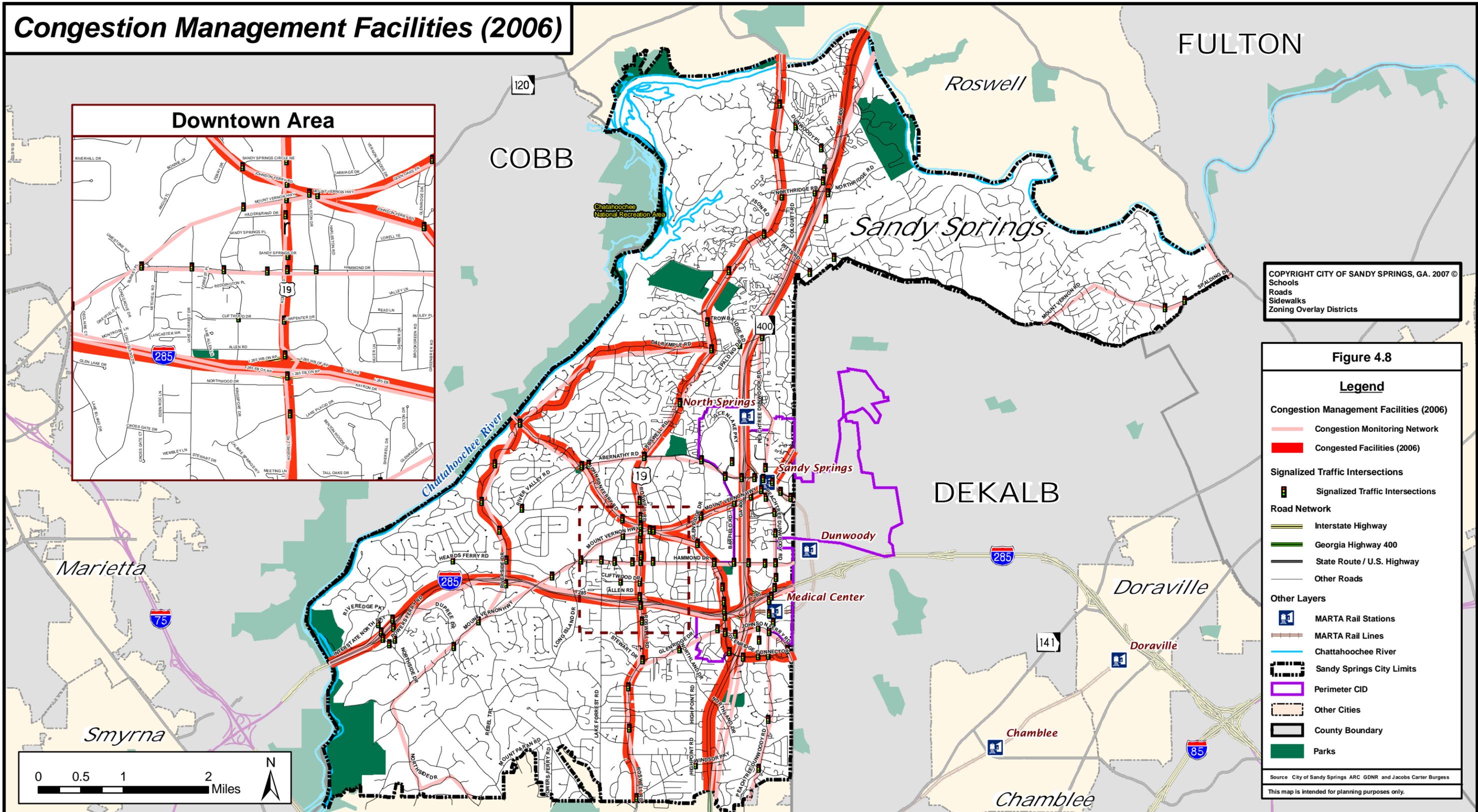
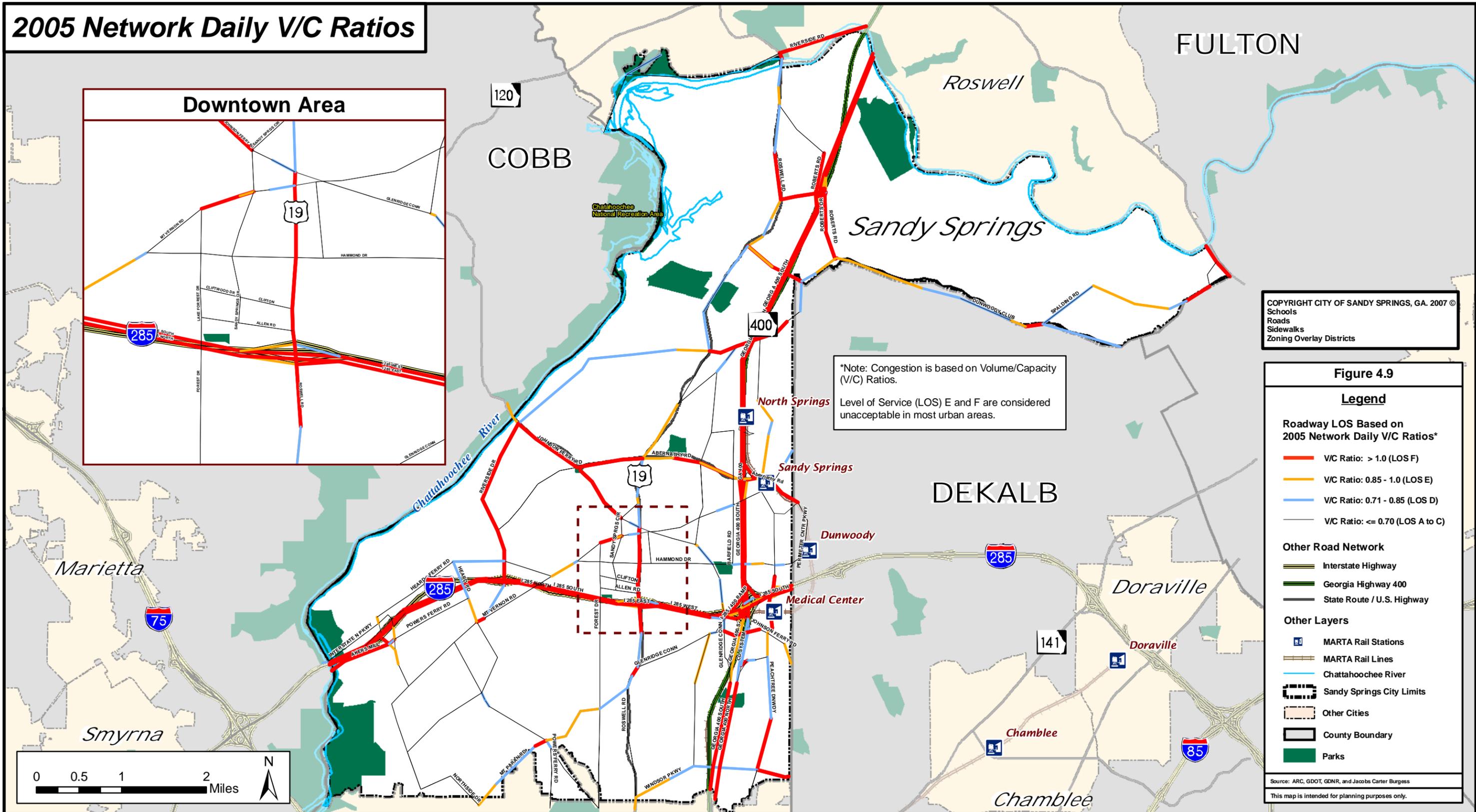


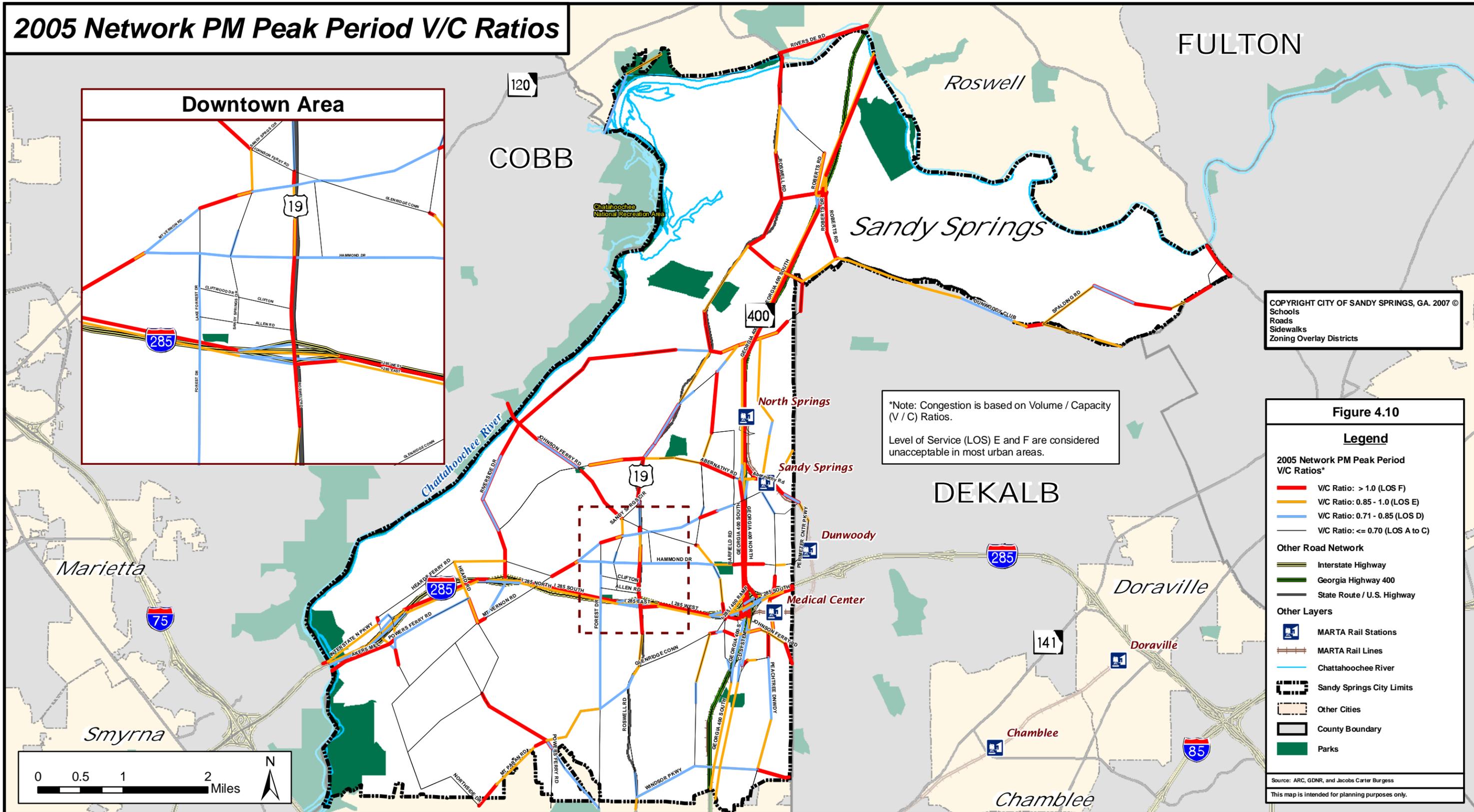
Congestion Management Facilities (2006)



2005 Network Daily V/C Ratios



2005 Network PM Peak Period V/C Ratios



Future Congestion with Existing Network plus Committed Projects

A network of existing roadways and those projects that have funding already committed to them for right of way and/or construction was used to determine future v/c ratios. This is typically termed the E+C Network. The list of projects included as committed projects is shown previously in Table 3.1 and Figure 3.3. Traffic congestion in 2030 based on projected daily traffic volumes and the E+C network are shown in Figure 4.11. Most of the roads shown have a v/c ratio greater than 1.0, or LOS F, including SR 400, I-285, Riverside Drive, and many segments of Roswell Road. Very few roads have a v/c ratio of less than 0.85, giving them an LOS of A-D. This indicates traffic congestion is expected to be severe in year 2030 if the committed projects alone are implemented. Similar results were found for PM peak period conditions along most roads (refer to Figure 4.12).

Roadway Safety

To evaluate roadway safety, vehicle crashes (including those between vehicles and pedestrians or bicyclists), were examined for the period of 2001 through 2004 using the GDOT crash database for roadway facilities within Sandy Springs. Figure 4.13 identifies segments with crash frequencies above the 2004 statewide average crash rates:

- 190 crashes per 100 million vehicle miles traveled for urban freeways
- 490 crashes per 100 million vehicle miles traveled for urban arterials
- 460 crashes per 100 million vehicle miles traveled for collectors and local roads

As can be seen, many of the arterial and collector roads within Sandy Springs have crash rates above the statewide average.

Figure 4.14 shows the location of bicycle and pedestrian related crashes from 2001 to 2004. As this figure shows, many of the pedestrian crashes occurred along Roswell Road. This heavily traveled automobile corridor is also served by a well used MARTA route, requiring pedestrian movement along and across Roswell Road to access bus stops.

Summary of Identified Roadway Capacity and Safety Needs

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

- Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Operational improvement of critical intersections along roadways identified as congested in future years.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along Roswell Road from I-285 through Abernathy Road, in the traditional Sandy Springs business core.
- Capacity enhancement of roadways identified as congested in future years.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Improvement of freeway access through capacity and operational enhancement of congested interchanges.

2030 E+C Network Daily V/C Ratios

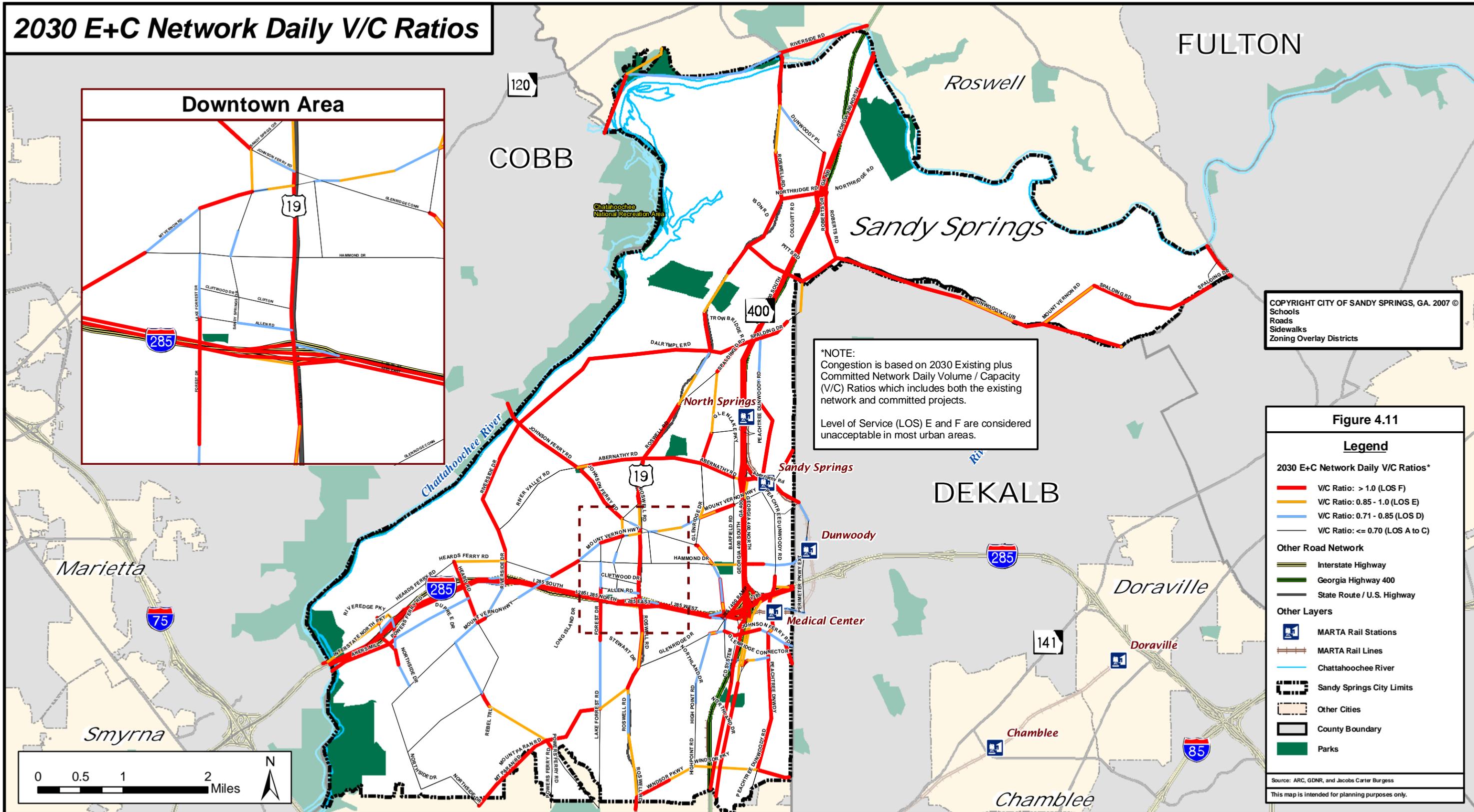


Figure 4.12 2030 E+C Network PM Peak Hour V/C Ratios - 20 County TP+ Model

Figure 4.13 High Crash Roadway Segments (2001-2004)

Figure 4.14 Bicycle and Pedestrian Crashes (2001-2004)

- Improvement of I-285 and SR 400 corridors so that capacity constraints on these regional facilities do not shift traffic to the city roadway network.
- Safety improvements along roads with high crash rates.
- Focused pedestrian safety improvements along Roswell Road.
- Regular maintenance and improvement of existing infrastructure to preserve the existing transportation network.

Transit Needs Assessment

Transit is an important transportation mode for travel within the City of Sandy Springs, which is served by several MARTA bus routes and four MARTA rail stations. This high frequency of rail station coverage through the east side of the City provides MARTA rail access within a walkable distance of ½ mile from the Glenridge connector south of I-285 to Spalding Drive, north of the North Springs station. The broad transit coverage provides a unique opportunity to emphasize transit travel in that area. The paragraphs below provide additional detail regarding transit routes and facilities in Sandy Springs.

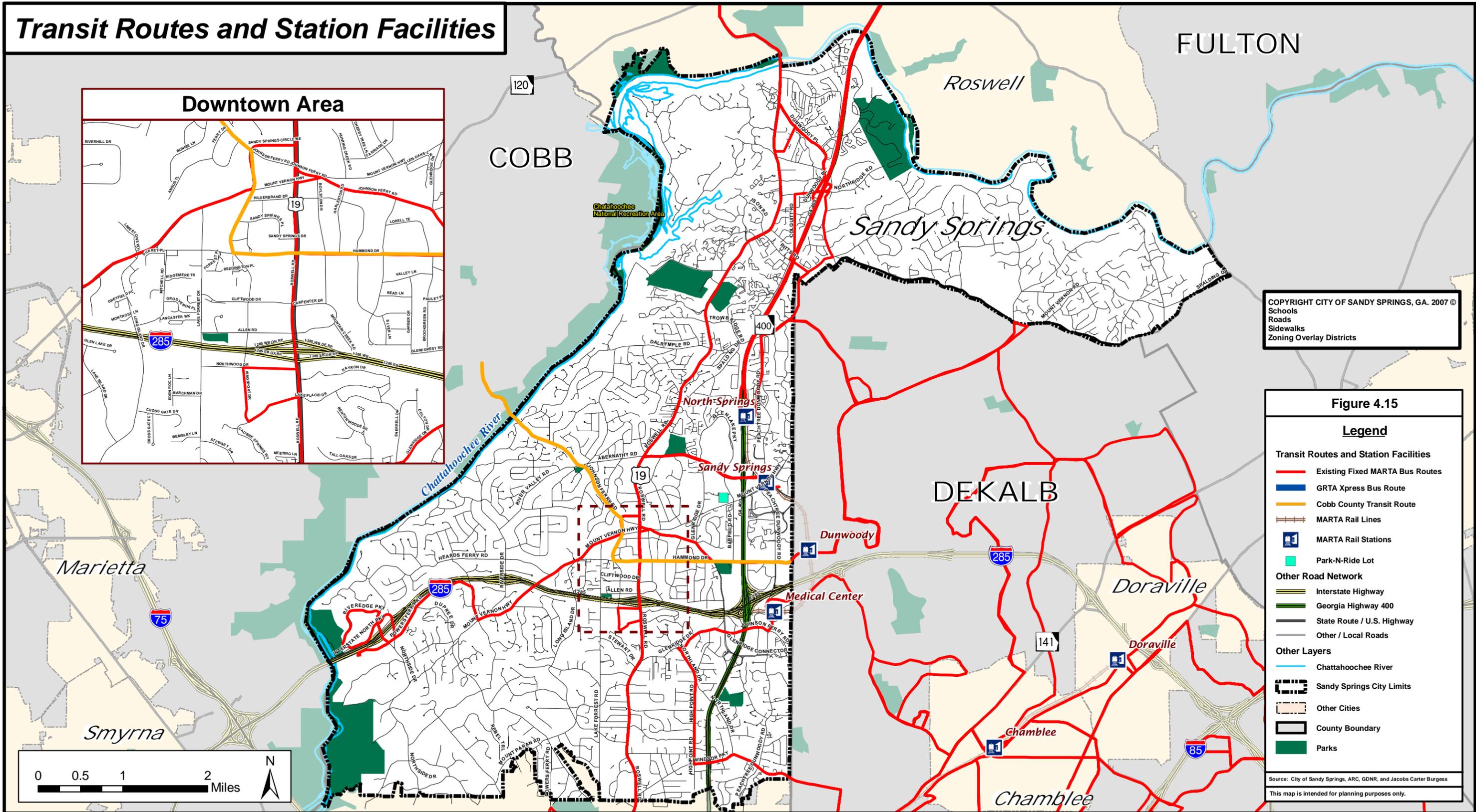
Transit Routes and Facilities

During the 2005 fiscal year, MARTA had bus and paratransit ridership of 71 million and rail ridership of 71 million. The average number of users who rode MARTA each day was 450,000. MARTA data indicates that 18 percent of the people traveled on MARTA to conduct their personal business, special events drew 18 percent of the riders. People traveling to work made up 61 percent, and other purposes consisted of 2 percent. In contrast, half-fare riders use MARTA primarily for personal business (41 percent of trips) and medical related trip purposes (25 percent of trips). Paratransit riders use the service primarily for medical related trip purposes (70 percent of trips).

Figure 4.15 shows the transit routes and station facilities for Sandy Springs. There are four MARTA rail stations pertinent to the Sandy Springs Transportation Master Plan, including:

- Medical Center Station is located on Peachtree Dunwoody Road at Lake Hearn Drive. There are approximately 200 parking spaces available for MARTA use. Parking for less than 24 hours is free with a validated ticket. No long-term parking is available for MARTA patrons. This station provides access to Northside Hospital, Scottish Rite Hospital, and St. Joseph's Hospital.
- Dunwoody Station is located adjacent to Perimeter Mall at the intersection of Hammond Drive and Perimeter Center Parkway. Free parking is available for up to 24 hours, or \$4 per day for long-term parking.
- Sandy Springs Station is located at the corner of Mount Vernon Highway and Abernathy Road/Perimeter Center West. It contains 1,170 parking spots; less than 24-hour parking is free and long-term parking is \$4 per day. Some of the nearby attractions include the Perimeter Pointe Shopping Center, Northpark Town Center office complex, and Saint Joseph's Specialty Center for Wellness & Rehabilitation Care.
- North Springs Station is the northernmost MARTA rail station and for this reason, attracts many commuters. It is accessible from SR 400 and Peachtree Dunwoody Road. There are 2,325 parking spots at this location, with free parking for up to 24 hours. After 24 hours, parking is available for \$7 per day.

Transit Routes and Station Facilities



The Dunwoody station is in DeKalb County, while the other three stations are within the Sandy Springs city limits. Ten bus routes serve these four stations. These routes are listed below, along with their weekday peak and off peak headways, respectively, in minutes.

- Medical Center (North Rail Station 8)
 - 41 Windsor Parkway / Lake Hearn Drive (headway - peak 45 min., off-peak 45 min.)
- Dunwoody (North Rail Station 9)
 - 5 Sandy Springs (peak 12 min., off peak 20 min.)
 - 87 Roswell Road (peak 22 min., off peak 18-33 min)
 - 150 Perimeter East (peak 45 min., off peak 45-57 min.)
 - Cobb County Transit (CCT) Route 65 (peak 60 min, off peak no service)
- Sandy Springs (North Rail Station 10)
 - 148 Powers Ferry (peak 70 min., off peak no service)
- North Springs (North Rail Station 11)
 - 85 Roswell /Alpharetta (peak 20 min., off peak 44 min.)
 - 87 Roswell Road (Weekdays Only) (peak 22 min., off peak 35-40 min.)
 - 128 Spalding (peak 30 min., off-peak no service)
 - 132 Tilly Mill (peak 20 min., off peak 32 min.)
 - 140 Mansell Road Park / Ride (peak 15min., off peak, 40 min.)
 - 143 Windward Park / Ride (peak 25-35 min., off-peak, no service)

MARTA Expansion Plans

The MARTA Board of Directors began examining the possibility of expanding the North Line in July 2002, but determined that there were not enough riders to support the expansion. A new study was then initiated to explore the potential for establishing a Transit-Oriented Development (TOD), which would generate additional ridership for MARTA while offering areas for economic development in north Fulton County. In determining a site for the potential TOD, the study is examining density, modal options, and diversity (income, employment, shopping, and recreation), while maintaining the involvement of all stakeholders. When it began, the study concentrated on seven separate focus areas along the SR-400 corridor. As of October 2006, the choices had been narrowed down to North Point Mall, Old Milton Parkway, Windward Parkway, and Holcomb Bridge Road. The ultimate site choice will be dependent upon the population of the area, the number of jobs, the availability of land, and the ability to develop a TOD. Eventually, each of these four focus areas will be tied together via transit (rail or bus).

Bus Stop Optimization Study with MARTA

The City of Sandy Springs is currently working with MARTA to examine bus stops along key routes in the City to determine the optimum location and configuration of bus stops. The Roswell Road corridor is served by a popular bus route (route #87); however, many of the bus stops with heavy usage do not have shelters while other sheltered stops are not well used. This joint effort will help determine the best location for bus stops along this and other important transit corridors.

Summary of Identified Transit Needs

The assessment of transit has identified several improvement needs, as indicated below:

- Travel time benefits for bus service along key corridors to encourage commute riders.
- Bus frequency sufficient to encourage new ridership along routes through congested areas.
- Effective feeder network for service to MARTA rail stations.
- Incorporation of walkable communities and transit oriented development near MARTA rail stations.
- Examination of local circulation routes within walkable activity centers to link MARTA rail with walkable areas.
- Examination of applicability of Bus Rapid Transit or other premium transit service in Sandy Springs.
- Providing efficient access to MARTA rail stations for use in passenger access to Hartsfield Jackson Atlanta International Airport.
- Providing adequate long term parking to facilitate use of MARTA for passenger access to Hartsfield Jackson Atlanta International Airport.
- Recognizing transit circulation needs in Sandy Springs to facilitate use of MARTA for passenger access from Hartsfield Jackson Atlanta International Airport.

Pedestrian Needs Assessment

Providing for safe and convenient pedestrian travel is an essential part of creating a lively community, neighborhood, commercial area, or downtown district. Pedestrian access is also vital to a successful and accessible transit system. Figure 4.16 illustrates the City's existing and programmed pedestrian facilities. The need for additional pedestrian facilities was based on a comprehensive analysis.

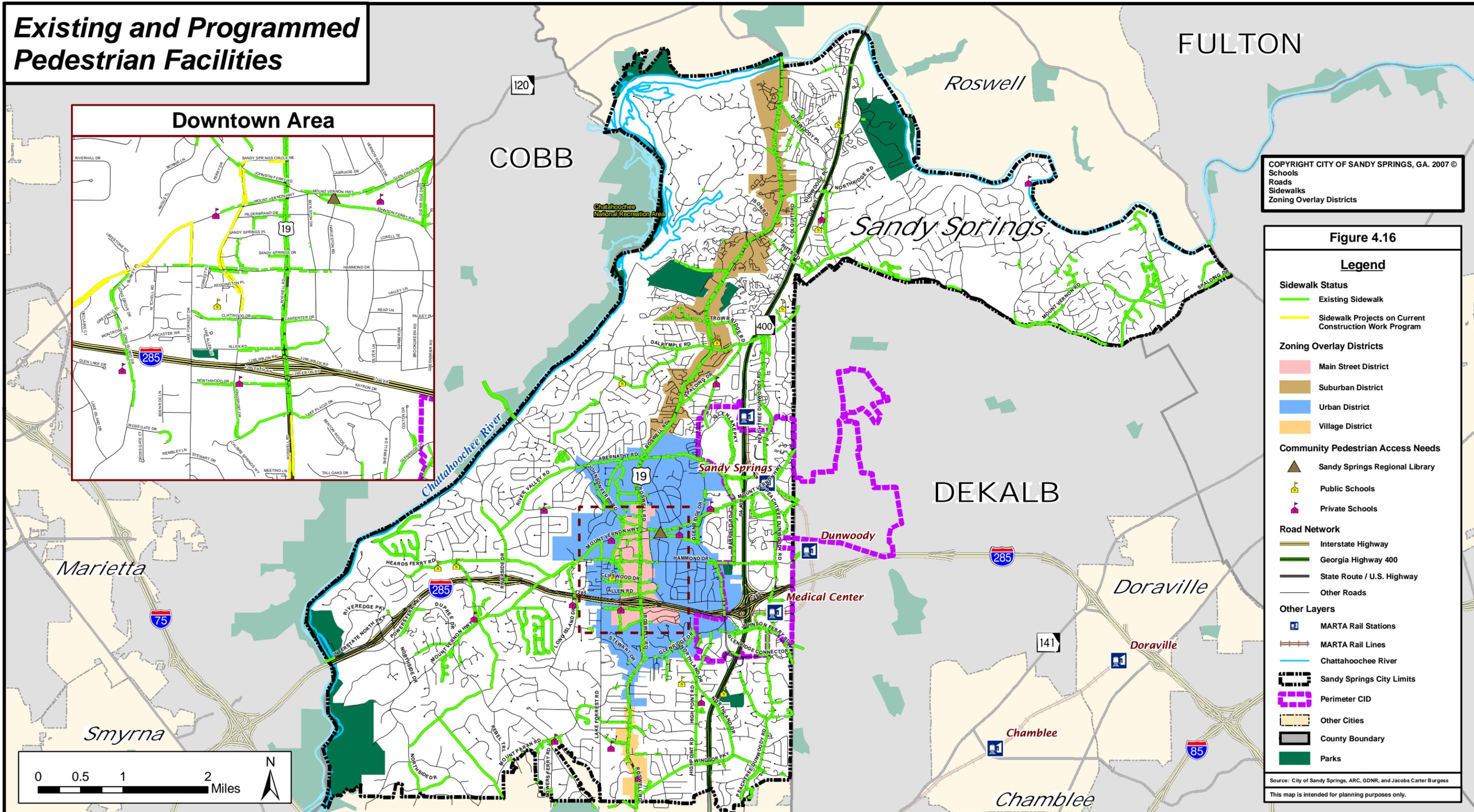
In order to assess the pedestrian needs, prioritization criteria were developed. Sidewalks along designated corridors were evaluated based on the specified criteria. The criteria included whether or not the corridors were classified as collector roads or higher and whether or not the corridors fell within a walkable distance of specified pedestrian activity areas. Five common pedestrian activity areas were employed for this evaluation: downtown areas, public schools, transit terminals, a libraries and parks. The roadway segments were prioritized based on the number of criteria it met.

The pedestrian facility needs criteria reflect a qualitative assessment of a pedestrian's expectations of where sidewalks should be available. In general, pedestrians prefer to have sidewalks along all streets in more urbanized and developed areas. In less developed areas, pedestrians expect sidewalks along major roadways that connect to local activity centers. Figure 4.16 shows the existing sidewalks and sidewalks currently programmed for improvements in the City's Construction Work Program. The following paragraphs describe pedestrian needs for access to transit, to link neighborhoods with community facilitates, and for connecting with activity centers.

Access to Downtown Area

A pedestrian-friendly environment is an integral component of any vibrant downtown area. Sidewalks within a half mile of the Town Center area were considered important additions to the pedestrian system.

Existing and Programmed Pedestrian Facilities



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 Schools
 Roads
 Sidewalks
 Zoning Overlay Districts

Figure 4.16

- Legend**
- Sidewalk Status**
 - Existing Sidewalk
 - Sidewalk Projects on Current Construction Work Program
 - Zoning Overlay Districts**
 - Main Street District
 - Suburban District
 - Urban District
 - Village District
 - Community Pedestrian Access Needs**
 - Sandy Springs Regional Library
 - Public Schools
 - Private Schools
 - Road Network**
 - Interstate Highway
 - Georgia Highway 400
 - State Route / U.S. Highway
 - Other Roads
 - Other Layers**
 - MARTA Rail Stations
 - MARTA Rail Lines
 - Chattahoochee River
 - Sandy Springs City Limits
 - Perimeter CID
 - Other Cities
 - County Boundary
 - Parks

Source: City of Sandy Springs, ARC, GDNR, and Jacobs Carter Burgess
 This map is intended for planning purposes only.

Access to Public Schools

Recent efforts have focused on improving pedestrian connections to schools. Sidewalks which connect to schools can provide opportunities for children to walk instead of riding the bus or being driven by an adult. Figure 4.17 illustrates the opportunities to make these important pedestrian connections. The shaded areas represent areas within ½ mile of public schools, which is the distance that school-age children would reasonably be assumed to walk.

Access to Parks and Libraries

Pedestrian movement between neighborhoods and community facilities can provide a means for accessing these facilities without the use of automobiles. Potential users of these neighborhood links are often school-age children traveling to libraries, or parks. Figure 4.18 shows the areas within a walkable distance of community facilities. As this figure shows, much of the City is within a walkable (½ mile) distance of community facilities.

Access to Transit

Figure 4.19 shows areas where pedestrian needs are greatest in regards to accessing transit facilities. Areas are marked ½ mile from each rail station and ¼ mile from each bus route, reflecting the distance that a typical person is willing to walk to reach transit. As this figure shows, the majority of the city is within walking distance of transit; however, areas in the southwest, northeast, and along the border of Cobb County are not as accessible as the remainder of Sandy Springs. In addition, access to transit via a well designed and safe sidewalk system does not mean there is connectivity with the type of transit service needed. In order to be effective, the transit and pedestrian access components need to function as a cohesive multimodal system so that the user views both travel modes as part of the same overall trip.

Summary of Identified Pedestrian Needs

The assessment of pedestrian movement and facilities has identified several needs, as indicated below. Figure 4.20 illustrates the pedestrian needs, as defined by this analysis.

- Safe and efficient connection between neighborhoods and community facilities, such as schools, libraries, and parks.
- Sidewalk presence in activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Combined pedestrian and transit circulator strategies to provide for local trip making within activity centers.
- Safe and ADA compliant pedestrian connections to transit to provide a means of access to bus and rail routes.
- Effective pedestrian routes to enhance walkability within transit oriented areas.

Walking Distance to Public Schools

