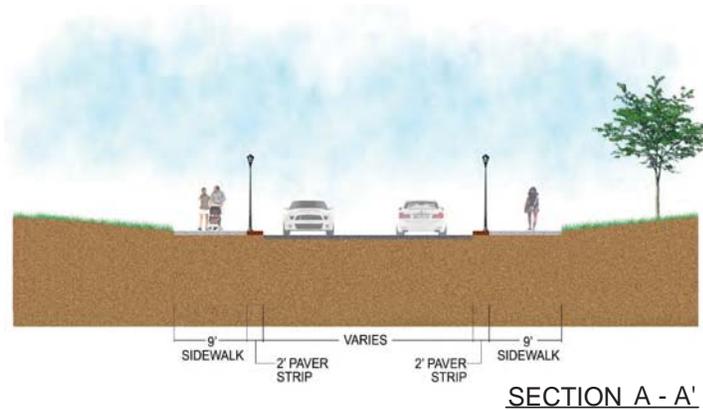
COST: \$1,157,000

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

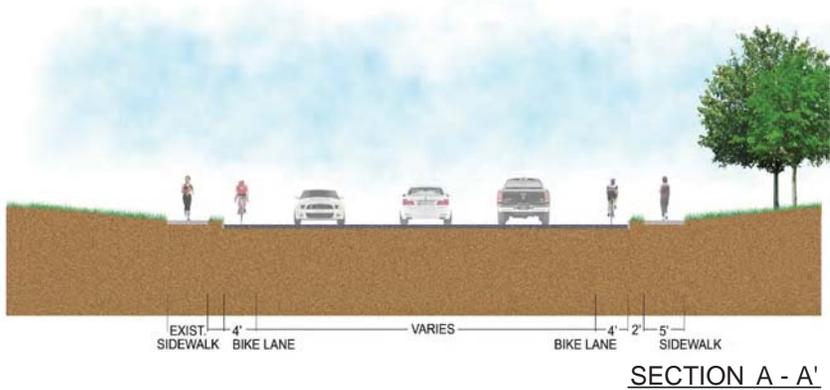
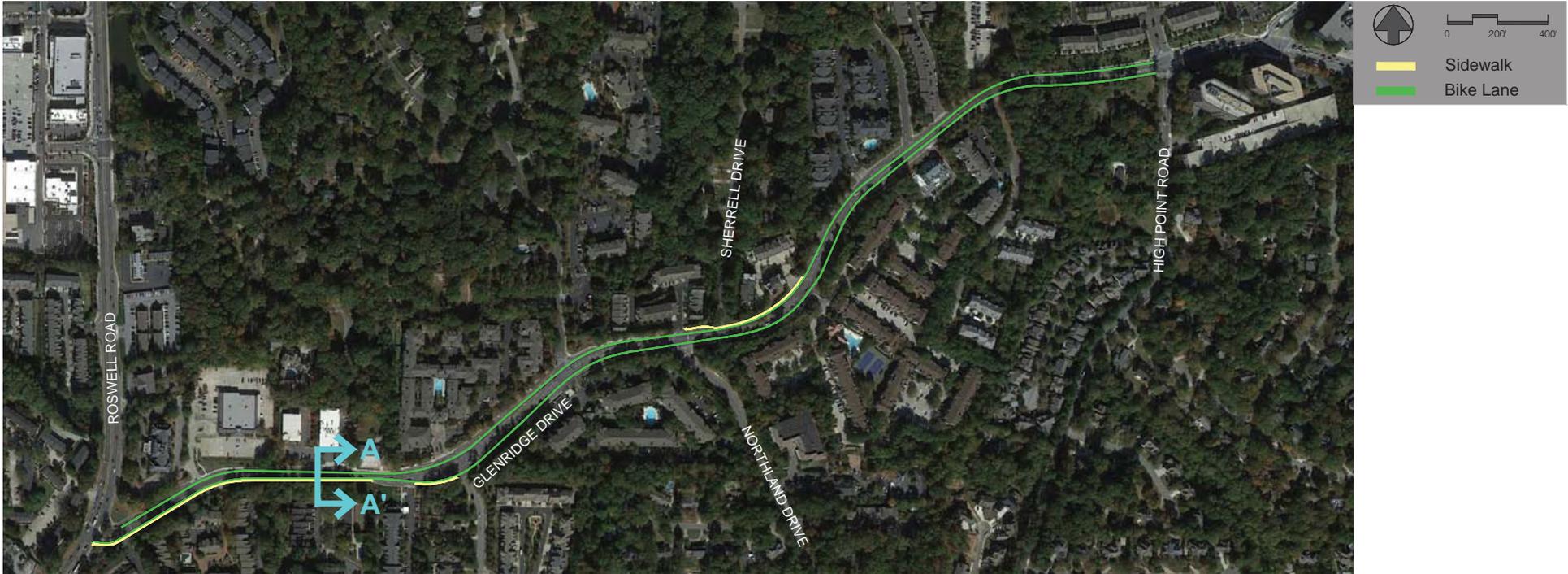
COST: \$1,255,040

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



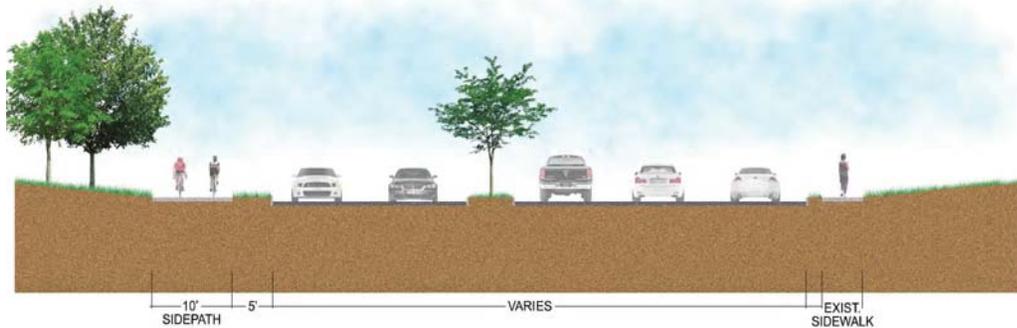
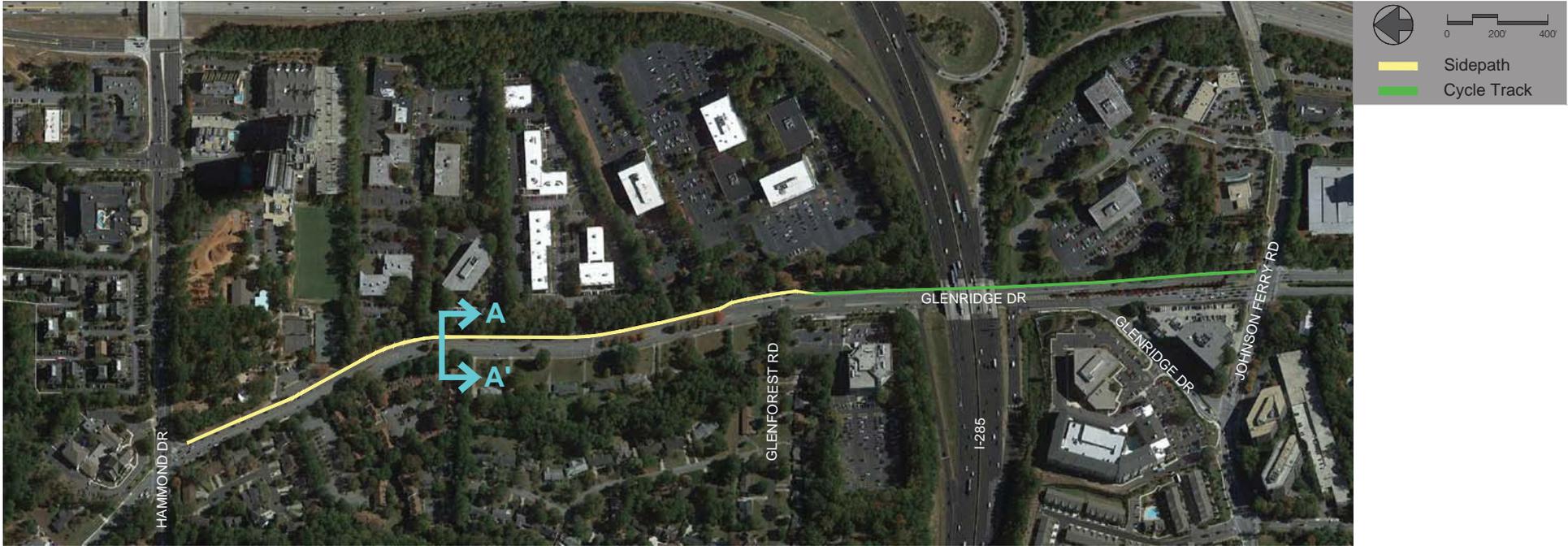
DESCRIPTION / PROJECT ID: B44 / S13 - Add bike lanes on both sides of Glenridge Drive between Roswell Road and Highpoint Road. Sidewalk gaps will be filled on the south side of Glenridge Drive between Roswell Road and Northland Drive as well as on the north side of Glenridge Drive east of Northland Drive.

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**



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

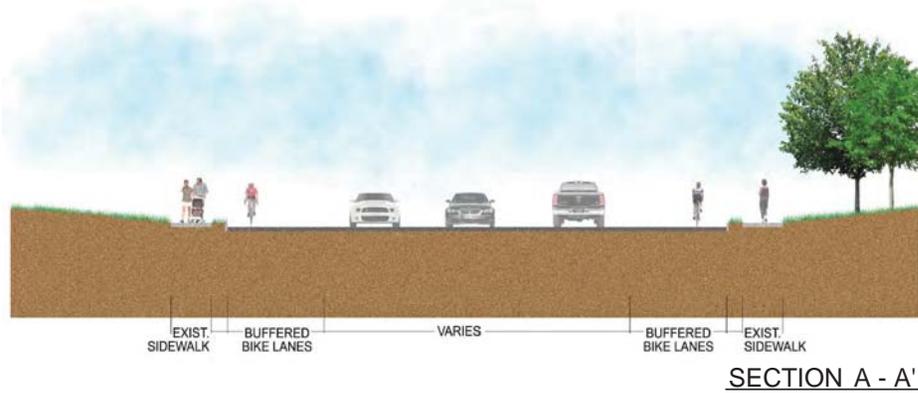
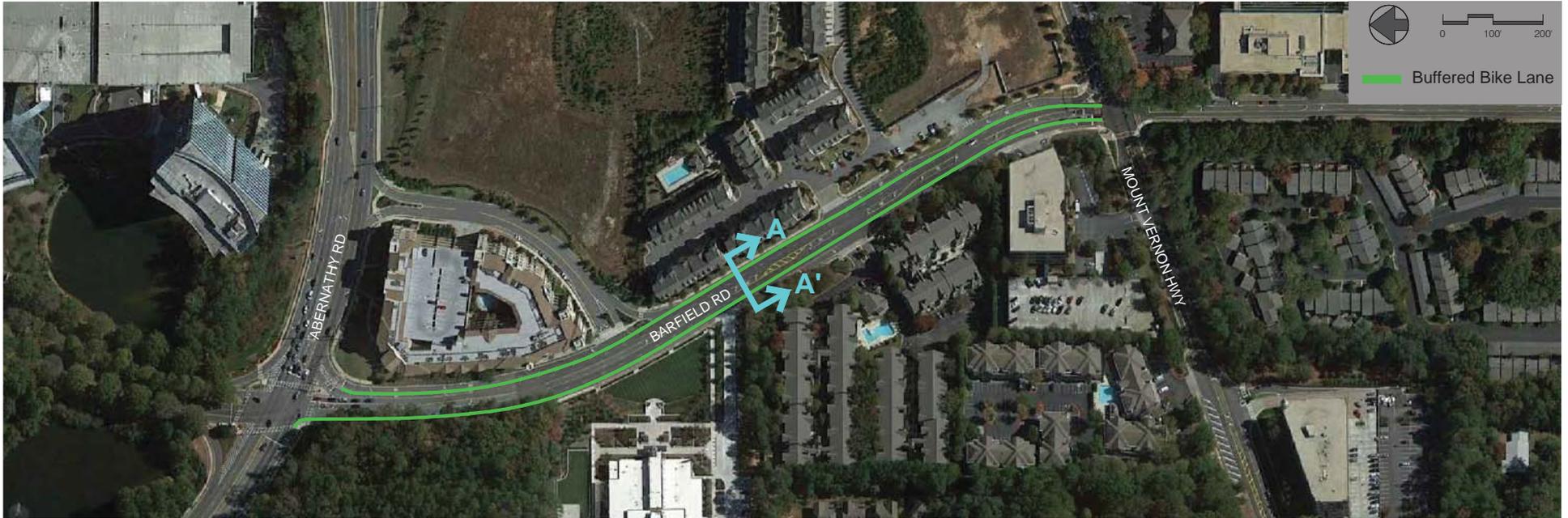
**COST:** \$1,174,078

**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 the buffered bike lanes.

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

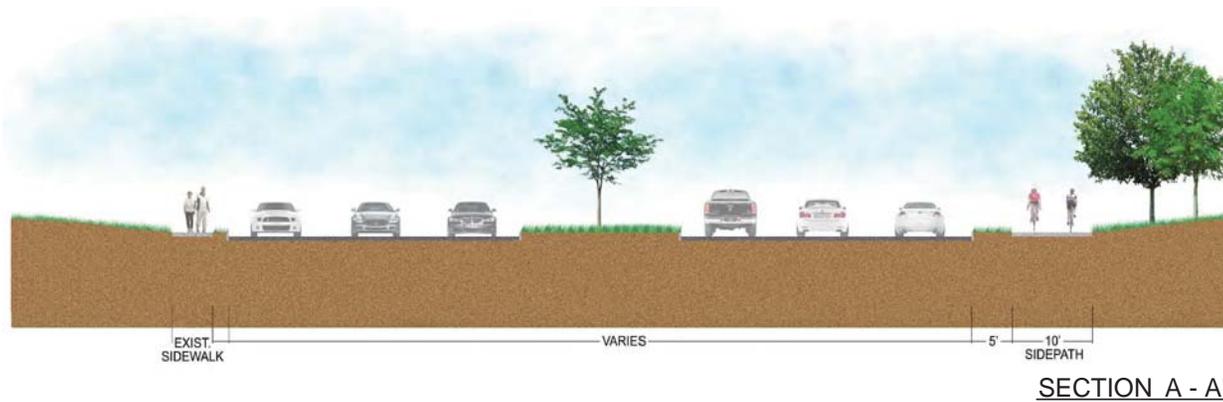
COST: \$78,085

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



## 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.<sup>2</sup>**

“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.

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<sup>2</sup> 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](http://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
<b>EMPLOYMENT</b>			
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		
<b>EDUCATIONAL FACILITIES</b>			
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
<b>DWELLING UNITS</b>			
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	
<b>OTHERS</b>			
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](http://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](http://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](http://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/](http://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](http://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](http://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](http://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

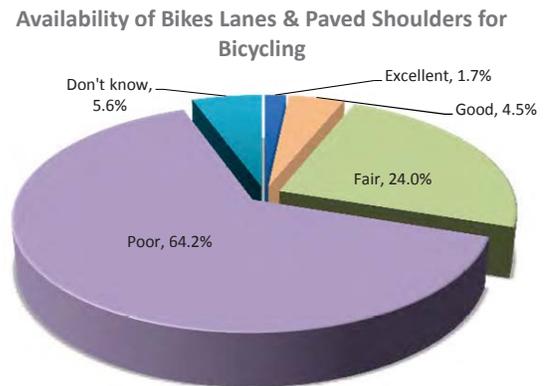
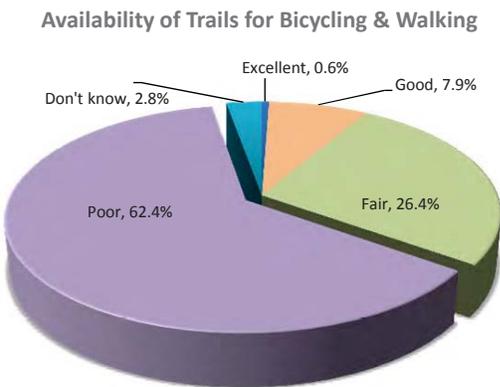
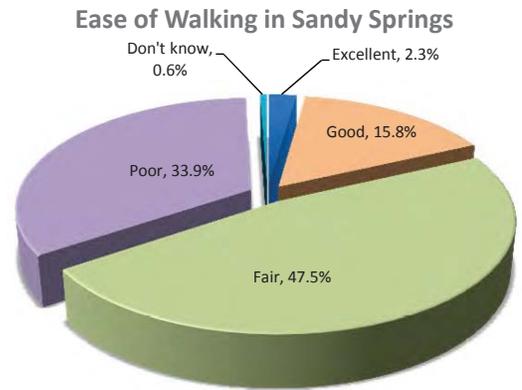
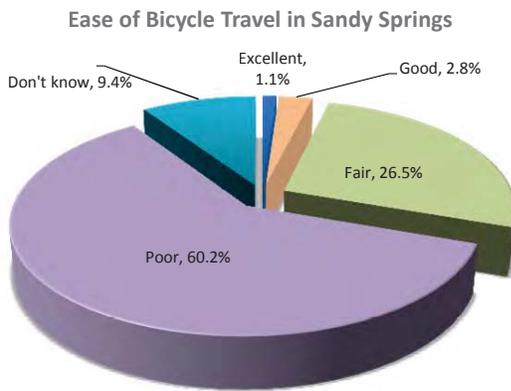
## QUESTION

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

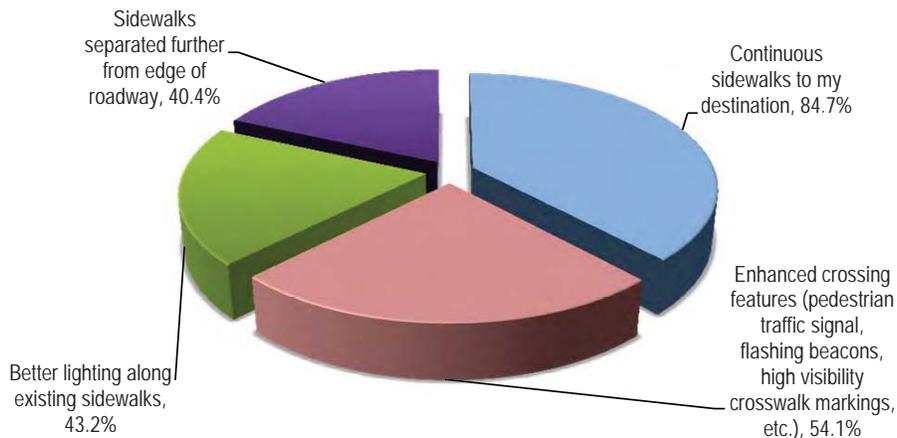
What might motivate you to walk more often?  
(Indicate all that apply)

- 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

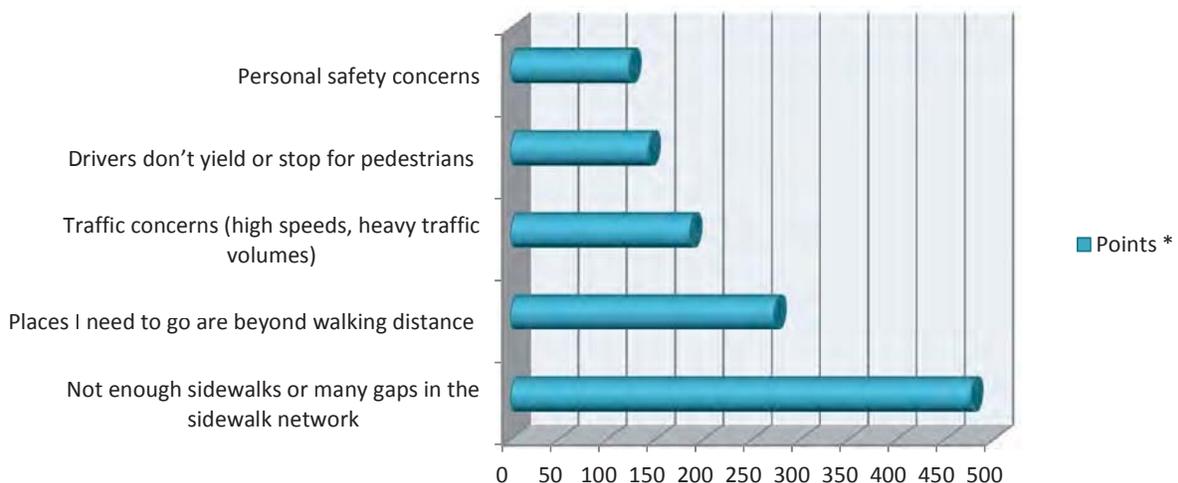
Please select and rank the **THREE MOST SIGNIFICANT** barriers to walking that you experience in Sandy Springs (things that make it difficult or uncomfortable to walk):

- 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

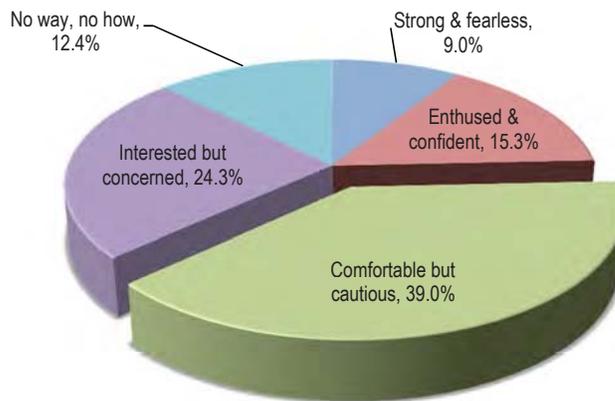
*In terms of your level of comfort and confidence as a bicyclist, how would you categorize yourself?*

- *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

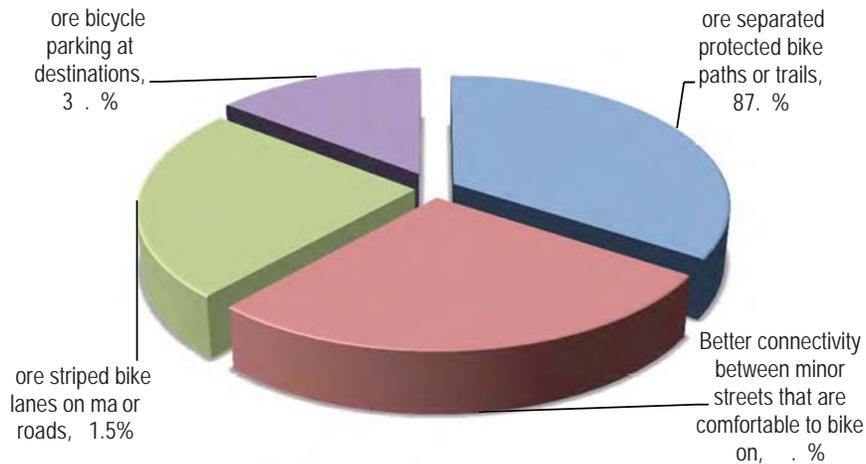
What might motivate you to begin riding a bike or to ride a bike more often? (Indicate all that apply):

- 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

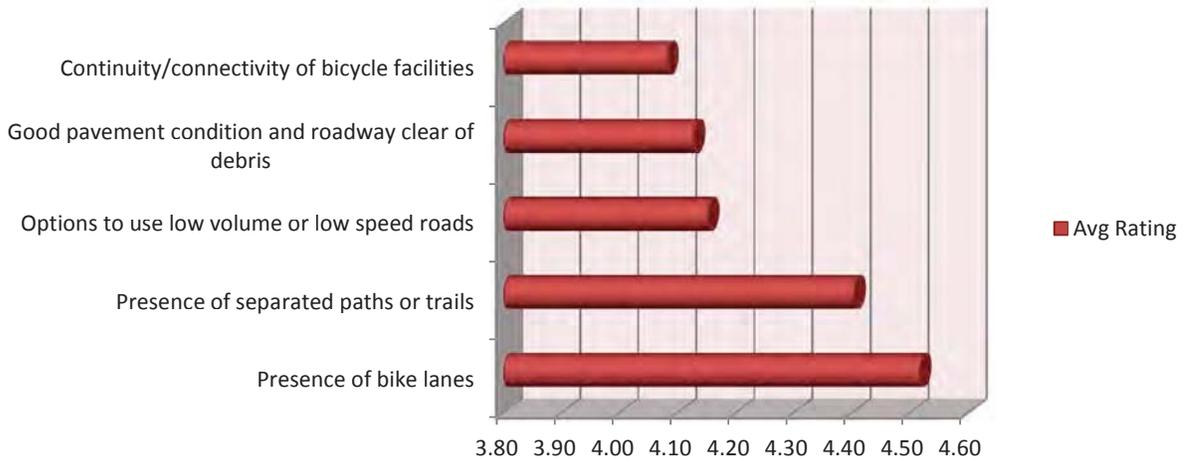
*How important are the following components to you in selecting a route for bicycling? (Rank each on a scale from 1 to 5 with 1 representing very low importance and 5 representing very high importance.)*

- *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

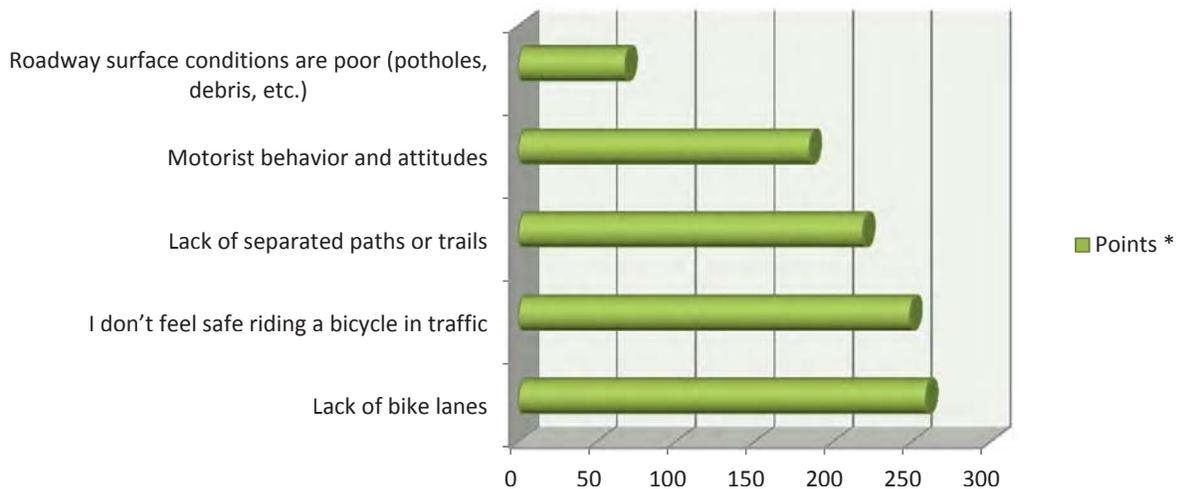
Please select and rank the **THREE MOST SIGNIFICANT** barriers to bicycling that you experience in Sandy Springs (things that make it difficult or uncomfortable to ride a bicycle):

- 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

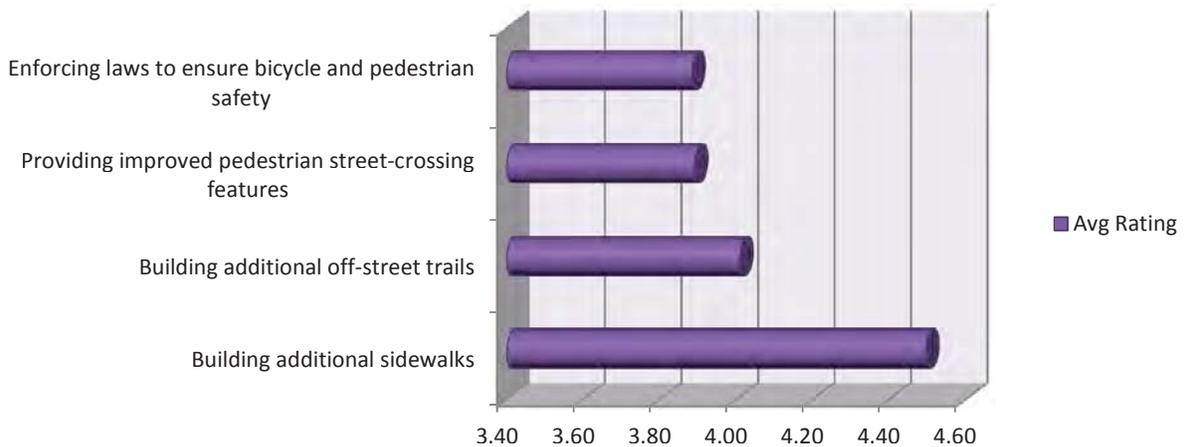
*How important is it to invest in the following as part of the Bicycle/Pedestrian/Trail Plan?*

- *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"> <li>The most common response was that the development of sidewalks should be a higher priority for the City than the development of bicycle infrastructure.</li> </ul>
<i>Comments regarding any specific bicycle or pedestrian priority level or facility type?</i>	<ul style="list-style-type: none"> <li>Raising the priority of sidewalks along Brandon Mill Road was recommended at three of the four breakout stations.</li> </ul>
<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"> <li>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.</li> </ul>
<i>Additional suggested locations for trails, midblock crossings, and connections?</i>	<ul style="list-style-type: none"> <li>The public offered a variety of connectivity suggestions, none of which were consistent.</li> </ul>
<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"> <li>Public education regarding bicycle and pedestrian transportation and increasing bicycle parking were common responses at two of the four tables.</li> </ul>

## 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"> <li>The most common responses included the trail along SR 400 and connectivity to Island Ford Park and Morgan Falls Park.</li> </ul>
<i>Provide any comments you may have regarding policies or "best practices".</i>	<ul style="list-style-type: none"> <li>The most common responses included support for bike share programs, maintenance of facilities, and enforcement and awareness campaigns.</li> </ul>
<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"> <li>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.</li> </ul>
<i>Please provide any additional comments you may have on the Bicycle, Pedestrian, and Trail Plan.</i>	<ul style="list-style-type: none"> <li>The most common response was that there should be more focus placed upon the needs of the recreational user.</li> </ul>



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