

## EXECUTIVE SUMMARY

The Transportation Master Plan identifies transportation needs, and develops a program of projects and strategies aimed at improving the city's transportation system and ensuring that it meets projected demands. This process included the development of goals and performance measures, the collection and analysis of data and stakeholder input, and the recommendation of improvements. To strengthen the connection between land use and transportation planning, the development of the Transportation Master Plan was coordinated with that of the city's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are complemented by the strategies and improvements provided in this document.

Transportation needs were identified assuming current growth patterns and local expectations for transportation services. Roadway improvements are recommended based on the results of the travel demand model and extensive stakeholder and public input. The study considers individual congested segments as well as how the entire system operates. Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues as well as stakeholder and public comments. Future activity areas having significant population increases were also analyzed to indicate where future transit services are likely to be needed and/or required based on stakeholder and public input. A detailed list of all proposed transportation improvements, their locations, associated costs, project sponsors and potential implementation time frame is provided in Appendix B.

A program of projects was developed based on guiding principles, which support the transportation policies established by the community and key stakeholders. Each guiding principal serves as a category that contains a range of transportation projects. The list of transportation projects, provided in Appendix B, is grouped by guiding principal.

**Provide Efficient Use of Existing Infrastructure** - Projects that accomplish this guiding principal are wide-ranging. Many of these projects are aimed at relieving congestion through operational improvements, such as implementing ATMS technologies, developing access management strategies, encouraging interparcel connectivity and designating through routes. Other projects seek to maintain the physical condition of the infrastructure through various maintenance activities.

**Improve Congestion Bottlenecks/ "Hot Spots"** - Congestion, especially at a few key locations, was identified as a major issue in Sandy Springs. The emphasis on mitigating congestion at "hot spots" led to the inclusion of eight projects. These projects range from smaller-scaled intersection operational and geometric improvements to major interchange reconstruction and modification projects.

**Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes** - With twenty related projects, this guiding principal has the greatest portion of the project list. Projects associated with this guiding principal cover various modes of transportation, including pedestrian, bicycle, automobile and transit. This guiding principal focuses on the Town Center area, Sandy Springs' emerging downtown area located along Roswell Road, north of I-285 through Sandy Springs Circle. These improvements are supportive of creating a walkable environment in this key area. Creation of a walkable area, with future transit circulation and express bus connection to the Perimeter Community Improvement District (PCID) are key to encouraging people to park once and circulate via other modes, thus reducing vehicular traffic in the area. Pedestrian and bicycle projects include sidewalks, bike lanes, streetscape projects and providing interparcel connectivity.

Another important component to this strategy is the implementation of parking structures as redevelopment occurs. These structures could serve the parking needs of various new developments in a controlled location at the edge of the Town Center. Roadway projects include realignments and operational improvements, with a focus on establishing a grid system in the Sandy Springs Town Center.

The implementation of express bus service and a transit circulator are also aimed at achieving the “park once and circulate” concept. The PCID and MARTA rail stations provide connection to these important destinations without the need for automobile travel. As the area redevelops and development densities increase, implementation of a transit circulator can increase the area served via pedestrian travel to better accommodate non-vehicular trips within the Town Center.

**Provide for Future Travel Demand** - As the timeframe for this study extends to 2030, it was necessary to consider future needs in addition to those existing today. This guiding principal focused on preparing the transportation network for growth in travel demand. Improvements consist of road widenings and the implementation of the complete street design concept on various corridors, which includes automobile, pedestrian, transit, bicycle and aesthetic components. This allows multimodal service to extend beyond the Sandy Springs Town Center along key corridors.

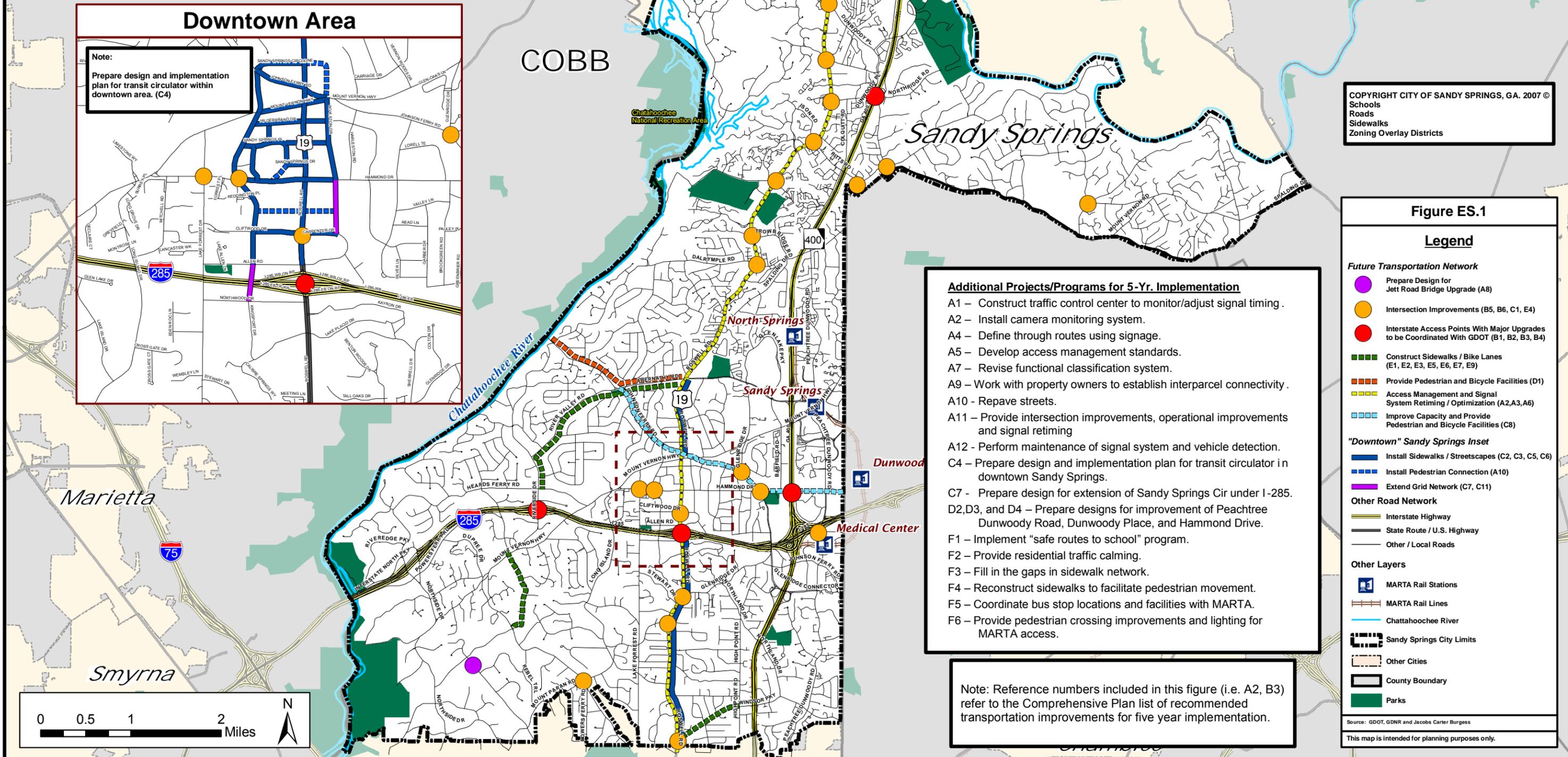
**Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community Facilities** - A great deal of consideration was given to improving bicycle and pedestrian connections. This guiding principal led to various sidewalks, multiuse paths and bike lanes. Providing pedestrian and bicycle access to parks and community facilities is important, as trips to these locations are more likely to shift to these travel modes than are work or retail shopping trips. Formulation of these improvements was coordinated with the Parks and Recreation Master Plan, prepared as part of the Comprehensive Plan process. Recommended projects include multiuse trails along four alignments, bike lanes and sidewalks along major corridors and the construction of pedestrian/bicycle crossings of the Chattahoochee River at Roswell Road, Morgan Falls, Johnson Ferry Road and Interstate North Parkway.

**Serve Mobility Needs in Residential Areas while Preserving Neighborhoods** - Projects included in this category focus on enhancing the pedestrian network and providing better access to transit. Strategies to accomplish this goal of increased residential mobility include implementing traffic calming and “Safe Routes to School” programs, improving sidewalks and providing better access to transit stops.

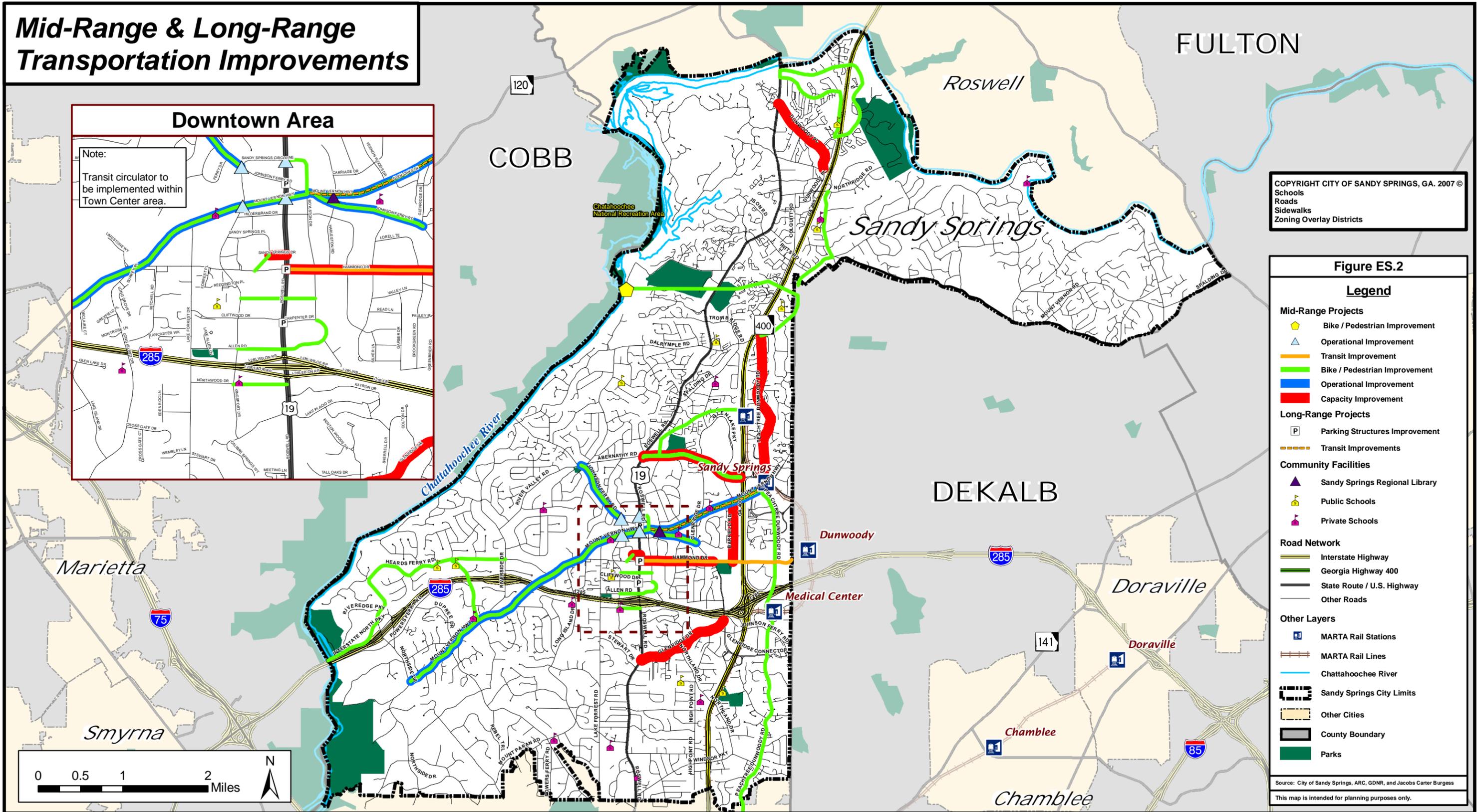
A phasing plan was developed to provide decision makers with a starting point to use in prioritizing the recommended projects for funding and implementation. The recommended improvements and projects were grouped into three implementation time periods (short-, mid- and long-range) based on level of need, estimated cost, and difficulty of implementation from a planning, design and permitting perspective. Figure ES.1 illustrates the short-range (2008-2012) projects, while Figure ES.2 shows the mid- (2013-2025) and long-range (2026-2030) transportation projects. Recommended improvements to the sidewalk system are shown in Figure ES.3.

The City of Sandy Springs’ share of total cost of recommended program of projects is approximately \$630 million. The city has recently implemented an impact fee program to serve as a new local funding source. Revenues for this program are expected to fund 37 percent of the short term project list. Additional funding opportunities are discussed in Appendix C.

## Recommended Transportation Improvements (5 Years)



## Mid-Range & Long-Range Transportation Improvements



## Future Pedestrian Needs

