

Sandy Springs City Council Retreat was held on Tuesday, January 24, 2016, at 8:00 a.m., Mayor Rusty Paul presiding.

Mayor Rusty Paul called the meeting to order at 8:10 a.m.

Councilmembers and Staff in attendance

Mayor: Mayor Rusty Paul present.

Councilmembers: Councilmember John Paulson, Councilmember Ken Dishman, Councilmember Chris Burnett, Councilmember Gabriel Sterling, Councilmember Tibby DeJulio, and Councilmember Andy Bauman present.

Staff and other individuals in attendance: City Manager John McDonough, Assistant City Manager Bryant Poole, Assistant City Manager Jim Tolbert, Finance Director Karen Ellis, Police Chief Ken DeSimone, Fire Chief Keith Sanders, Staff Attorney Kathy Williams, Director of Public Works Garrin Coleman, Director of Recreation & Parks Michael Perry, Director of Community Development Michelle Alexander, Assistant to the City Manager Kristin Byars, Communications Director Sharon Kraun, Director of Economic Development Andrea Hall, Executive Assistant Raquel Gonzalez, and City Clerk Michael Casey.

The City Council received presentations from staff and participated in broad ranging discussions on many subjects including the topics in the attached retreat materials. An audio recording of the retreat is part of the records maintained by the City Clerk.

City Manager John McDonough provided an overview of the retreat agenda.

1. **17-031** Review of Adopted Priorities - John McDonough

City Manager John McDonough introduced the PowerPoint presentation on Review of Adopted Priorities.

- Customer Service – John McDonough

Council Member Gabriel Sterling asked how many people are signed up for the emergency notifications.

Director of Communications Sharon Kraun stated she will have to check on that information.

Council Member Tibby DeJulio asked that the customer service surveys be shared with City Council. He asked when the tree canopy study will be completed.

City Manager McDonough stated it would be provided to Council within the next two months.

- Public Safety - Ken DeSimone / Keith Sanders

Police Chief Ken DeSimone began the PowerPoint presentation on Public Safety.

Council Member Sterling asked about the apartment checker and if any changes can be made.

Police Chief DeSimone stated staff is looking into it to see what the best way is to have the numbers, statistics, and metrics measured.

Council Member DeJulio asked if the City has done anything obvious or proactive about supporting the police.

Police Chief DeSimone mentioned the yard signs. Around Christmas, a person gave every Police Department employee a \$100 gift certificate to Longhorn Steakhouse and she spent over \$17,000 of her own money. The Mayor and Council do all that they can to support the police officers.

Fire Chief Keith Sanders presented the Fire Department portion of the Public Safety presentation.

Council Member John Paulson asked how many cardiac events were there in 2016.

Fire Chief Sanders stated there are over 50 incidents in a year. Some of them occurred at doctor's offices.

Council Member DeJulio asked how many classes did the Fire Academy hold and should Council relay this information to the residents.

Fire Chief Sanders stated the academy is held once a year. Staff is considered having two classes a year. Staff can look at holding another C.E.R.T. class, but he would prefer a commitment from residents for the Fire Corp. program.

Council Member Sterling asked about the new fire ordinance for apartments.

Fire Chief Sanders stated if the apartments were not brought into compliance within 90 days of the property being sold, Fire Inspector Doug Brown would reach out to Community Development staff to ensure that they are. The Fire Department staff will also reach out to the apartments to assist with any questions they have to become compliant.

- Community Appearance - Bryant Poole / Jim Tolbert

Assistant City Managers Bryant Poole and Jim Tolbert gave a PowerPoint presentation on Community Appearance.

Council Member Paulson asked about the GA400 North beautification project. There are white plastic bollard columns that are missing. He almost was hit when someone drove in between the bollards. He asked if a curb could be installed instead.

Director of Public Works Garrin Coleman stated he is waiting to hear back from GDOT to see if they can install a curb.

- Sustainable Growth - Jim Tolbert

Assistant City Manager Jim Tolbert gave a PowerPoint presentation on Sustainable Growth.

Mayor Paul suggested incorporating an incentive to renovate older homes for affordability.

- Natural Resource Protection - Bryant Poole / Jim Tolbert

Assistant City Managers Bryant Poole and Jim Tolbert gave a Natural Resource Protection PowerPoint presentation.

Council Member Chris Burnett asked how many funds are in the tree bank.

Assistant City Manager Tolbert stated there are not many programmed funds in the tree bank fund.

Staff gave the following presentations.

- Transportation - Bryant Poole
- Recreation & Cultural Enhancement - Jim Tolbert
- Economic Development - Andrea Hall

Mayor Paul stated Director of Economic Development Andrea Hall and Tom Mahaffey are working to build existing relationships with the businesses. We all know how it has been historically to get the large businesses involved in the community. This has changed over the last two years. He has spoken to about a dozen CEO's of corporations that will be formal members of the PAC task force. This is not just about getting the businesses to stay in the City, it is about getting the businesses involved in the community.

- Downtown Development - John McDonough

City Manager John McDonough gave a PowerPoint presentation on Downtown Development.

Council Member DeJulio asked if the City could do something about the utility companies that do not bury the wires, following the underground utility ordinance to regulate where the wires can be located, or at least burying them.

City Manager John McDonough stated staff will look at that.

Council Member Chris Burnett stated there seems to be a fatigue factor surrounding redevelopment, road closures, underground utilities, and cables. Long term development will be great for the downtown area, but he is not sure how that can be communicated more effectively. Most of the complaints he receives are about that.

Mayor Paul stated the Communications Department puts a lot of information out to the public, but it all does not get absorbed. The pain of improvements in a fully developed community is there is no way to do it without disruption.

Council Member DeJulio asked staff to have a campaign promoting the City website.

There was a consensus of Council to continue with the same adopted priorities for 2017.

2. **17-032** Mid-year Budget Review - John McDonough / Karen Ellis

Finance Director Karen Ellis discussed the 2017 budget goals.

There was a consensus of Council to accept the budget amendments at the next City Council meeting.

There was a break held at 11:20 a.m. The meeting resumed at 11:30 a.m.

Finance Director Ellis presented the Mid-Year Budget Review.

City Manager John McDonough presented slides 10 -15.

There was a five minute break at this point.

3. **17-033** Transportation Planning Initiatives Introduction - John McDonough

- Demographics & Trends Presentation - Kristen Wescott / Patrick Bradshaw, ARC

Patrick Bradshaw with the Atlanta Regional Commission gave a PowerPoint presentation.

Council Member John Paulson asked if the focus should be on mass transportation to take cars off the road to improve the mass transportation grid, so that it is more effective, or go to autonomous vehicles.

Mr. Bradshaw stated it is a combination of both. Atlanta is very linear on the map. There are huge activity centers and it will always make sense to connect them with high speed transit infrastructure. MARTA does a great job of that.

- Regional Transportation Update - Bryant Poole

Assistant City Manager Bryant Poole gave a PowerPoint presentation on Regional Transportation.

4. **17-034** Transportation Planning Initiatives Short Term

- Last Mile Connectivity – John McDonough / Bryant Poole / Consultants

Transportation Planner Megha Young from Gresham, Smith, and Partners provided information regarding Last Mile Connectivity.

- 285/400 Interchange Managed Lanes, update from GDOT – Bryant Poole / GDOT
- 285/400 interchange project update, update/presentation from GDOT – Bryant Poole / GDOT

Jill Goldberg and Albert Welch with Georgia Department of Transportation presented.

- Mt. Vernon corridor & T-11 – Bryant Poole / Garrin Coleman

Ryan Trick from Jacobs Engineering spoke regarding the Mt. Vernon corridor and T-11 project. There was a consensus of Council to go with options 1, 3, and 4.

There was a brief break at 2:22 p.m.

5. **17-035** Transportation Planning Initiatives Long Term

- Connection to North Springs MARTA Station – Bryant Poole / Garrin Coleman

There was a consensus of Council to explore bicycle path options.

- De-conflicting Roswell Road at Abernathy, high-level concepts - Bryant Poole

Buddy Gratton with Moreland Atlobelli spoke regarding De-conflicting Roswell Road at Abernathy, high-level concepts.

- Riverside Drive at Heards Ferry, high-level concepts – Garrin Coleman / France Campbell

Bill Lameer with A&R Engineering spoke regarding Riverside Drive at Heards Ferry, high-level concepts

There was a consensus of Council to get a count on how many cars are from Cobb County versus local traffic

6. **17-036** Land Use Planning

- How does staff evaluate zoning applications? - Jim Tolbert
- Next Steps: Comp Plan/Development Code - Jim Tolbert

This item will be heard at an upcoming Work Session.

7. **17-037** Review of City Events – Sharon Kraun

Director of Communications Sharon Kraun gave a PowerPoint presentation on the Review of City Events.

8. **17-039** Cobb / Braves Traffic Management Plan – Bryant Poole

This item will be heard at an upcoming Work Session.

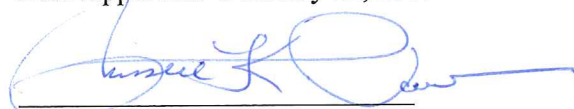
9. **17-040** Discussion on Underground Utility Policy – Jim Tolbert

This item will be heard at an upcoming Work Session.

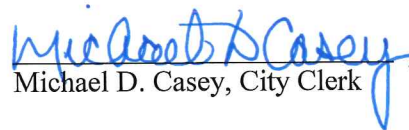
10. **17-038** Adjournment – Mayor Paul

There being no further discussion, the Retreat meeting adjourned at 5:16 p.m.

Date Approved: February 21, 2017



Russell K. Paul, Mayor



Michael D. Casey, City Clerk

City Council Retreat

January 2017



SANDY SPRINGS
GEORGIA



Council Retreat Agenda

- Review of Adopted Priorities
- Mid-Year Budget Review
- Transportation Planning Initiatives – Introduction
- Transportation Planning Initiatives – Short Term
- Transportation Planning Initiatives – Long Term
- Land Use Planning
- Review of City Events

PUBLIC SAFETY

SUSTAINABLE GROWTH

ECONOMIC DEVELOPMENT

DOWNTOWN DEVELOPMENT

COMMUNITY APPEARANCE

TRANSPORTATION

NATURAL RESOURCE PROTECTION

RECREATION AND CULTURAL ENHANCEMENT



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CUSTOMER SERVICE



Customer Service 2016 Priorities

Priorities	Accomplishments
Enhanced mobile-based communication tools	Implemented web chat
Rollout of e-plan review	In process; continued roll out in 2017
Added during 2016	• Implemented tighter communications requirements for utility companies • Launched Utilities interactive map • Launched Apartment Safety Checker • Launched Sandy Springs Alerts • Opt-in notification for traffic alerts & weekly update • Enhanced interactive traffic map • Emergency notifications • Launched mobile “live” inspections (building and site) • Created Construction Ambassador position

Customer Service 2017 Priorities

- Complete rollout of e-plan review
- Increase opt-in participation for Sandy Springs Alerts
- Look for ways to expand functionality of the road construction map
- Work closely with partners to communicate major road projects, and alternative routes, related to GA 400/285 and T-SPLOST project
- Host Builder/Developer Breakfasts
- Customer Satisfaction Surveys (permit desk)
- Prepare and publish “Helpful Hints” for permit and building applicants

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PUBLIC SAFETY



Sandy Springs Police 2016 Priorities

Priorities	Accomplishments
Explore changes to internal organizational structure	- Promoted Zgonc to Deputy Chief - Added Supervisory Civilian Position for ChatComm and Non-Sworn Staff - Added a Major for Investigations and Administration - Promoted first female police Captain to come from the ranks
Community outreach: - Grow COP program - Teen Driving - Women/Children Self Defense - Gun Safety	- COP Program continues growth; Dunwoody PD launched program based on ours, and Atlanta PD is looking to do the same - Gun safety, women's self-defense, and teen driving programs continually run at capacity
Personnel Development: - Continue with mandatory and elective law enforcement training for all - Implementing new accident/disciplinary committee - Changes to physical fitness program and testing	- New training facility opened - Gym expanded to the second floor - Professional Law Enforcement Education (FBI National Academy, Southern Police Institute, Northwestern Univ., Columbus State Command College and GILEE)

Police 2016 priorities continued

Priorities	Accomplishments
Put TRV-2 into service	TRV in full service
Crime Statistics for 2016	Three murders recorded in 2016; same as 2015
Customer Service:	• Worked with Communications on Apartment Safety Checker program, adding interactive map and information related to crimes reported at apartment complexes • Added information to the Call Center knowledgebase to help resolve basic questions in the Call Center

Police 2017 Priorities

- Recruiting/Retention
 - Continue outreach and look for innovative ways to meet staffing needs
 - Staffing for City Springs
- Implementation of Body Cameras
- Traffic Operations – Key areas:
 - Braves-Sun Trust Stadium
 - I-285/GA 400 Construction
 - Roswell Rd/Peachtree Dunwoody Corridors
- Police HQ
 - Begin 24/7 operations for public access

Fire Rescue 2016 Priorities

Priorities	Accomplishments
Public Safety Safety/Community Partnerships • Increase Cardiac Save Rate through continued rapid response and community CPR/AED training • Reduce Multi-Family Structure Fires through community awareness of kitchen fire safety devices and fire prevention education	• Increased Cardiac Save Rate through continued rapid response and community CPR/AED training • 33 Community CPR and AED classes were taught to 481 people. • Cardiac Save Rate 31% (National Cardiac Save Rate is 10.3%)
Career Development • Use Career Development Program to promote Lieutenants and Fire Apparatus Engineers • Continue Development of Departmental Policy and Procedures • 10 firefighters to attend online Advanced EMT through Faithful Guardian LLC	• Implemented Career Development Program and Promotional Process • Promoted 19 Fire Apparatus Engineers and 12 Lieutenants • Completed Leadership symposium for supervisors • The department is licensed with PowerDMS for document management system to make policy administration and training more efficient • 9 firefighters currently attending online Advanced EMT through Faithful Guardian LLC; Expected completion date: January 2017

Fire Rescue 2016 priorities continued

Priorities	Accomplishments
Resource Management • Improve ISO rating • Added in 2016	• Achieved ISO rating: Class 2 • Staffed Engine 55 Mini-pumper with 2 personnel • Housed at Roswell Station 7 for Station 5 territory • Response time improved to the panhandle • Phase One of SCBA upgrade • Installed gear washer at station 4 • Phase one of Turnout Gear upgrade • Phase one of Portable Radio upgrade
Added in 2016	• Inspect and repair all public hydrants in the city

Fire Rescue 2017 Priorities

- Public Safety and Community Partnerships
 - Increase Cardiac Save Rate through continued rapid response and community
 - CPR/AED training
 - Communicate and educate new apartment ordinance to all apartment communities within Sandy Springs
- Continue Fire Warden Training
- Fire Personnel Development
 - Organizational Realignment to better allocate personnel resources
 - Finalize Career Advancement Program for personnel
 - Fire Apparatus Engineer Promotional process to replace exhausted list
 - Six firefighters to enroll in EMT-A to Paramedic Program Online
 - Technical/Rescue training

Fire Rescue 2017 priorities continued

- Resource Management Considerations
 - Apparatus
 - Begin transition from Quint Concept towards additional engines
 - Add mini-pumper for parking deck responses
 - Improve Inspection software for Fire Marshal's Office
 - Personnel Resource requests to better support operations
 - Evaluate fire station locations and update plans for future station locations
 - Fire Station Renovations to improve operations
 - Evaluate preemption solutions to reduce response times
 - Replace and augment personal safety protection equipment
 - Complete Radio upgrade project

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COMMUNITY APPEARANCE



Community Appearance 2016 Priorities

Priorities	Accomplishments
Implement short term improvements of Roswell Road north of Abernathy Road	Decorative rock walls installed; mast arms painted at Dunwoody Club at Roswell; and added landscaping at Northridge and Roswell Rd as well as Roswell Rd at Hightower Trail
Complete Island at Abernathy Road and Roswell Road	Completed
Complete GA 400/Northridge interchange reforestation plan	Forwarded to 2017 Priorities
Maintain high standards citywide and along GA 400 and I-285	• Code Enforcement: 1,884 calls and 2,437 cases • Removed more than 2,081 illegal signs from the rights-of-way • More than 29,085 bags of trash picked up from around the City
Install landscape at Riverside Dr/I-285 Roundabouts	Installed

Community Appearance 2017 Priorities

- Complete GA 400/Northridge interchange reforestation plan
- Implement new landscape requirements through new zoning code for private property and implement stronger property maintenance rules
- Maintain high standards citywide and along GA400 and I-285 (work with GDOT's contractor for interchange)
- Utilize Transportation Enhancement funding to construct Morgan Falls Road gateway plantings and park entry monuments
- Continue planting trees around the City utilizing tree funds
- Working in partnership with Trees Atlanta to reforest green space at Johnson Ferry and Riverside, returning to natural state
- Rebid field services contracts
- Update Underground Utility Ordinance

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SUSTAINABLE GROWTH



Sustainable Growth 2016 Priorities

Priorities	Accomplishments
Complete The Next 10 and Small Area Plans with community support	Completed The Next 10 plus Small Area Plans; Referred to DCA for review
Complete and implement new Sandy Springs Development Code	Sandy Springs Development Code Draft is 40 percent complete
Complete impact fee study and establish new fee schedule	Impact Fee Study and New Fee Schedule Adopted
Establish an urban design assistance program to help applicants achieve a higher standard of design aesthetics, environmental protection and multi-modal connectivity	Staffed for Urban/Environmental Design Assistance and began meeting with applicants

2016 priorities continued

Priorities	Accomplishments
Apartment redevelopment and propose workforce housing program	New Comp Plan to include policies surrounding priority areas for apartment redevelopment, in addition to policies and a work program to further workforce housing goals
Added during 2016	Ten Zoning Text Amendments Adopted (Microbreweries, redevelopment of tenant space, and rezoning process with more community involvement)

Sustainable Growth 2017 Priorities

- Complete and Implement New Zoning and Development Code
- Update Perimeter Center LCI Master Plan – 5-Year update due 2017
- Update City Center LCI Master Plan – 5-Year update due 2017
- Develop city-wide and Small Area Wayfinding Plan + Initiate Implementation
- Complete Fair Housing Study and Prepare Consolidated Plan (CDBG)

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NATURAL RESOURCE PROTECTION



Natural Resource Protection 2016 Priorities

Priorities	Accomplishments
Finalize stormwater ordinance updates	Completed
Complete Marsh Creek Regional Detention Facility	Completed with ribbon cutting Dec. 2016
Complete infiltration bio-swale at Overlook Park and beautification plantings along Morgan Falls Road project	Awarded for construction as part of Transportation Enhancement project
Install pervious paver parking lot at Lost Corner Park	Completed
Install electric charging station at Trowbridge property for City's first electric fleet vehicle	Installed

2016 priorities continued

Priorities	Accomplishments
Continue planting trees around City utilizing tree funds	• 140 trees planted this year • 14 acres of green space protected as part of the Ashton Woods project

Natural Resource Protection 2017 Priorities

- Enhance tree protection through adoption of the Sandy Springs Development Code
- Prepare Stormwater Management Plan Update with PW (due 2018)
- Complete bio-swale at Overlook Park (part of Transportation Enhancement project)
- Look for opportunities to create additional green space throughout the city
- Continue tree planting programs within tree fund
- Implement structured program for maintenance of city-owned detention ponds
- Work towards delisting of Ball Mill and Marsh Creeks from EPD impaired streams list

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TRANSPORTATION



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RECREATION AND CULTURAL ENHANCEMENT



Recreation and Parks 2016 Priorities

Priorities	Accomplishments
Complete Lost Corner Preserve improvements	Completed
Complete the North Pod design at Wright Rd/Abernathy	Preliminary design completed and submitted to Community Development
Complete design and construct the South Greenway	Design complete; ready for construction bidding
Lead steering committee through the design of Windsor Meadows Park	Design complete; LDP received, and waiting on GEMA review
Lead the design of Crooked Creek Park	Kick-off meeting held for design; preliminary designs being prepared

Recreation and Parks 2016 priorities continued

Priorities	Accomplishments
Upgrades at Hammond Park Gymnastics center, park restrooms, lighting and general grounds	Conceptual design completed; proceeding with detailed construction estimates and documents
Added in 2016 - Programming	- Added programming at Lost Corner including Owl Prowl, Nature photography workshops, and Bird Walks. Two one week camps provided an opportunity for 32 boys and girls to be the first campers at Lost Corner. - Pickle Ball was added at Hammond Park.
Additional Programming Accomplishments	- More that 15,000 individuals participated in contracted partnership programs. - New gymnastic, soccer and choral after-school programs added for children at Spalding Elementary School. - Expanded programming on the Chattahoochee River with High Country Outfitters. More than 4,300 rentals were scheduled between May and September. Stand up Paddleboard saw a 43% enrollment increase. - STEAM camps focused on mixed media visual arts, technology and sciences, were provided via an agreement with Art a la Carte. - In partnership with the Atlanta Audubon Society, Bird Walks at Overlook Park were held. - Adult volleyball added in partnership with Social Club, LLC

Recreation and Parks 2017 Priorities

Recreation

- Establish new partnerships, Service Agreements and MOU's with outside athletic associations, special interests groups and organizations pertaining to our departments programs.
- Increase Recreation participation numbers in athletic, leisure and gymnastics
- Provide additional outdoor enrichment programs that can have a positive impact for the community.

Recreation and Parks 2017 Priorities

Parks

Eva Cohn Galambos Interchange	Complete design and receive permit
South Greenway	Complete construction
Windsor Meadows Park	Complete construction
Reforest the Johnson Ferry/Riverside property	In Partnership with Trees Atlanta
Phase 1 & 2 for Crooked Creek	Create design
Comprehensive Parks Master Plan	Create
Hammond Park Landscape Plan	Update
Hammond Park Gymnasium Renovations	Ongoing
Morgan Falls Overlook ADA Ramp – Kayak Launch	Create
Sandy Springs Tennis Center	Competitive bid contract

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ECONOMIC DEVELOPMENT



Economic Development 2016 Priorities

Priorities	Accomplishments
Recruitment: Continue collaboration with economic development partners to better utilize marketing resources for industry targets (including corporate and regional headquarters, financial processing, information security and medical biotech): Support Sister City efforts	• 58 prospect meetings, with at least 5 companies announcing moves/expansions, resulting in more than 1,700 jobs, 442,000 SF and \$16M in capital investment • Hosted three familiarization tours for state and regional economic development partners • Advertising opportunities with the Atlanta Business Chronicle, Atlanta Magazine, Site Selection magazine, Georgia Trend • Hosted international delegations, including Western Galilee, Israel
Retention: Meet with property and tenant brokers representing more than 25% of the City's office space: Meet with 80 companies, both large employers and small businesses.	• Met with 18 large employers; improved coordination with economic development partners • Met with brokers representing more than 25 percent of City's office space • Focus on small businesses, meeting with 61 retail and restaurants • 28 ribbon cuttings promoting new businesses
Redevelopment: In collaboration with economic development partners, host 2 -3 developer events to highlight redevelopment opportunities: Examine Incentives Policy to encourage redevelopment efforts	Participation and sponsorship in 37 events designed to showcase City

Economic Development 2017 Priorities

- **Recruitment**
 - Continue collaboration with economic development partners to better utilize marketing resources
 - Support Sister City efforts
- **Retention**
 - Meet with 80+ existing business
 - Implement quarterly communication effort to businesses
- **Redevelopment**
 - Update Incentive Policy to reflect changes to the Impact fees and the waiver for workforce housing.
 - Promote the results of Next10 plan at various events

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DOWNTOWN DEVELOPMENT



Downtown Development 2016 Priorities

Priorities	Accomplishments
Implement City Center (City Springs District) Master Plan	Evident through redevelopment projects, such as Mill Creek, City Walk, Cliftwood, & Atwater
Construct City Springs project	Permitted and under construction
Build City Springs Transportation Grid Network	Completion of Cliftwood Connector; Bluestone Connection; and design of Boylston Connection (construction 2017)
Permit and manage private sector design & development	City Springs Residential/commercial permitted and under construction
Review and adopt public space standards	Included in the City Springs Master Covenants

Downtown Development 2016 priorities continued

Priorities	Accomplishments
Review and adopt horticultural standards for public and private property	Addressing Landscape standards as part of Sandy Springs Development Code
Added during 2016	Adopted Marsh Creek Regional Detention Policy and Fees

Downtown Development 2017 Priorities

- City Springs construction continues
- Update City Springs Transportation Grid Plan
- Review and update Underground Utility Ordinance
- Review and adopt horticultural standards for public and private property
- Prepare and adopt City Springs district sign ordinance
- Significant Transportation Initiatives as part of Downtown Development
 - T-11 (Mt Vernon Roundabouts)
 - Mt Vernon multi-use trail
 - CC10 (Sandy Springs Circle Streetscape)

Questions

FY 2017 Council Retreat

Mid Year Budget Review

January 24, 2017



SANDY SPRINGS
GEORGIA



City Council Priorities

PUBLIC SAFETY

SUSTAINABLE GROWTH

ECONOMIC DEVELOPMENT

DOWNTOWN DEVELOPMENT

COMMUNITY APPEARANCE

TRANSPORTATION

NATURAL RESOURCE PROTECTION

RECREATION AND CULTURAL ENHANCEMENT



FY 2017 Budget Goals

- Continue to enhance Public Safety capabilities
- Ensure financial stability
- Address capital deficiencies that exist city wide by investing in transportation, parks and facilities capital improvement program
- Continue to leverage the flexibility of the public private partnership model by scaling resources to meet projected demand for services

Cash & Investments History

	12/31/2014	12/31/2015	12/31/2016
Money Market	\$1,233,657	\$5,333,854	\$34,145
Operating Account	2,302,274	6,770,439	9,545,482
Community Development Escrow	1,561,462	1,928,070	2,919,422
Police - Custodial Escrow	16,962	16,962	16,962
Police - Federal Forfeiture	220,900	408,695	80,104
Police - State Seized Restricted	276,955	356,277	210,690
Police - State Seized Unrestricted	59,724	133,958	301,664
Police - Federal Seized Treasury Fund	238,703	170,734	178,032
Police - Federal Seized Funds USPS	0	26,702	19,280
Hotel /Motel Tax Account	296,380	371,280	384,018
Court Services	520,629	585,690	658,524
Impact Fee Account / Transportation	2,650,002	3,146,394	2,937,799
Impact Fee Account / Public Safety	453,463	296,131	481,624
Impact Fee Account / Recs & Park	280,535	261,348	431,896
Recs & Park Scholarship Fund	22,722	29,793	37,715
CDBG Account	497,434	497,434	0
Tree Fund Escrow	0	118,869	268,183
Hospitality Board	628,710	1,139,901	1,273,062
Development Authority - Operating	10,854	222,104	322,104
Development Authority - Money Market	739	739	740
TOTAL PNC Bank	\$11,272,103	\$21,815,374	\$20,101,445
Georgia Fund One	85,577,137	76,065,154	82,974,236
First Tennessee	350,000	10,500,000	10,500,000
US Bank - PFA Construction Fund	0	0	100,440,366
US Bank - PFA Sinking Fund	0	0	18,362
TOTAL Investments	\$85,927,137	\$86,565,154	\$193,932,965
TOTAL Cash and Cash Equivalents	\$97,199,240	\$108,380,528	\$214,034,409

General Fund Revenues

Revenues	FY 2016 Actual	FY 2017 Budget	FY 2017 YTD	YTD %
Property Taxes	\$33,225,958	\$32,950,000	\$30,760,185	93.35%
Sales Taxes	25,812,125	24,575,000	13,051,006	53.11%
Business & Occupational Tax	10,120,081	9,250,000	381,723	4.13%
Franchise Taxes	9,842,953	9,225,000	1,036,908	11.24%
Insurance Premium Tax	5,407,794	5,000,000	5,857,691	117.15%
Other Revenues	11,034,736	9,804,268	6,590,587	67.22%
Total	\$95,443,647	\$90,804,268	\$57,678,100	63.52%

Other Revenues

All Other Revenue	FY 2016 Actual	FY 2017 Budget	FY 2017 YTD	YTD %
Municipal Court	\$2,850,289	\$2,750,000	\$1,144,566	41.62%
Licenses & Permits	3,937,217	2,390,000	2,718,243	113.73%
Intergovernmental	141,120	141,120	58,800	41.67%
Charges for Services	831,406	795,000	406,384	51.12%
Interest	372,517	125,000	163,496	130.80%
Miscellaneous	728,303	419,448	368,802	87.93%
Transfers In	2,173,884	3,183,700	1,730,296	54.35%
Total	\$11,034,736	\$9,804,268	\$6,590,587	67.22%

General Fund Expenditures

Expenditures	FY 2016 Actual	FY 2017 Budget	FY 2017 YTD	YTD %
City Council	\$205,783	\$224,922	\$88,639	39.41%
City Manager	853,230	1,044,947	408,777	39.12%
City Clerk	269,363	175,524	77,512	44.16%
Finance	2,266,324	2,443,376	1,004,164	41.10%
City Attorney	932,718	835,000	397,565	47.61%
Information Services	2,188,732	2,352,566	891,717	37.90%
Human Resources	315,600	325,637	141,981	43.60%
Facilities	1,656,224	1,701,583	649,573	38.17%
Communications	1,202,631	1,533,122	707,148	46.12%
General Administration	1,599,637	2,307,085	551,289	23.90%
Municipal Court	1,477,948	1,784,920	644,611	36.11%
Police	18,382,409	20,815,114	8,952,375	43.01%
Fire	11,506,647	13,114,851	5,804,996	44.26%
Emergency Management	391,850	1,222,000	419,464	34.33%
Public Works	11,459,875	12,783,369	4,936,320	38.62%
Recreation & Parks	2,905,430	3,600,916	1,286,506	35.73%
Community Development	4,681,270	4,999,130	1,955,531	39.12%
Economic Development	300,222	381,448	123,937	32.49%
Other Financing Uses	32,488,515	31,917,185	14,726,086	46.14%
Total	\$95,084,409	\$103,562,695	\$43,768,193	42.26%

Contingency Fund Update

Department	FY 2017 Budget	FY 2017 YTD	YTD Balance
General Contingency	\$300,000	\$227,810	\$72,190
City Manager Contingency	150,000	0	150,000
Police Department	200,000	0	200,000
Fire Department	200,000	0	200,000
Emerg Mgmt Department	15,000	0	15,000
Recreation Department	50,000	0	50,000
Total	\$915,000	\$227,810	\$687,190

Undesignated Fund Balance

	Audited Actual	Projected
June 30, 2016 Fund Balance	\$35,233,432	\$33,363,427
Less Fund Balance needed to balance FY2017 Budget	-12,758,427	-12,758,427
Less Fund Balance Reserve	-20,500,000	-20,605,000
Year End Undesignated Fund Balance	\$1,975,005	0

New Streetscape Projects



Recommended Budget Amendments using Fund Balance

\$350,000	City Springs Streetscape - Sandy Springs Circle/Johnson Ferry Multiuse path connecting Hilderbrand and Mt. Vernon)
\$100,000	Hilderbrand Drive Streetscape design & construct
<u>\$1,525,005</u>	Towards City Springs FF&E proposed budget of \$3.5 million
\$1,975,005	Total Appropriated

Impact Fee Fund Balance Summary as of 1/20/2017

\$2,635,533	Transportation
\$ 633, 715	Public Safety
\$ 589,949	Parks & Recreation

Recommended Budget Amendments using Impact Fees

\$1,200,000	Use existing revenues in the Impact Fee Fund for land acquisition in Carpenter Drive Realignment Project. Transfer existing local funding to be used for future City Springs FF&E
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\$630,000	Use existing revenues in the Impact Fee Fund for purchase of additional fire engine for Fire Station 5.
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FY 2018 Budget Calendar

March - April	Departmental Budget Hearings / Finance Review Phase
April - May	Senior Management / Mayor Review Phase
April 25	Budget Workshop #1
May 2	Budget Workshop #2
May 16	City Council Budget Presentation (Proposed Budget)
June 6	1st Public Hearing on FY 2018 Budget and Discussion
June 20	Final Public Hearing and Adoption by City Council

Discussion



SANDY SPRINGS
GEORGIA



Body copy

TRANSPORTATION



Transportation 2016 Priorities

Priorities	Accomplishments
Continue coordination with GDOT on I-285 and GA 400 interchange and collector/distributor lanes	GDOT project awarded; coordination continues related to I-285 and Ga 400 interchange and collector/distributor lanes
Continue collaboration with MARTA for GA 400 corridor and PCID areas	Collaboration continues
Focus on implementation of intersection improvements in the Powers Ferry area (related to Braves development)	Signal improvements completed. Projects completed at Powers Ferry at Raiders Drive and at Heards Ferry and Raider Drive
Complete:–Morgan Falls Rd, Windsor Parkway/Roswell Rd intersection, Cliftwood/Carpenter intersection, Roswell Rd streetscape, Riverside Drive/I-285 interchange, and Windsor Parkway pedestrian bridge	Completed – Morgan Falls Road, Windsor Parkway/SR 9 intersection realignment, Roswell Road streetscape (T-08), Glenridge sidewalk, Cliftwood/Carpenter at Roswell Rd realignment. Windsor Parkway Pedestrian bridge under construction.

Transportation 2016 Priorities continued

Priorities	Accomplishments
Implement Phase II of ATMS along Roswell Road/SR 9 and Phase III in PCID	Awarded for construction: ATMS Phase II along Roswell (18 month construction) Phase III will follow construction of Phase II
Advance Roswell Road at Glenridge Drive intersection project	Design ongoing; Current construction program projected for calendar year 2018
Feasibility analysis for interchange at Powers Ferry in Cobb	On indefinite hold
Added during 2016	- T-SPLOST project list adopted; Referendum passed during Nov 2016 election - Coordination continues with Livable Buckhead and Path for multi-use trail along GA400 to be constructed under T-SPLOST 285/Riverside Dr roundabouts/landscaping project completed

Transportation 2017 Priorities

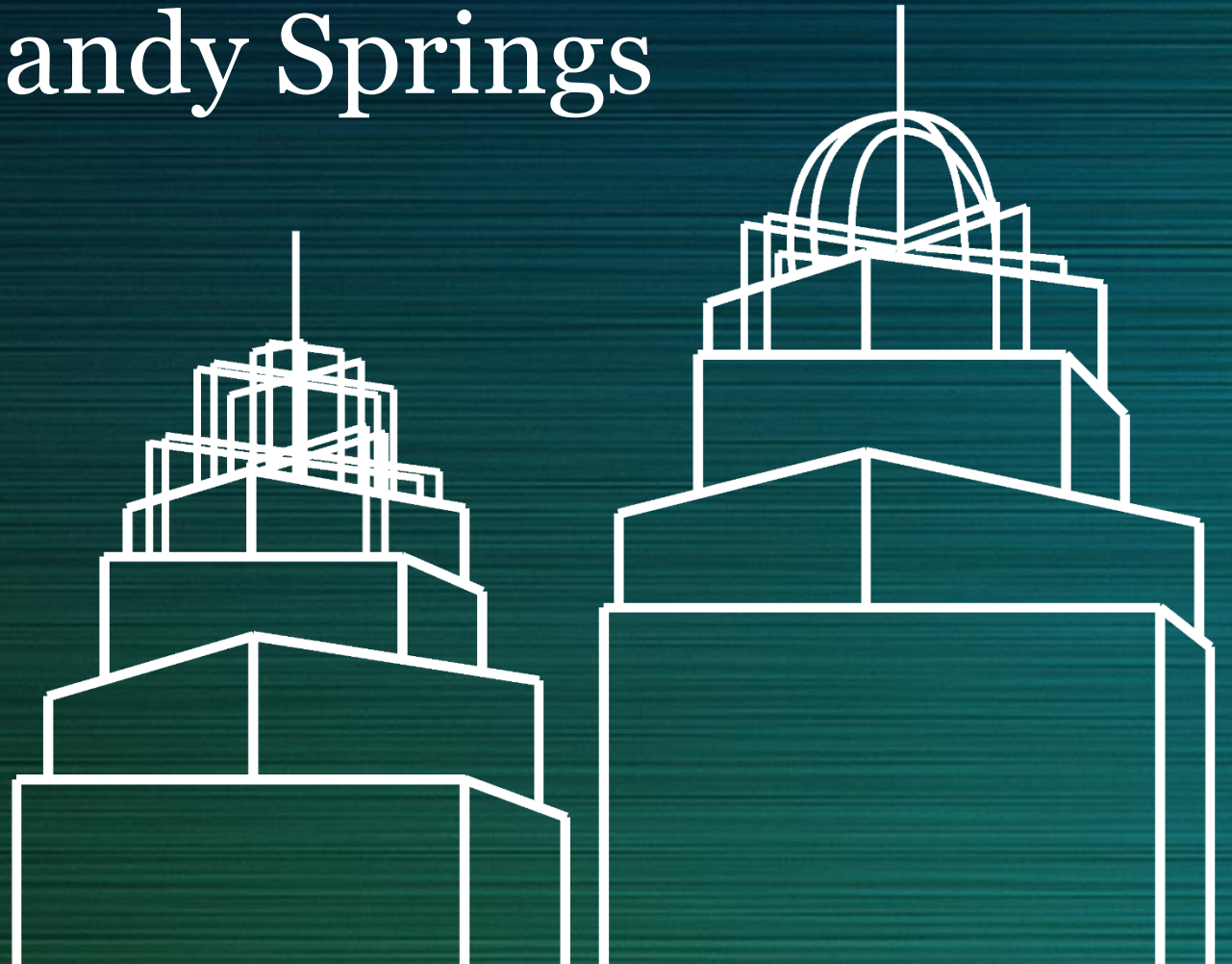
- Begin TSPLOST project delivery
- Continue coordination with GDOT on I-285 and GA 400 interchange and collector/distributor lanes
- Continue coordination with GDOT on managed lane access locations on I-285 and GA 400
- Continue to coordinate with MARTA, GDOT, Fulton County and N Fulton cities on mass transit options
- Adoption of North Fulton Comprehensive Transportation Plan
- Adoption of Perimeter Last Mile Connectivity Plan

Transportation 2017 Priorities continued

- Initiate Transportation Demand Management program
- Begin construction of Phase II of ATMS along Roswell Road and advertise for construction Phase III in PCID area
- Advance Roswell Road at Glenridge Drive intersection project
- Complete Windsor Parkway pedestrian bridge
- Coordination continues with GDOT, Cobb and Atlanta Braves for game day traffic management

Demographic Trends and Commuter Travel Patterns in North Fulton and Sandy Springs

January 2017

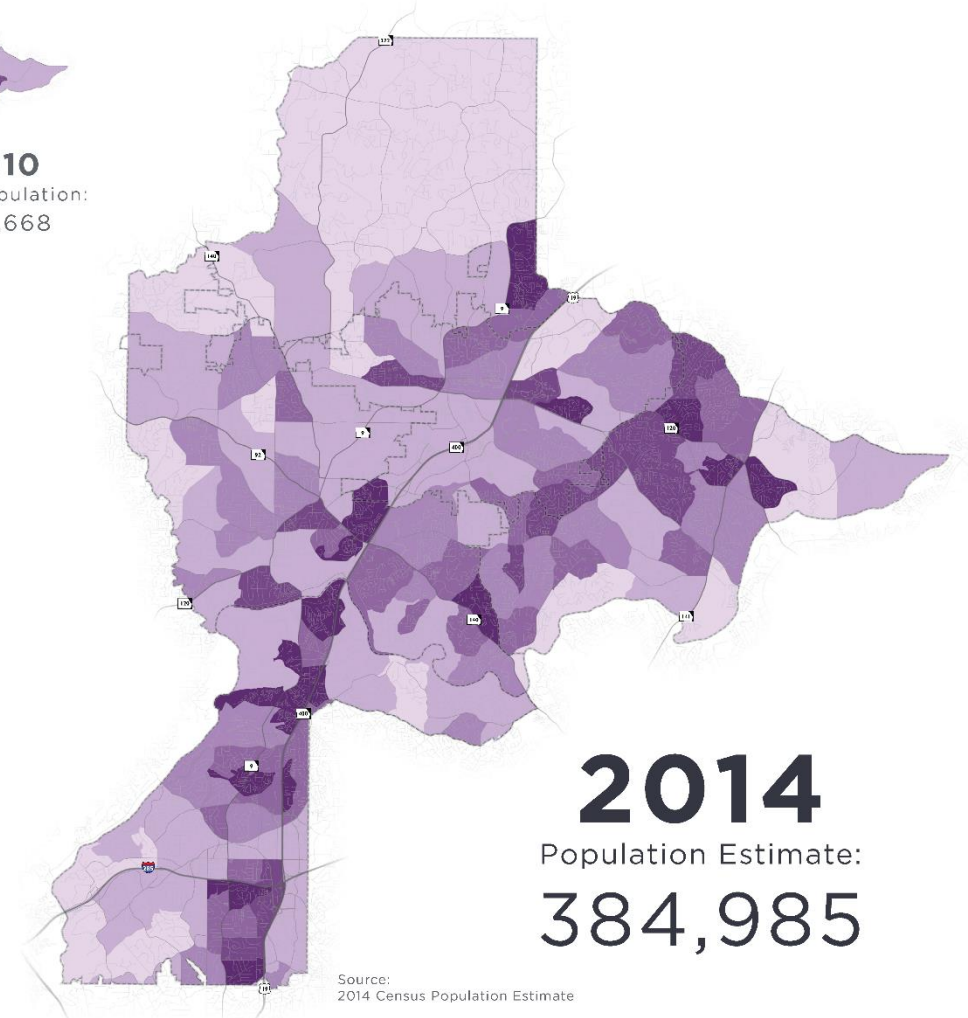
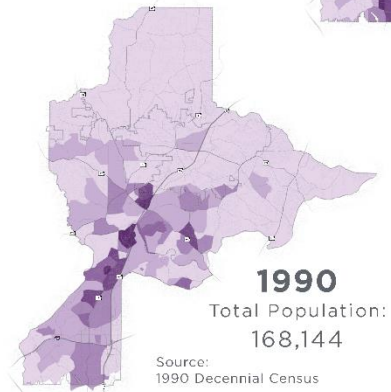
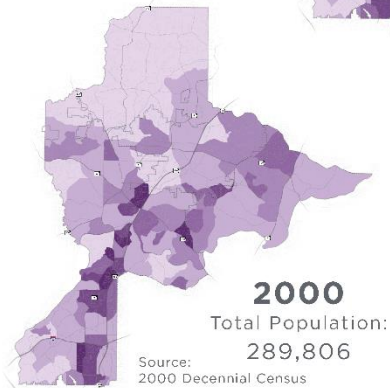
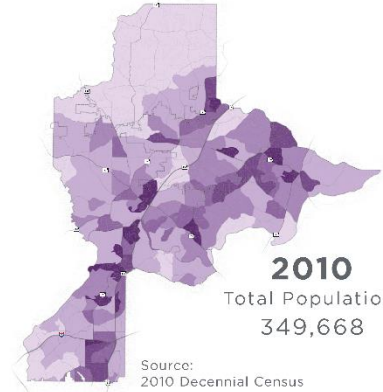
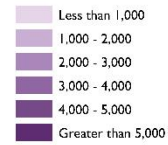




POPULATION DENSITY

(PERSONS PER SQUARE MILE)

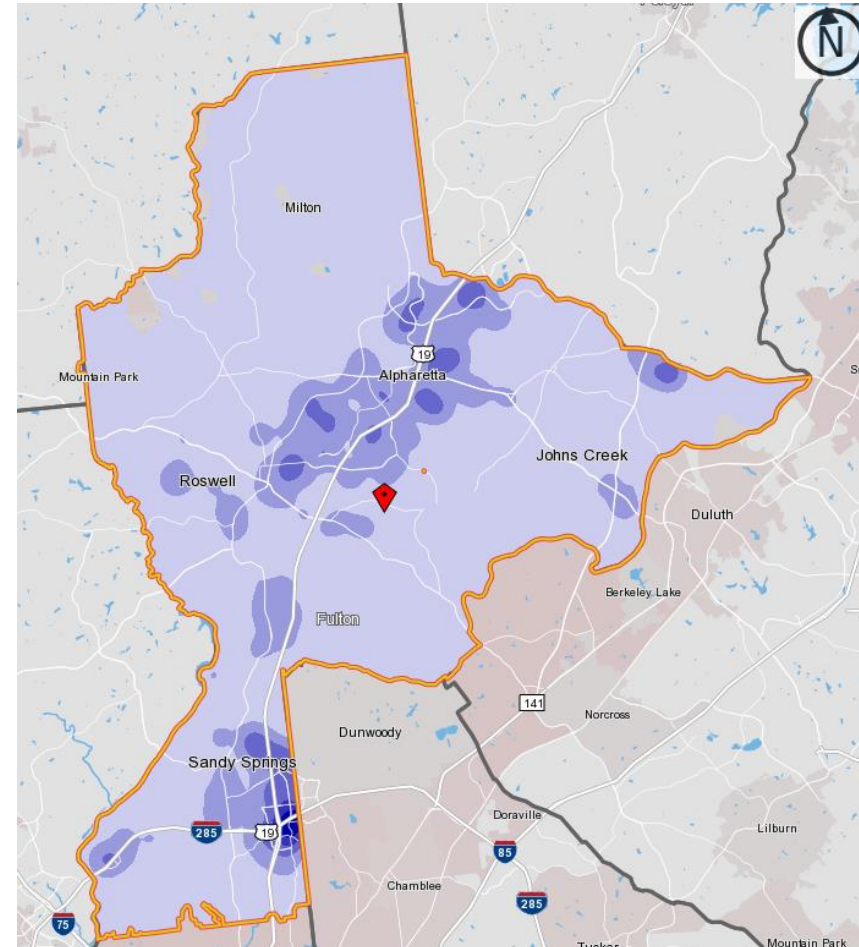
Population Density
(persons per square mile)





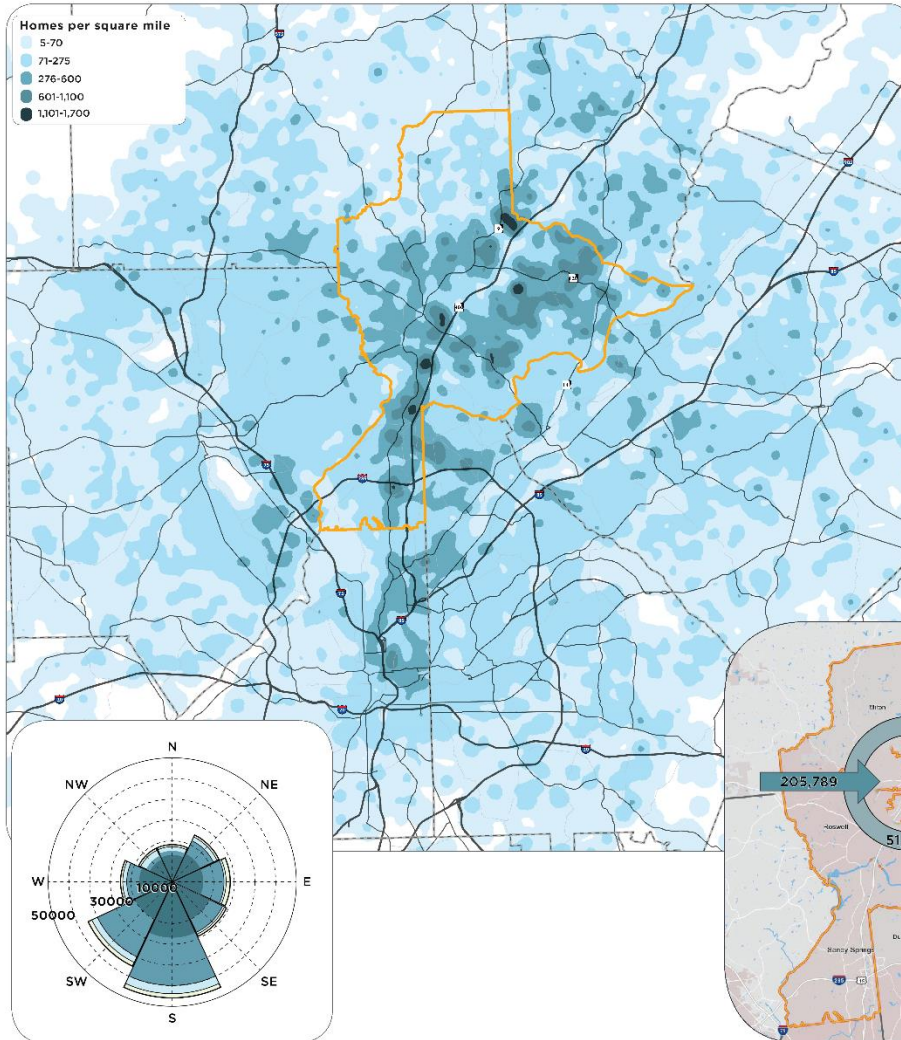
ECONOMIC CONSIDERATIONS

- Over 37,000 jobs added in the last 10 years; concentrated along GA 400
- Significant growth in higher-wage industries:
 - Professional services
 - Finance
 - Technology
 - Healthcare
 - Administrative services
- Still, two-thirds of the residents travel outside the area for employment

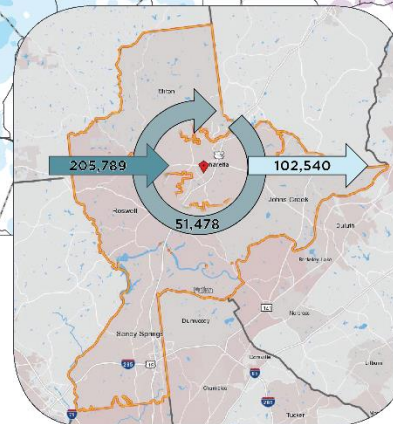
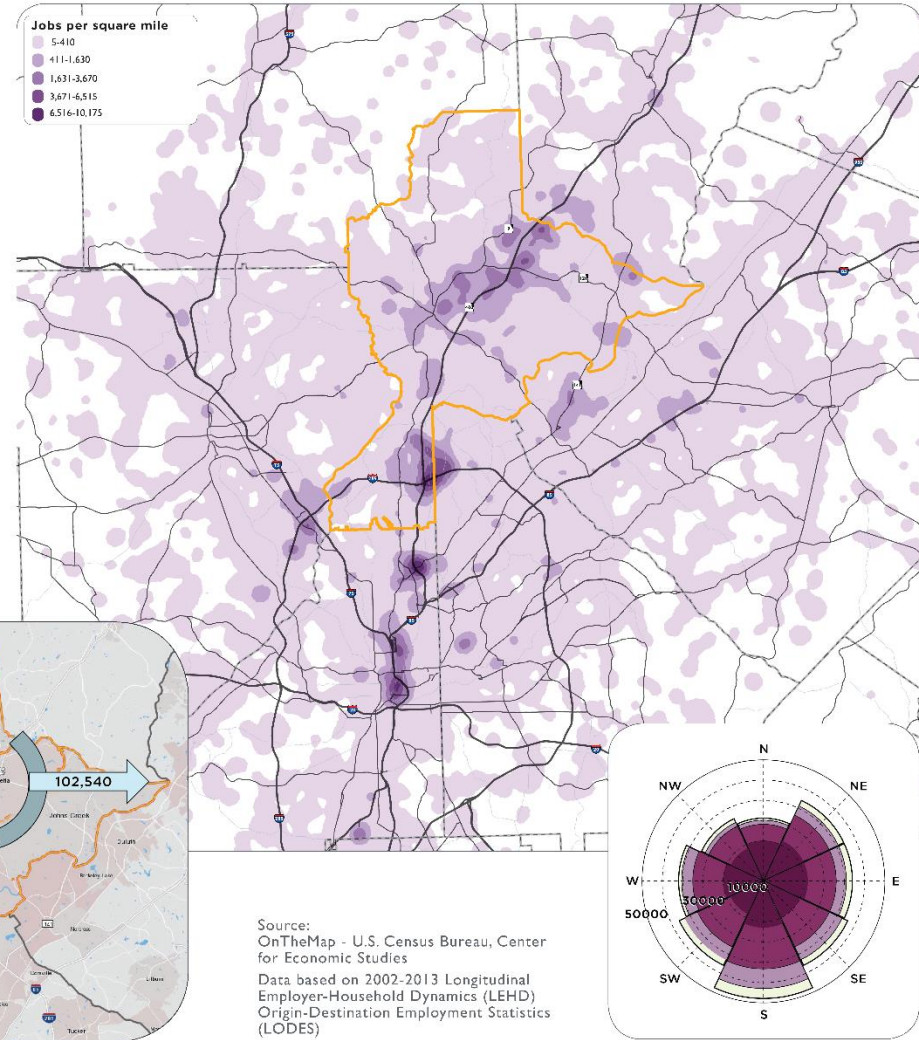




Where North Fulton Workers Live



Where North Fulton Residents Work

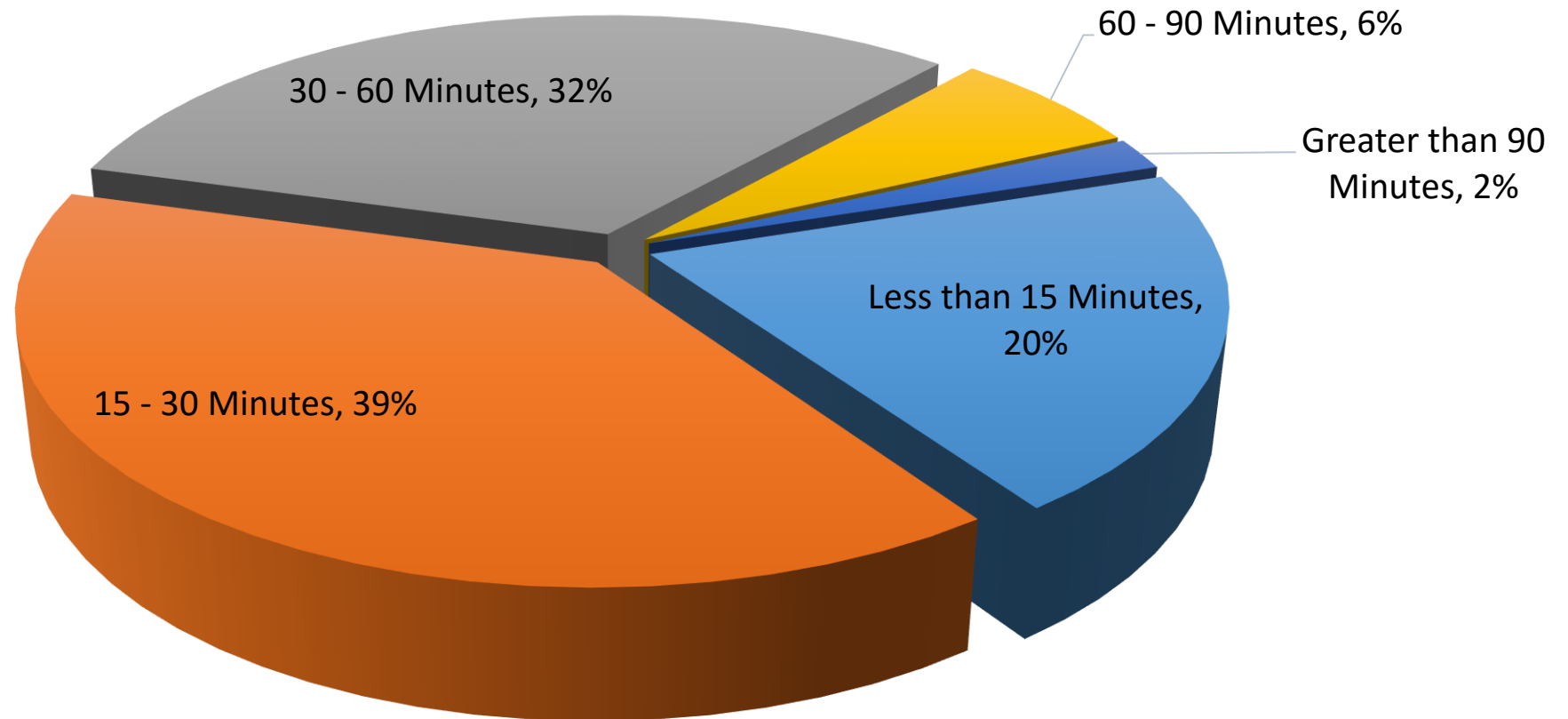


Source:
OnTheMap - U.S. Census Bureau, Center
for Economic Studies
Data based on 2002-2013 Longitudinal
Employer-Household Dynamics (LEHD)
Origin-Destination Employment Statistics
(LODES)



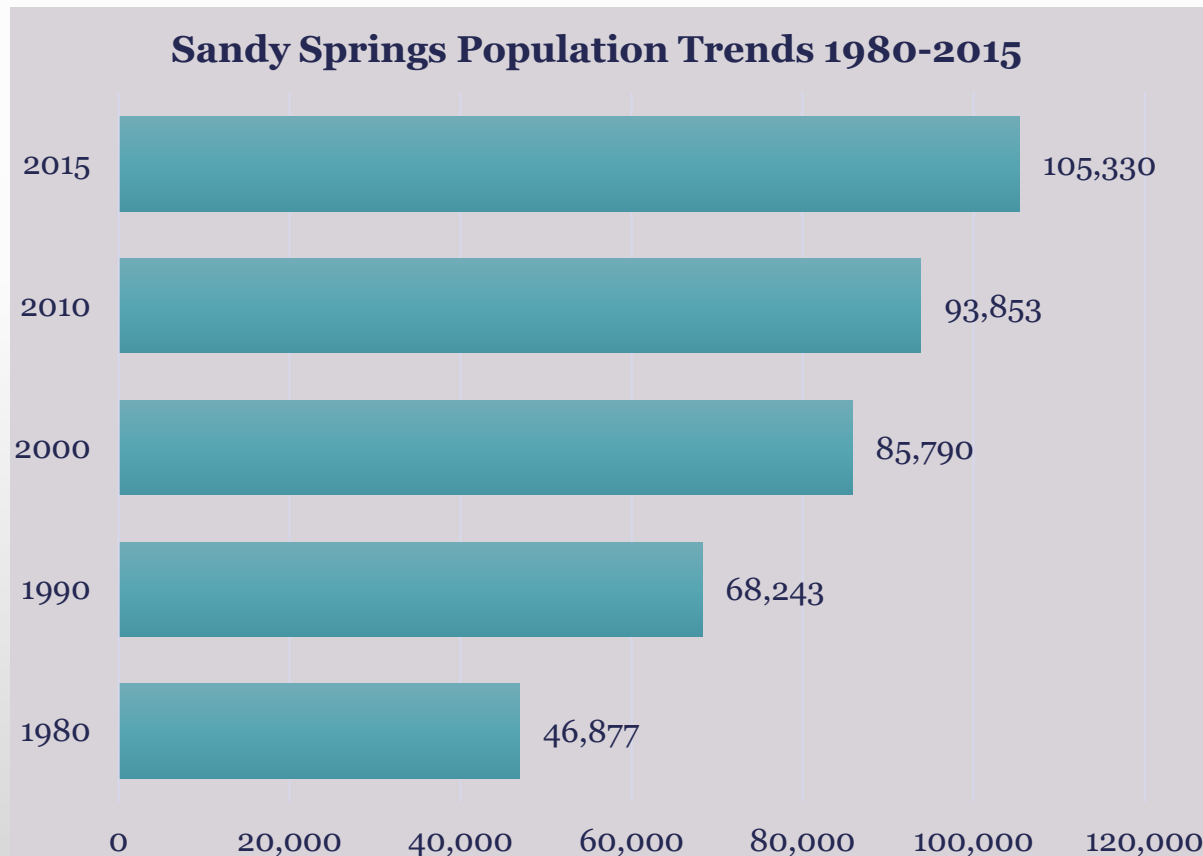
COMMUTE TIME

Travel Time to Work



Background – Planning Context / Data Sources

Who Are We Planning For?



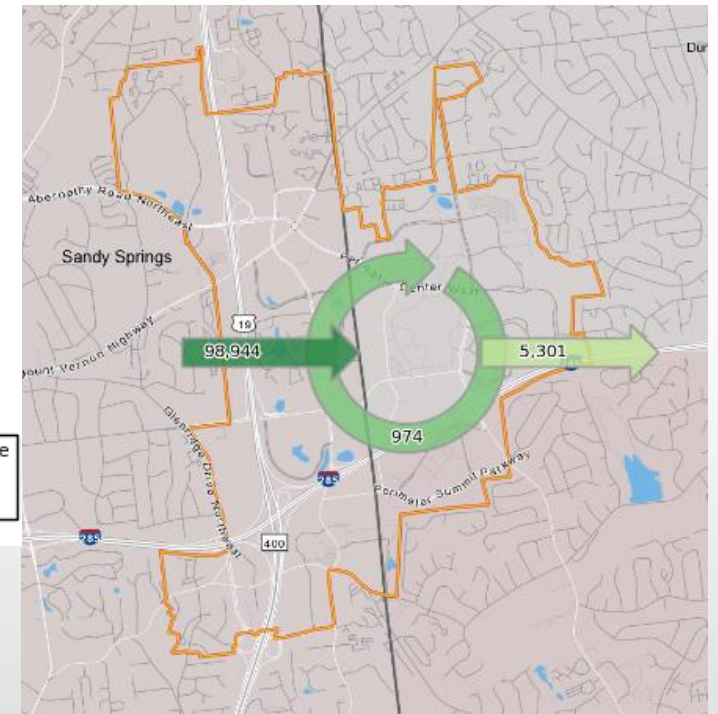
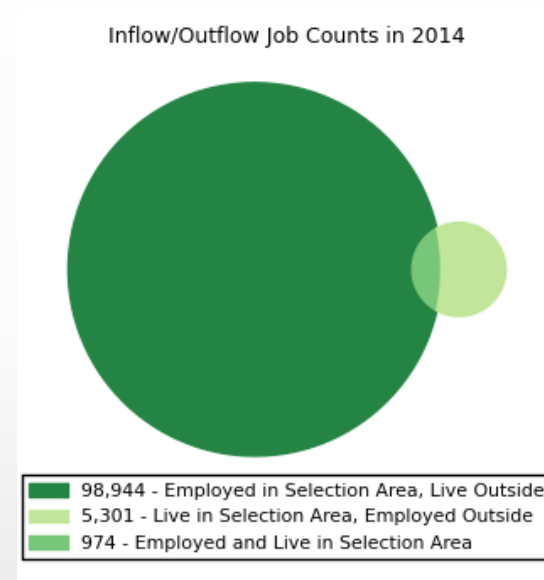
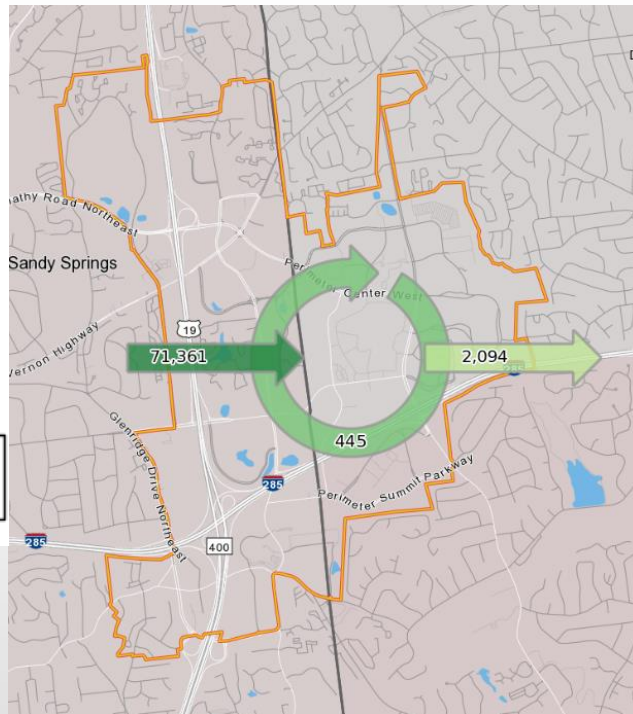
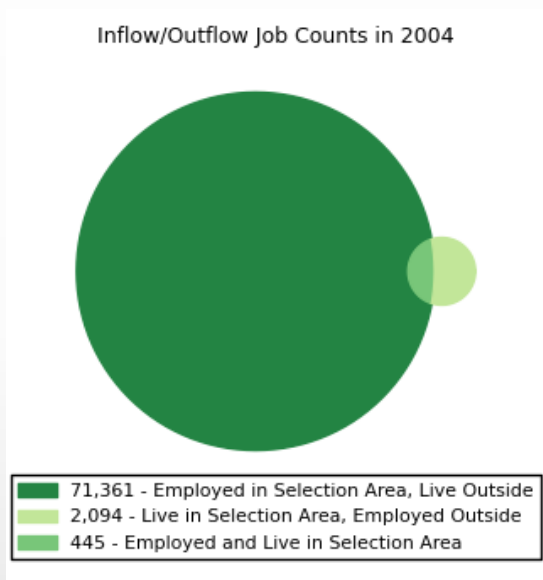
Source: U.S. Census

What is the Longitudinal Employer-Household Dynamic Data?

- Gathered by the U.S. Census Bureau's Center for Economic Studies
- Under a partnership with state employment agencies, the Census collects the Quarterly Census of Employment and Wages
- The Census Bureau synthesizes collected data to create home/work patterns
- Census Bureau has developed an on-line mapping tool to access the data

SANDY SPRINGS

10-year Historic Comparison on Home/Work Patterns for those working within the Perimeter Business District (using PCIDs boundary)

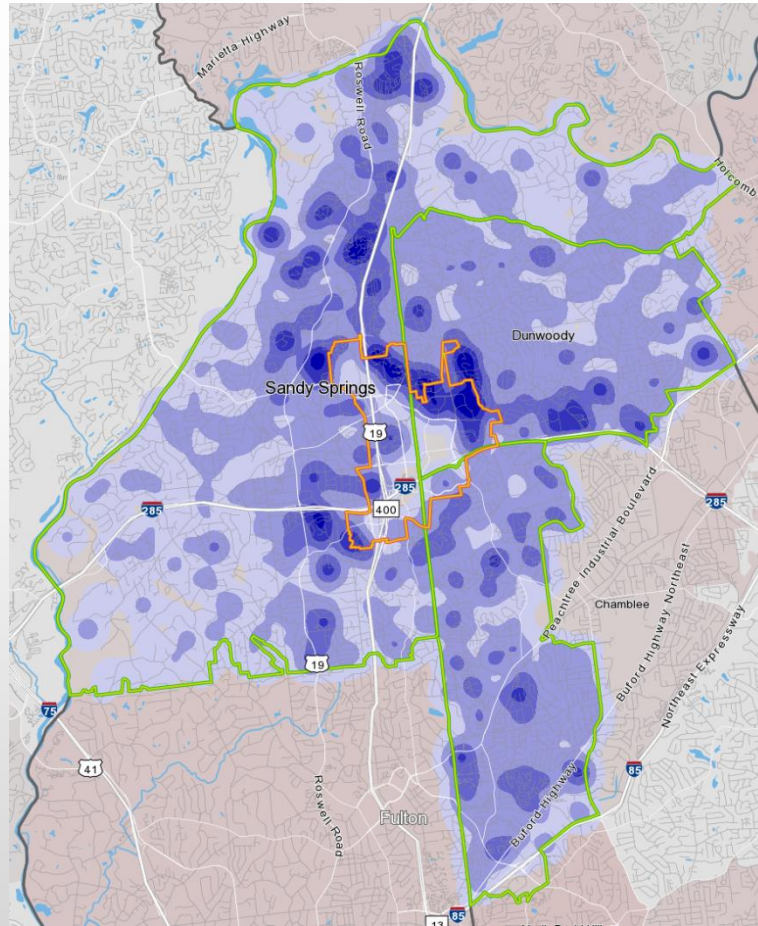
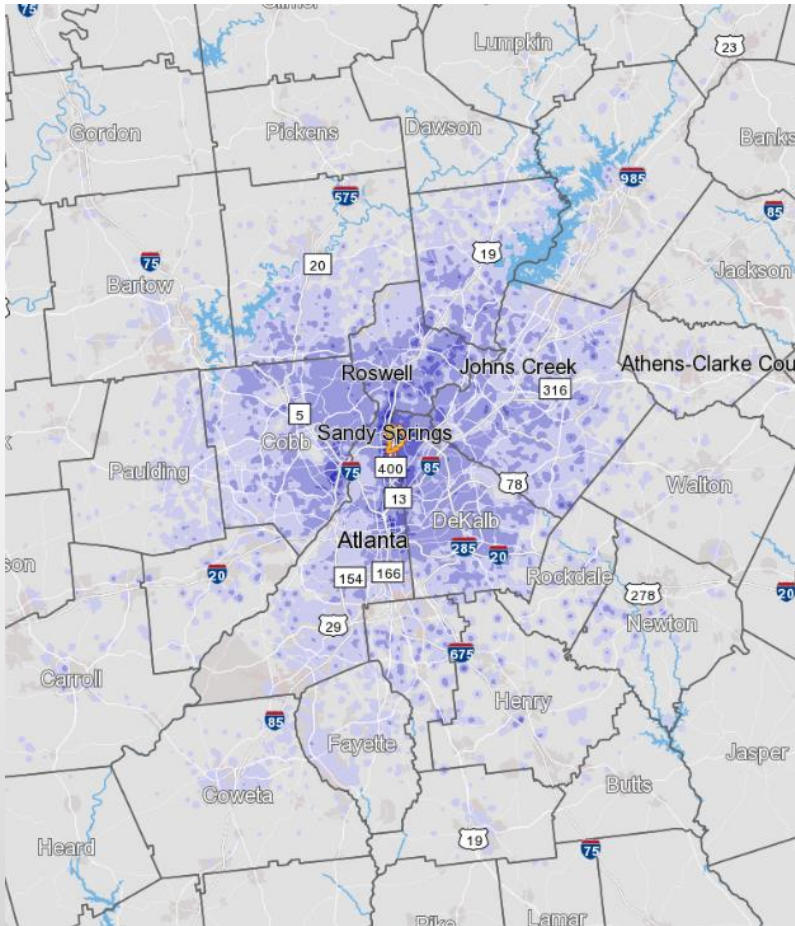


Summary: 2004-2014

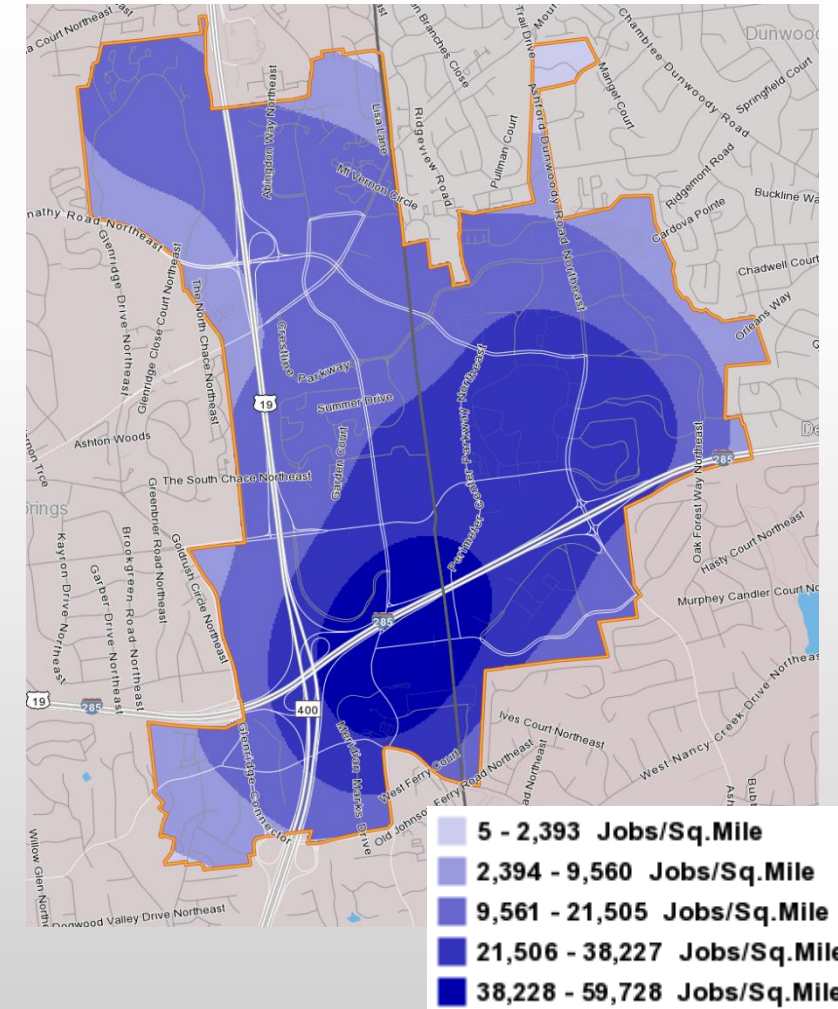
- **39% increase in Perimeter employment**
- 119% increase in number of workers living and working in Perimeter
- 153% increase in number of workers living in Perimeter but working elsewhere

Travel to the Perimeter / Location of Residents, Jobs

Distribution of Where Perimeter Workers Live

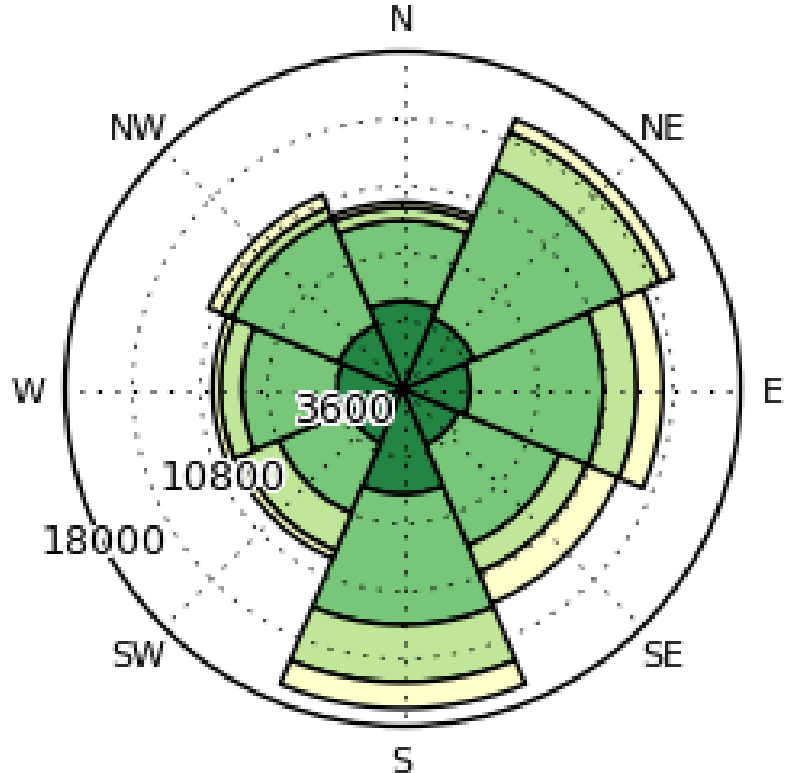


Concentration of Workers in Perimeter

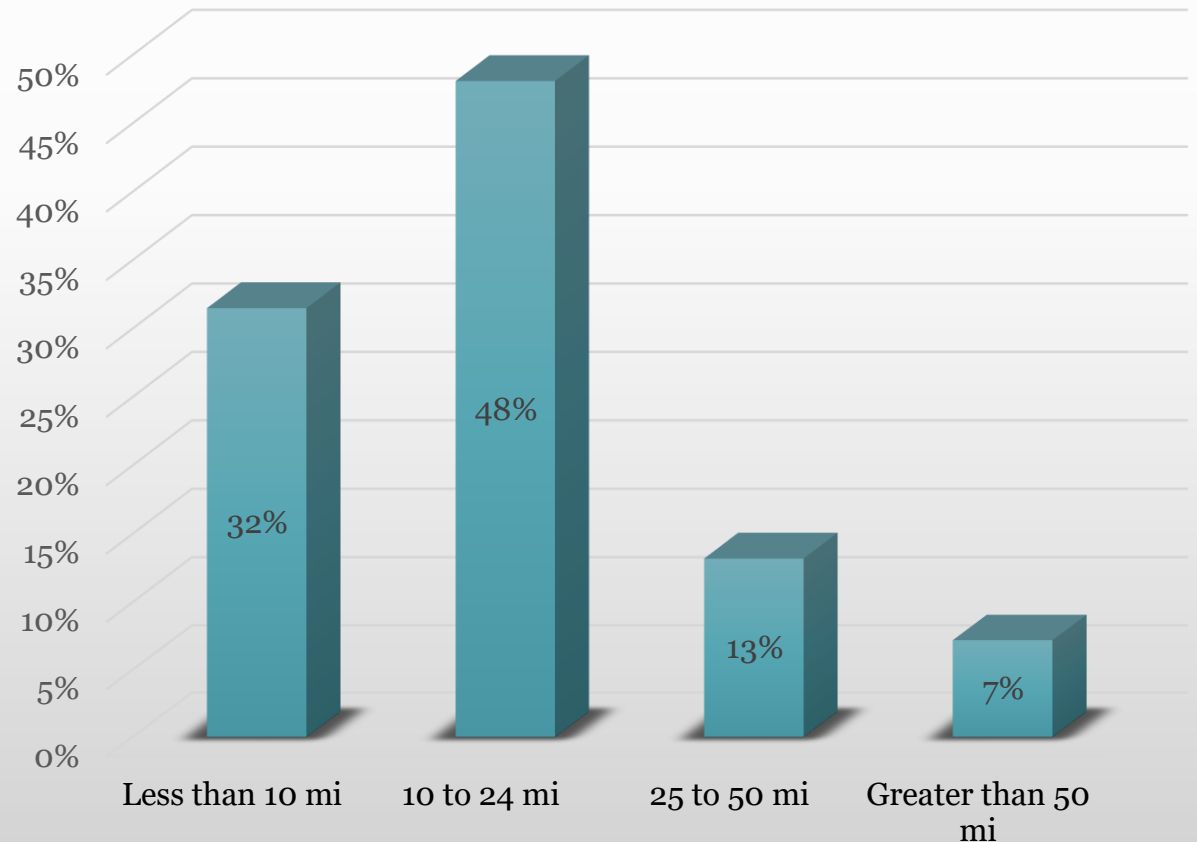


Direction and Distance of Travel to Perimeter

Job Counts by Distance/Direction in 2014
All Workers



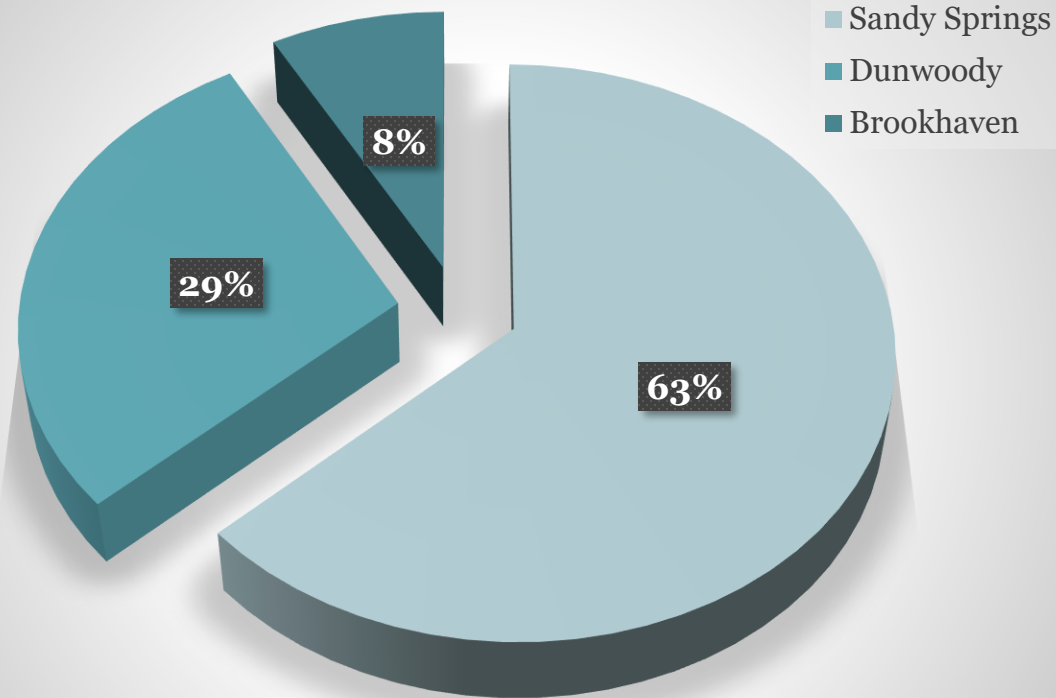
Distance of Travel



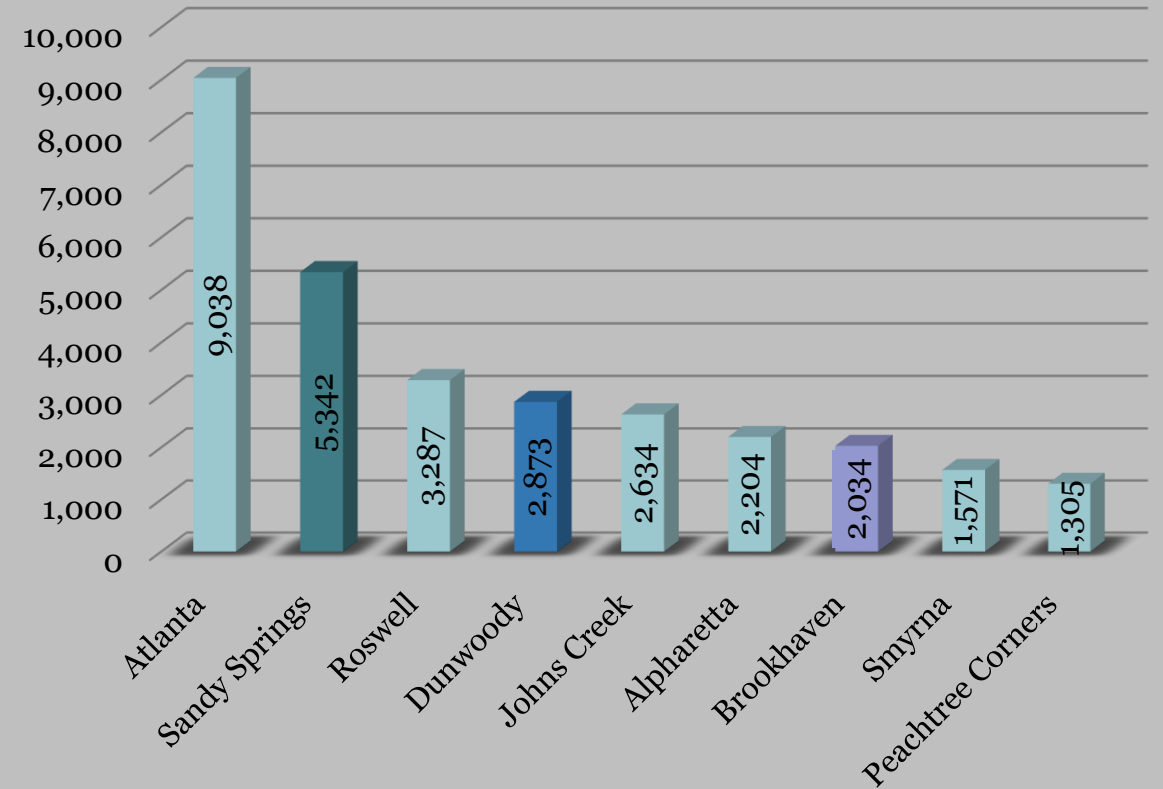
Source: 2014 U.S. Census Longitudinal Employer-Household Dynamic Data, On The Map

Breakdown of Jobs / Residences by City in the Perimeter

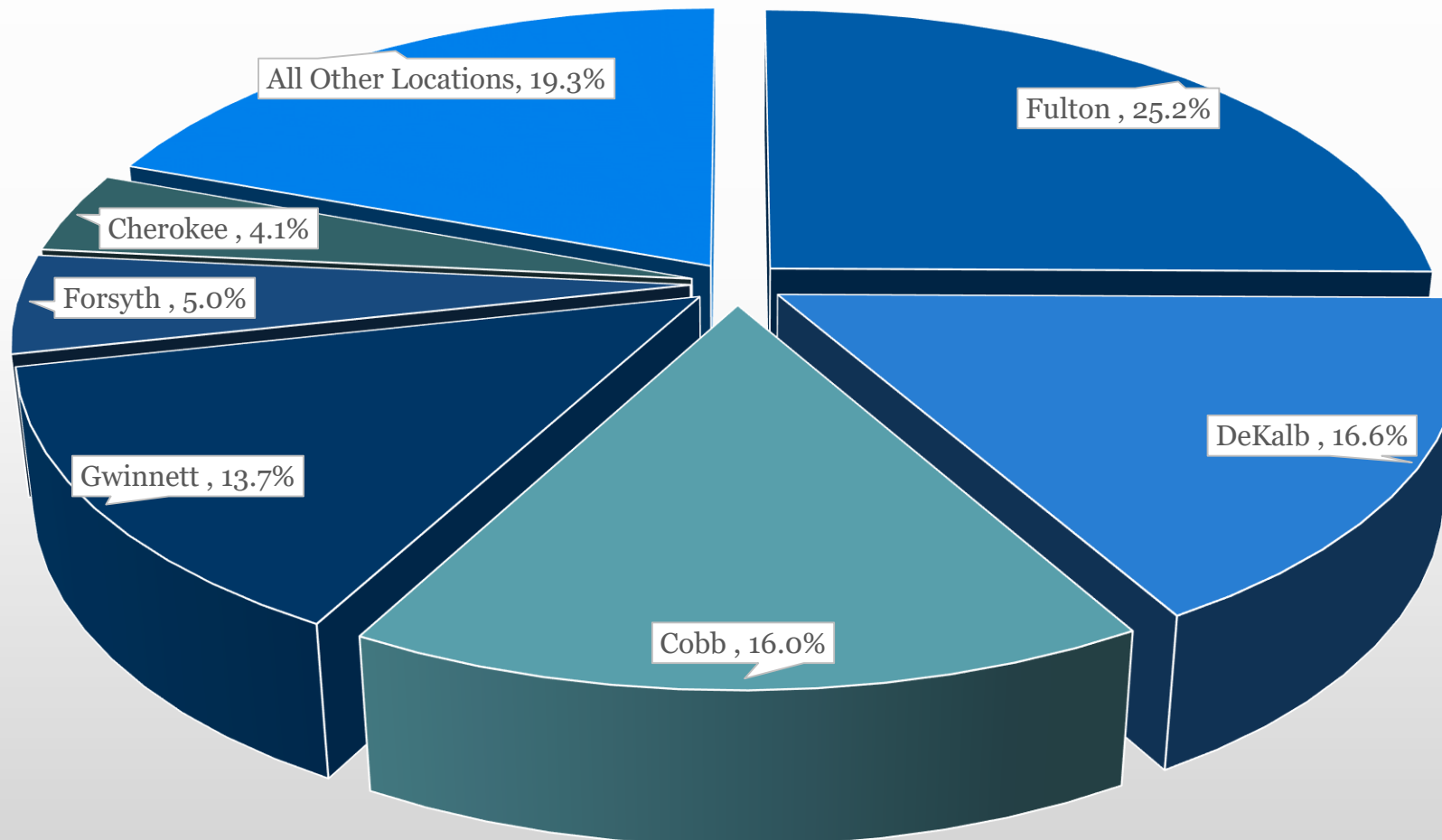
% of Jobs per City (2014)



Number of City Residents Working in Perimeter (2014)



County of Origin for Commuters to the Perimeter

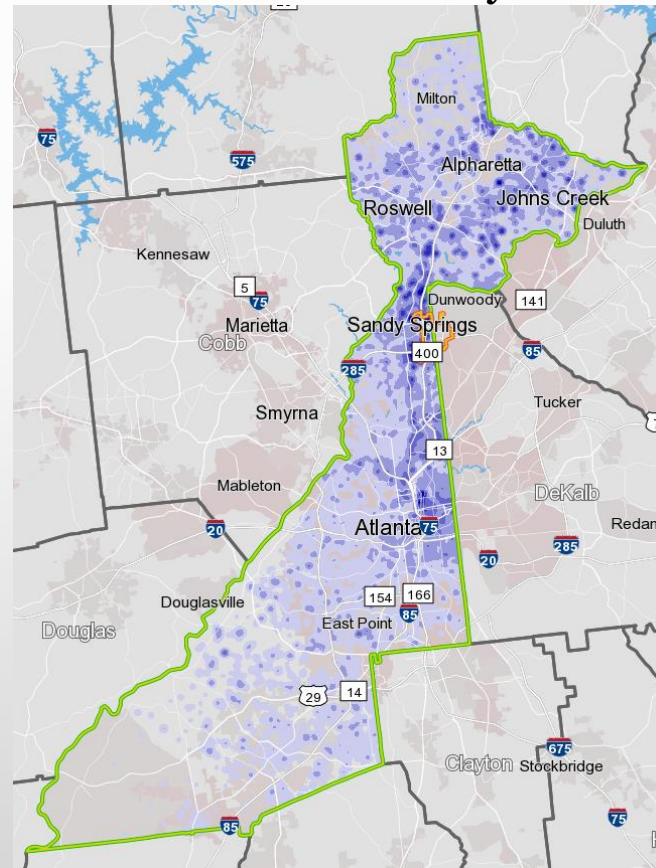


Fulton and DeKalb County Residents Working in Perimeter

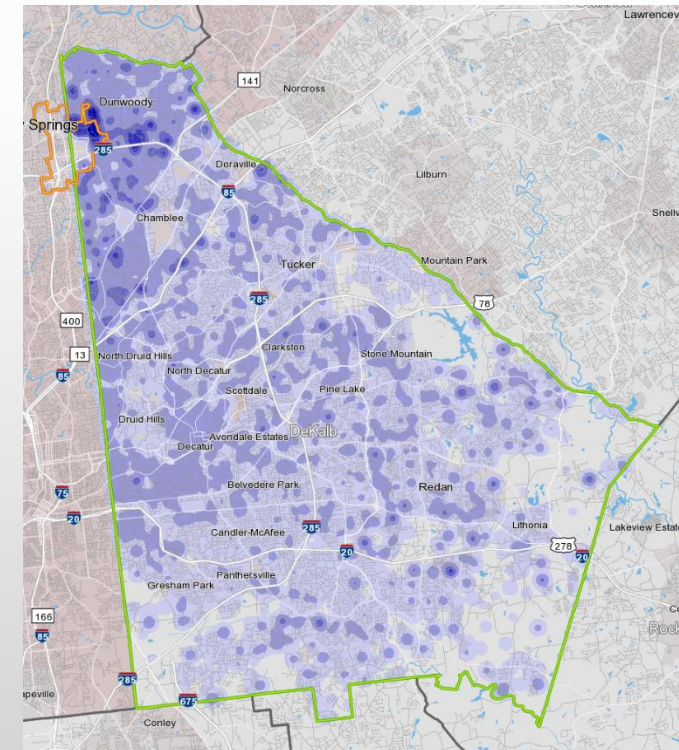
- Estimated 402,753 workers in Fulton County
 - 6.2% (25,132) Work in Perimeter
 - Represents 25.2% of Perimeter Workforce
 - Data appears to show greatest concentration of workers along SR 400 (Sandy Springs, Atlanta, Johns Creek, Roswell)
- Estimated 303,153 workers in DeKalb County
 - 5.5% (16,603) Work in Perimeter
 - Represents 16.6% of Perimeter Workforce
 - Data appears to show greatest concentration of workers from Dunwoody, Brookhaven, I-85 corridor

Where Workers in Perimeter Live

Fulton County



DeKalb County

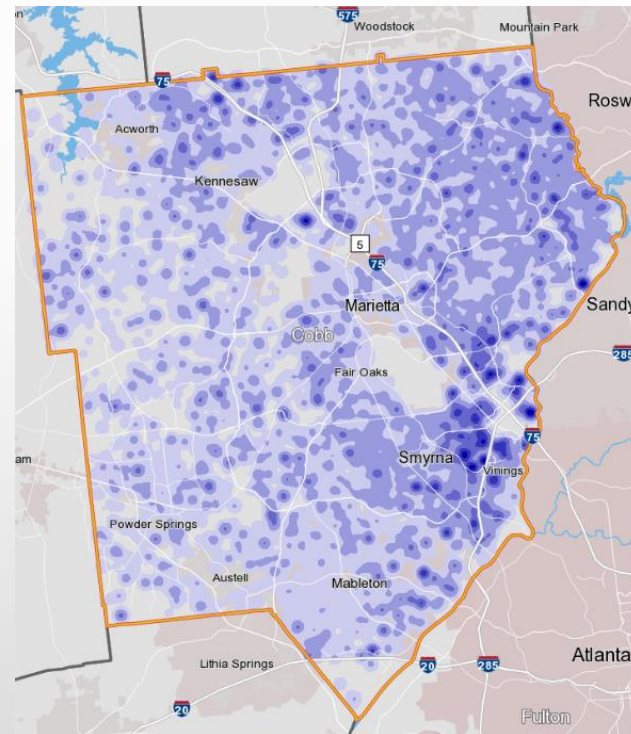


Cobb and Gwinnett County Residents Working in Perimeter

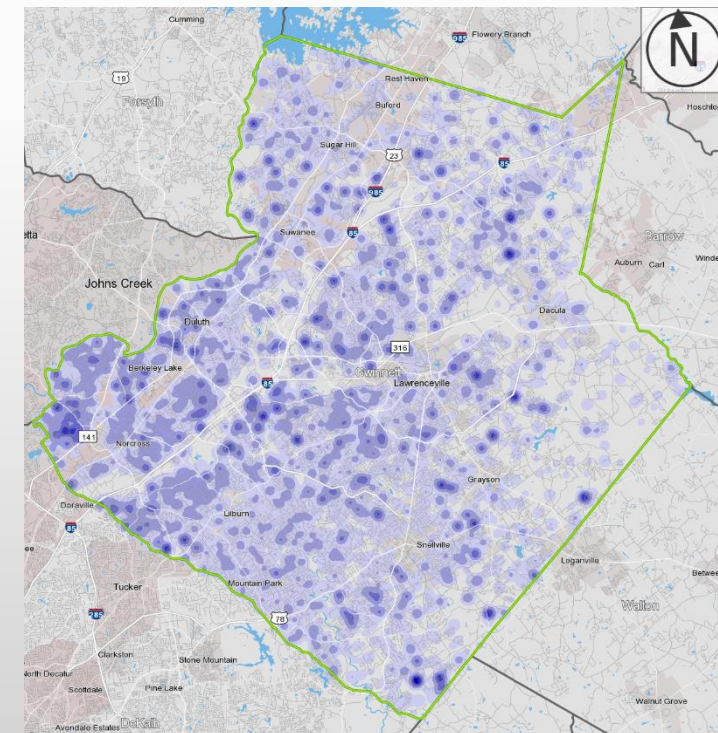
Where Workers Commuting to Perimeter Live

- Estimated 328,553 workers in Cobb County
 - 4.9% (16,032) Work in Perimeter
 - Represents 16% of Perimeter Workforce
 - Data appears to show greatest concentration of workers from I-285 area (Smyrna/Vinings)
- Estimated 353,246 workers in Gwinnett County
 - 3.9% (13,696) Work in Perimeter
 - Represents 13.7% of Perimeter Workforce
 - Data appears to show greatest concentration of workers from Peachtree Corners and along Hwy 141 and I-85 Corridors

Cobb County



Gwinnett County





Transportation Planning and Investment Trends

Sandy Springs Council
Retreat

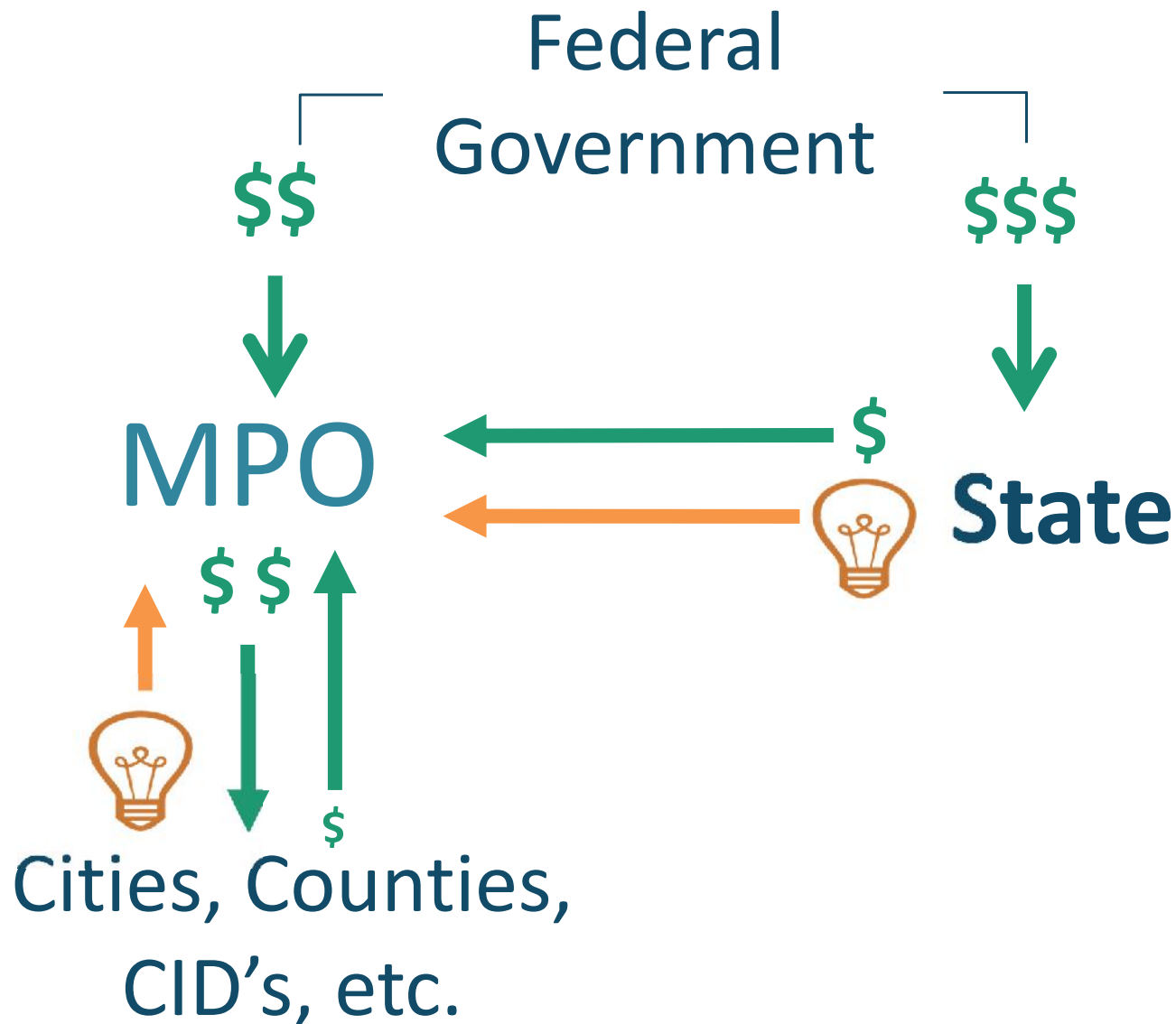
Agenda

- ARC and metropolitan transportation planning
- Population and employment trends
- Planned transportation investments
- Activity center travelshed analysis
- Findings from Metro Atlanta Speaks survey
- Questions

ARC and Transportation Planning

- The Atlanta Regional Commission (ARC) is Atlanta's federally designated Metropolitan Planning Organization (MPO)
- MPO implements comprehensive, coordinated, and continuous transportation planning at the regional level
- MPO is designated in urban areas with 50,000+ people, to carry out the federally required metropolitan transportation planning process

How Ideas and Funds are Shared



Primary MPO Deliverables

- Regional Transportation Plan (RTP)
- Transportation Improvement Program (TIP)
- Comprehensive Transportation Plans (CTP – ARC Only)

Regional Transportation Plan (RTP)

THE ATLANTA
REGION'S
PLAN

RTP is a 20+ year long
range plan that is
updated every 4 years



World Class Infrastructure

Ensuring a comprehensive
transportation network

Healthy Livable Communities

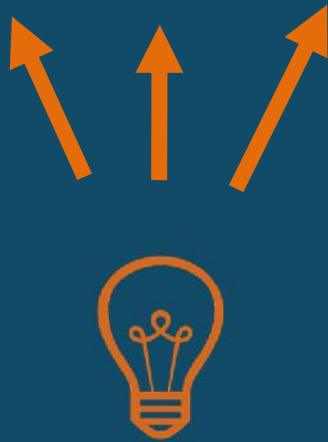
Developing walkable,
vibrant communities

Competitive Economy

Building the region as a
global hub of innovation
and prosperity

Comprehensive Transportation Plans (CTP)

Regional
Transportation Plan



CTP

CTP PROGRAM GOALS

Assist local governments with local transportation plans

Help local jurisdictions identify local priorities and community vision

Establish relationships between local transportation expectations with regional expectations

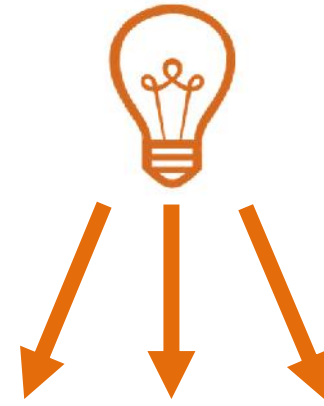
Help support Comprehensive Plans

Transportation Improvement Program (TIP)

The TIP is a **short term** (6 Year) plan that is fiscally constrained.

The TIP is a **subset** of the RTP

State + County + City
submit projects to ARC



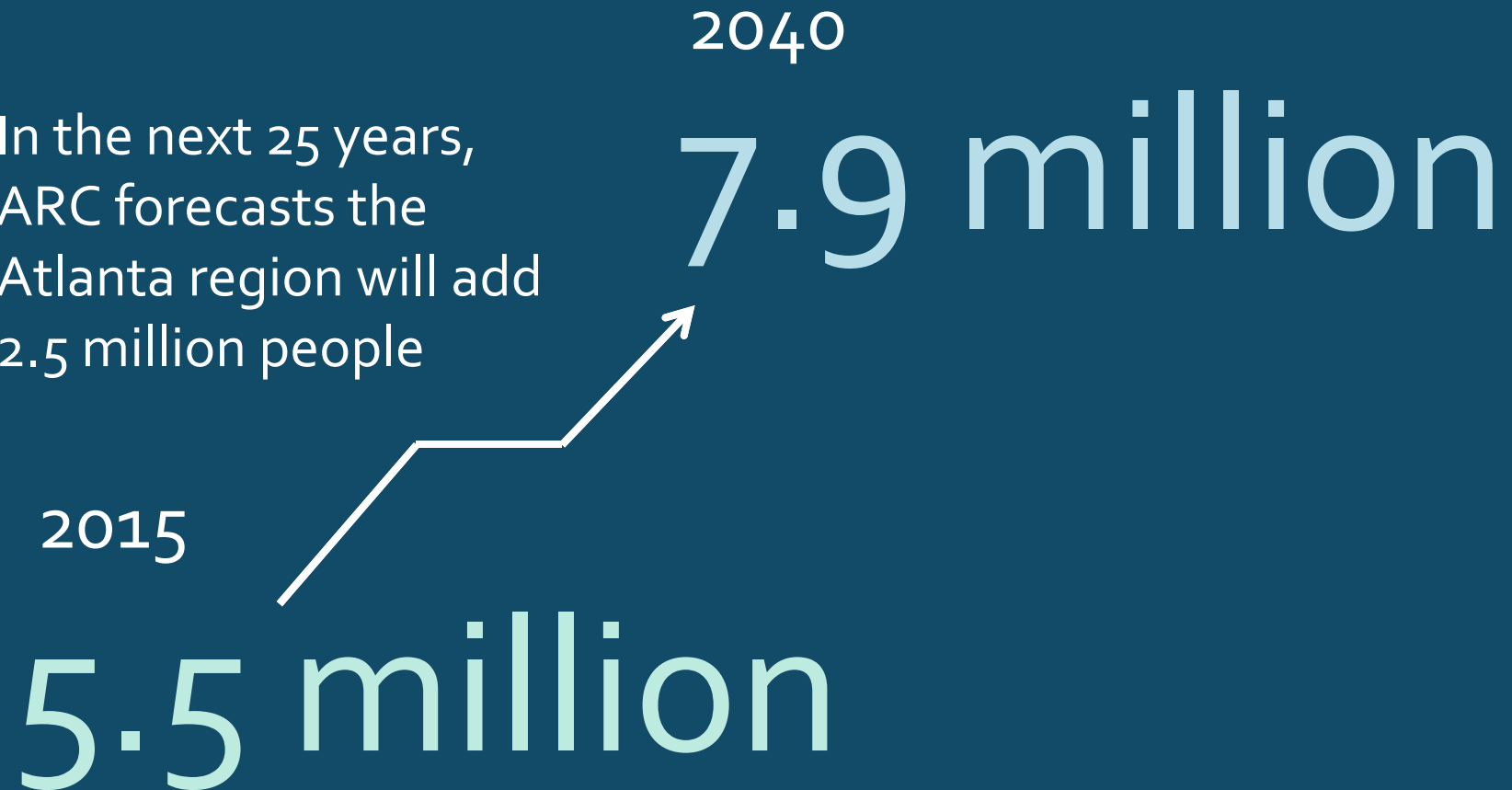
ARC prioritizes and
selects projects based on
established regional goals
& evaluation criteria

Selected RTP/TIP Projects

- MARTA rail expansion to Holcomb Bridge Road
- GA 400 managed lanes from I-285 to McFarland Road
- “Revive 285” I-285 managed lanes from I-75N to I-85N
- I-285 interchange and collector/distributor system
- GA 9/Atlanta Street reversible lane removal and retrofit
- Johnson Ferry Road/Mount Vernon Highway one-way pair improvements
- Sandy Springs Circle complete street upgrade

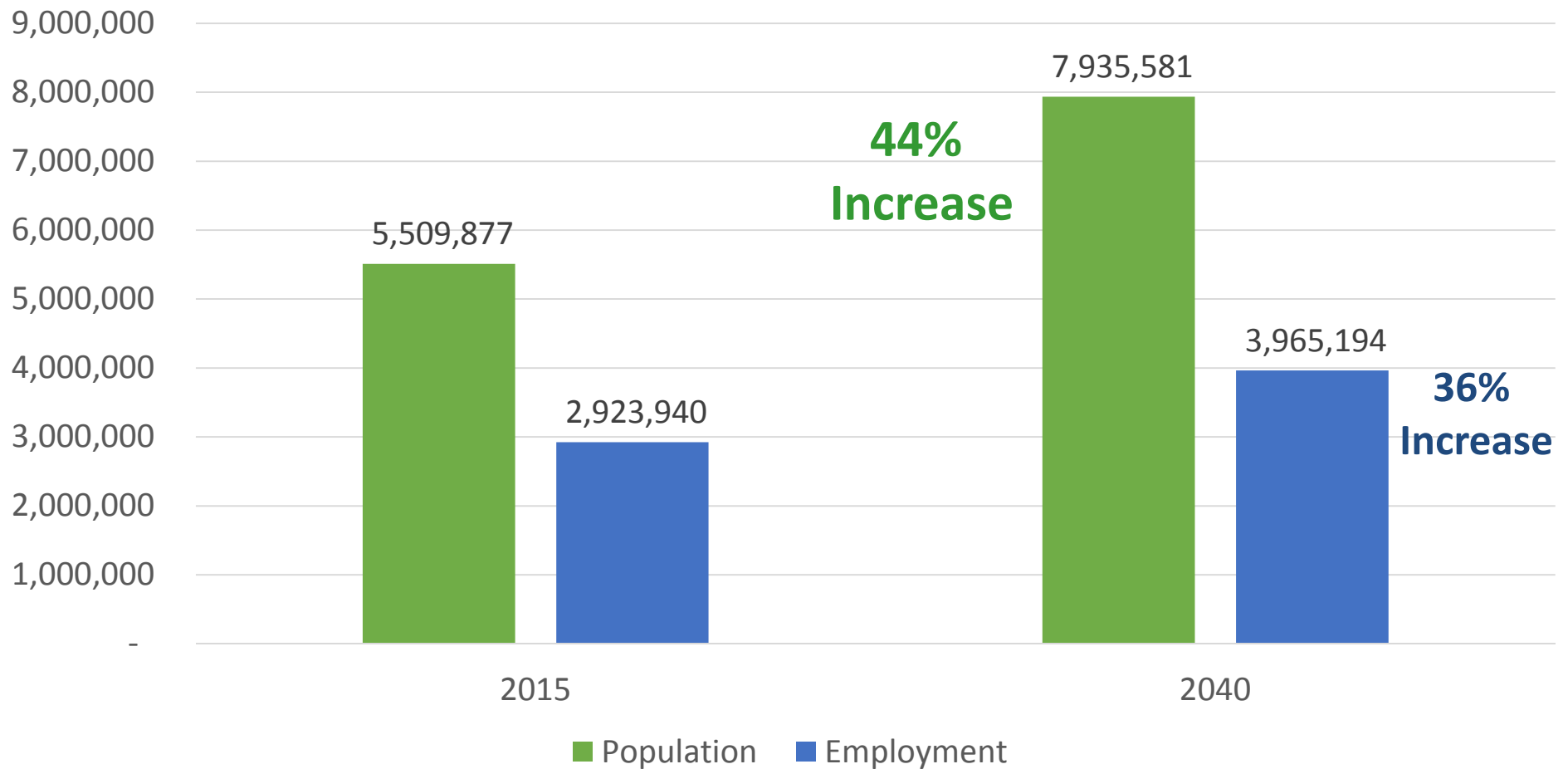
Regional Population and Employment Trends

In the next 25 years,
ARC forecasts the
Atlanta region will add
2.5 million people



Population and Employment Trends

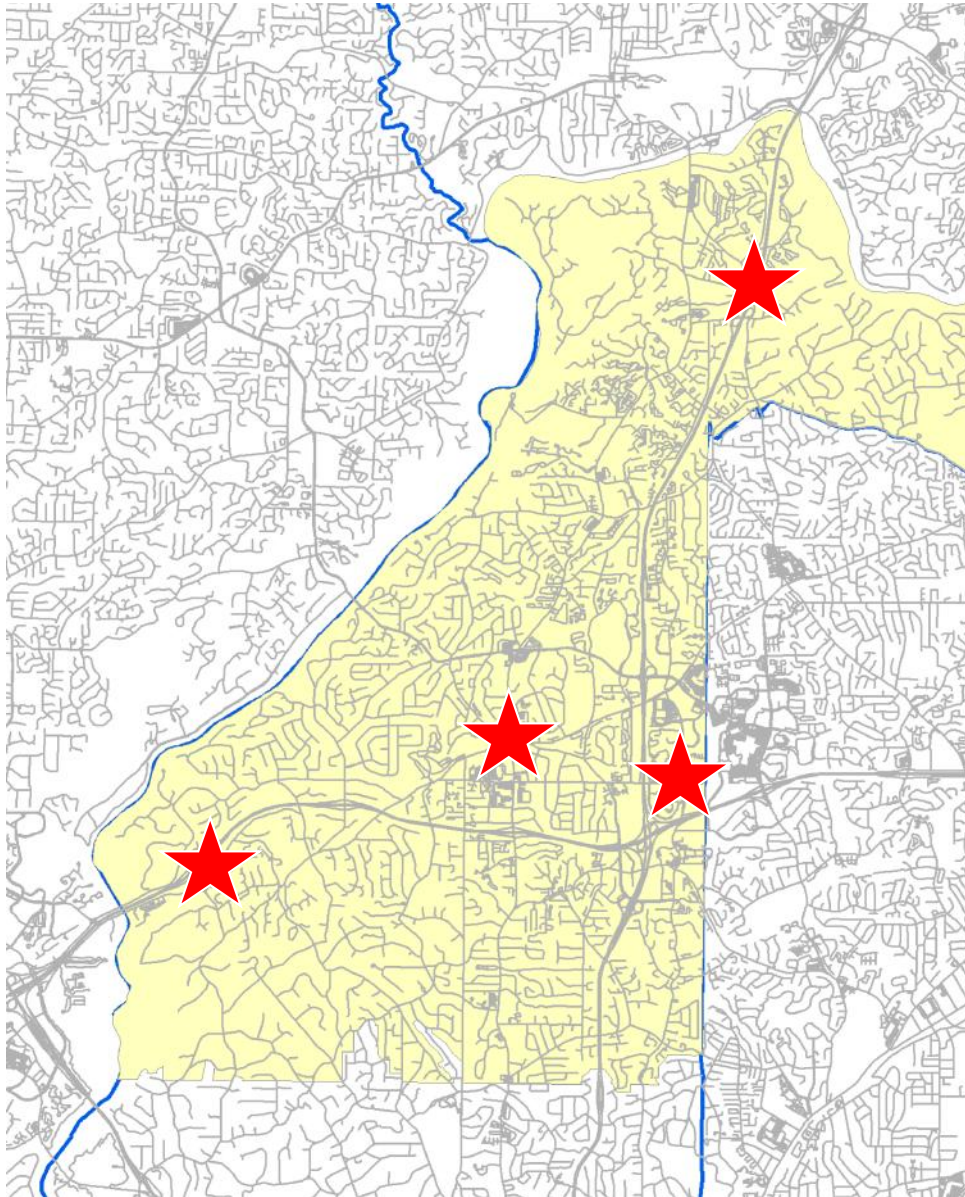
Atlanta Region Population and Employment



Population and Employment Trends (Cont.)

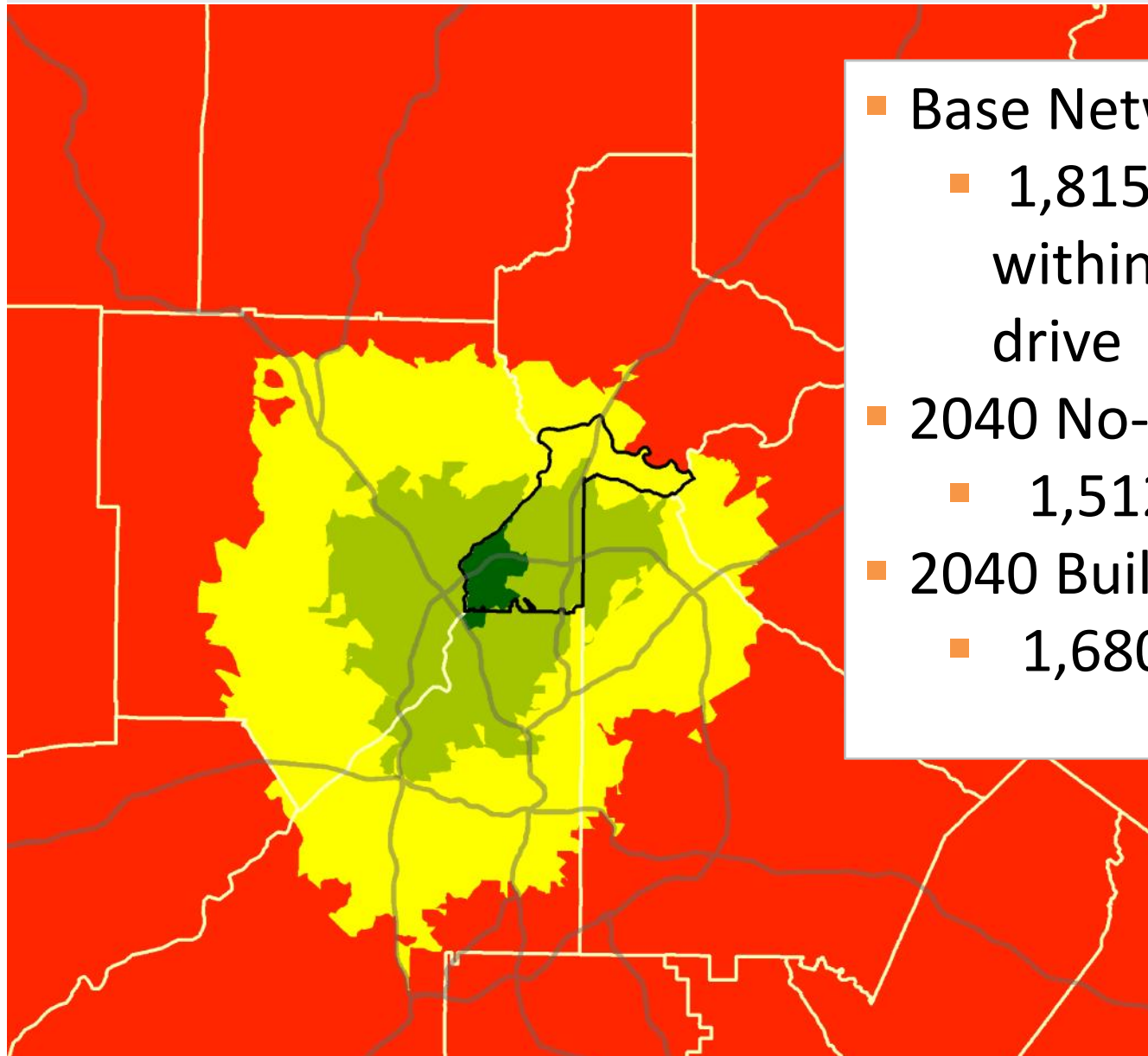
- For **2040**, Sandy Springs Share of:
 - Regional population: 1%
 - Regional employment: 4%
 - North Fulton population: 28%
 - North Fulton employment: 42%
 - Closely follows same values for 2015
- Sandy Springs is forecast to attract people and jobs at a higher rate than the rest of North Fulton
- Somewhat unique housing to jobs ratio creates challenges and opportunities

Travelshed Analysis



- Travelshed – Geography over which travel time is consistent
- Derived from travel demand model data (AM Peak Period)
- Four Activity Nodes Analyzed:
 - Powers Ferry Landing
 - City Center
 - Perimeter Center
 - Northridge Road

Powers Ferry Landing Travelshed

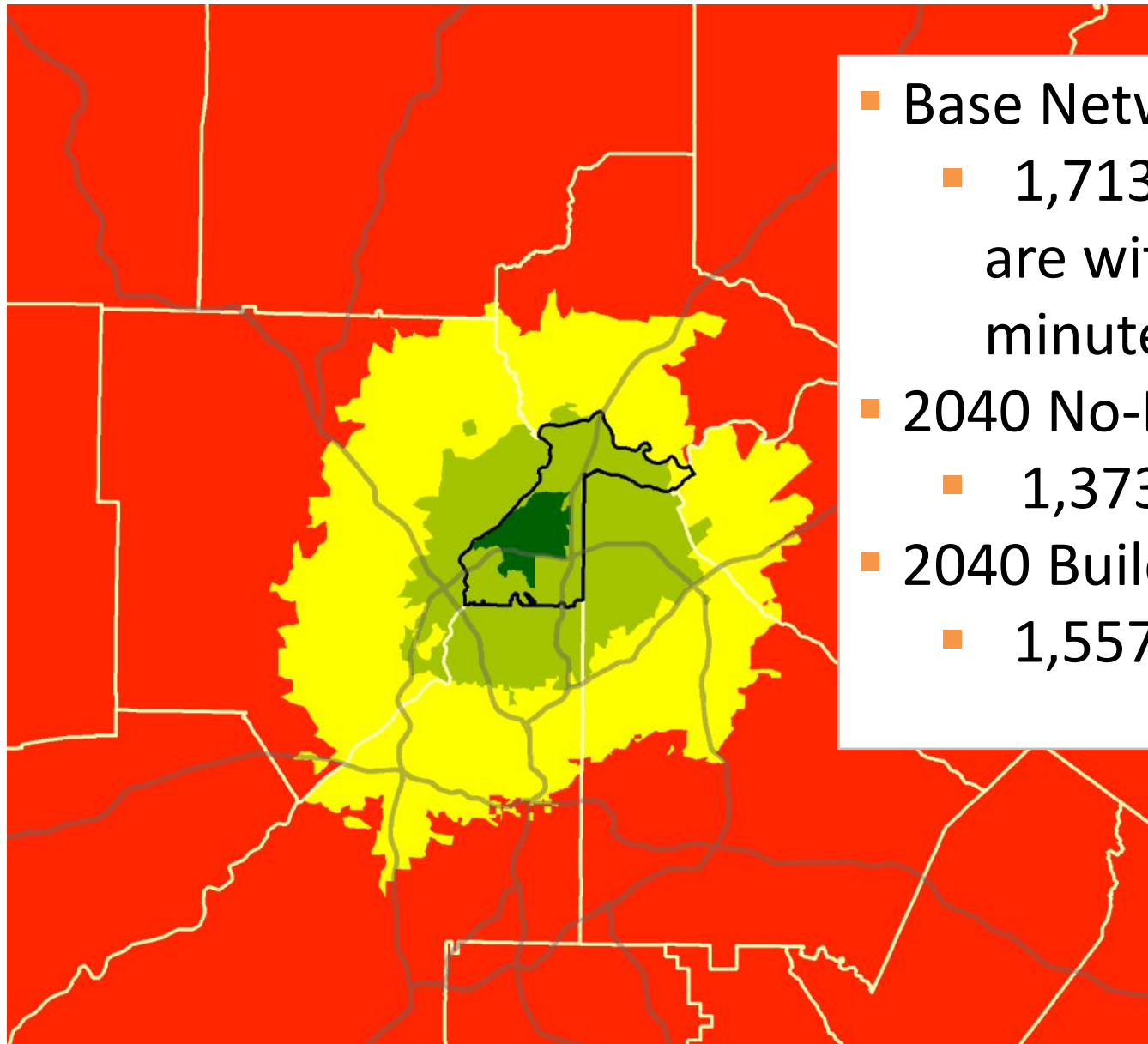


- Base Network (2015)
 - 1,815,952 people are within a 45 minute drive
- 2040 No-Build Network
 - 1,512,621 (-17%)
- 2040 Build Network
 - 1,680,002 (-7%)

Legend

- 0 - 15 Minutes
- 15.01 - 30 Minutes
- 30.01 - 45 Minutes
- Greater than 45 Minutes

City Center Travelshed

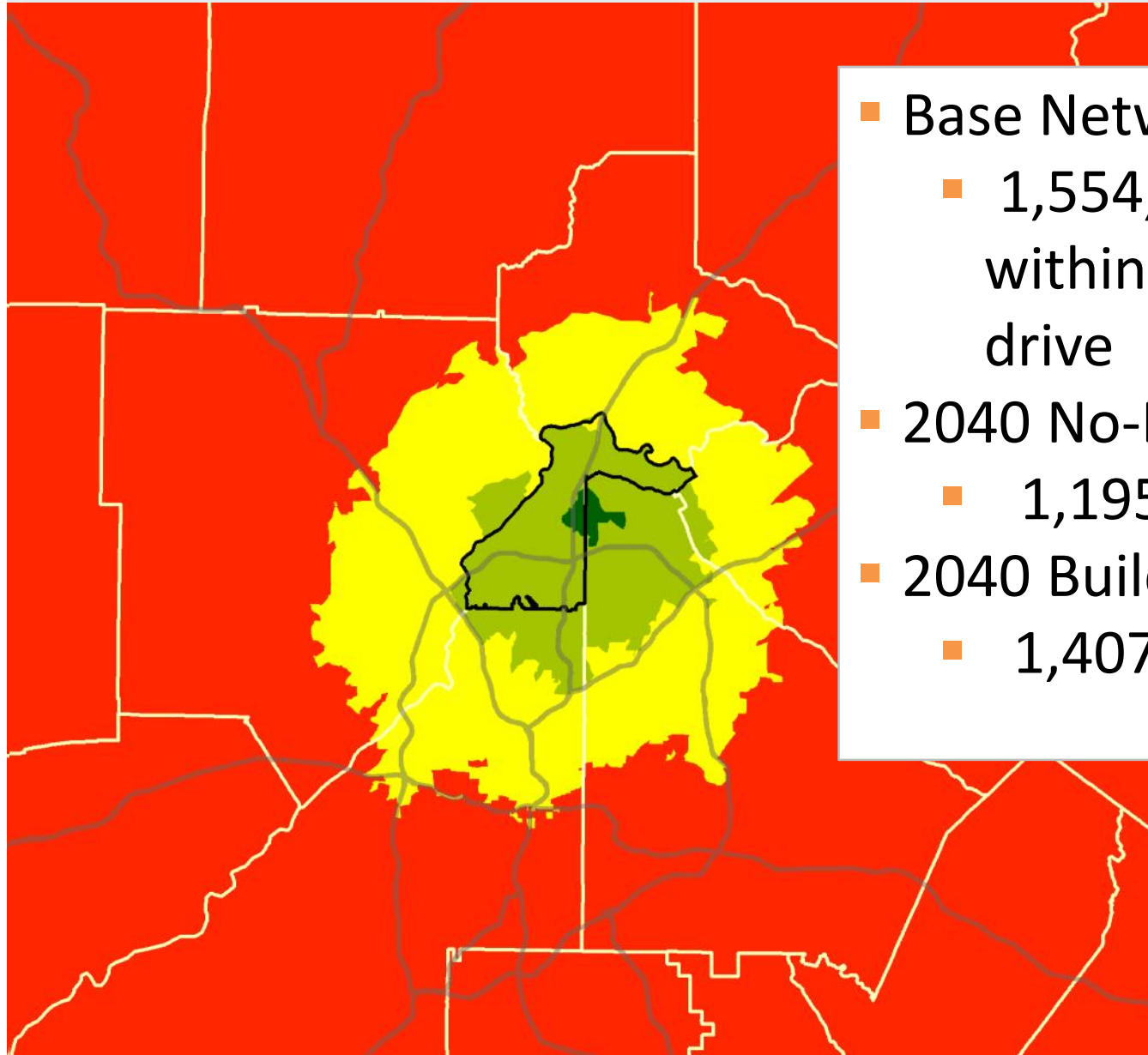


- Base Network (2015)
 - 1,713,662 people are within a 45 minute drive
- 2040 No-Build Network
 - 1,373,959 (-20%)
- 2040 Build Network
 - 1,557,545 (-9%)

Legend

- 0 - 15 Minutes
- 15.01 - 30 Minutes
- 30.01 - 45 Minutes
- Greater than 45 Minutes

Perimeter Center Travelshed

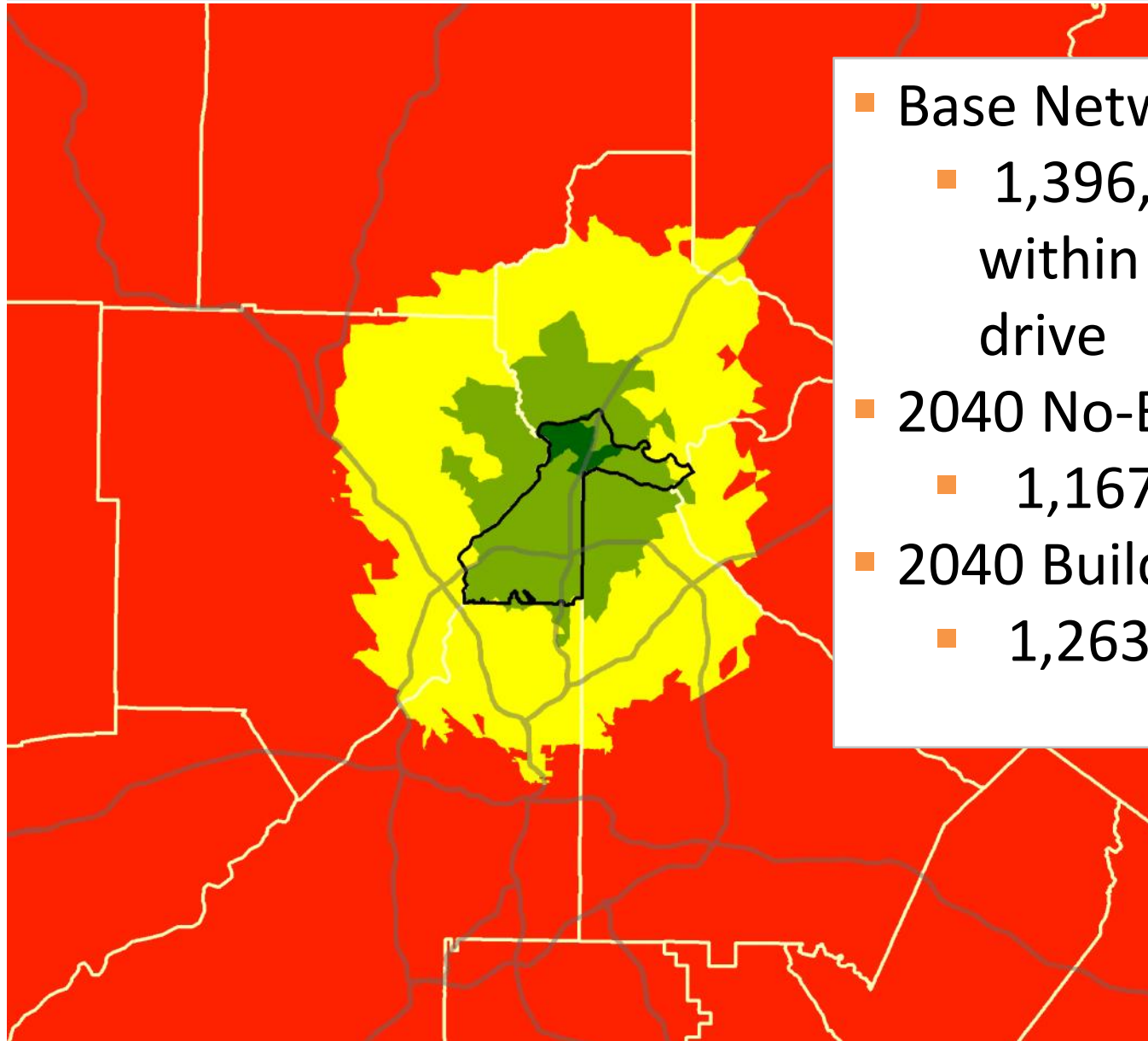


- Base Network (2015)
 - 1,554,420 people are within a 45 minute drive
- 2040 No-Build Network
 - 1,195,909 (-23%)
- 2040 Build Network
 - 1,407,443 (-9%)

Legend

- 0 - 15 Minutes
- 15.01 - 30 Minutes
- 30.01 - 45 Minutes
- Greater than 45 Minutes

Northridge Road Travelshed



- Base Network (2015)
 - 1,396,943 people are within a 45 minute drive
- 2040 No-Build Network
 - 1,167,454 (-16%)
- 2040 Build Network
 - 1,263,010 (-10%)

Legend

- 0 - 15 Minutes
- 15.01 - 30 Minutes
- 30.01 - 45 Minutes
- Greater than 45 Minutes

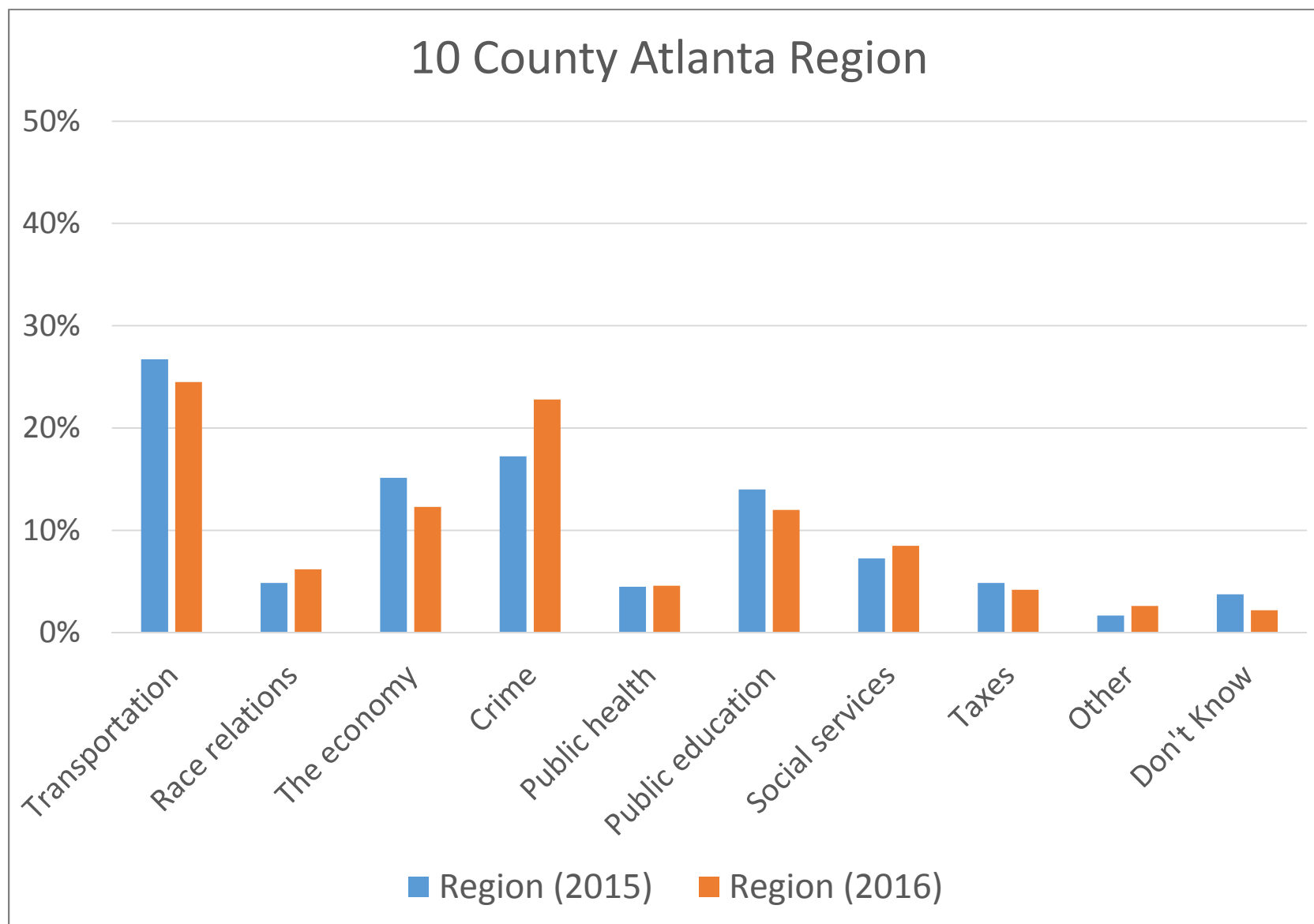
Travelshed Analysis Summary

- Population increases result in smaller travelsheds in 2040
- Major investments in roadway network help but do not “solve” problem
- Investment in alternate transportation modes AND addressing jobs/housing balance ratio could help

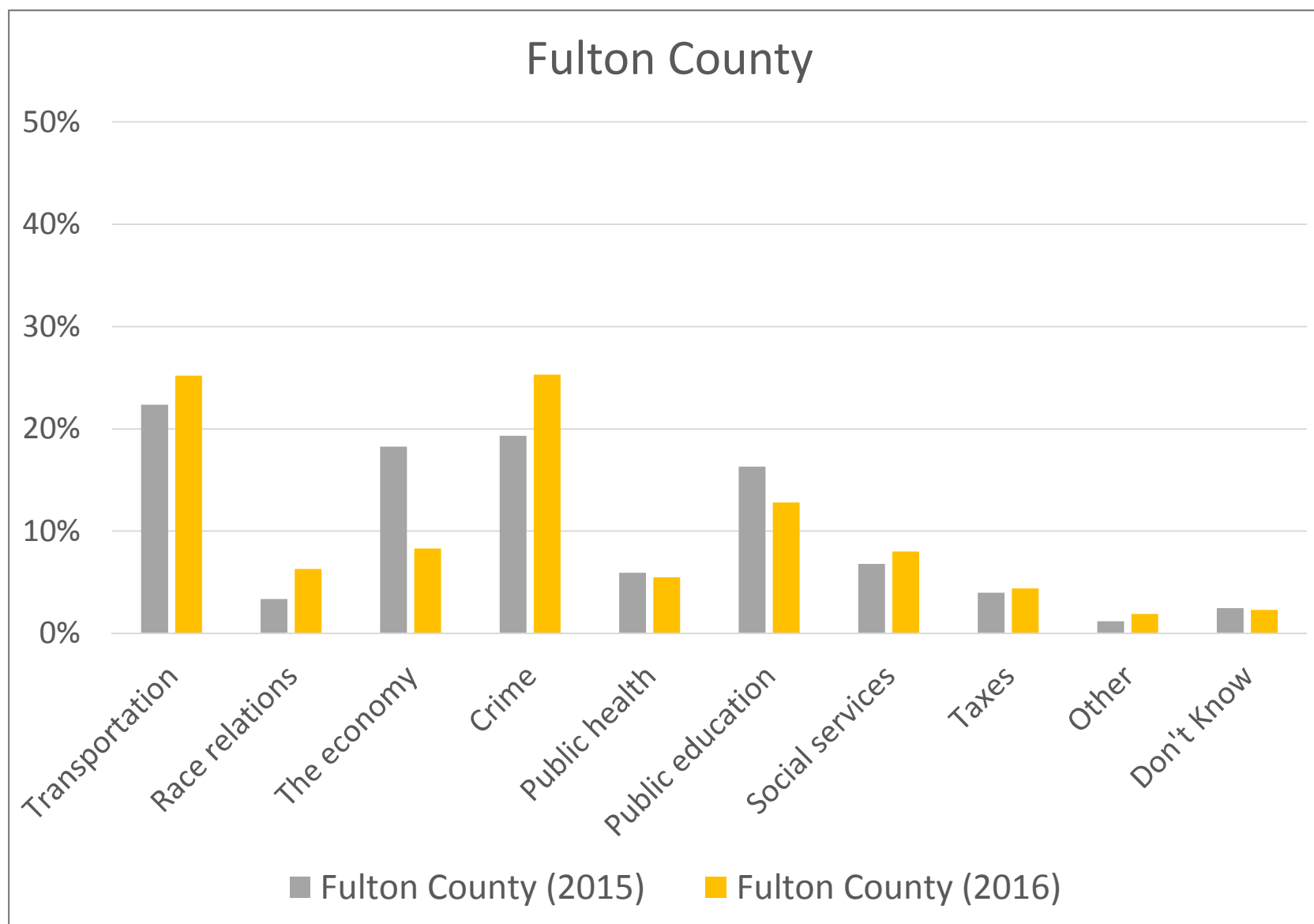
Public Opinion Polling

- Metro Atlanta Speaks Survey findings
 - Modeled after Kinder Survey in Houston
 - Meant to provide assess opinions, inform policy and track trends
 - Random sample survey; statistically significant at the county level
 - Sandy Springs ZIP codes are reported for informational purposes; sample size not statistically valid
 - Began in 2015; will be delivered annually
- www.atlantaregional.com/metroatlantaspeaks

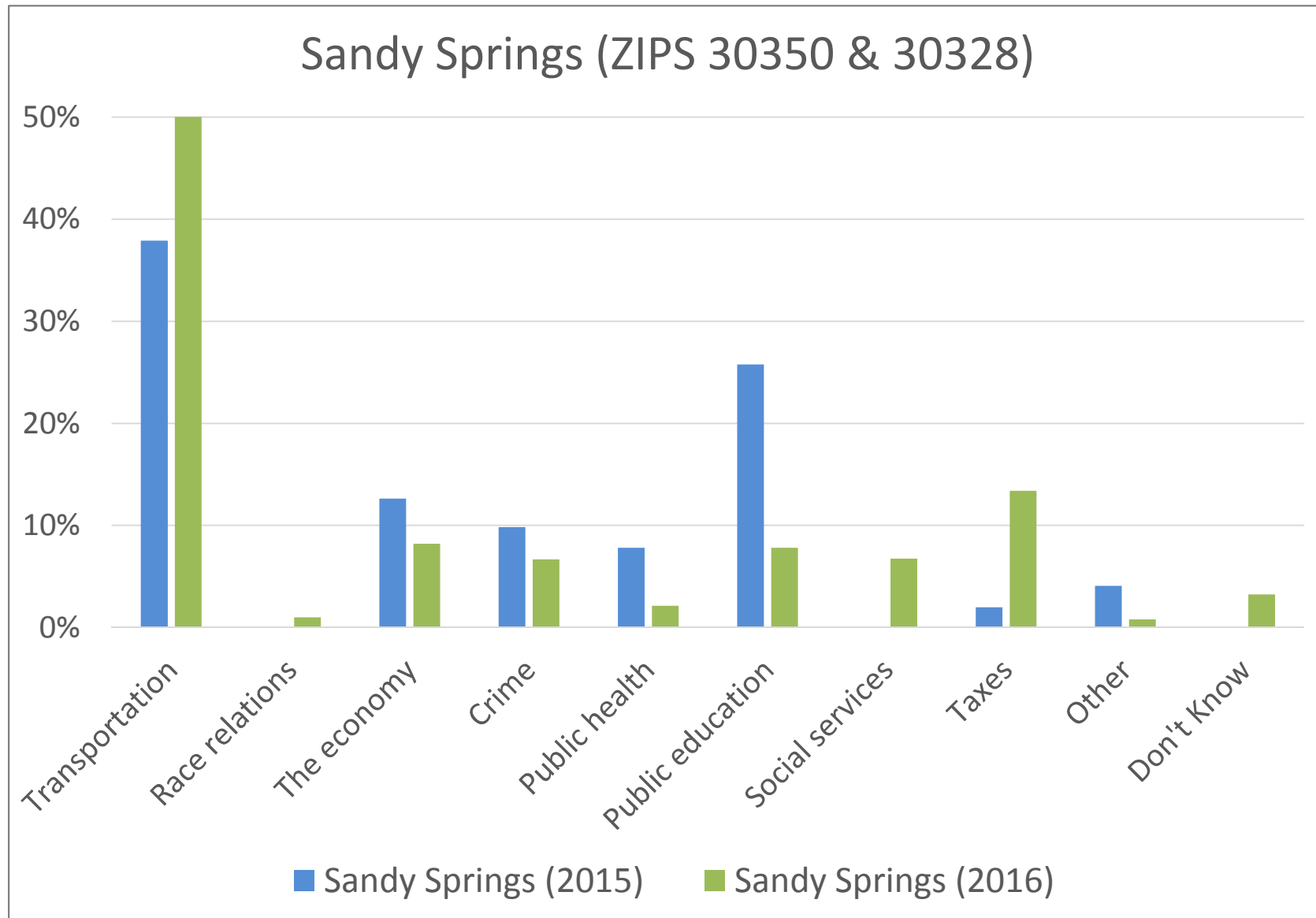
Question: What is the Biggest Problem Facing Residents of Metro Atlanta?



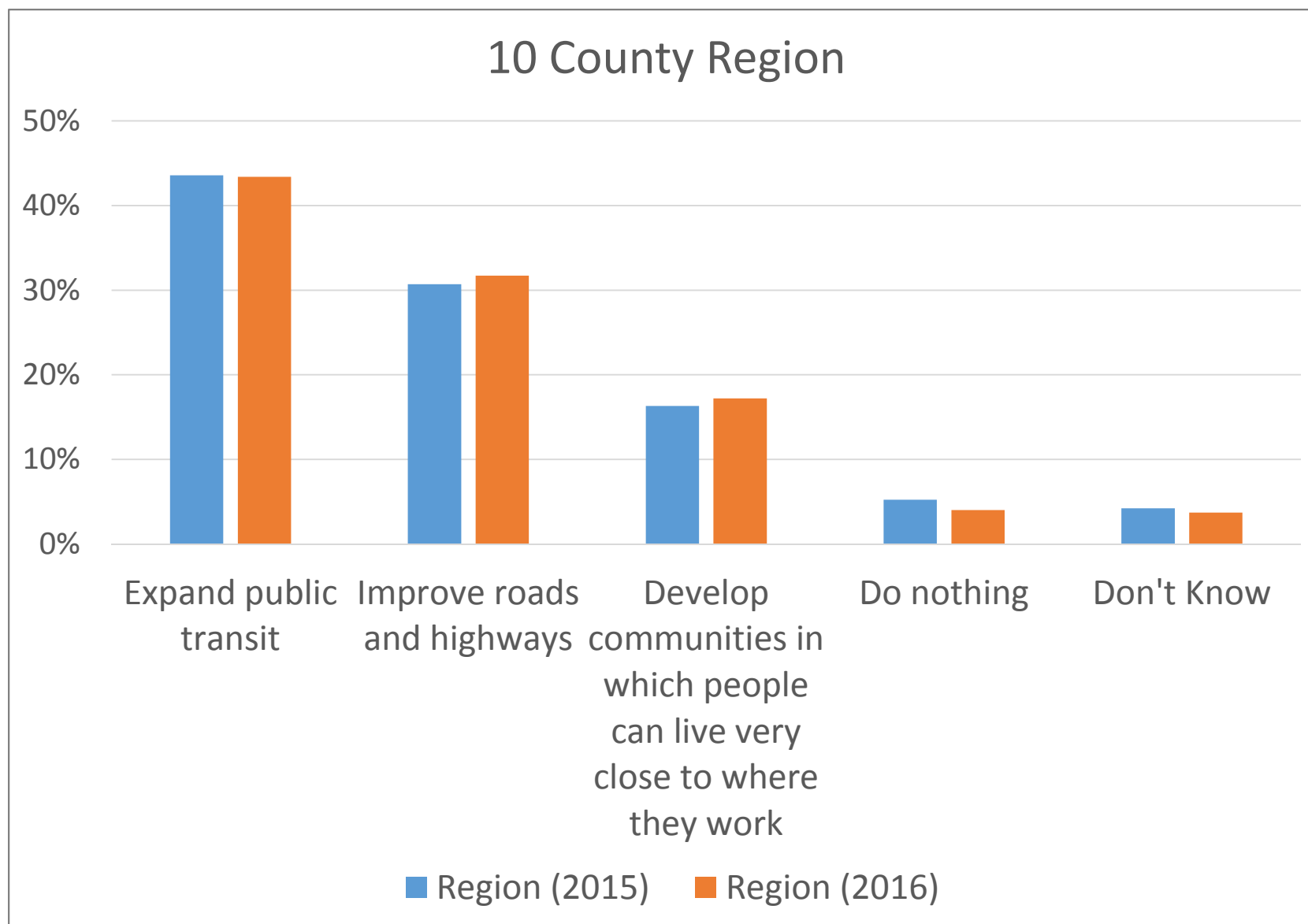
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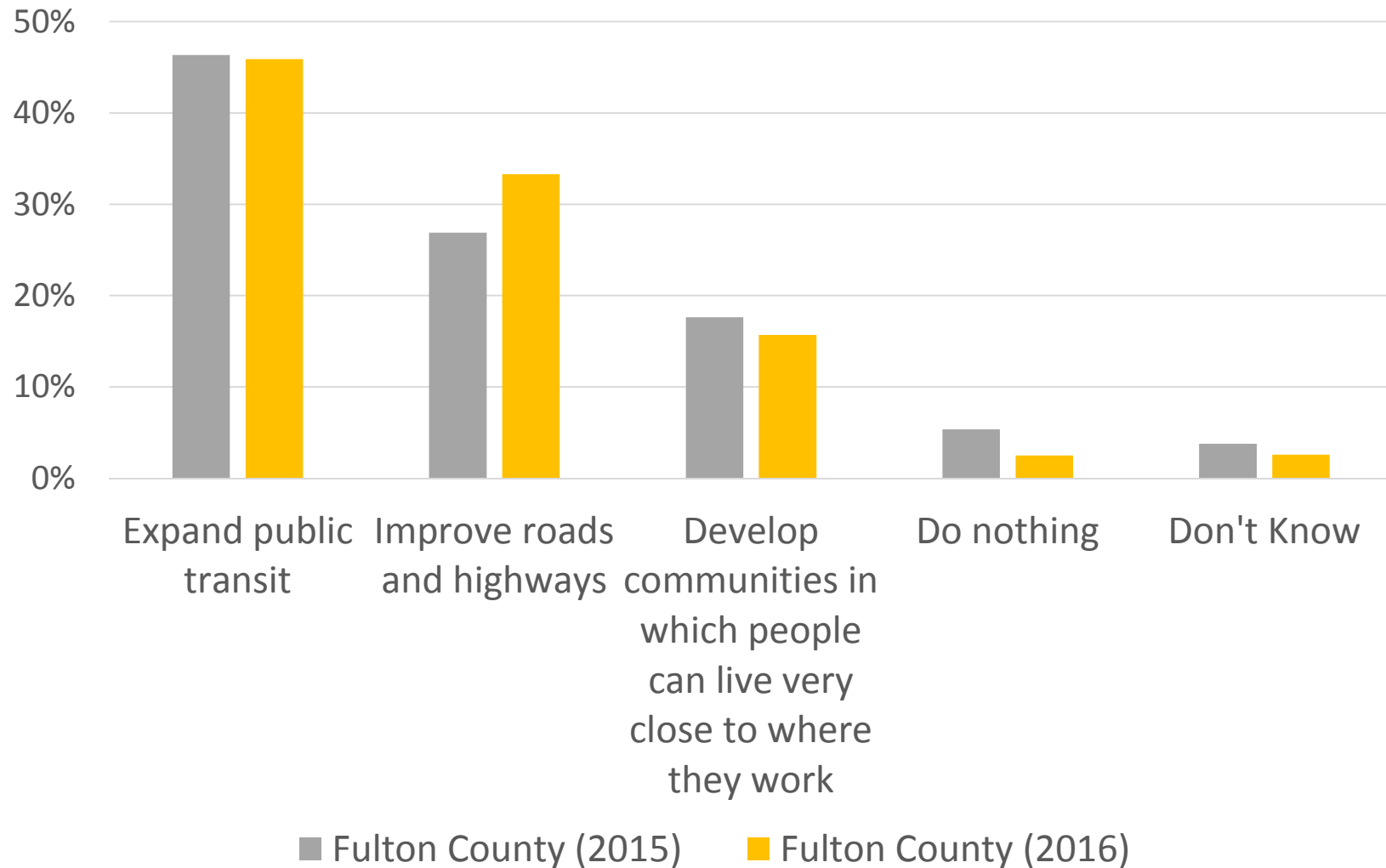


Question: What is the Best Long-Term Solution to Traffic Problems in Metro Area?



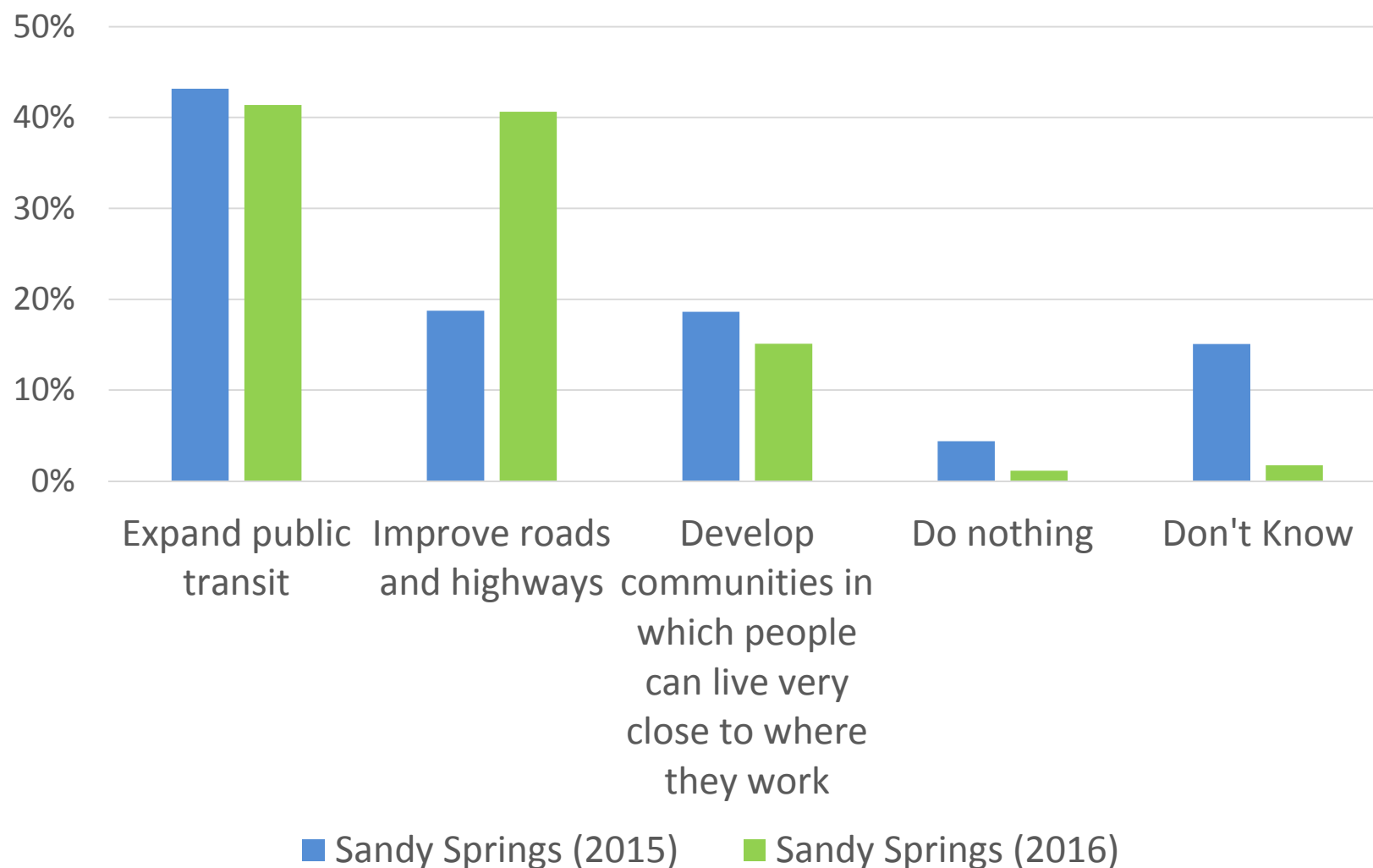
Question: What is the Best Long-Term Solution to Traffic Problems in Metro Area?

Fulton County



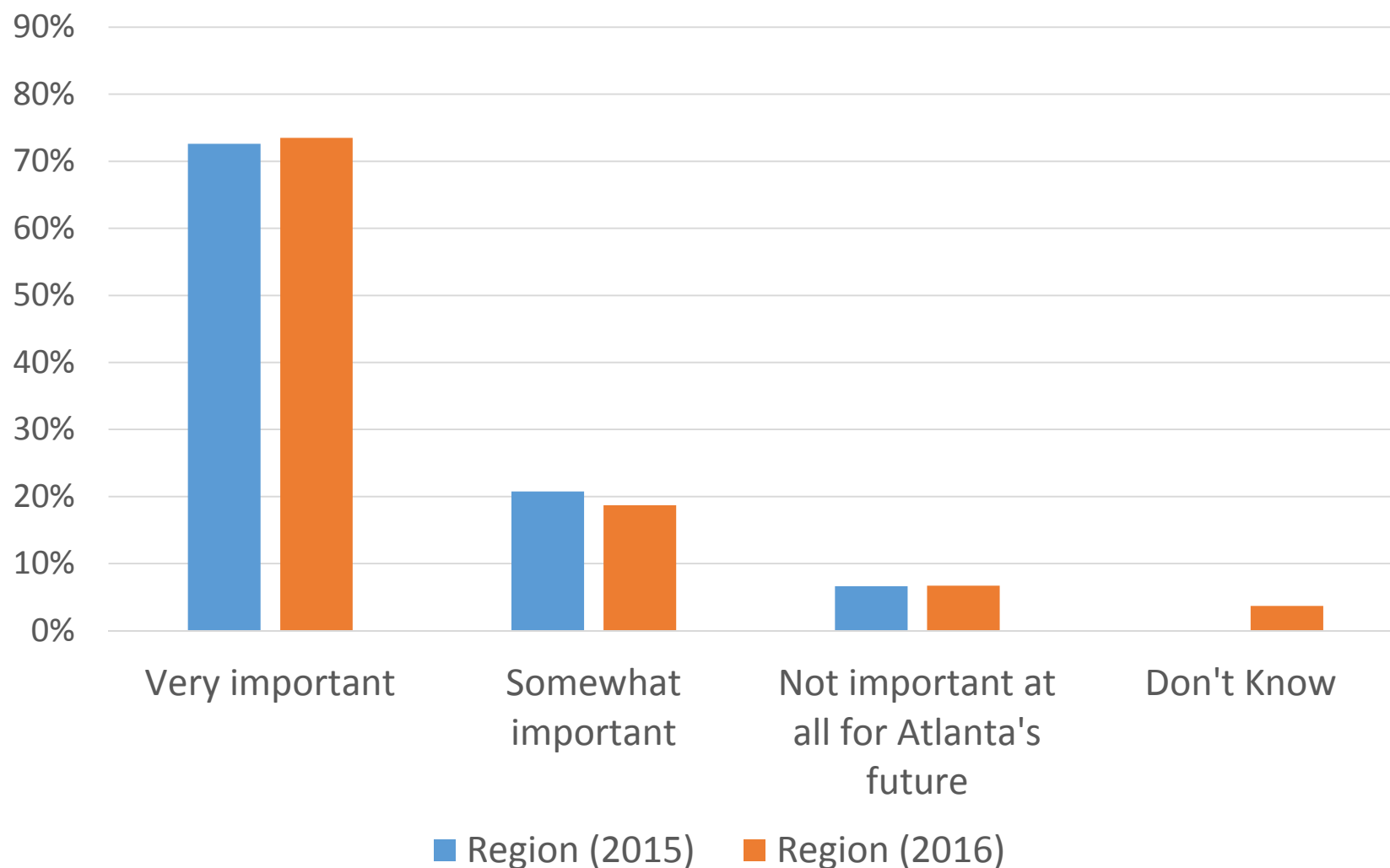
Question: What is the Best Long-Term Solution to Traffic Problems in Metro Area?

Sandy Springs (ZIPS 30350 & 30328)



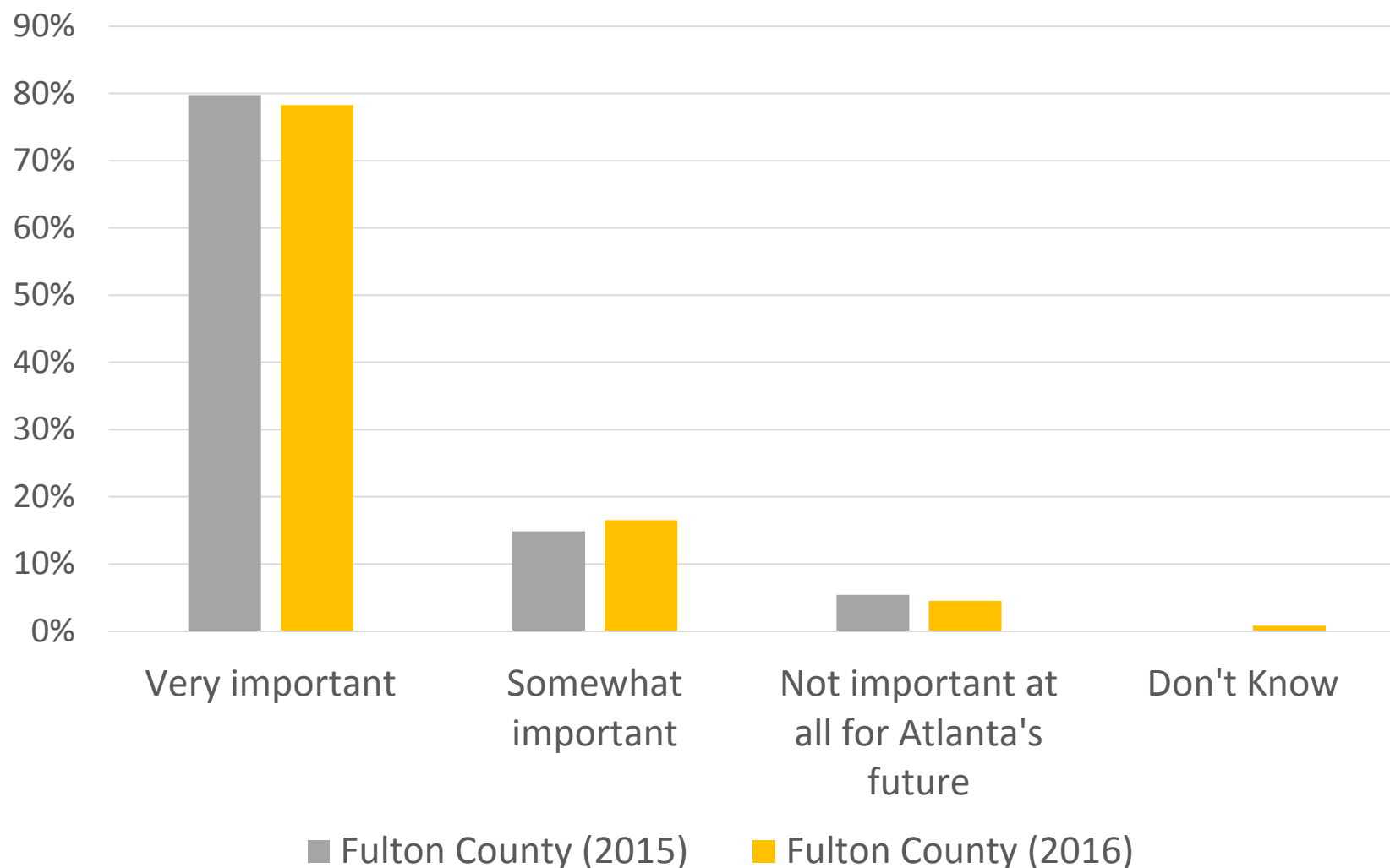
Question: What is the Importance of Improved Public Transportation for Atlanta's Future?

10 County Atlanta Region



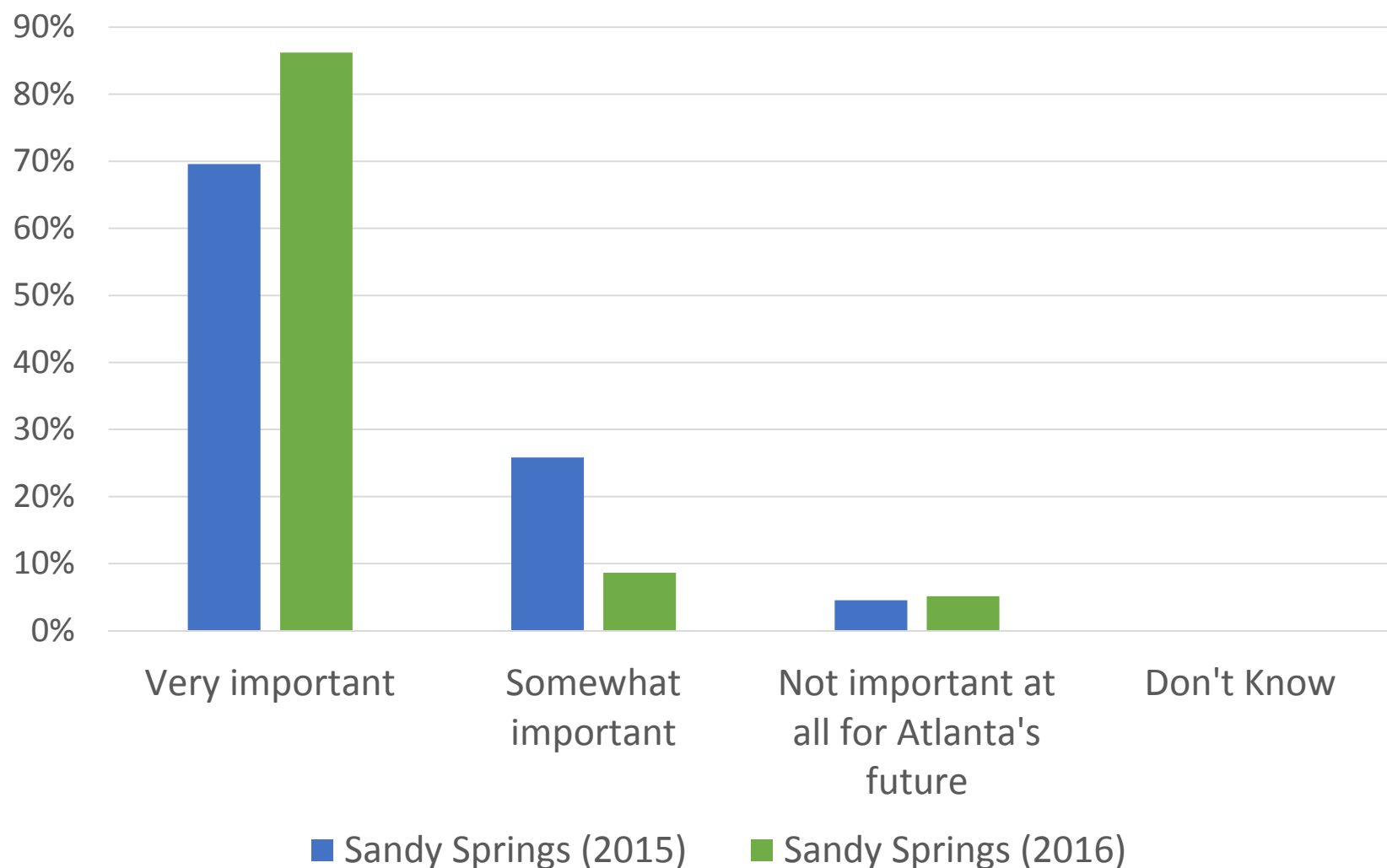
Question: What is the Importance of Improved Public Transportation for Atlanta's Future?

Fulton County

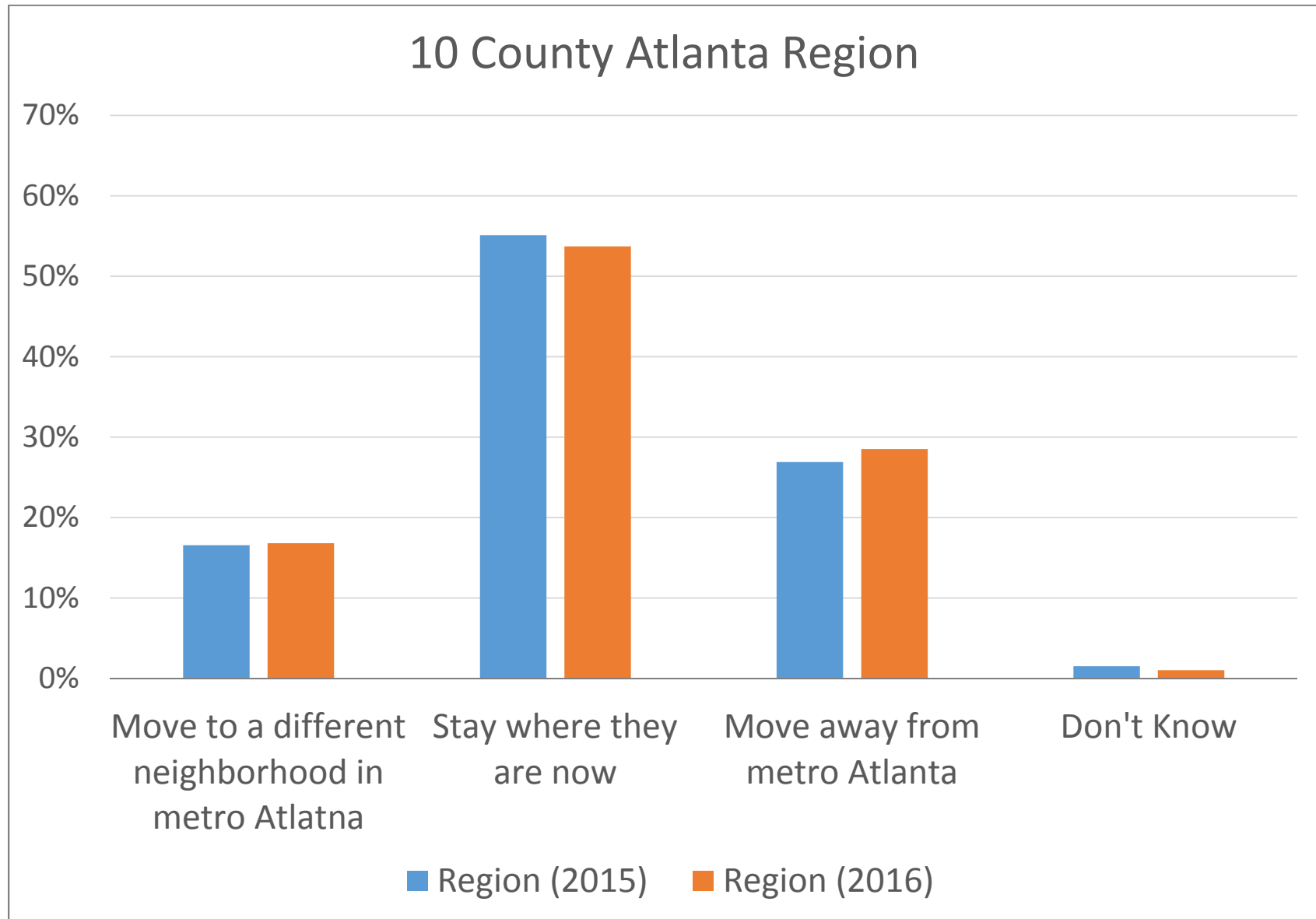


Question: What is the Importance of Improved Public Transportation for Atlanta's Future?

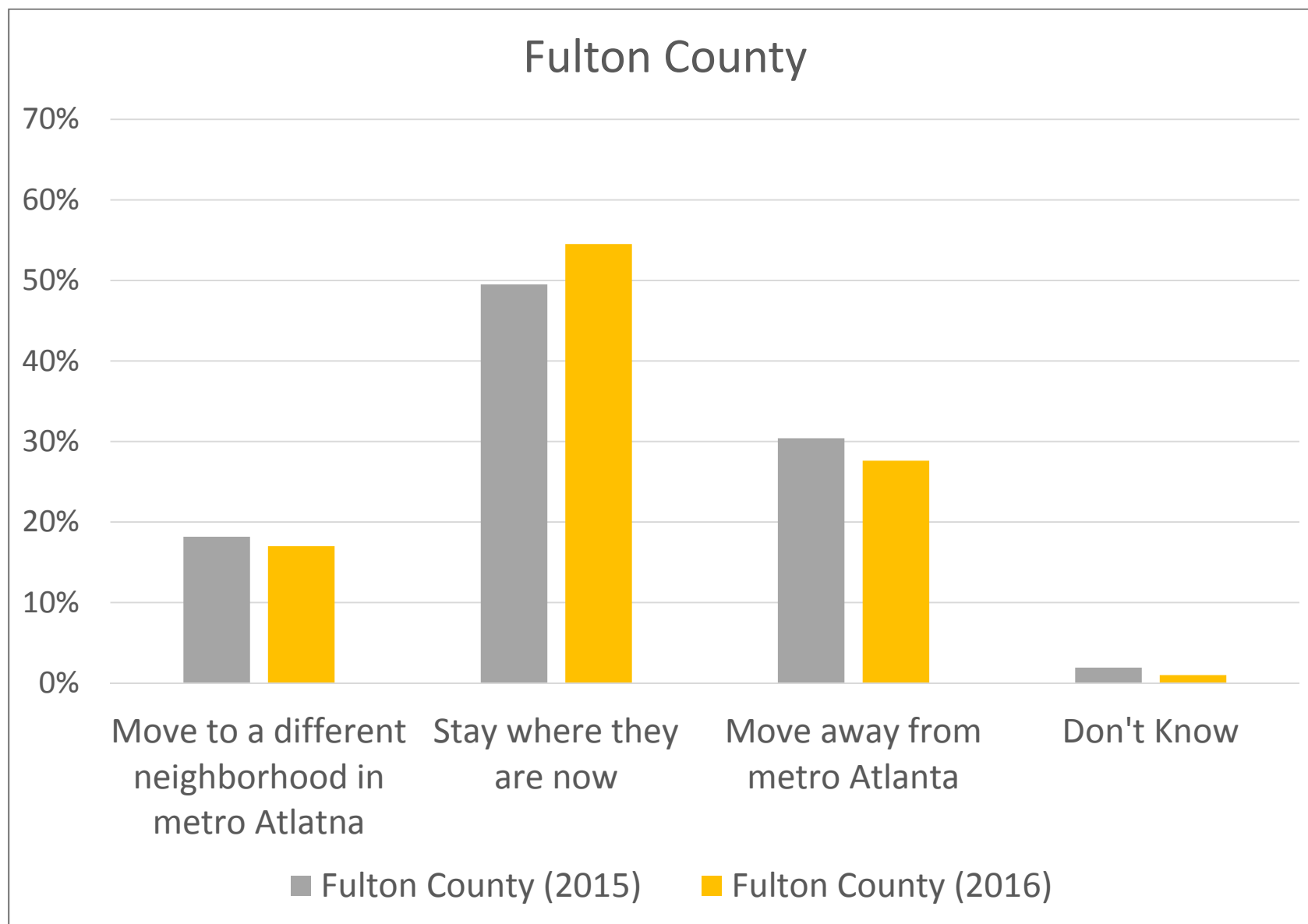
Sandy Springs (ZIPS 30350 & 30328)



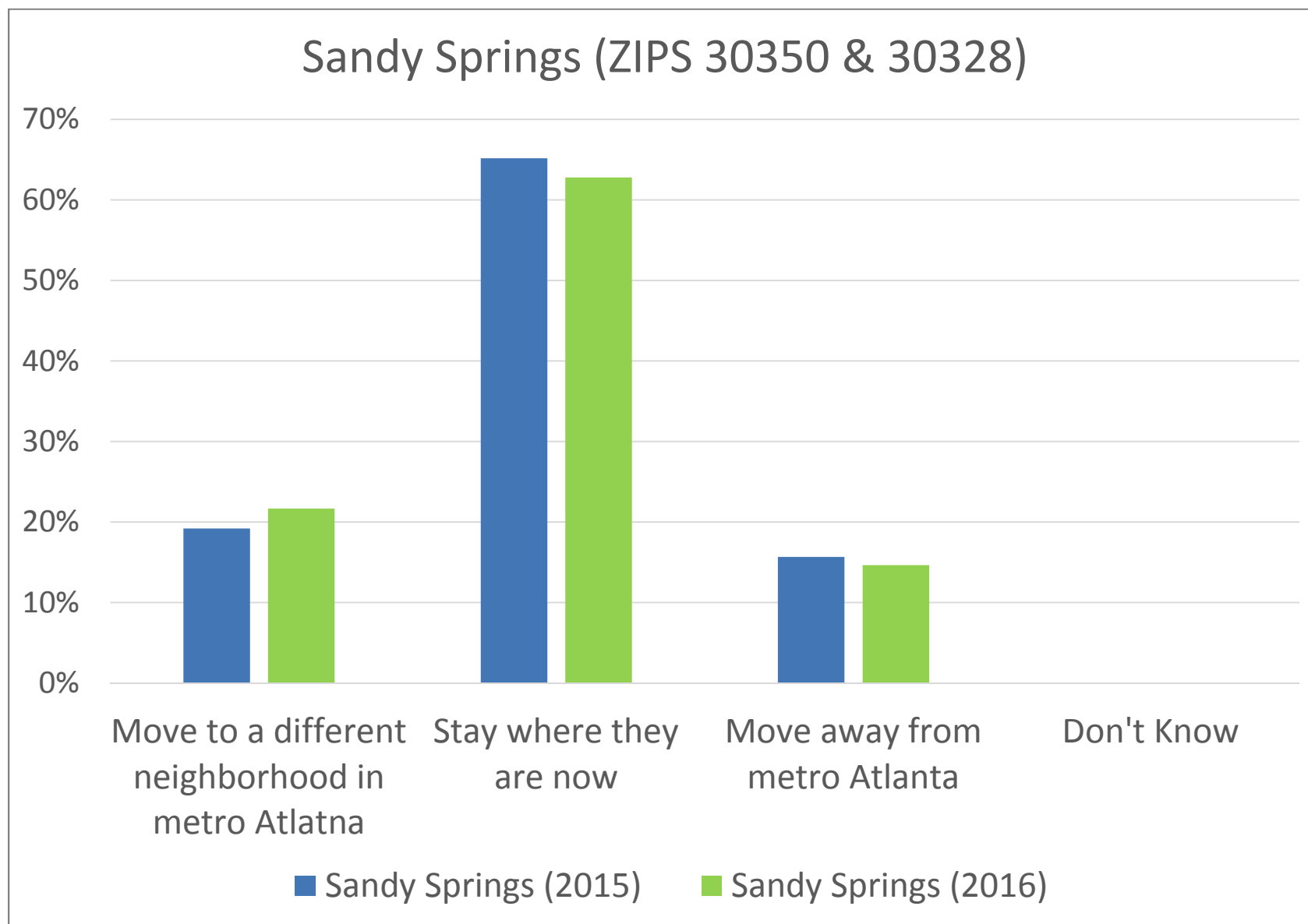
Question: If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from metro Atlanta?



Question: If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from metro Atlanta?



Question: If you could, would you move to a different neighborhood in the Metro Atlanta area, stay where you are now, or move away from metro Atlanta?



In Summary...

- Strong population, employment growth forecast for CoSS
- Significant roadway network investments slow (but do not reverse) shrinking CoSS activity center travelsheds
- Unofficial polling suggests:
 - Transportation is a primary concern
 - Support for roadway and transit improvement
 - Great satisfaction in living in CoSS
- “Known unknowns” on the horizon

Questions and Contact

Patrick Bradshaw, AICP

PBradshaw@atlantaregional.com

Future Transportation Planning

City Council Retreat, January 24, 2017



SANDY SPRINGS
GEORGIA



Retreat Transportation Objectives

- Create vision and goals
- Build consensus
- Generate an understanding related to transportation smart growth
- Encourage innovation
- Understanding trends and numbers related to population growth in the region
- Look at behavioral changes for all modes of transportation

Which way to our future for transportation needs?



If you don't know where you are going, you can't get there – Yogi Berra

Establishing the Need: State of Georgia

- 8th largest state (population)
- 24th largest (land mass)
- 10th largest (transportation network)
- 10th (annual GDP at \$507B)
- Atlanta is 9th most congested U.S. City (INRIX)
- ARC Survey – 2015
 - 91 percent find state transit important to Atlanta's future
 - 86 percent find connecting transit to jobs as essential
 - 44 percent find expansion of transit as best solution to traffic
- Future Projected Regional Growth
 - 2017: 5.5 million people
 - 2040: 7.8 million people projected



Vision Principles to Consider



Technology is Transforming Transportation

- Ability to conveniently request, track and pay for trips via mobile devices is changing the way people get around
- Shared Mobility and Transformation of Public Transit Analysis (March 2016) for the American Public Transportation Association found:
 - The more people use shared modes, the more likely they are to use public transit, own fewer cars and spend less on transportation overall
 - Shared modes complement public transit, enhancing urban mobility
 - Ridesourcing (Lyft, Uber, etc) services are most frequently used for social trips between 10 pm - 4 am, times when public transit runs infrequently or is not available
 - Shared modes will continue to grow in significance
 - New Jersey town is paying Uber instead of building a parking lot, freeing up 100 parking spots at transit station
 - Massachusetts Bay Transportation Authority is subsidizing Uber and Lyft rides for customers with disabilities

Fundamental Shift in Transportation

- Dense cities will lead the way to shared mobility
 - Electric vehicles
 - Autonomous vehicles
 - Mobility businesses such as Uber/Lyft
- Individually, each has potential to be disruptive
- Combination within one setting could create seismic shift in how we get around



Other Impacts

- **Bloomberg New Energy Finance Report** conducted with McKinsey, measured impact of current trends, combined with:
 - The internet (which will connect vehicles together)
 - Drift toward urbanism (more dense and crowded metros)
- **Report Conclusion:**
 - Some cities could move rapidly to shared, on-demand, door-to-door private transport
 - Move away from internal combustion engine cars and traditional public transit
 - Costs of commuting via public transit - versus - shared, self-driving vehicles may converge
 - Travelers could decide to shift from public transit to shared mobility, especially as convenience of a door-to-door on demand offering is compelling

Challenges to Consider

- Planning
 - Parking
 - Shared Mobility Hubs
 - Curb Management
 - Wayfinding
- Technology Implications
 - Autonomous Vehicle technology – impact on infrastructure, data and more
 - Current operational strategies and investments need to consider how connected automation will change how we provide services
 - May increase transit use by providing first/last mile access
 - May supplement or replace transit over time

Addressing the Future in Transportation

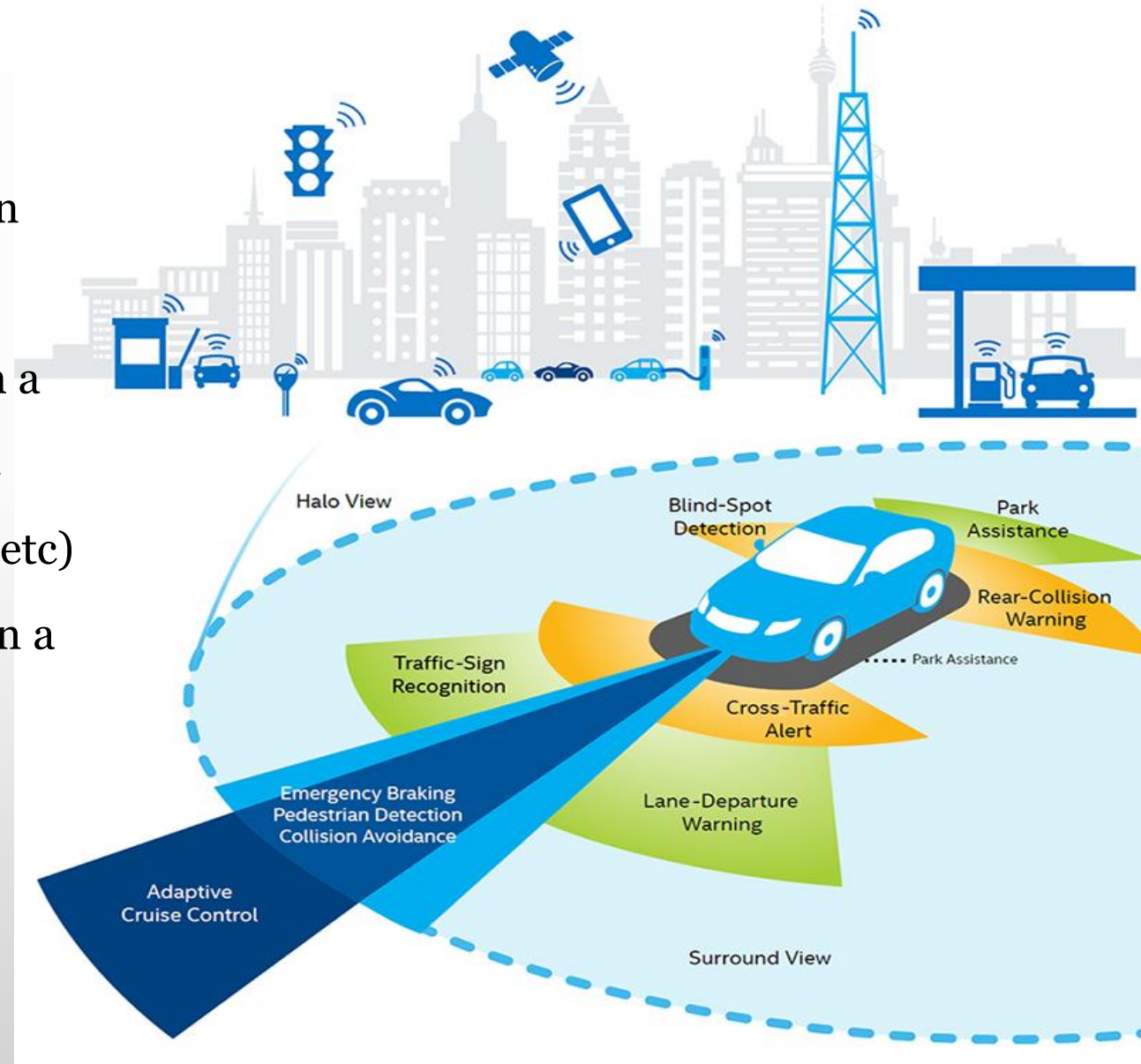
Think Differently



Connected Vehicle (CV)

- V2V: Bi-directional information sharing between vehicles
- V2I: Bi-directional information sharing between a vehicle and the Infrastructure/Roadway (traffic signals, traffic signs, parking gates and meters, etc)
- V2X: Bi-directional information sharing between a vehicle and X (pedestrians, cyclists, trains, etc)

Connected Vehicle Pilot programs in Wyoming, New York City, Tampa and Atlanta (GDOT)



Connected Vehicle, Automatic Vehicle, and Autonomous Vehicle

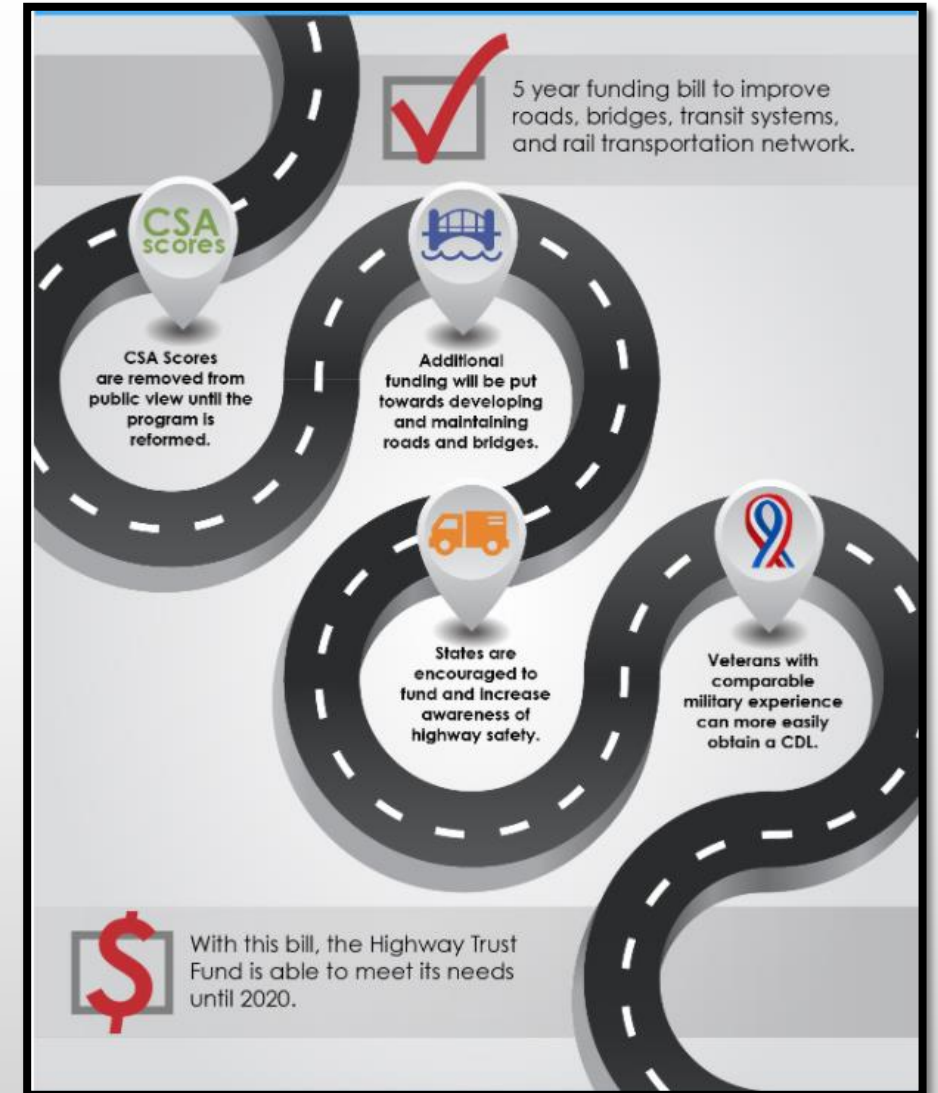
<https://www.youtube.com/watch?v=co7c354ivjc>

Evolving Vehicles Into the Future

- An automated vehicle makes its own decisions about how to act, whether or not it communicates with other vehicles.
- An autonomous system is independent, self-contained: rather than talking to other vehicles, it simply uses its own sensors.
- A connected vehicle uses vehicle-to-vehicle (V2V) technology to communicate with other vehicles, or vehicle-to-infrastructure (V2I) technology to communicate with stoplights or the like, or vehicle-to-everything (V2X) technology to communicate with other equipped entities, whether or not it makes its own decisions.
- An automated vehicle may be connected or not connected; a connected vehicle may be automated or not automated.

Federal Level

- FAST Act: Fixing America's Surface Transportation Act
 - Authorized federal surface transportation programs through Fiscal Year 2020
 - Focus on Nationally Significant Freight and Highway Projects (NSFHP)
 - Streamlines environmental review and permitting process
 - Promotes Innovative Technologies
 - Focuses on Highway Safety



State

- Comprehensive Infrastructure Maintenance Plan
 - Released by Georgia Governor Nathan Deal January 12, 2016
 - Administered through the Transportation Funding Act of 2015
 - \$2.2 billion investment, 18-month project list
 - Accountability: www.Garoads.org tracks spending and progress

“In order to maintain our roads and bridges, improve congestion and accommodate the movement of freight traffic, we could no longer afford to kick the can down the road. Legislators on both sides of the aisle took action, working together to pass legislation addressing these critical needs. Today, we are delivering on our promise.” — Governor Nathan Deal, January 12, 2016

SANDY SPRINGS



PLANNED PROGRESS: ADDRESSING CONGESTION THROUGH INNOVATIVE MOBILITY INVESTMENTS

331 new lanes miles added—
79 general purpose lane miles;
176 Express lane miles and
76 truck lane miles

***13,000** additional
long-term permanent jobs

***\$1 billion of additional personal
income** for residents throughout
the state

\$2 billion— Estimated growth in
Georgia's Gross State Product

***5% reduction** in delay for auto
and truck vehicle traffic statewide

***Do Nothing by 2030:**

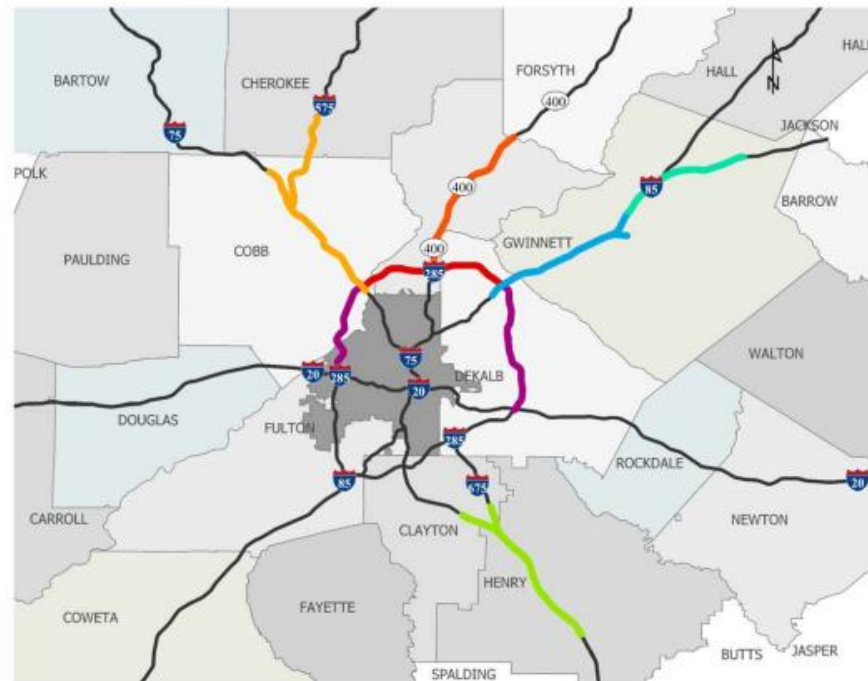
- Additional 1.5 million vehicle miles traveled daily
- Additional \$4.7 million in congestion costs daily
- 26,000 people lose 8 hours daily

*Results are based on all projects being built and operational. Figures are estimated from modeling analyses.

11 new major investment roadway projects will provide **new lanes** and **new capacity** and **new choices** for all motorists. Additional safety and operational improvements will **grow Georgia's economy bigger and faster.**

www.GAroads.org

Georgia's Major Mobility Investments



- I-85 Express
- I-75 South Metro
- Northwest Corridor
- I-85 Express North
- Revive 285
- GA 400 Express
- I-285 East Wall
- I-285 West Wall

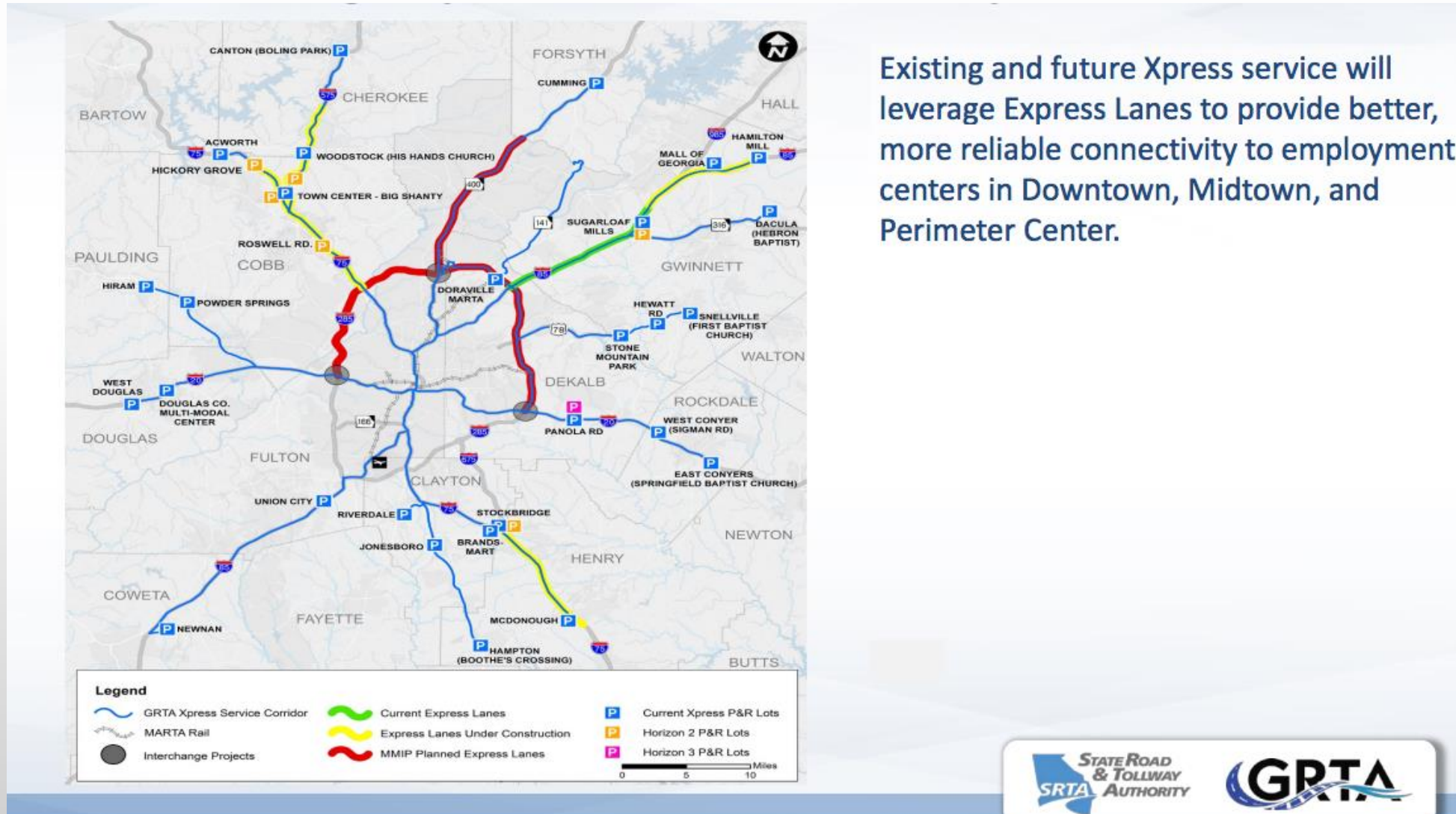
PROJECTS OPENING IN THE NEXT 2 YEARS

- I-85 Express (already in operation)
- I-75 South Metro Express – January 2017
- Northwest Corridor Express – Spring 2018
- I-85 Express Extension – Fall 2018

MAJOR MOBILITY INVESTMENTS IN NEXT 10 YEARS

- I-285E Wall Express Lanes
- I-285W Express Lanes
- Revive 285 Express Lanes
- GA 400 Express Lanes
- I-75S Truck Only Lanes
- I-16 Truck Only Lanes

Coordinating Express Toll Lanes and Xpress Transit Service



Existing and future Xpress service will leverage Express Lanes to provide better, more reliable connectivity to employment centers in Downtown, Midtown, and Perimeter Center.

Local: MARTA

- Atlanta Half-Penny Referendum Passes: November 2016
 - Future Rail system includes 45 miles of high capacity transit service; 23 new stations; two maintenance facilities allowing for almost 100,000 new transit riders



Local: T-SPLOST - \$103M



Next Steps:

- Planning Initiatives – Short Term
- Planning Initiatives – Long Term
- Creativity and Flexibility in Thinking

Short-Term Transportation Planning Initiatives

City Council Retreat, January 24, 2017



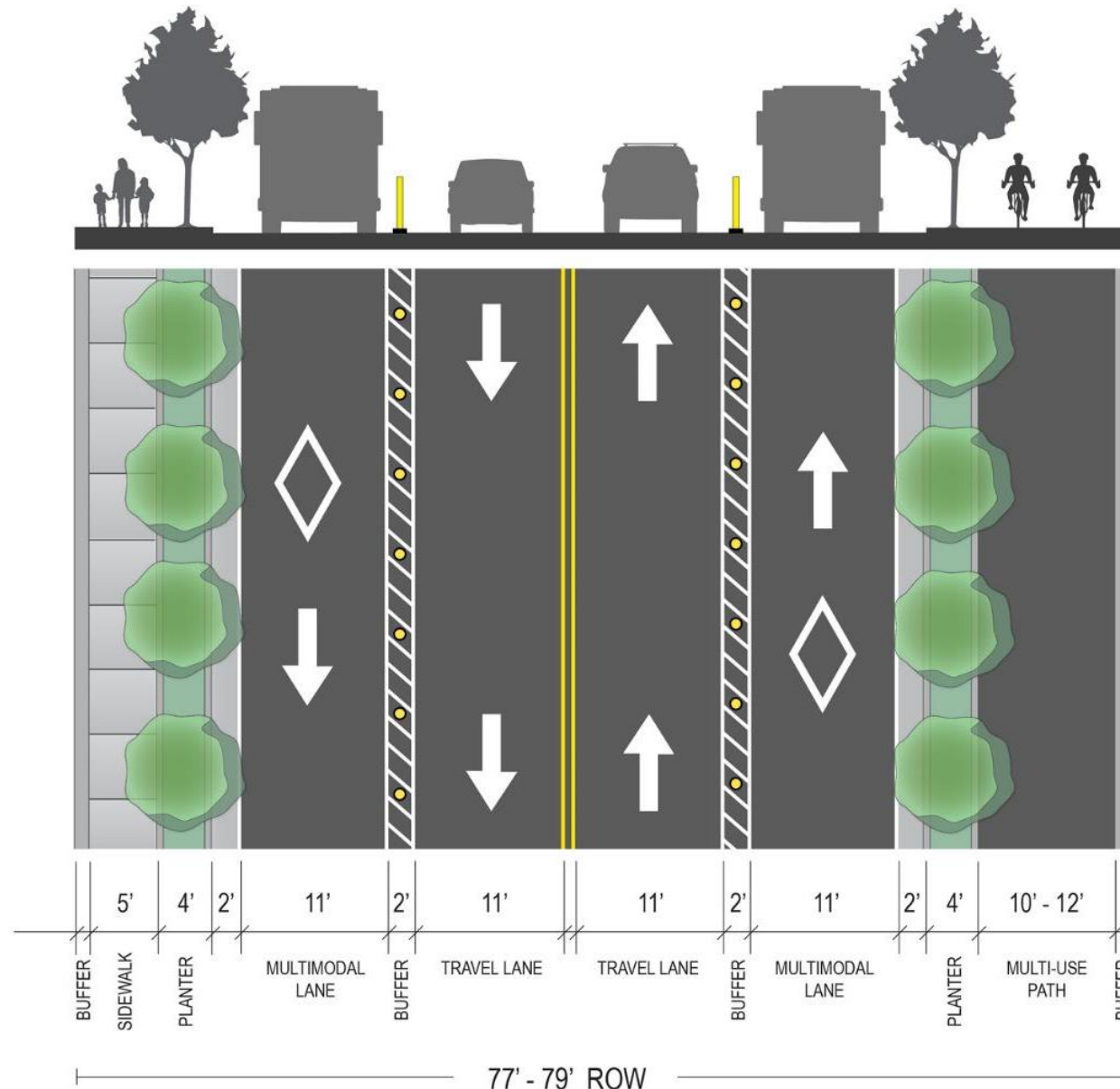
SANDY SPRINGS
GEORGIA



Mt. Vernon Multi-use Path: Background

- TSPLOST Tier One Project
- \$11 million
- As part of the adopted Bike/Pedestrian Plan, Comprehensive Plan, & Last Mile Connectivity, create pathway from City Springs to Sandy Springs MARTA Station

Mt. Vernon Multi-use Path: Conceptual Option One



ROW without median (depends on multi-use path width)	77' - 79'
ROW with 4' median	81' - 83'
ROW with 8' median	85' - 87'
ROW with 12' median + 2' curb-gutter on each side of median	93' - 95'

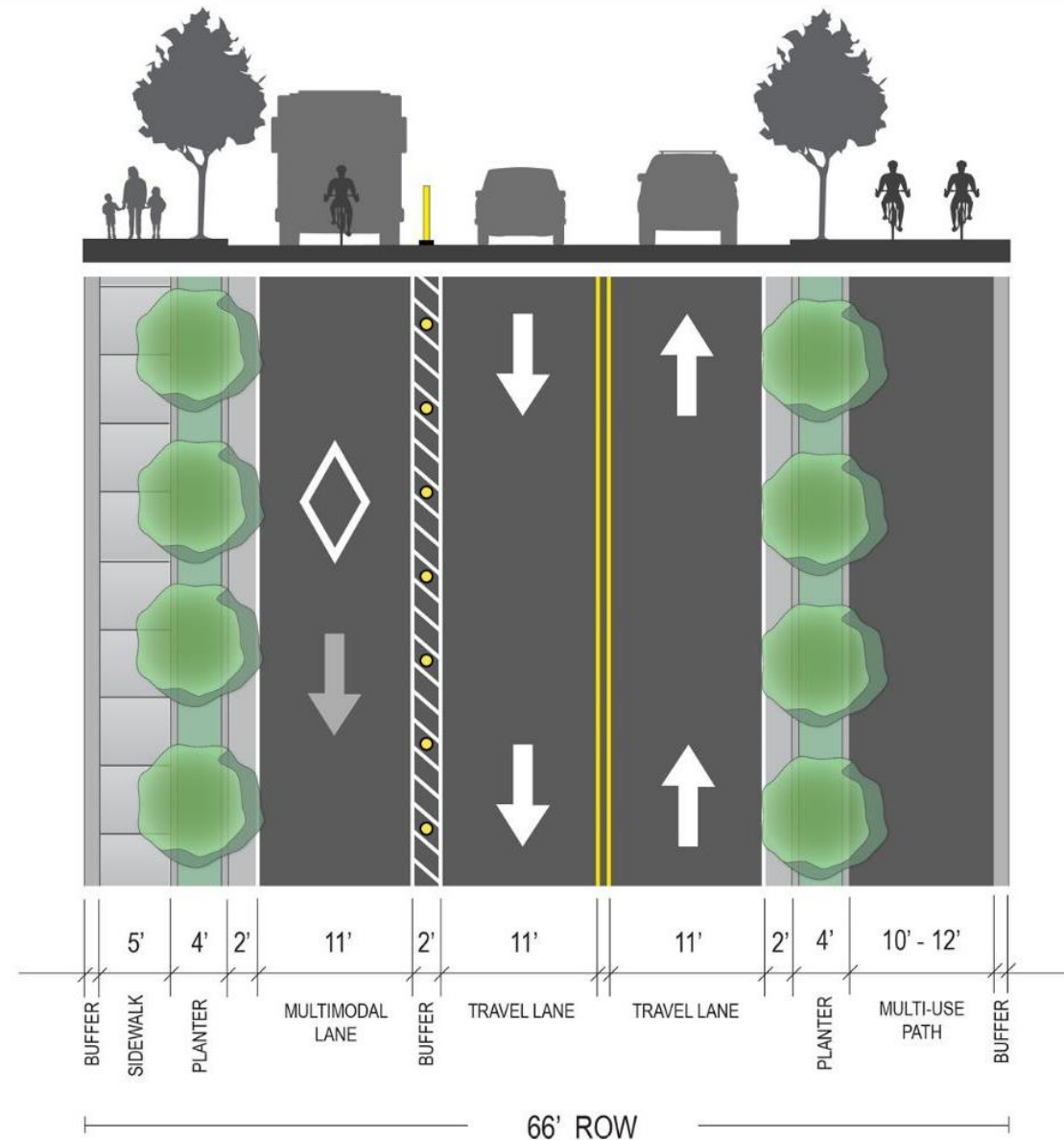
Notes

Multimodal lane is defined as a lane that will be restricted for use by only modes of transportation such as; bus, van pool, shuttle service, autonomous vehicle, other future transportation technology vehicle, and cyclist.

Multi-use path width as shown is 12'. (10' may also be used as a minimum.)

Turn lane dimensions may vary throughout the corridor with wider dimensions used in advance of left turn lanes.

Mt. Vernon Multi-use Path: Conceptual Option Two



ROW without median (depends on multi-use path width)	64' - 66'
ROW with 4' median	68' - 70'
ROW with 8' median	72' - 74'
ROW with 12' median + 2' curb-gutter on each side of median	80' - 82'

Notes

Multimodal lane is defined as a lane that will be restricted for use by only modes of transportation such as; bus, van pool, shuttle service, autonomous vehicle, other future transportation technology vehicle, and cyclist.

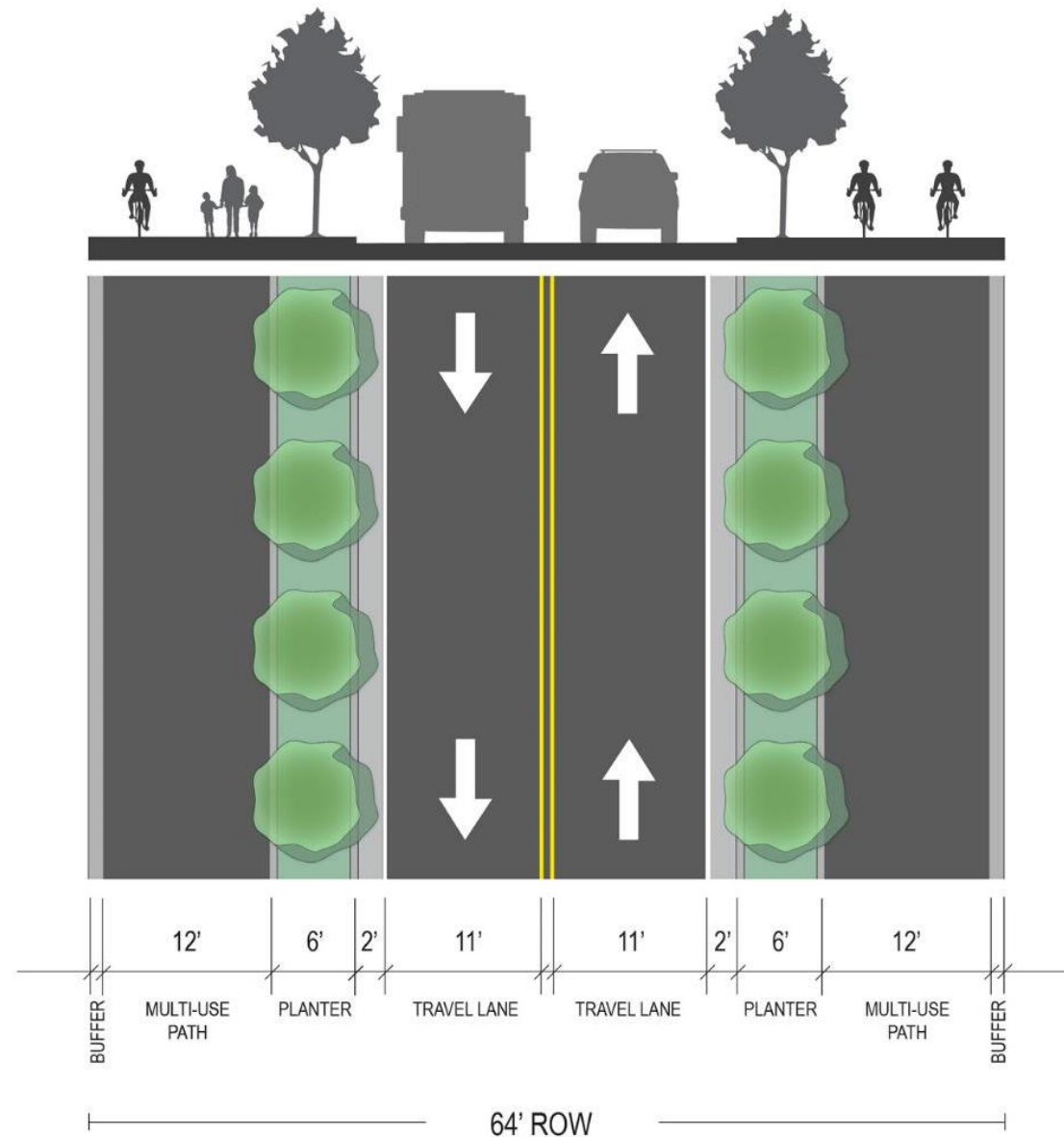
Multimodal lane as shown is reversible.

Multi-use path width as shown is 12'.

(10' may also be used as a minimum.)

Turn lane dimensions may vary throughout the corridor with wider dimensions used in advance of left turn lanes.

Mt. Vernon Multi-use Path: Conceptual Option Three



ROW without median	60' - 64'
ROW with 4' median	64' - 68'
ROW with 8' median	68' - 72'
ROW with 12' median + 2' curb-gutter on each side of median	76' - 80'

Notes

Multimodal lane is defined as a lane that will be restricted for use by only modes of transportation such as; bus, van pool, shuttle service, autonomous vehicle, other future transportation technology vehicle, and cyclist.

Multi-use path width as shown is 12'.

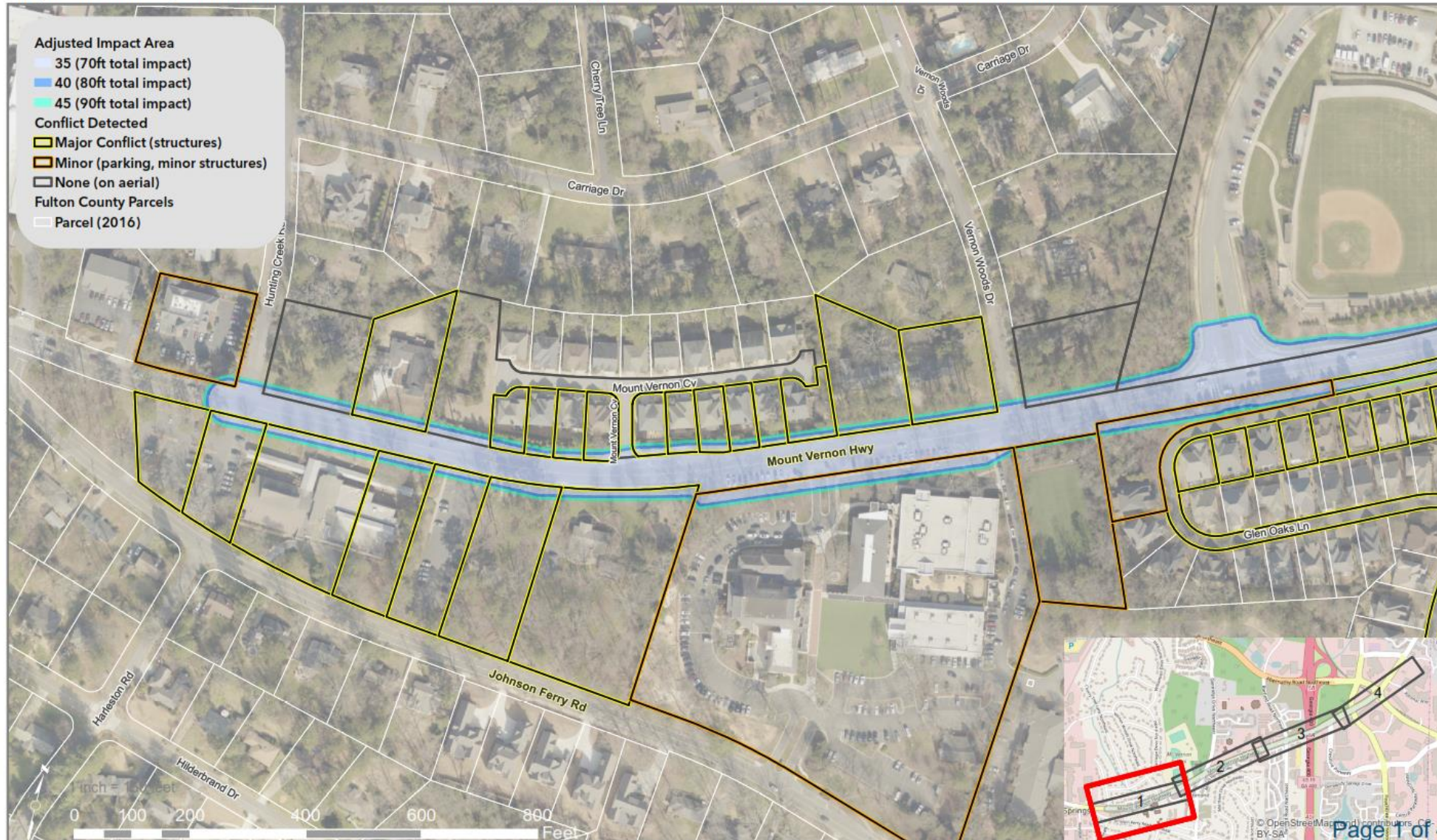
(10' may also be used as a minimum.)

Turn lane dimensions may vary throughout the corridor with wider dimensions used in advance of left turn lanes.

SANDY SPRINGS

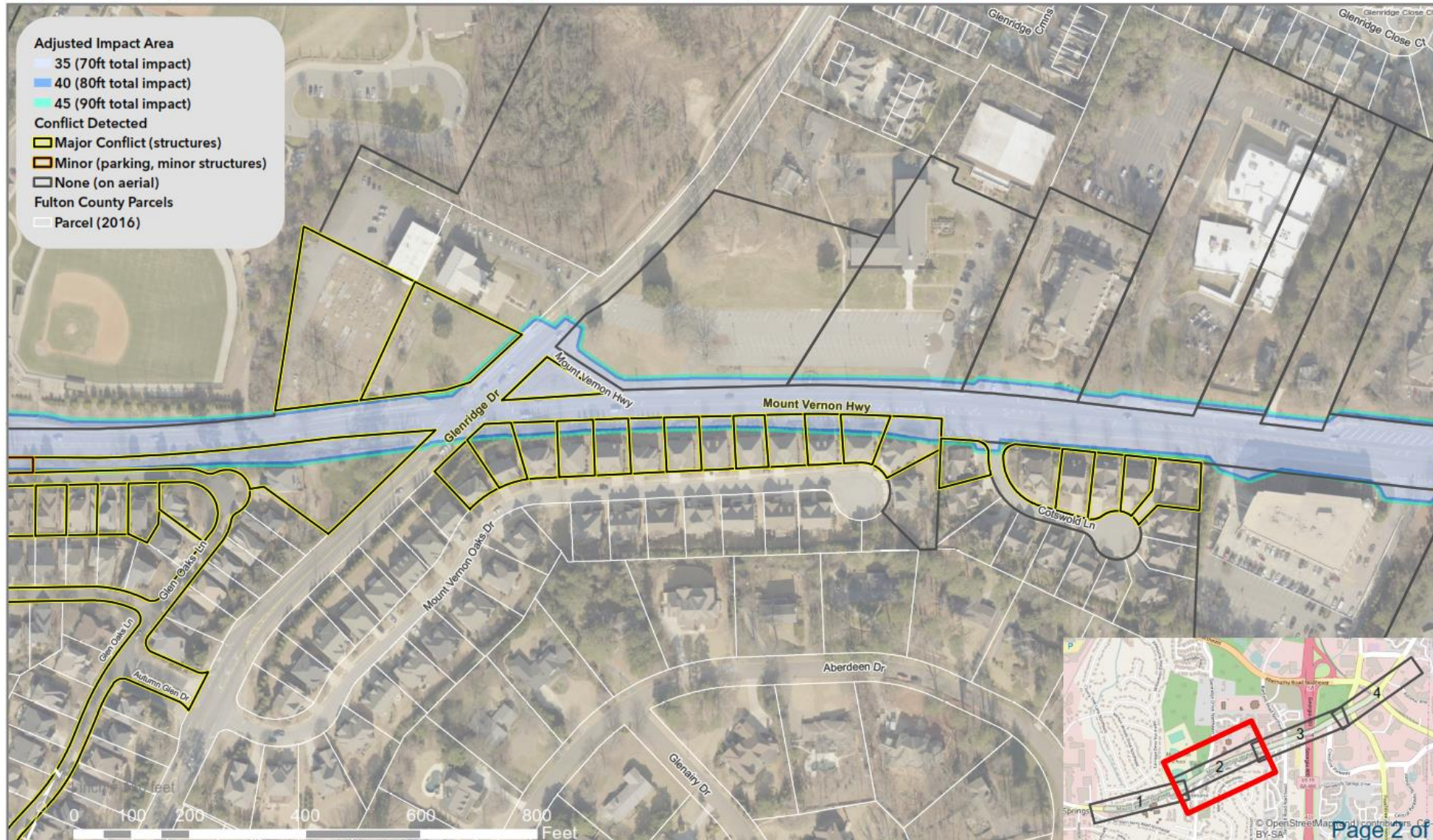
Mt Vernon Hwy Potential Right of Way Impacts and Conflicts Identified by Aerial Review

Impact area created by distance from street centerline then manually adjusted by turn lanes, deceleration lanes, and other traffic control measures.



Mt Vernon Hwy Potential Right of Way Impacts and Conflicts Identified by Aerial Review

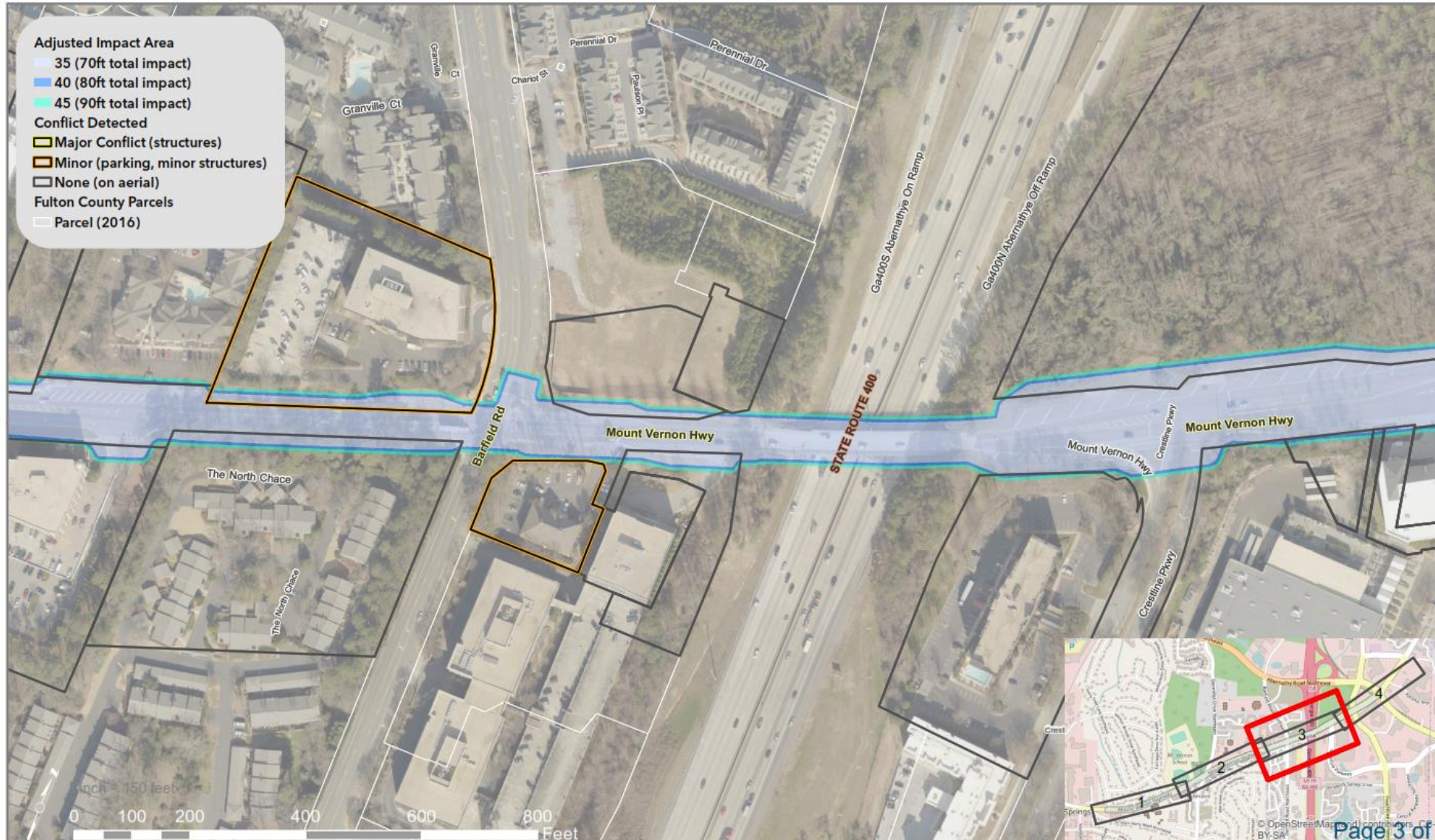
Impact area created by distance from street centerline then manually adjusted by turn lanes, deceleration lanes, and other traffic control measures.



SANDY SPRINGS

Mt Vernon Hwy Potential Right of Way Impacts and Conflicts Identified by Aerial Review

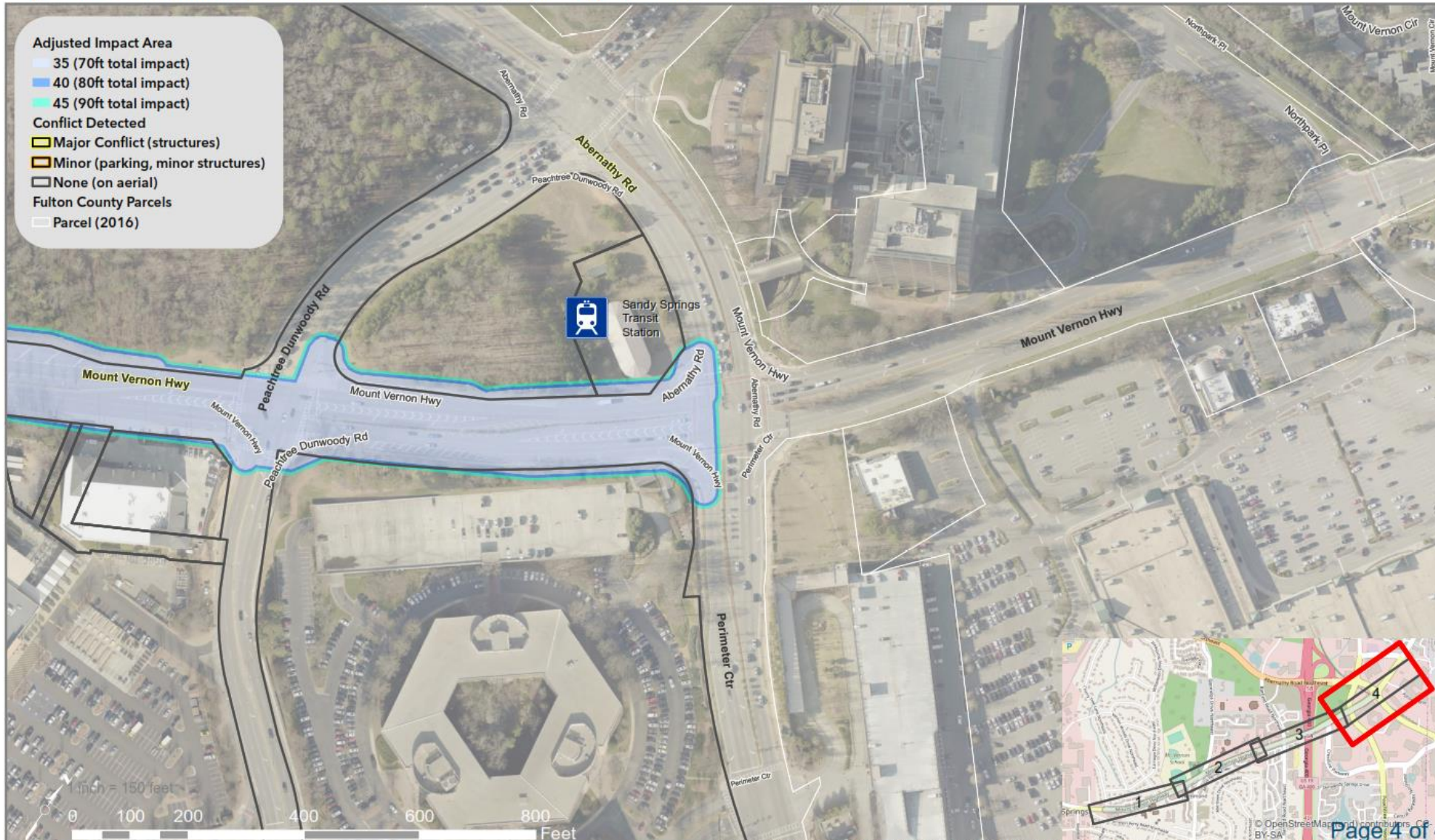
Impact area created by distance from street centerline then manually adjusted by turn lanes, deceleration lanes, and other traffic control measures.



SANDY SPRINGS

Mt Vernon Hwy Potential Right of Way Impacts and Conflicts Identified by Aerial Review

Impact area created by distance from street centerline then manually adjusted by turn lanes, deceleration lanes, and other traffic control measures.



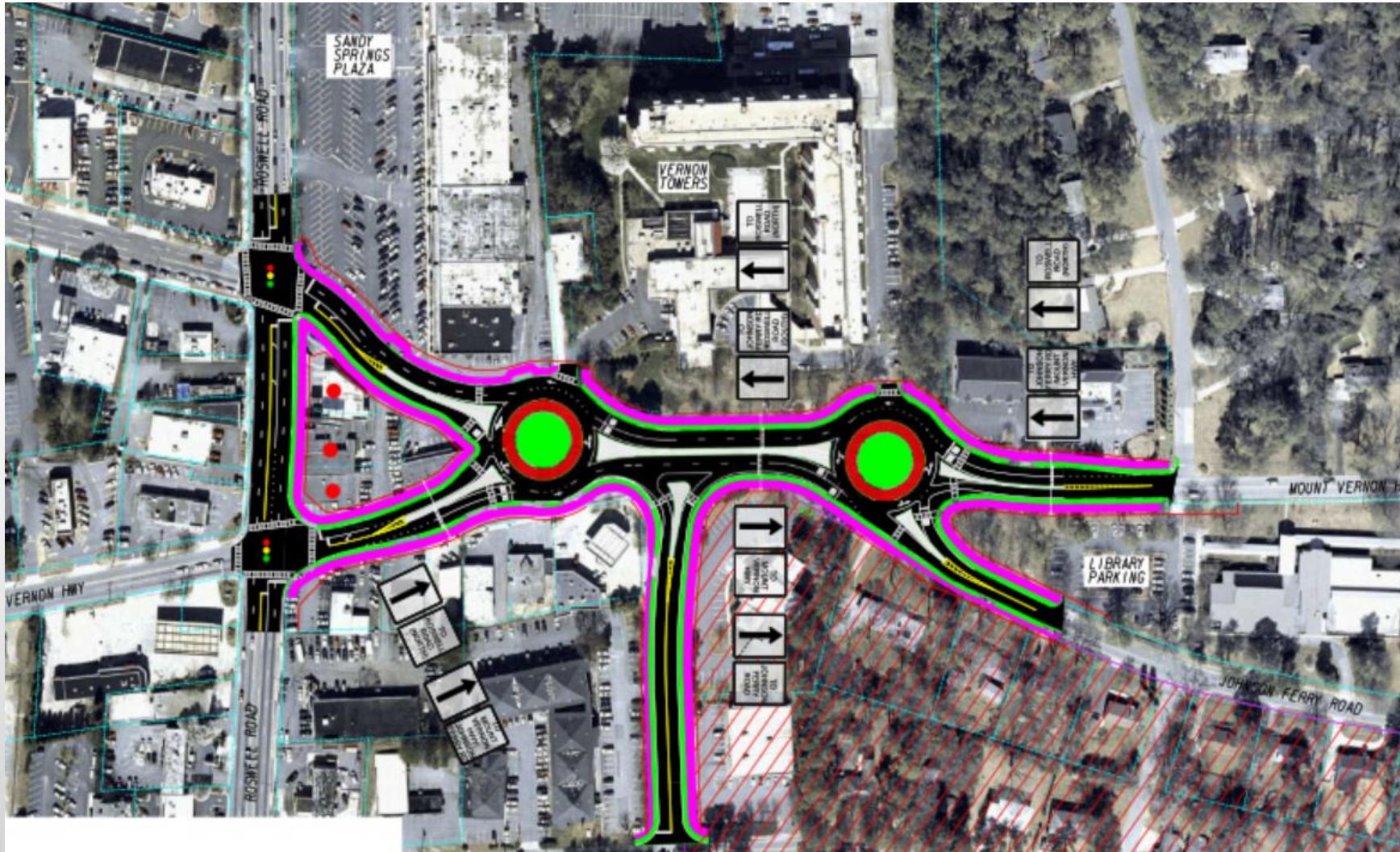
Questions

Johnson Ferry/Mt. Vernon Efficiency Improvements

- TSPLOST Tier One Project
- \$26 million
- Construct dual roundabouts at Johnson Ferry Road and Mt. Vernon Hwy intersections, adding sidewalks and returning streets to two-way traffic operations (T-11).

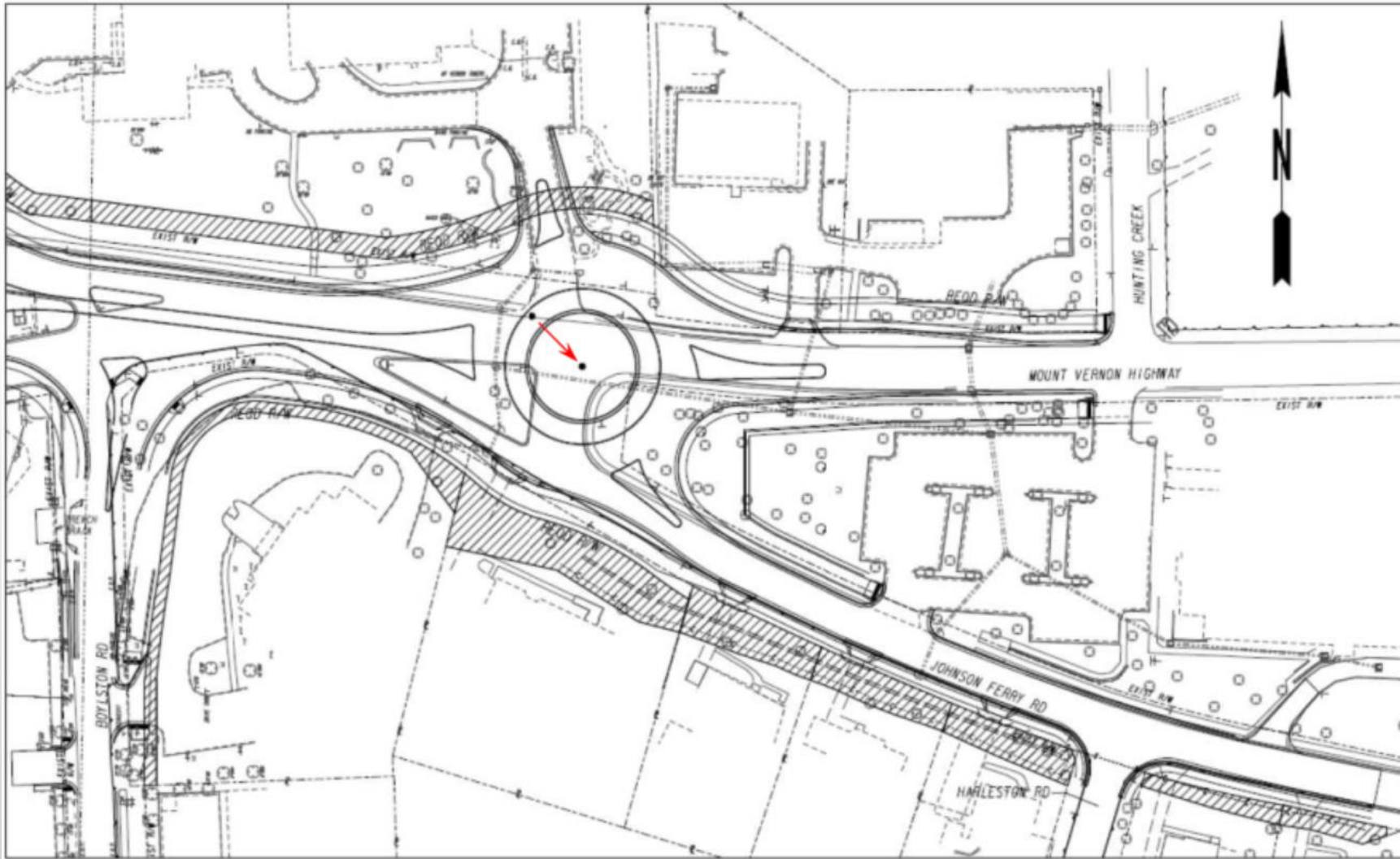
SANDY SPRINGS

Current Design

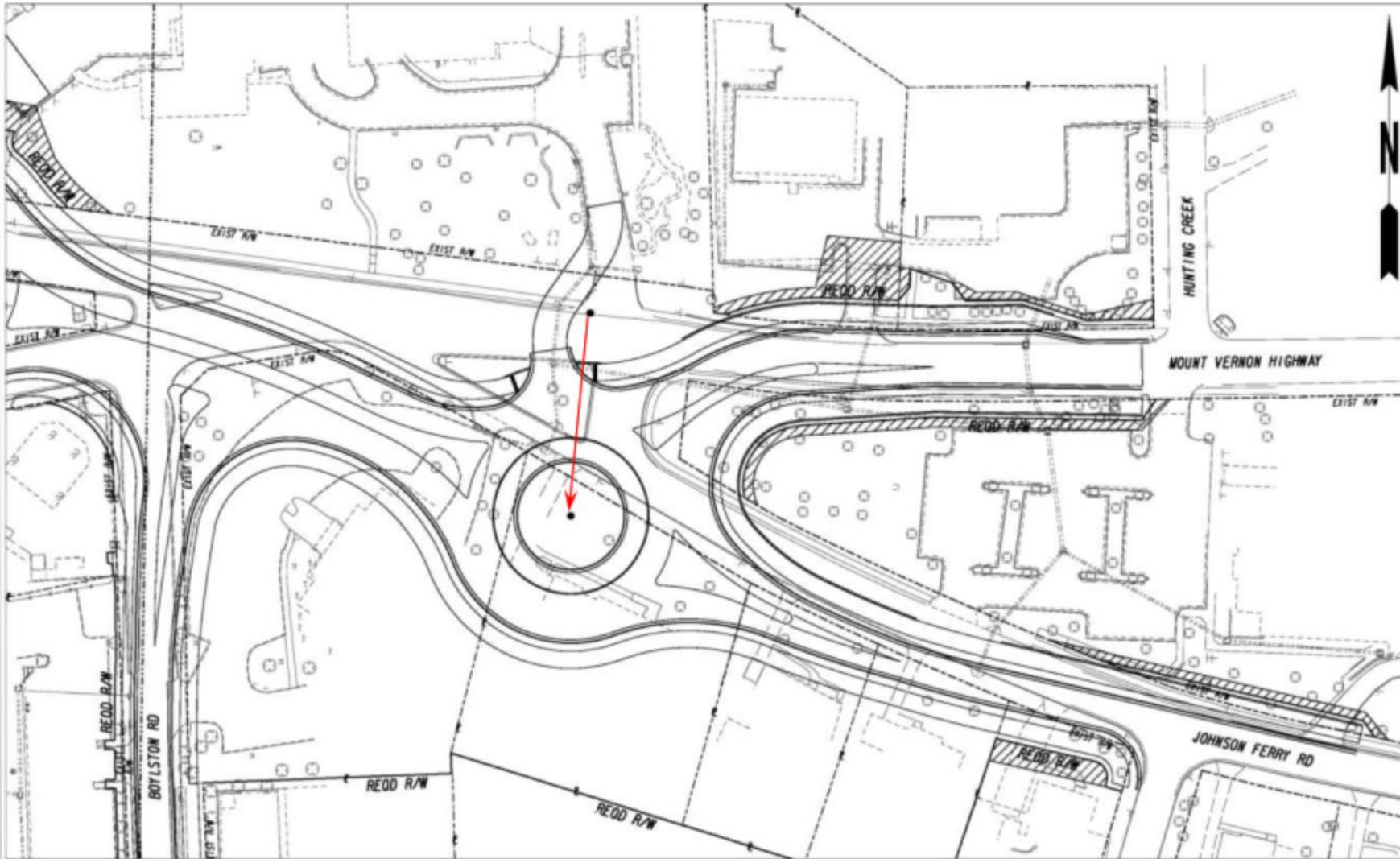


SANDY SPRINGS

Conceptual Option One: Roundabout shift 50' southeast

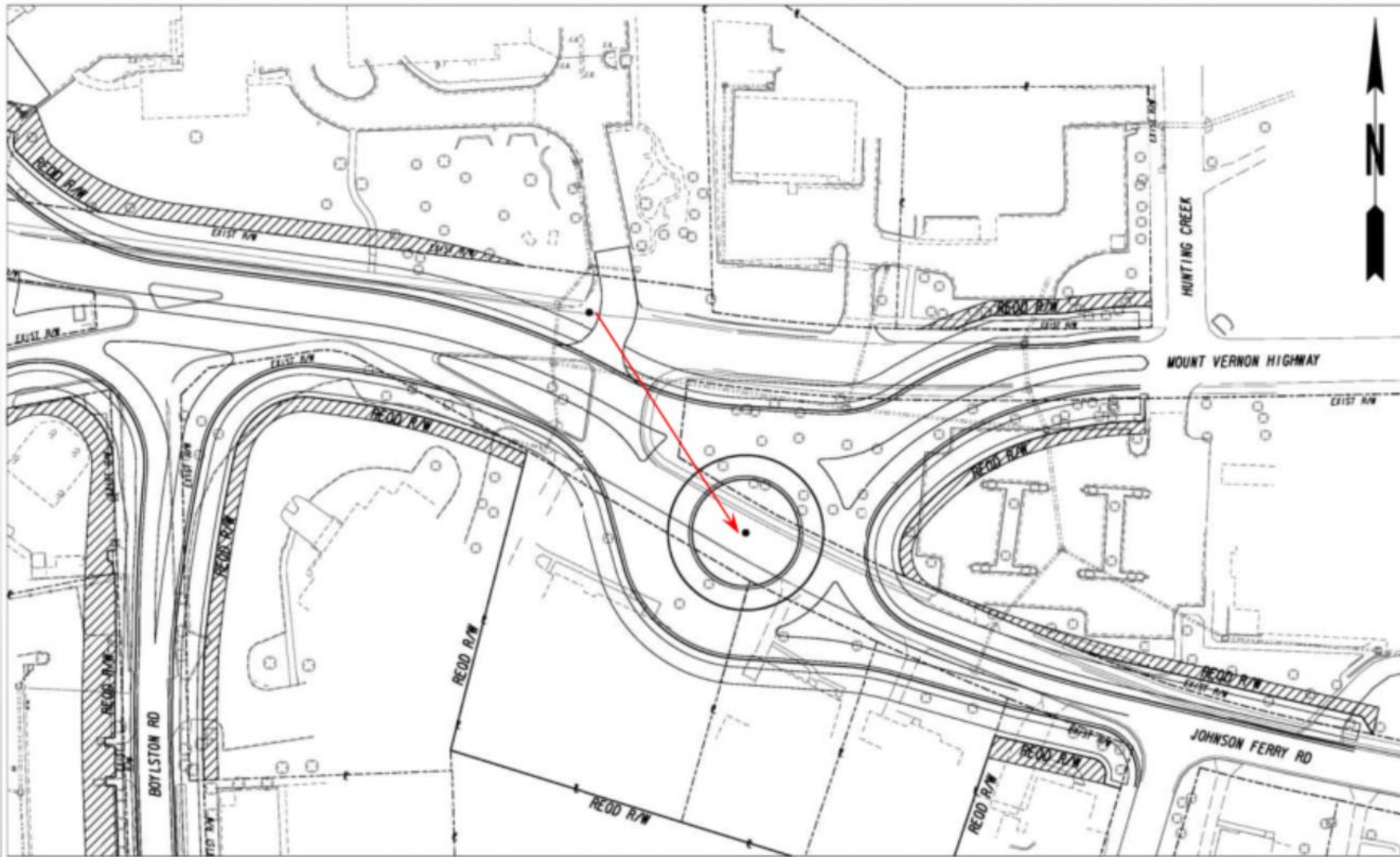


Conceptual Option Two: Roundabout Shift 140' South

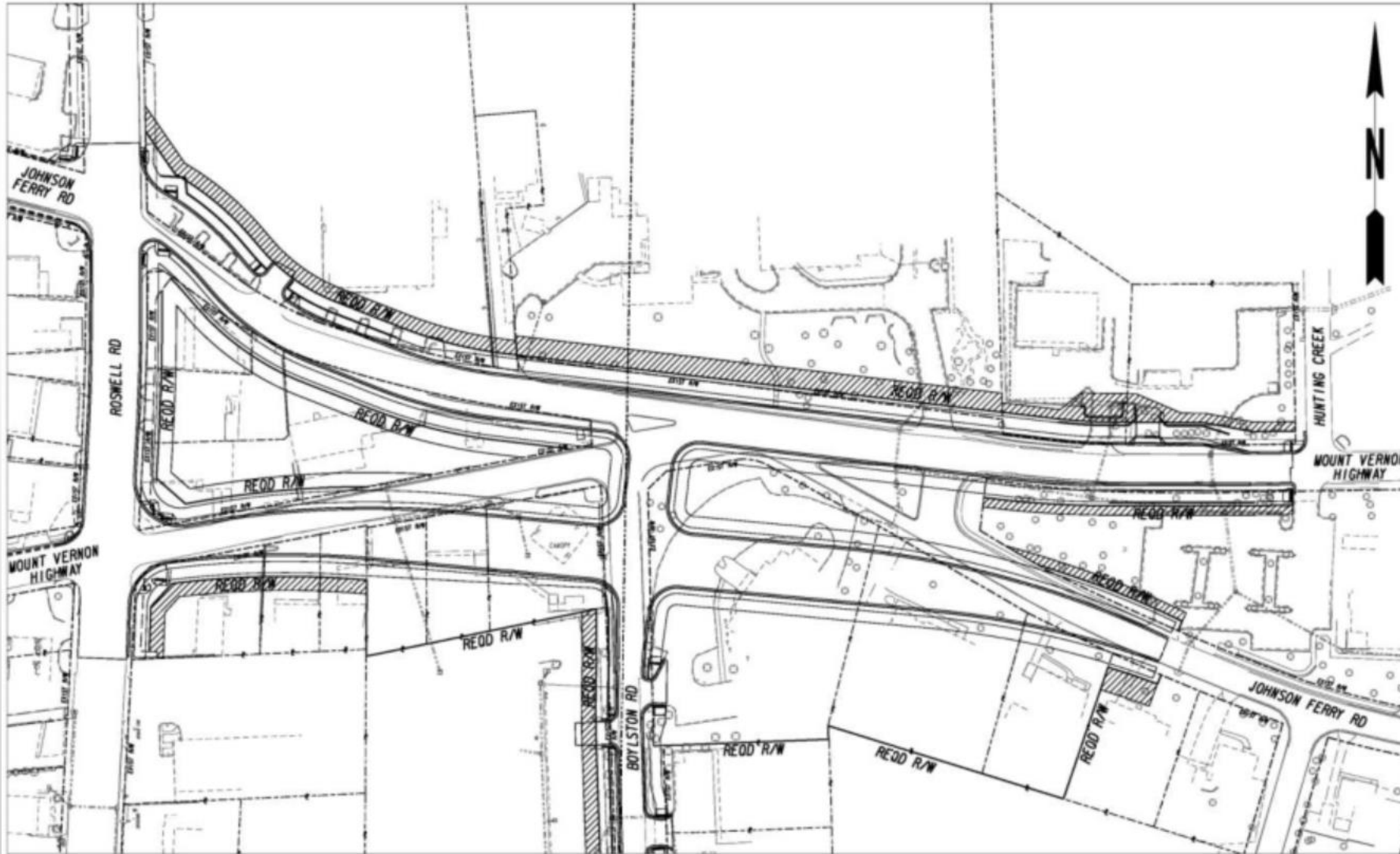


SANDY SPRINGS

Conceptual Option Three: Roundabout Shift 190' SE



Conceptual Option Four: Grid Design



Questions

Next Steps

- T-11 Public Outreach Meeting
- Mt. Vernon Multi-use Path Public Outreach Meeting

Last Mile Connectivity Study

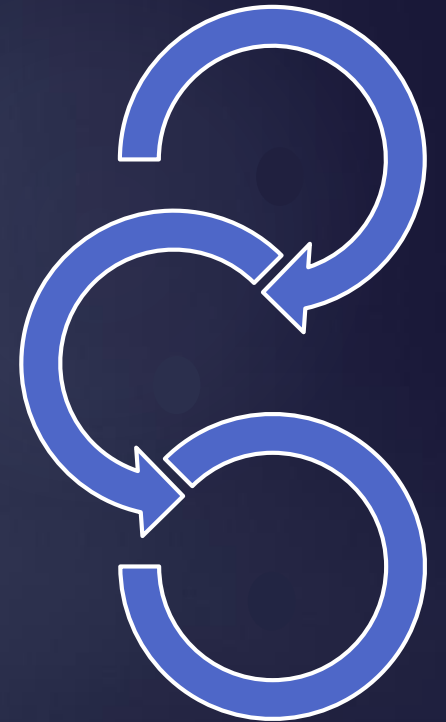
CITY COUNCIL RETREAT

JANUARY 2017



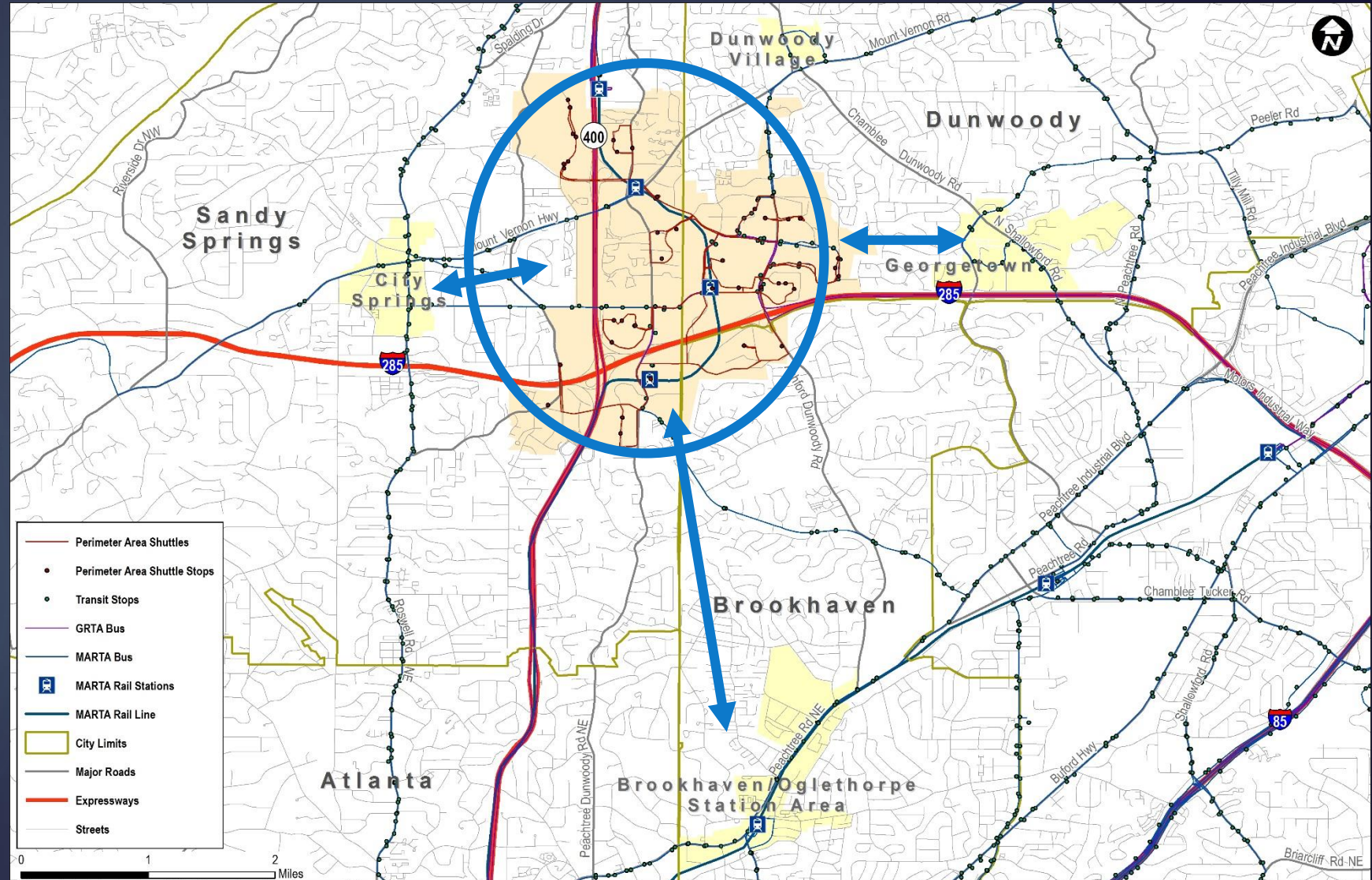
What is “Last Mile Connectivity”?

- ▶ Addresses the connections between transit stops or hubs and final destinations such as residences, offices, and retail areas
- ▶ Addresses the multimodal connections within and between activity centers such as Perimeter Center and local town centers
- ▶ Gives people choices other than the automobile for shorter trips or to connect longer trips



Last Mile Connectivity

- ▶ Focus on
 - ▶ Last mile connections within PCIDs boundaries
 - ▶ Hub connections between PCIDs and key activity centers, along key corridors



Short-Term Projects

(0-3 years)

▶ Sidewalks

- ▶ **Abernathy Rd (south side) from GA 400 entrance ramp to Peachtree Dunwoody Rd**
- ▶ **Concourse Pkwy from Peachtree Dunwoody Rd to Hammond Drive**
- ▶ Glenridge Drive/Glenlake Parkway from Abernathy Road to 50 Glenlake office building
- ▶ Glenridge Drive from Northland Drive to existing sidewalk at Stonecrest Estates
- ▶ Central Parkway from 7000 Central Parkway to Perimeter Center West
- ▶ Johnson Ferry Road from Peachtree Dunwoody Rd to Old Johnson Ferry Road

▶ Access and Wayfinding

- ▶ **MARTA Station pedestrian accessibility improvements: internal circulation and connections to surrounding sites/facilities**
- ▶ **Branded wayfinding program**

▶ Corridor Studies

- ▶ **Abernathy Road**
- ▶ **Glenridge Drive/Glenridge Connector (Hammond Dr to Peachtree Dunwoody Rd)**

Other Short-Term Improvements

(0-3 years)

- ▶ Commuter Trails
 - ▶ Peachtree Dunwoody Commuter Trail (in design)
 - ▶ Ashford Dunwoody Road Commuter Trail (in design)
- ▶ Glenridge Drive sidewalks
 - ▶ I-285 ramp to Hammond Drive
 - ▶ Roswell Road to Colton Road
- ▶ Sidewalks in FY 2016 Capital Sidewalk Program
- ▶ Sidewalks (CDBG project)
- ▶ Johnson Ferry Road Complete Street project (Glenridge Connector to eastern city limit)
- ▶ Peachtree Dunwoody Road Multi-Use Path (Glenridge Connector to Lake Hearn Drive)
- ▶ Sandy Springs Circle improvements (Phase 2)
- ▶ Mt. Vernon Highway streetscape improvements at intersections

Mid-Term Improvements

- ▶ Complete Streets – provide bike and ped facilities on:
 - ▶ Abernathy Road (Barfield Road to Mt. Vernon Highway)
 - ▶ Johnson Ferry Road (Abernathy Road to Glenridge Drive/Glenair Drive)
 - ▶ Mt. Vernon Highway (Abernathy Rd east to city limit)
 - ▶ Glenridge Drive (Roswell Road to Greenland Drive)
- ▶ Multi-Use Paths
 - ▶ Glenlake Parkway Multi-use Path (UPS to Abernathy Road)
 - ▶ Barfield Road Multi-Use Path
 - ▶ Glenridge Drive/Glenlake Parkway Multi-use Path (Abernathy Road to UPS)

Mid-Term Improvements (Continued)

- ▶ Sidewalks
 - ▶ Peachtree Dunwoody Road (south of Perimeter area)
 - ▶ Boylston Drive sidewalks
 - ▶ Hilderbrand Drive sidewalks
- ▶ GA 400 Trail System (from current end of PATH 400 Trail to I-285/GA 400 interchange)

Long-Term Improvements

- ▶ Complete Streets – provide bike and pedestrian facilities on:
 - ▶ Mt. Vernon Highway (Long Island Drive to Roswell Road)
 - ▶ Peachtree Dunwoody Road (Mt. Vernon Highway to Spalding Drive)
 - ▶ Abernathy Road (Roswell Road to Barfield Road)
 - ▶ Lake Forrest Drive (Northwood Drive to Mt. Vernon Highway)
 - ▶ Sandy Springs Circle pedestrian enhancements (Phase 3)
- ▶ Trails from Commuter Trails Master Plan and Bicycle, Pedestrian, and Trail Implementation Plan
- ▶ Development of multimodal improvements to accompany grid street system for City Springs
- ▶ Pedestrian bridge between North Springs MARTA Station and Glenlake Parkway
- ▶ Identify opportunities for additional bike/ped facilities on local street connections

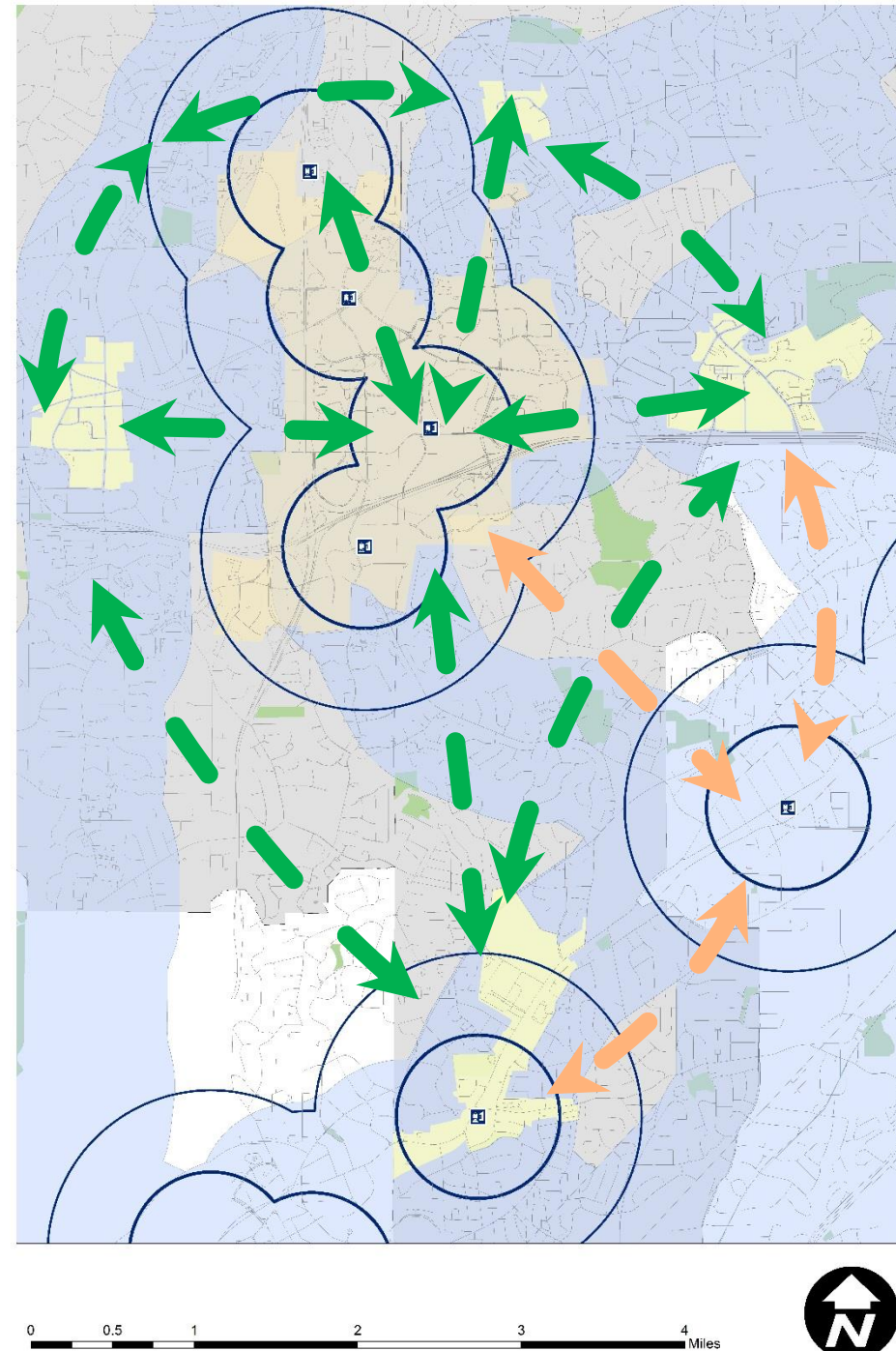
Improvements in yellow text reflect those that “fill gaps” between existing projects.

Long-Term Strategy

Fill sidewalk gaps within ½-mile to 1-mile of rail station and within ½ mile of bus routes

Develop Perimeter “Greenbelt” - Network of low stress bike facilities connecting cities, hubs, and PCIDs

Consider connections to Chamblee



Hub Recommendations

Hammond Drive

Work with MARTA to implement arterial rapid transit recommendations along Hammond Drive.

Provide transit amenities (signal priority, shelters, real-time information boards) for riders

Ashford-Dunwoody Road

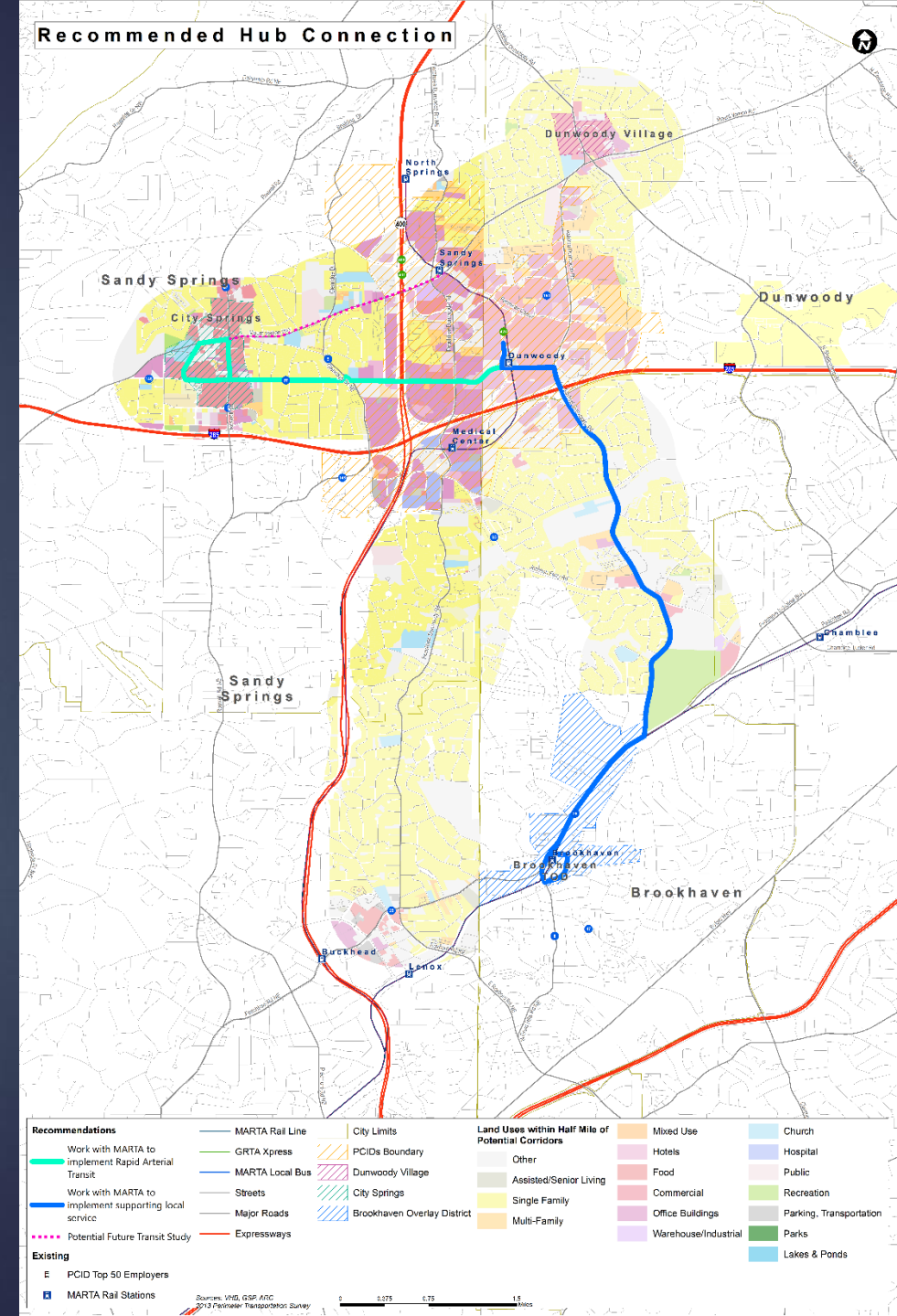
Work with MARTA to study supporting local service and discuss alignment on Ashford-Dunwoody

Provide transit amenities (signal priority, shelters, real-time information boards) for riders

Previously Planned

Sandy Springs – City Springs Feasibility Study

Consider conducting a feasibility study for potential transit connections and supportive infrastructure to connect City Springs to Sandy Springs MARTA Station.



Perimeter Last Mile Circulation

Dedicated lanes for transit service in the Perimeter area, to serve existing shuttles, MARTA buses, and GRTA Xpress buses

Associated Costs



~~Operating Costs: \$50-\$150/revenue hour~~

~~Vehicle Costs: \$350k-\$400k/vehicle~~

Capital Costs: \$0.5-\$5 million/mi

ROW: 12' per lane from existing ROW or acquisition

Users

MARTA

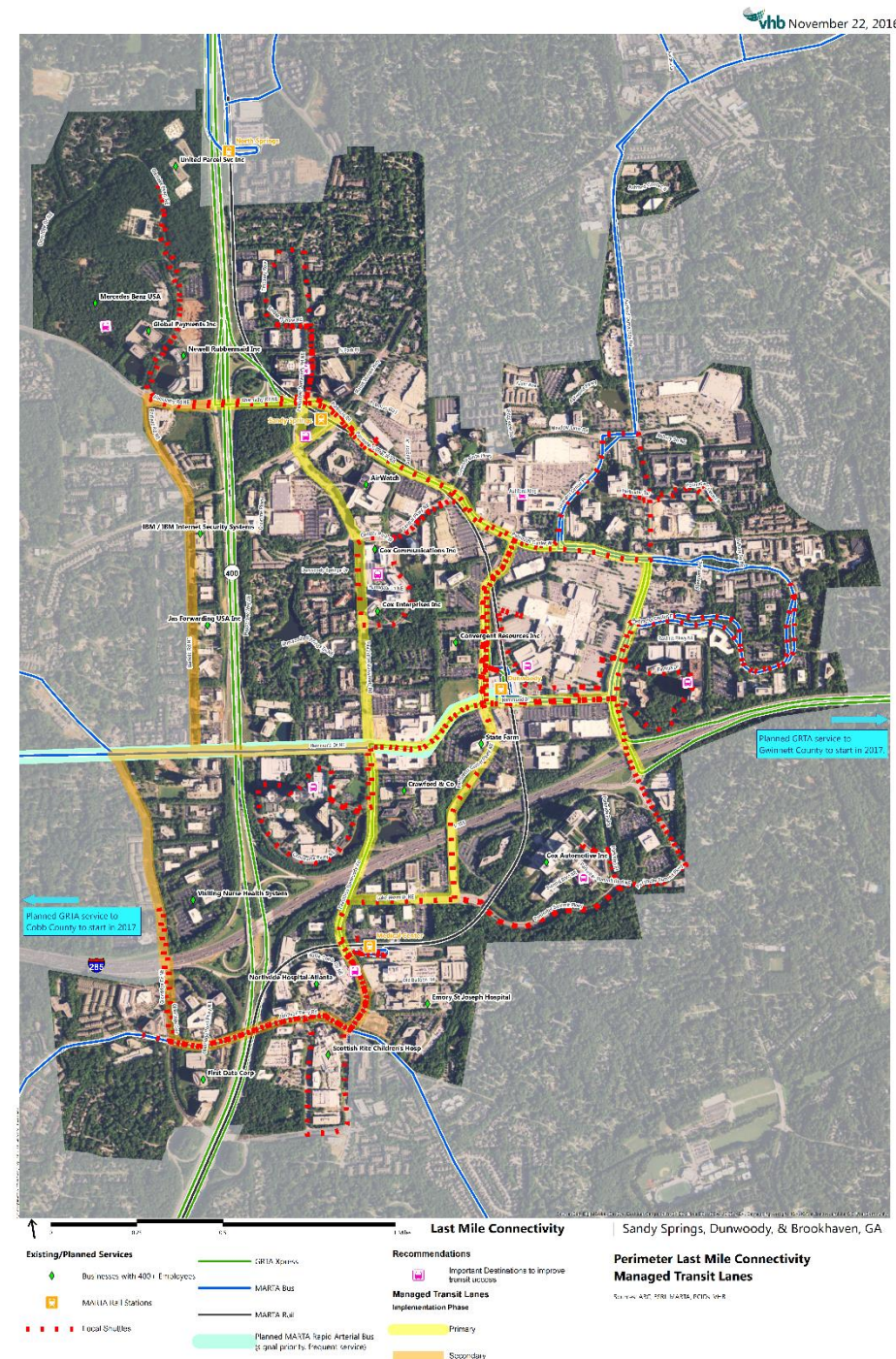
Local service
Rapid/frequent service

GRTA

Two existing routes
Two new routes in 2017

Employer Shuttles

13 current shuttles
New development planned in PCID



Transit-Supportive Strategies for Circulation Recommendation

Transit Signal
Priority



Transit Stop
Amenities



Real-Time
Information



Partner with Existing
Ridesharing Services
(Uber/Lyft)



Partnerships
with Private
Shuttles



Short-Term

Mid-Term and
Long-Term

Transit
Intersection
Improvements



Peak Hour
Arterial Bus
Lanes



Coordination
with Managed
Lanes Projects



Land Use and Urban
Design



Planned Roadway Improvements

Recommended Improvements include:

- ▶ Intersection improvements along key corridors, including Glenridge Drive, Roswell Road, and Peachtree Dunwoody Road
- ▶ Mount Vernon Highway – roundabouts at Johnson Ferry Road, extension to Blue Stone Road, bridge replacement over GA 400
- ▶ GA 400 CD Lanes and new interchange at Abernathy Road
- ▶ Hammond Drive improvements
- ▶ Development of street grid system for City Springs
- ▶ Windsor Parkway context-sensitive corridor improvements

Upcoming Activities and Next Steps

- ▶ Public Open House – January 26, 2017
 - ▶ Present draft recommendations, solicit input
- ▶ Final Presentation to Cities and PCIDs Board (February and March 2017)
- ▶ Submission of Draft and Final Report (early 2017)
- ▶ Adoption of Study by Cities and PCIDs Board (early 2017)

I-285/SR 400 Interchange Improvement Project

Presentation to City of Sandy Springs



Jill Goldberg

Communications Program Manager

Office of Innovative Delivery

Georgia Department of Transportation

January 24, 2017

I-285/SR400 Interchange



Public/Private Partners



Project Overview

○ Project Scope

- Two projects combined:
 - I-285/SR 400 Interchange
 - SR 400 Collector-Distributor (CD) Lanes
- Faster project completion through innovative project delivery methods
 - Design-Build-Finance (DBF) Public-Private Partnership (P3)
- Total estimated project cost - \$800 million

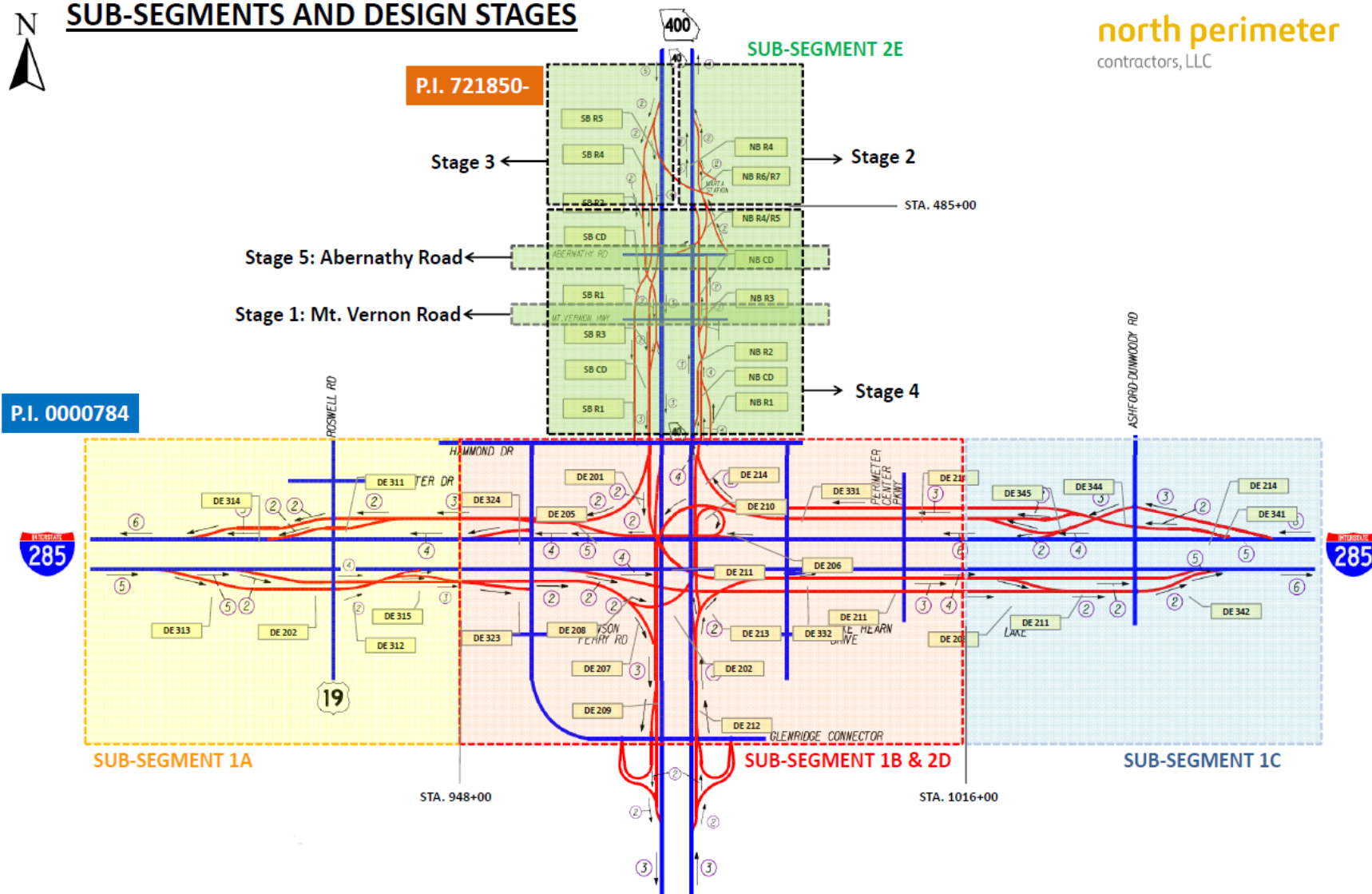
Project Schedule: Overview

	2016												2017	2018	2019	2020
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC				
EXECUTE CONTRACT																
APPROVED FINANCING																
DESIGN (NTP 1)																
GROUNDBREAKING																
CONSTRUCTION (NTP 2)																
CONSTRUCTION COMPLETE																

Current and Upcoming Activities

- **ONGOING:** Geotechnical and survey work
- **UPCOMING:** Site preparation, tree clearing, utility relocations
 - SR 400, northbound and southbound
 - MARTA North Springs station to just after Spalding Drive
 - I-285, eastbound
 - Long Island Drive to Ashford Dunwoody Road
 - Day and nighttime work with some lane closures

north perimeter
contractors, LLC



Future Construction Stages

- I-285 and SR 400 South of Hammond Drive
 - I-285 west of Glenridge Drive to western limit
 - I-285 east of Perimeter Center Parkway to eastern limit
 - Core I-285/SR 400 Interchange
 - I-285 Glenridge Drive to Perimeter Center Parkway
 - SR 400 Glenridge Connector to Hammond Drive

285/400 Contacts

Albert “Butch” Welch, P.E.

Program Delivery Engineer, Major Projects

Georgia Department of Transportation

404-772-6969

awelch@dot.ga.gov

Marlo Clowers, P.E.

Deputy Program Delivery Engineer, Major Projects

Georgia Department of Transportation

404-293-7406

mclowers@dot.ga.gov

Jill Goldberg

Communications – Major Projects

Georgia Department of Transportation

404-357-8038

jgoldberg@dot.ga.gov

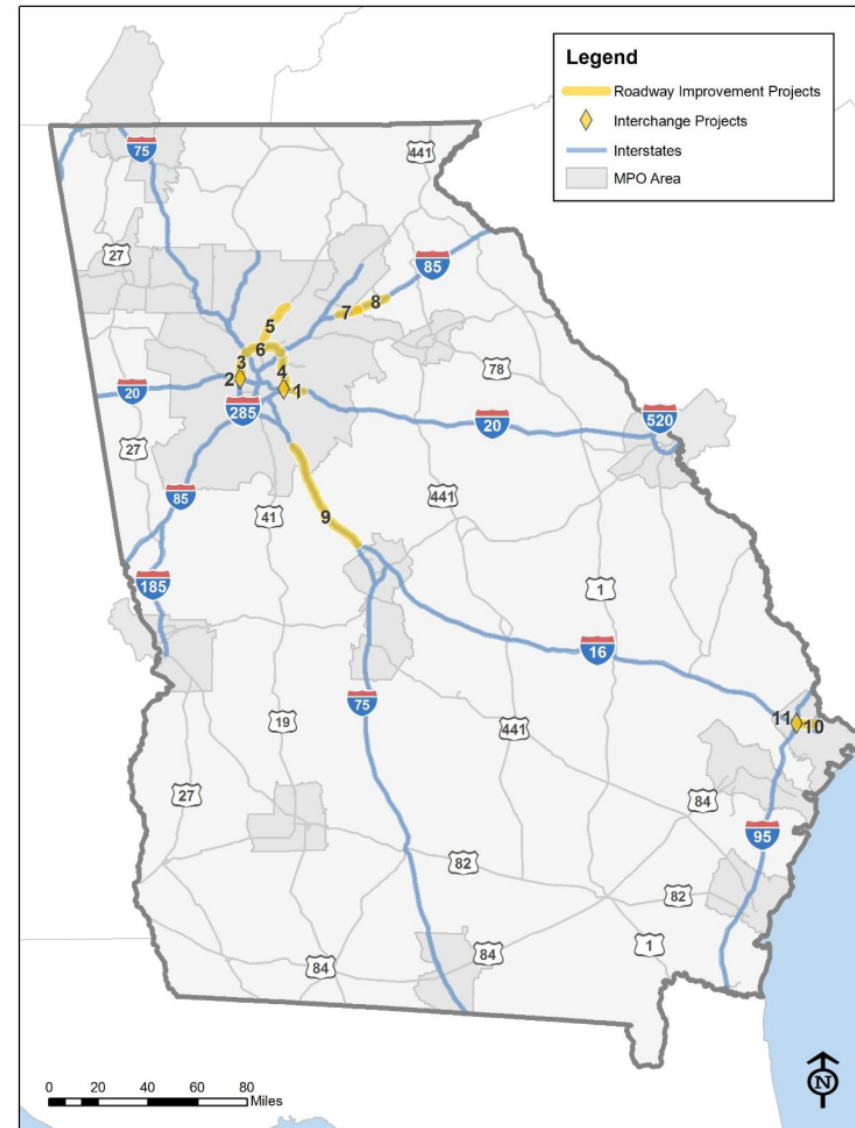
Project Webpage

www.dot.ga.gov/BuildSmart/Projects/Pages/I285SR400.aspx

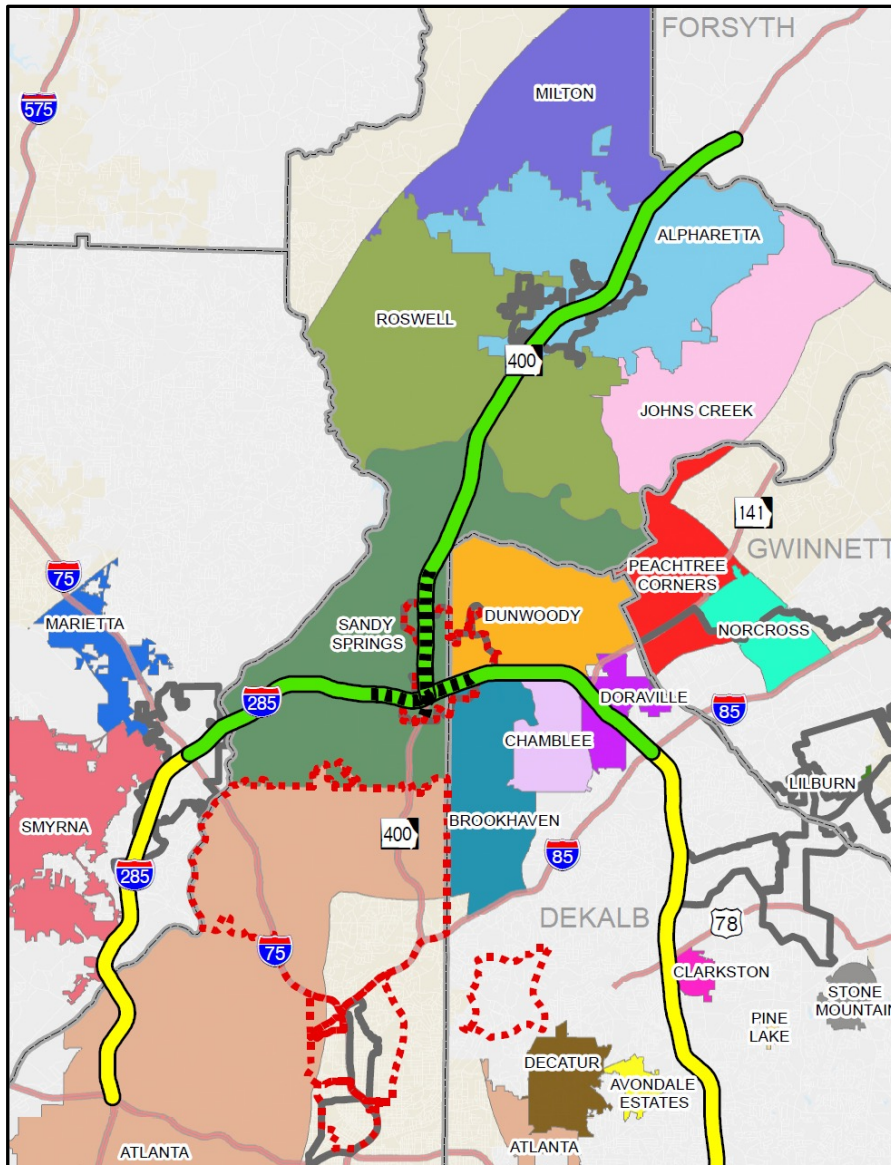
Revive 285 and SR 400 Express Lanes Project Updates

Major Mobility Projects

Roadway Improvement Projects		Total Project \$ Estimate (Millions)
1	I-285/I-20 East Interchange	\$475
2	I-285/I-20 West Interchange	\$790
3	I-285 West Wall Express Lanes, I-20 to I-75	\$655
4	I-285 East Wall Express Lanes, I-85 to I-20	\$580
5	SR 400 Express Lanes; I-285 to McGinnis Ferry Road	\$1,800
6	Revive 285, Express Lanes I-75 to I-85	\$4,200
7	I-85 North Widening; Hamilton Mill to SR 211	\$135
8	I-85 North Widening; SR 211 to US 129	\$305
9	I-75 NB Truck Lanes; SR 155 (McDonough) to I-475	\$1800
10 & 11	I-16/I-95 and I-16 Interchange I-16 Widening; I-95 to I-516	\$315



Project Locations



Legend

-  Revive 285 and GA 400 Express Lanes
-  Future Express Lanes
-  I-285 / SR 400 Interchange Project
-  Transportation Management Area
-  Community Improvement Districts
-  Major Roads
-  Cities
-  Counties

revive 285

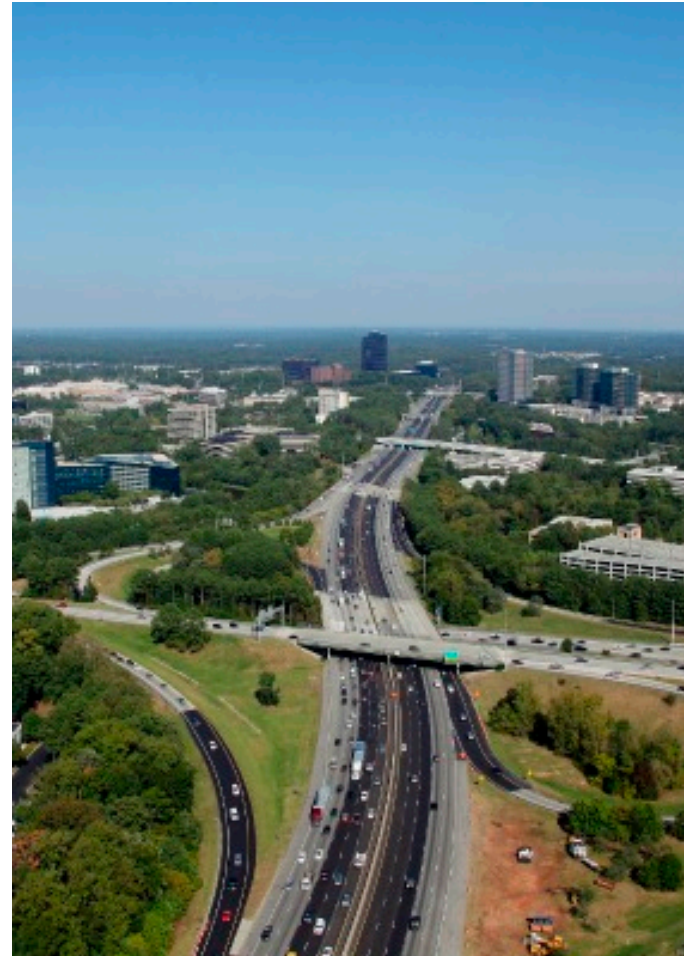
top end



Status Update

Revive 285 Current Status

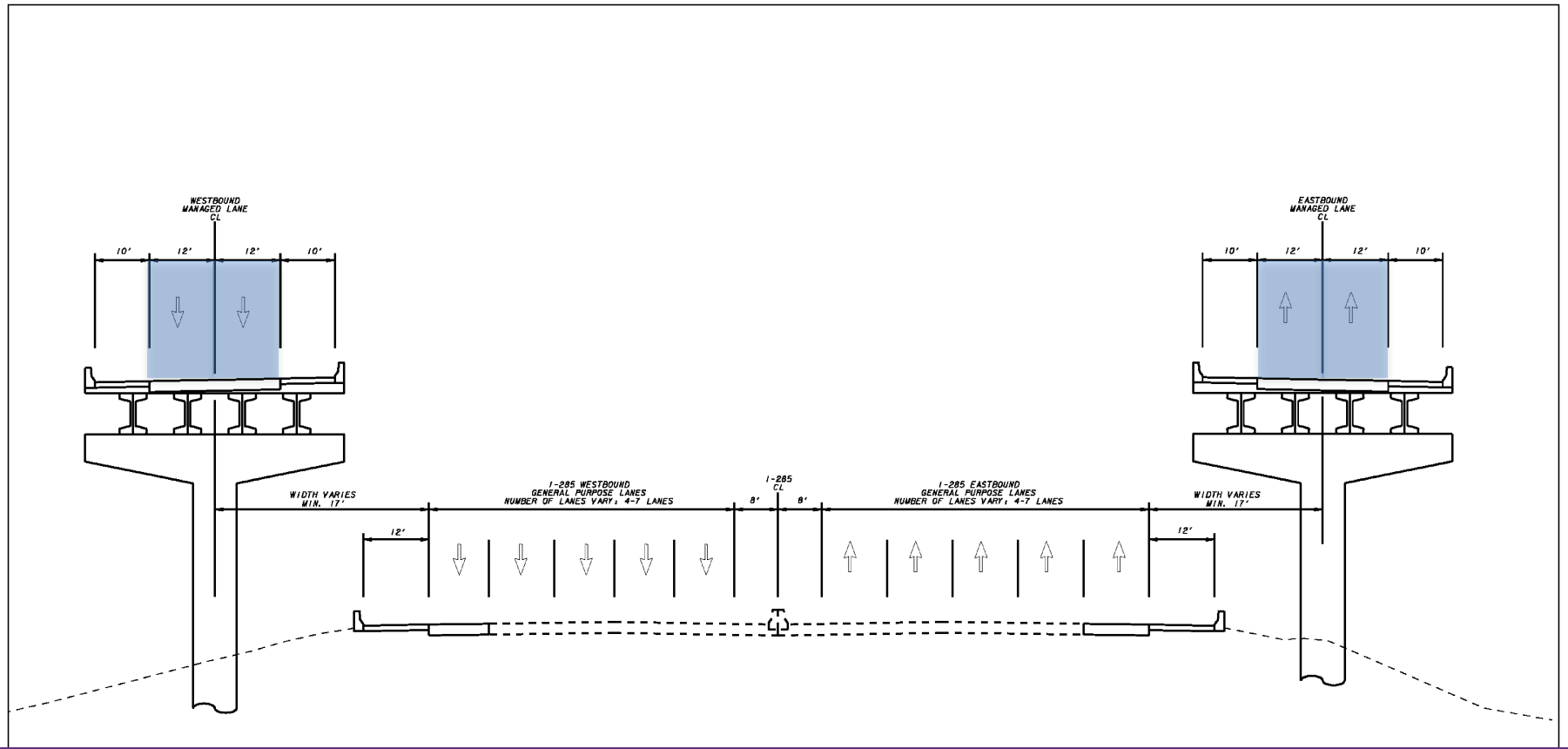
- Project funding identified
- Environmental phase
- Stakeholder outreach



Revive 285 Next Steps

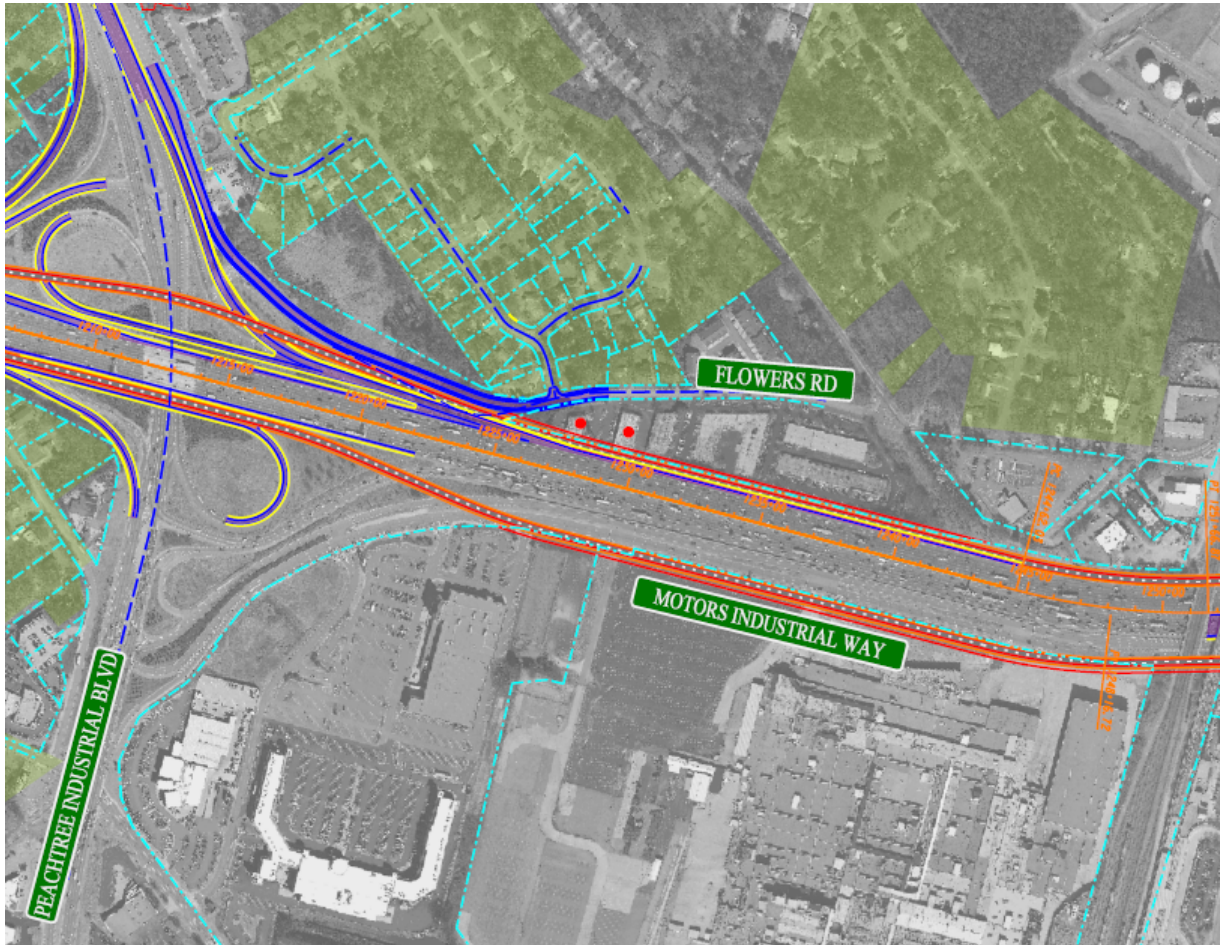
- Operational study to define express lane access points
- Traffic modeling for Plan 2040 (ARC plan)
 - 18 month process – May 2018
- Opportunity for early ROW acquisition parcels
- Update project website - March 2017
- Re-engage the public - late 2017/early 2018
- Environmental Record of Decision – est. late 2021
 - Final schedule to be determined

Revive 285 - Typical Roadway Section



 Express Lanes

Revive 285 Right-of-Way Coordination



- GARVEE Bonds
- Advanced acquisition opportunities/strategies

Revive 285 Express Lanes

Anticipated Project Schedule

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
ENVIRONMENTAL													
DESIGN/BUILD PROCUREMENT													
RIGHT OF WAY													
FINAL DESIGN													
CONSTRUCTION SUMMARY													

 Potential early ROW acquisition

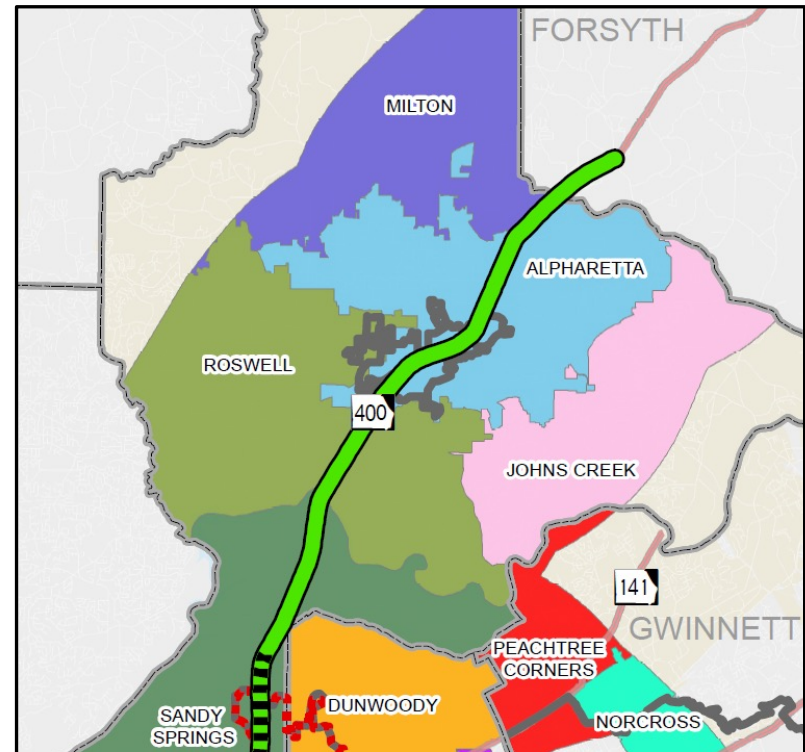
Schedule subject to change

State Route 400 Express Lanes

Status Update

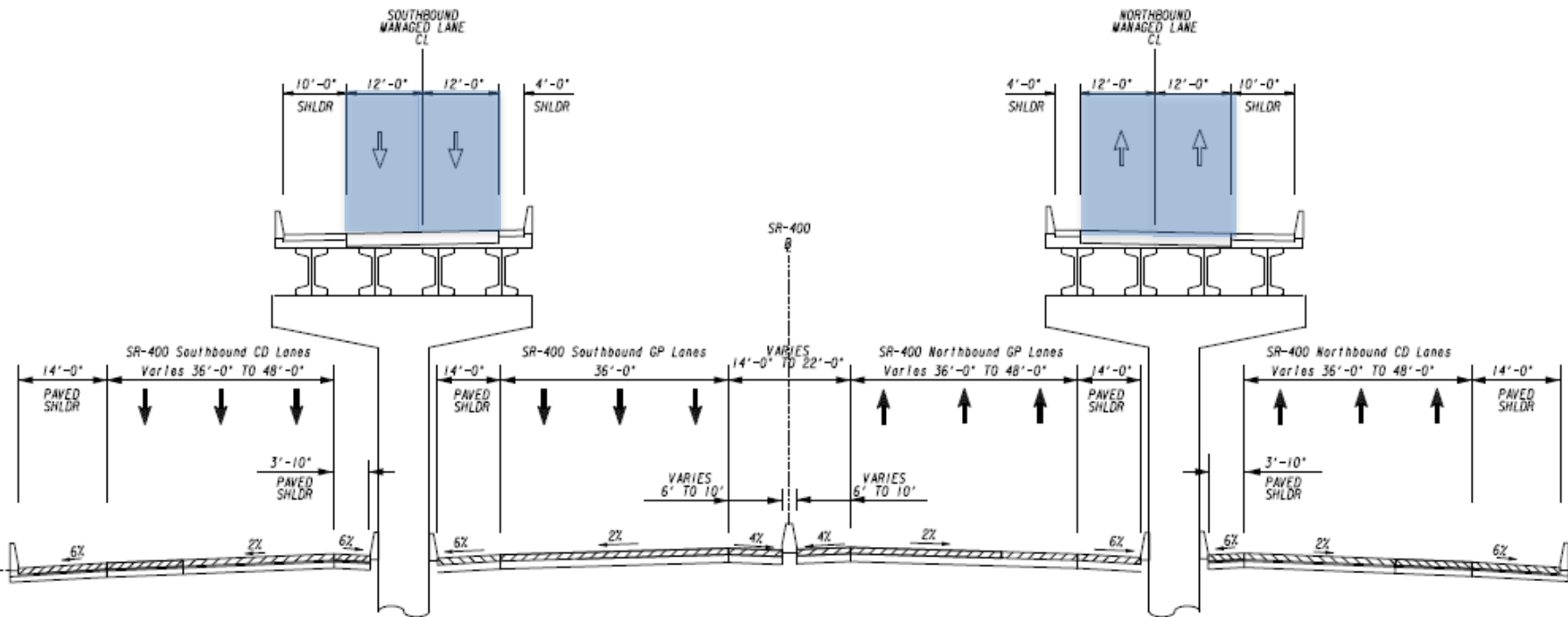
SR 400 Express Lanes Project History

- Feasibility Study performed
- Need & Purpose provides for:
 - Consistency with regional transportation planning initiatives
 - Reliable travel times
 - Improved mobility
 - Travel choices
 - Tolling for lane management
 - Reduced congestion by adding managed capacity
 - Regional growth and accessibility



SR 400 - Typical Roadway Section

- I-285N to South of Spaulding Road
- Two Express Lanes in each direction

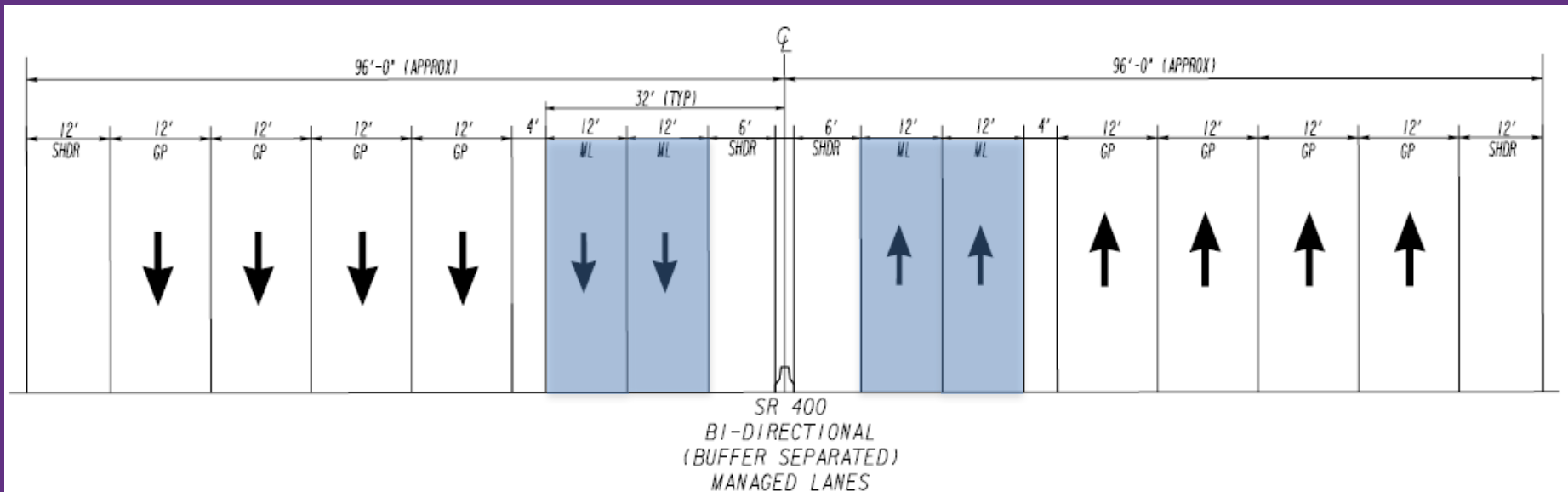


TYPICAL SECTION
PROPOSED SR 400 AERIAL MANAGED LANES
& SR 400 COLLECTOR DISTRIBUTOR SYSTEM

Express Lanes

SR 400 Express Lanes

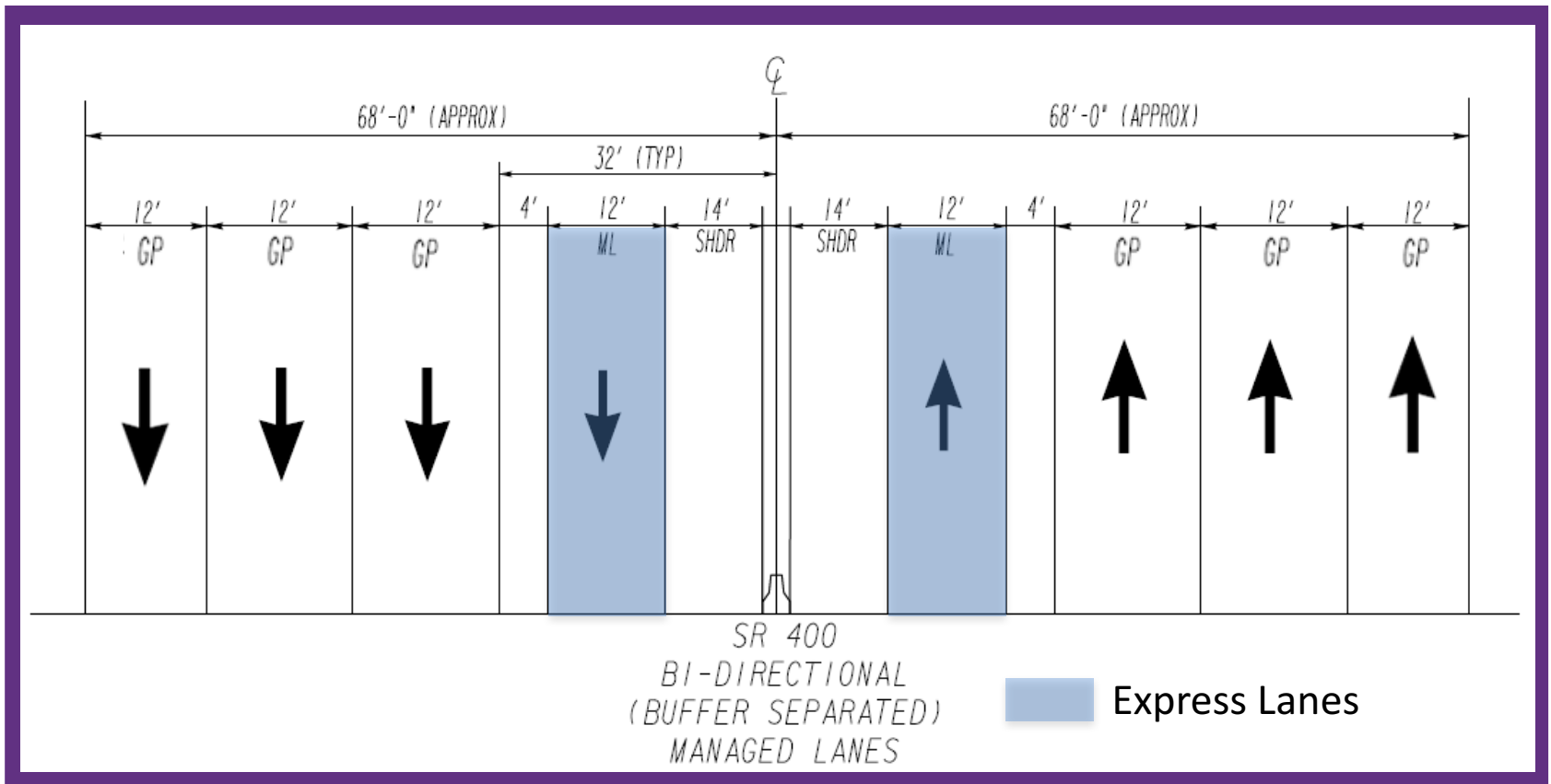
- South of Spaulding Road to McGinnis Ferry Road
- Two Express Lanes in each direction



 Express Lanes

SR 400 Express Lanes

- McGinnis Ferry Road to McFarland Road
- One Express Lane in each direction



Current Activities

- Traffic analysis
- Access testing/validation
- Locals/agency coordination
- Environmental field work
- Next Steps
 - Environmental phase
 - Opportunity for early ROW acquisition

SR 400 Express Lanes

Anticipated Project Schedule

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
ENVIRONMENTAL AND PRELIMINARY ENGINEERING										
DESIGN-BUILD PROCUREMENT										
RIGHT OF WAY										
FINAL DESIGN										
CONSTRUCTION										

 Potential early ROW acquisition

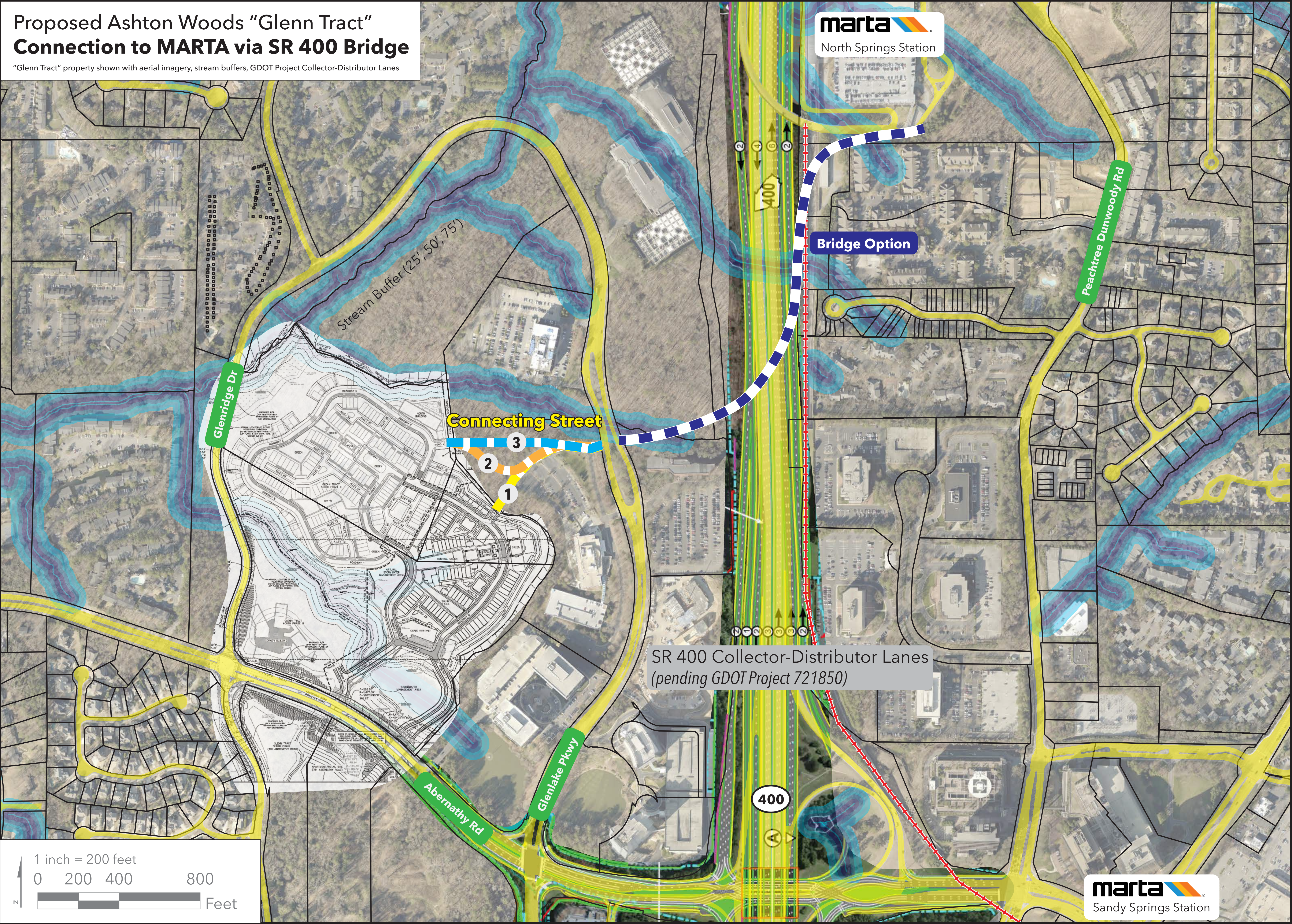
Schedule subject to change

Questions & Answers

More Information:
www.dot.ga.gov

Proposed Ashton Woods "Glenn Tract"
Connection to MARTA via SR 400 Bridge

"Glenn Tract" property shown with aerial imagery, stream buffers, GDOT Project Collector-Distributor Lanes

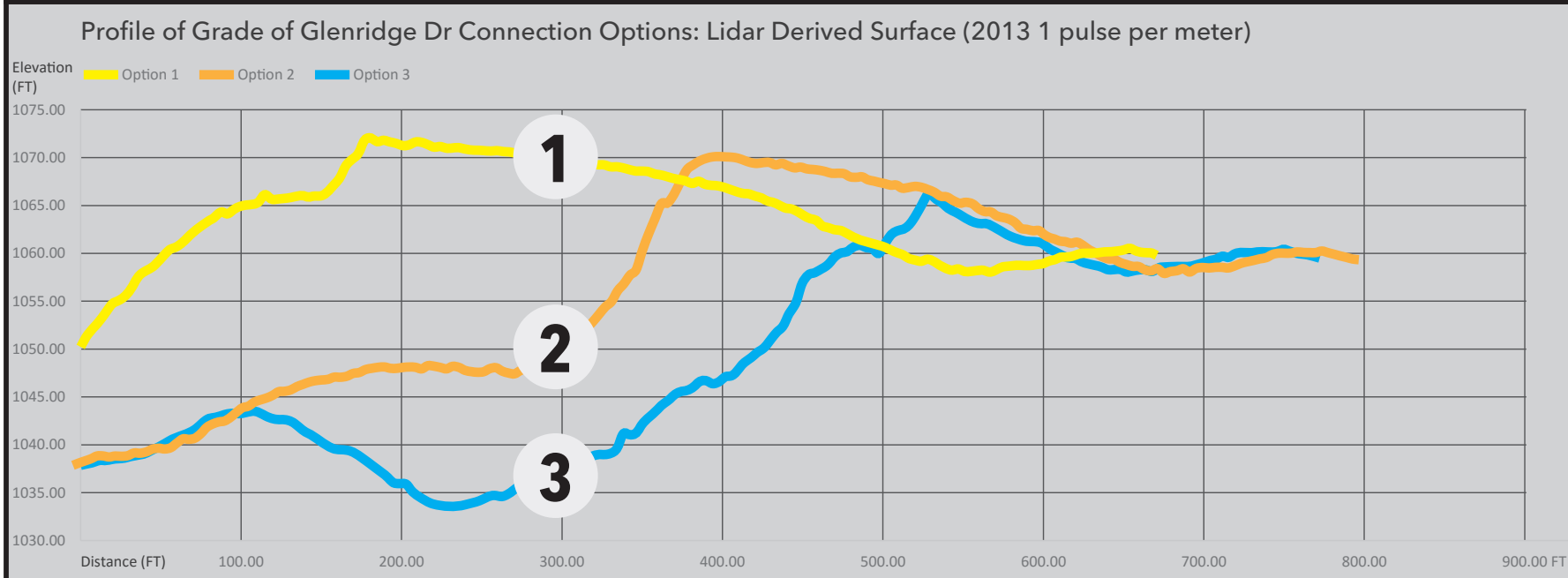
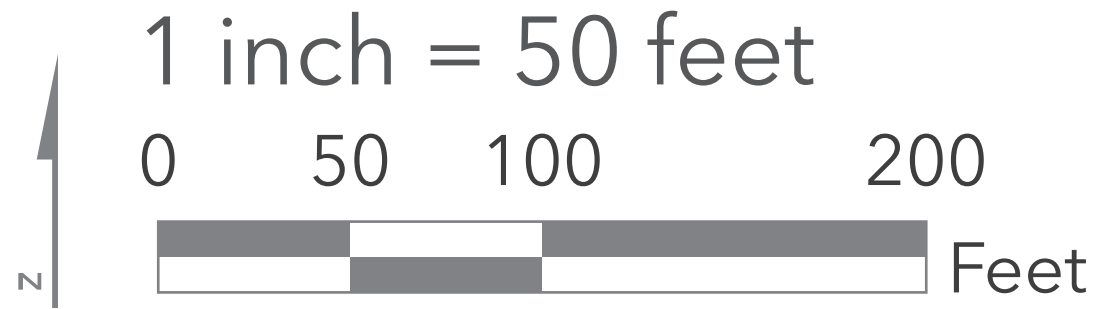


Proposed Ashton Woods "Glenn Tract" Connection to MARTA

Overall Site Plan with aerial imagery, topography, and potential connecting drive locations, and bridges over SR400.
For illustrative purposes only. Glenn Tract (Ashton Woods / MBUSA Mix Project) LDP: 15-00034 November 7th, 2016.

Ashton Woods "Glenn Tract" Proposed Glenlake Pkwy Connections

Overall Site Plan overlayed with aerial imagery, topography (4' intervals), and potential connecting drive locations (for illustrative purposes only)
Glenn Tract (Ashton Woods / MBUSA Mix Project) 6615 Glenridge Dr LDP: 15-00034 November 7th, 2016.



November 7th, 2016.

Ashton Woods "Glenn Tract" Proposed Glenridge Dr Connections

ABERNATHY ROAD AT ROSWELL ROAD

Evaluation of Grade Separation Alternatives

January 24, 2017

Sandy Springs Council Retreat

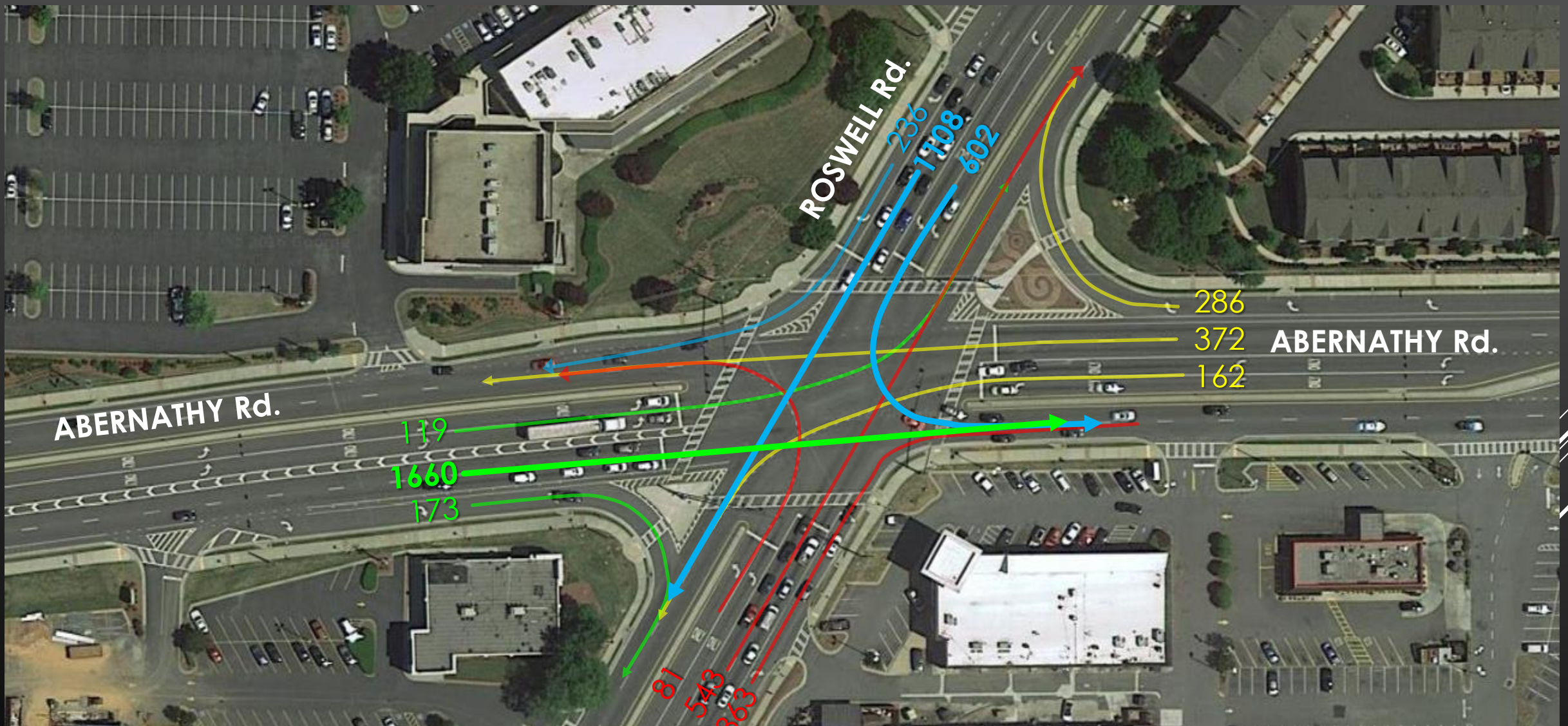


STUDY GOALS

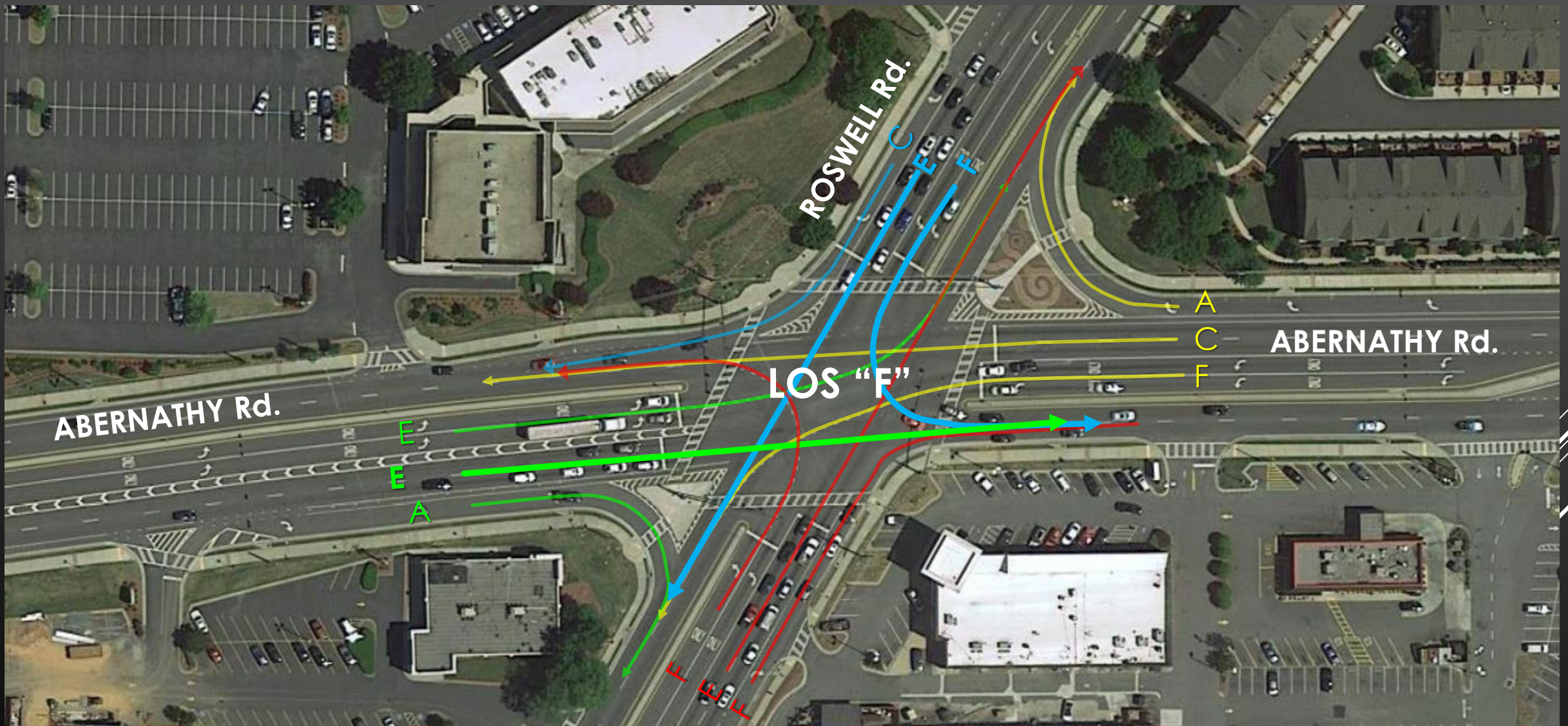
- ❖ Improve the intersection operations for Roswell Road at Abernathy Road
 - ❖ Explore grade separation alternatives to improve traffic flow
 - ❖ Determine traffic and right-of-way improvement constraints
 - ❖ Provide a concept plan for recommended alternative on aerial photography
- 

STUDY METHODOLOGY

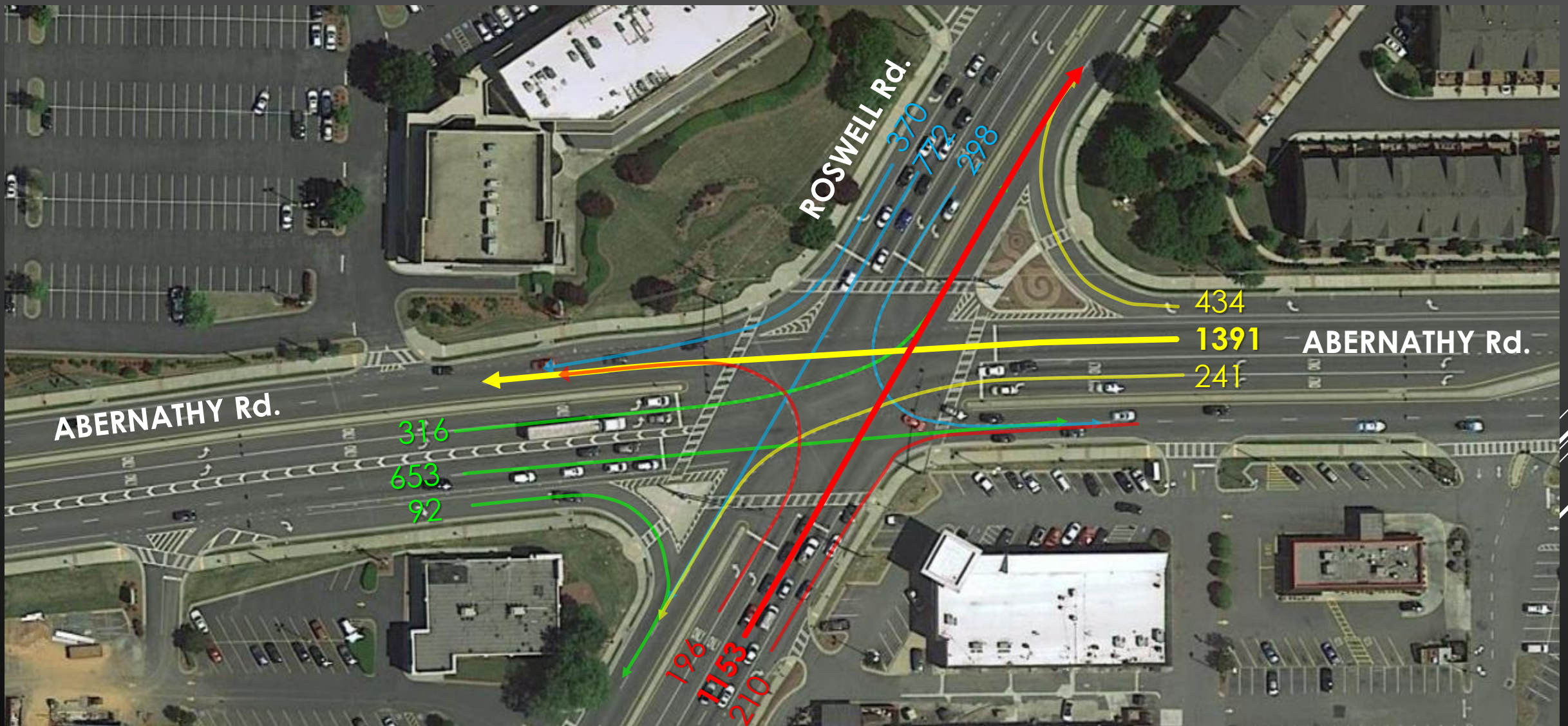
- ❖ Traffic Counts from City of Sandy Springs
 - ❖ Existing Year – Year 2015
 - ❖ SYNCHRO analysis for existing intersection operations
 - ❖ Future No-build – Year 2035
 - ❖ Growth Factor of 1.0% per year
 - ❖ Future Build – Year 2035
- 



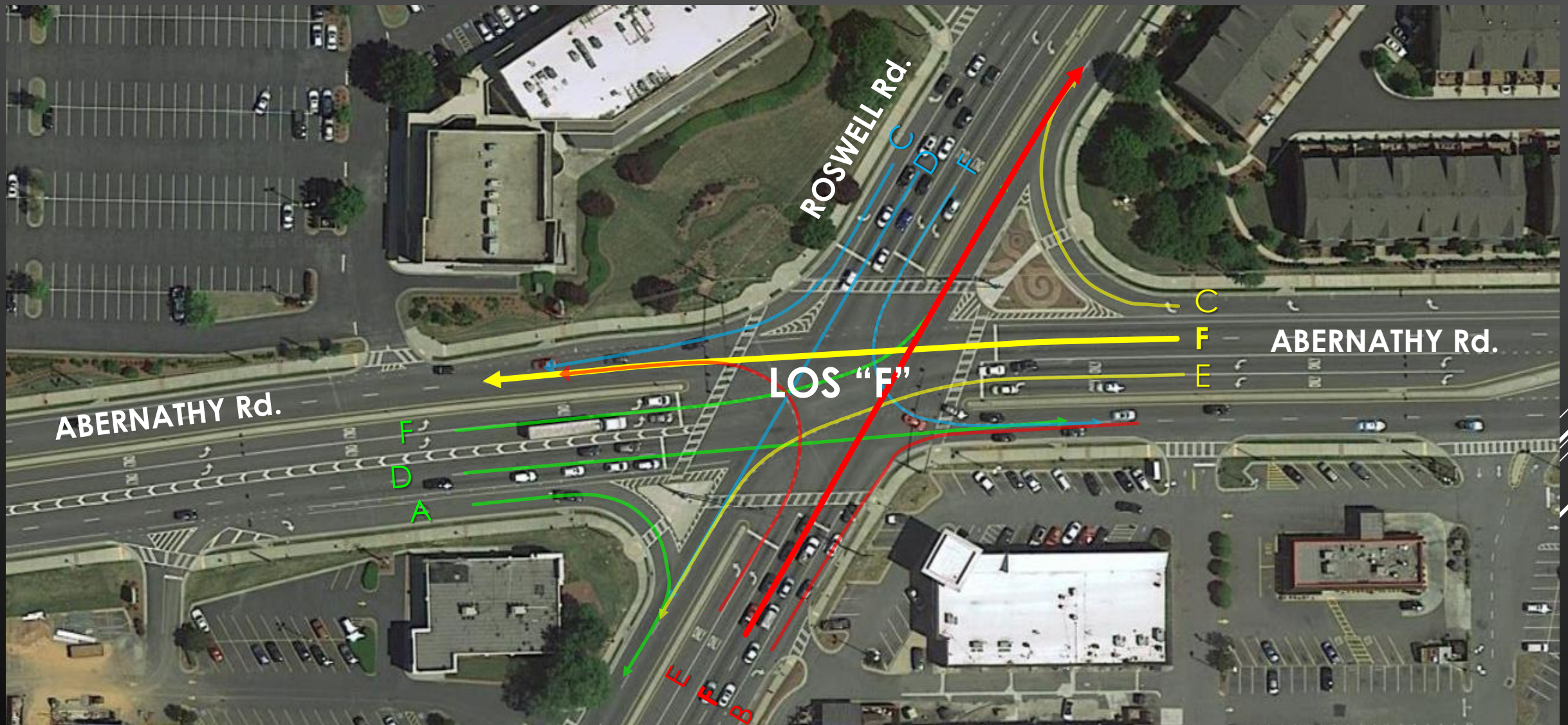
ABERNATHY ROAD AT ROSWELL ROAD
(EXISTING LAYOUT AM PEAK HOUR)



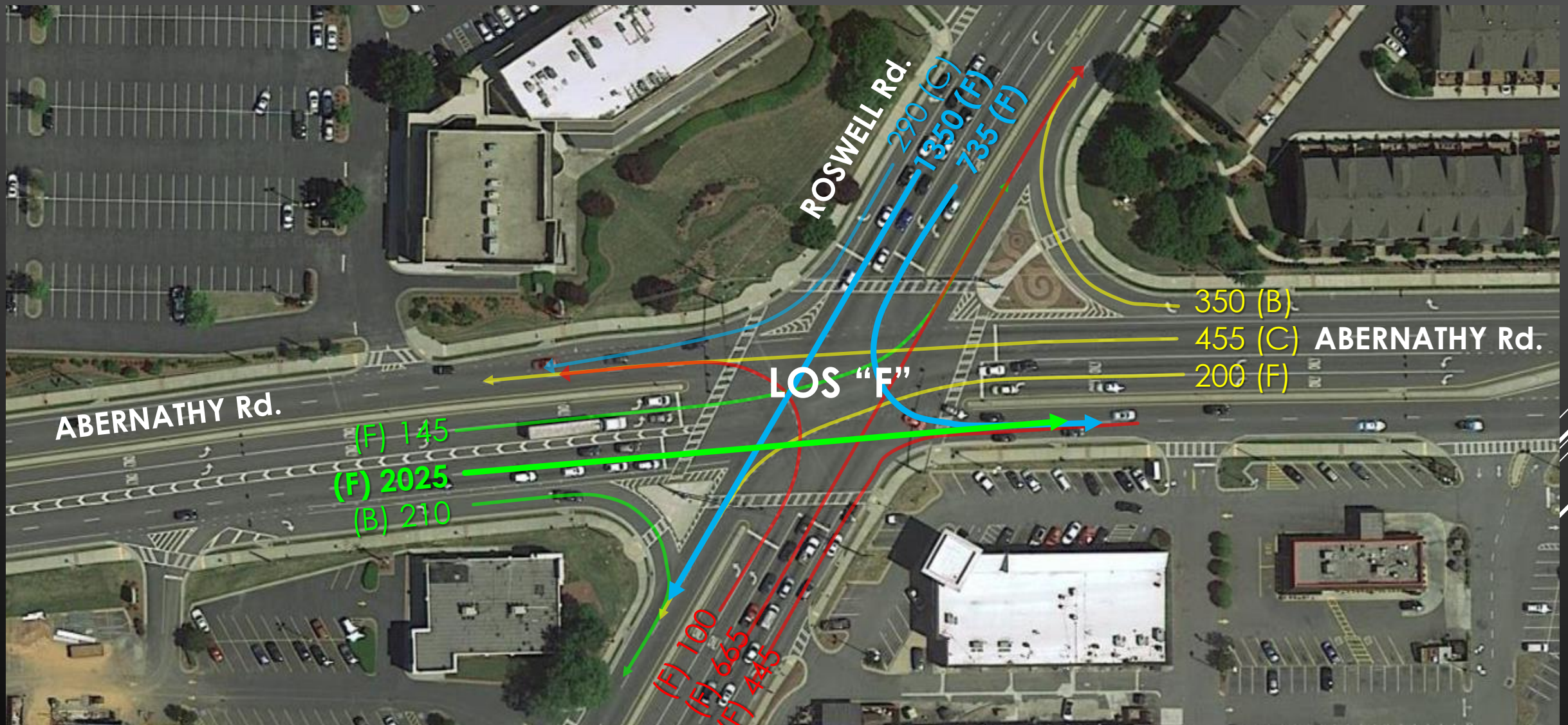
ABERNATHY ROAD AT ROSWELL ROAD
(EXISTING LAYOUT, AM PEAK HOUR)



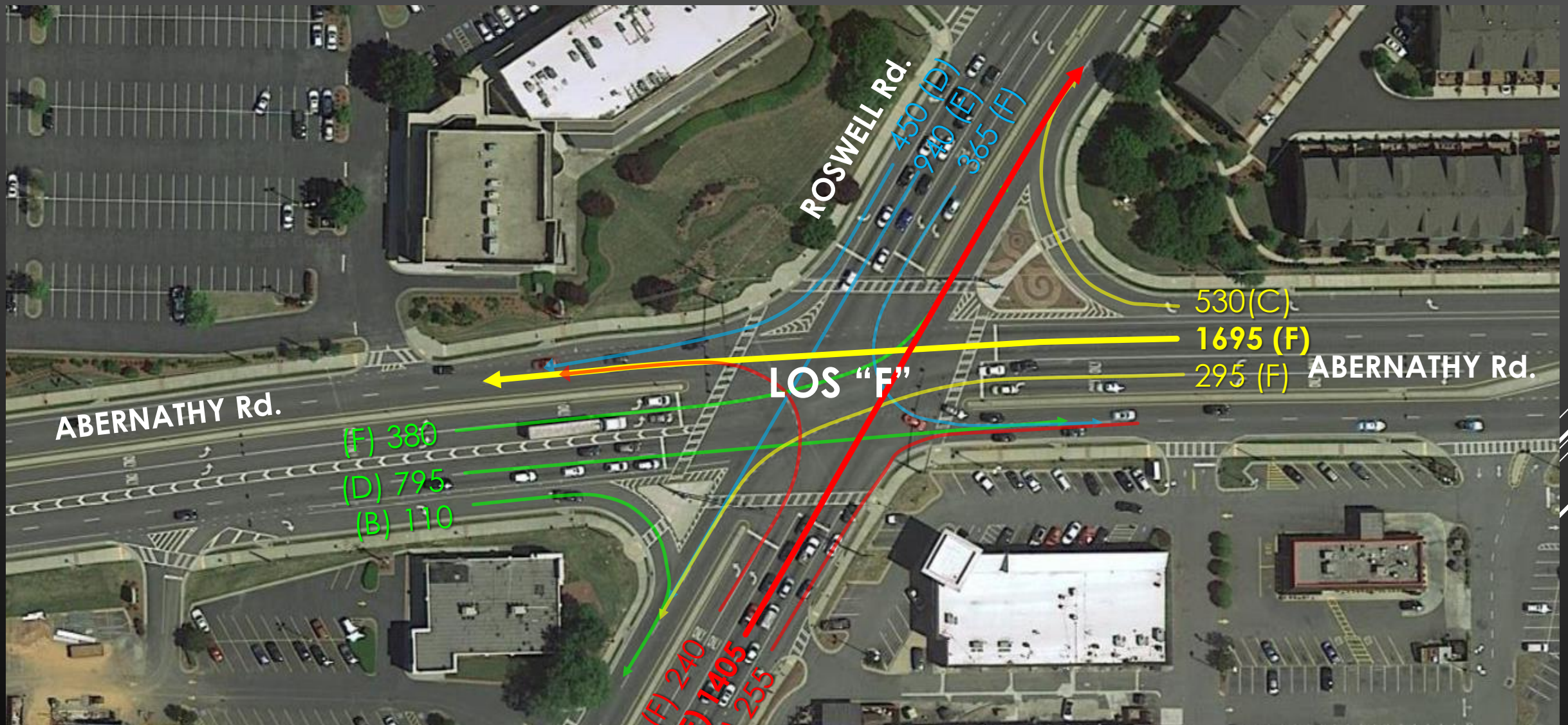
ABERNATHY ROAD AT ROSWELL ROAD
(EXISTING LAYOUT, PM PEAK HOUR)



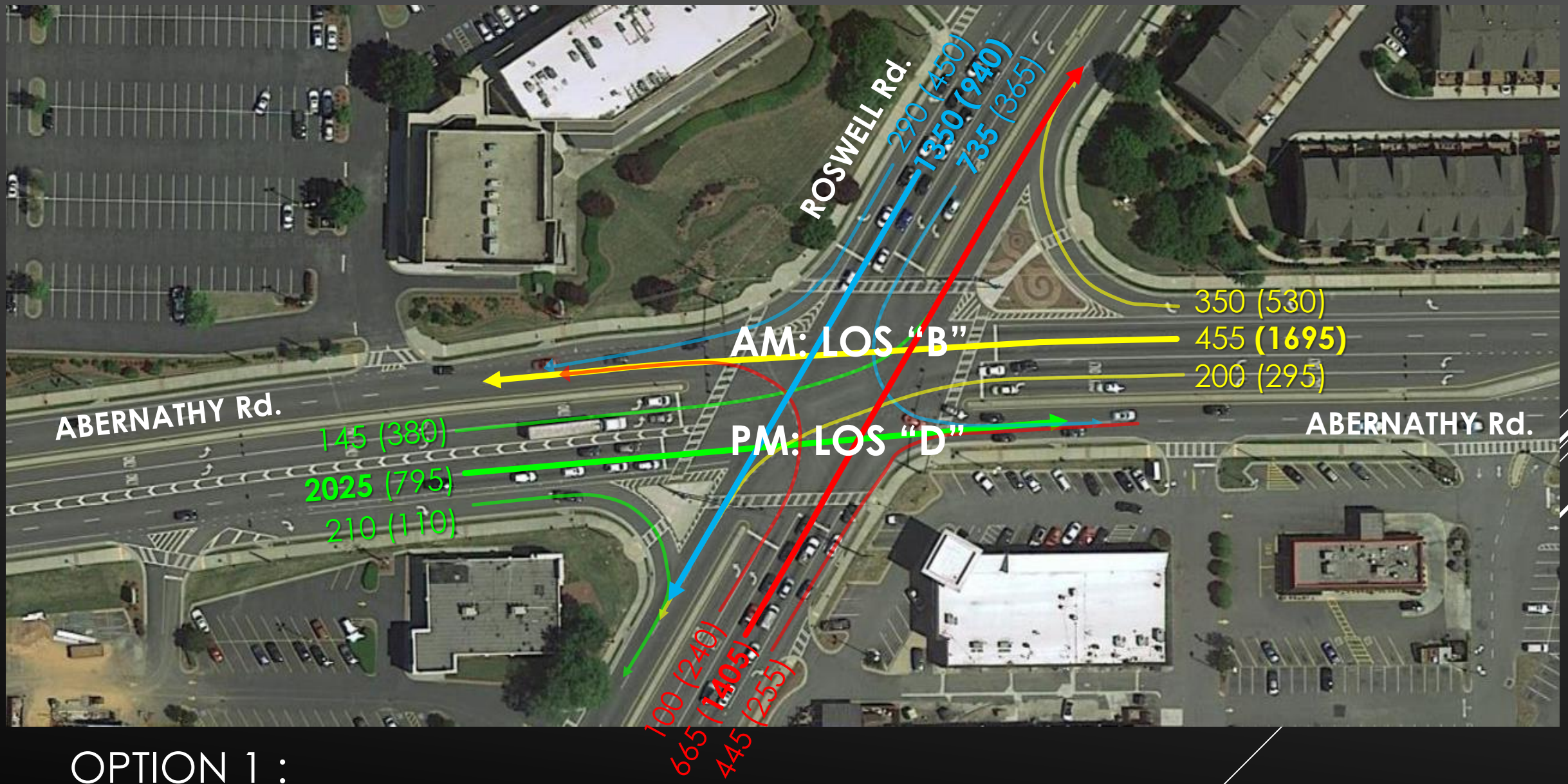
ABERNATHY ROAD AT ROSWELL ROAD
(EXISTING LAYOUT, PM PEAK HOUR)



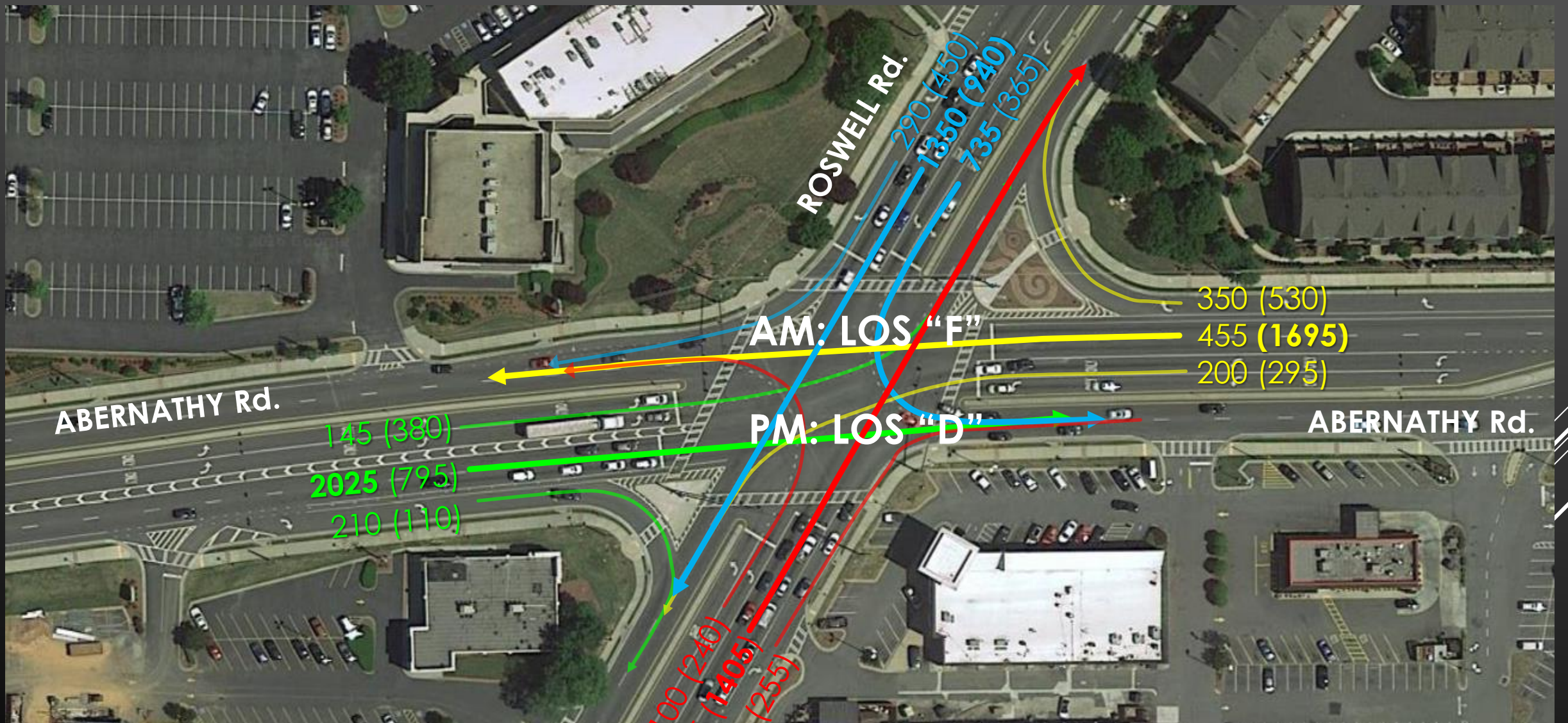
ABERNATHY ROAD AT ROSWELL ROAD
(2035 AM PEAK HOUR)



ABERNATHY ROAD AT ROSWELL ROAD
(2035 PM PEAK HOUR)

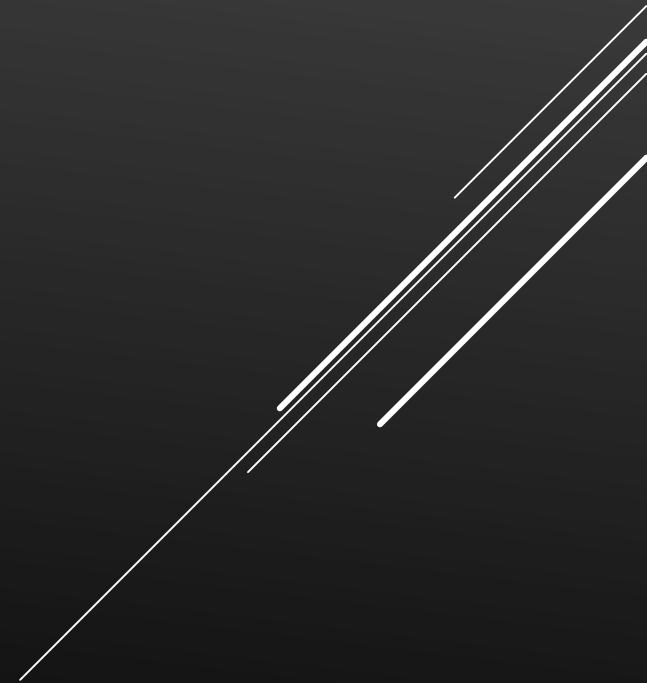


OPTION 1 :
ABERNATHY RD. OVER ROSWELL RD.
2035 AM (PM) PEAK HOURS



OPTION 2:
ROSWELL RD. OVER ABERNATHY RD.
AM (PM) PEAK HOURS

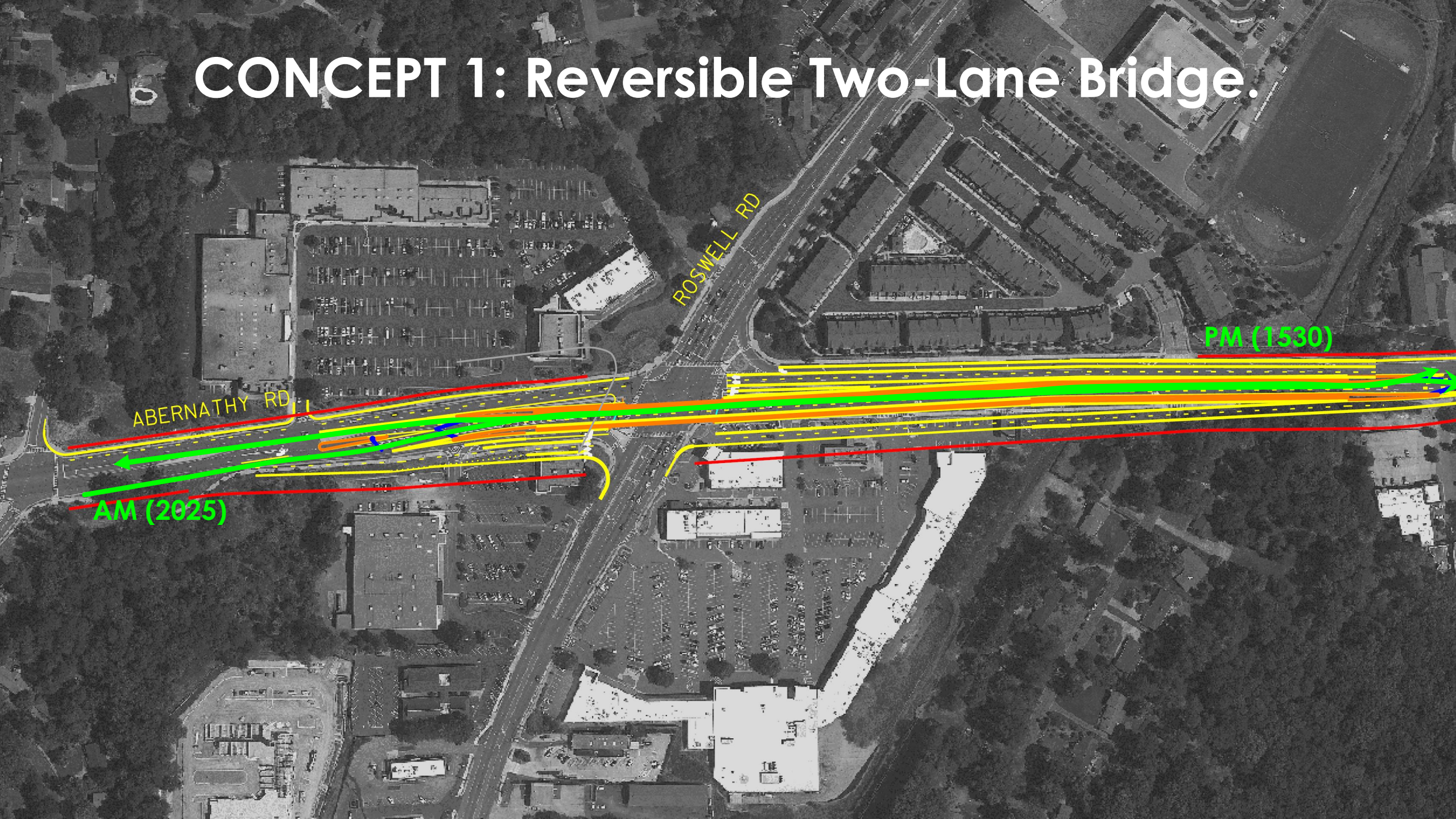
OPTION 1
(ABERNATHY OVER ROSWELL)
IS PREFERRED.

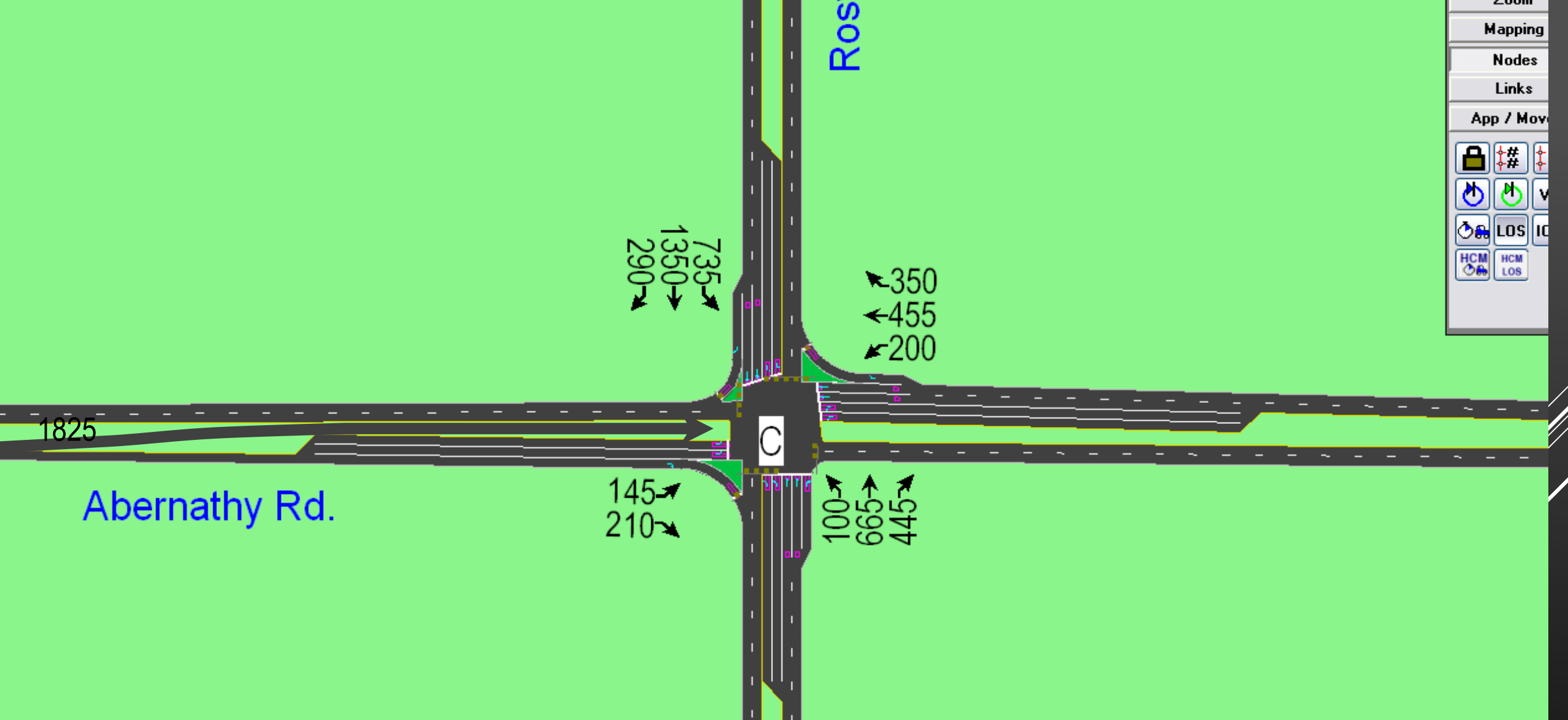


CONCEPT ALTERNATIVES

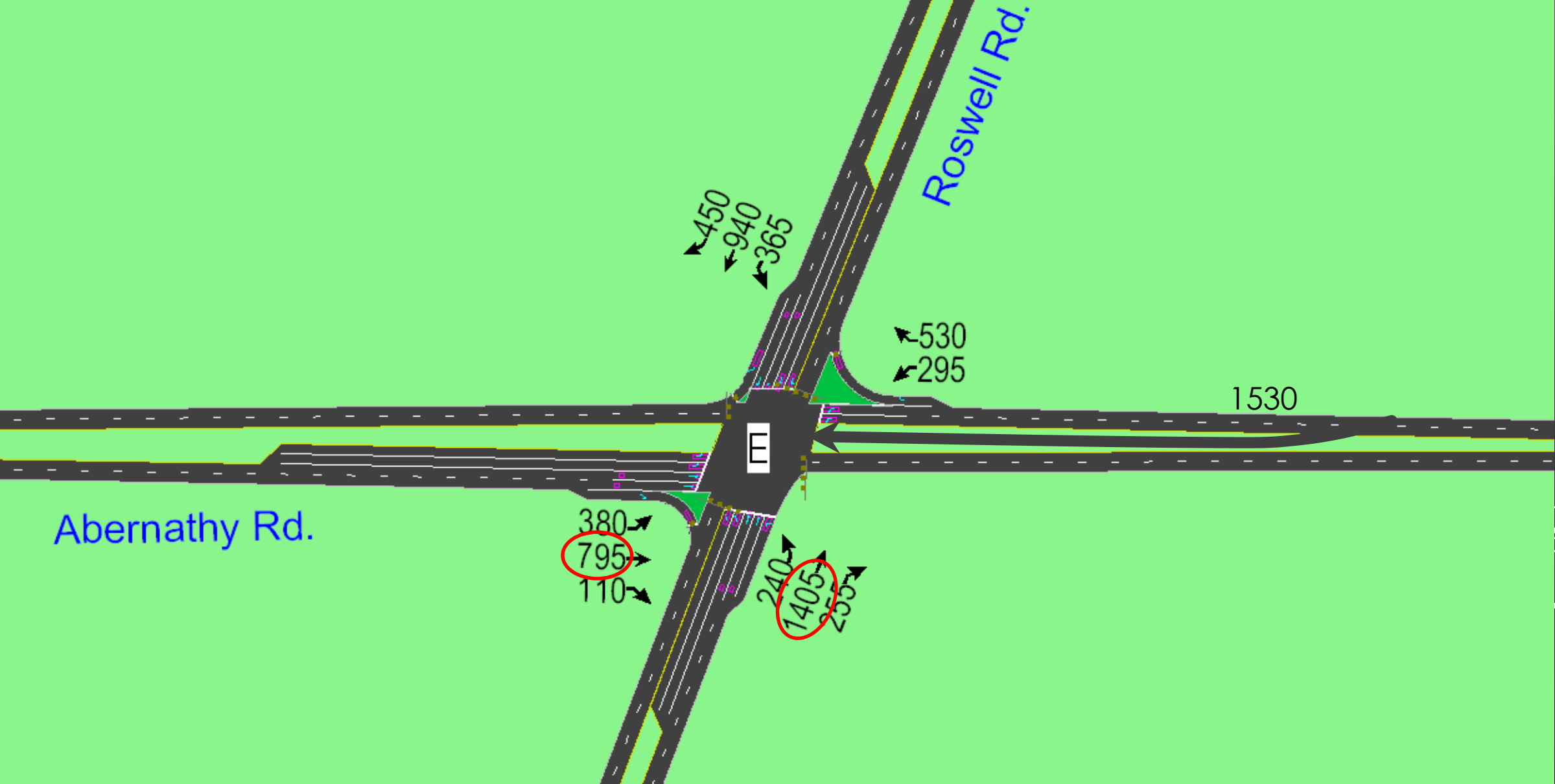


CONCEPT 1: Reversible Two-Lane Bridge.





2035 AM SYNCHRO ANALYSIS
(REVERSIBLE BRIDGE)



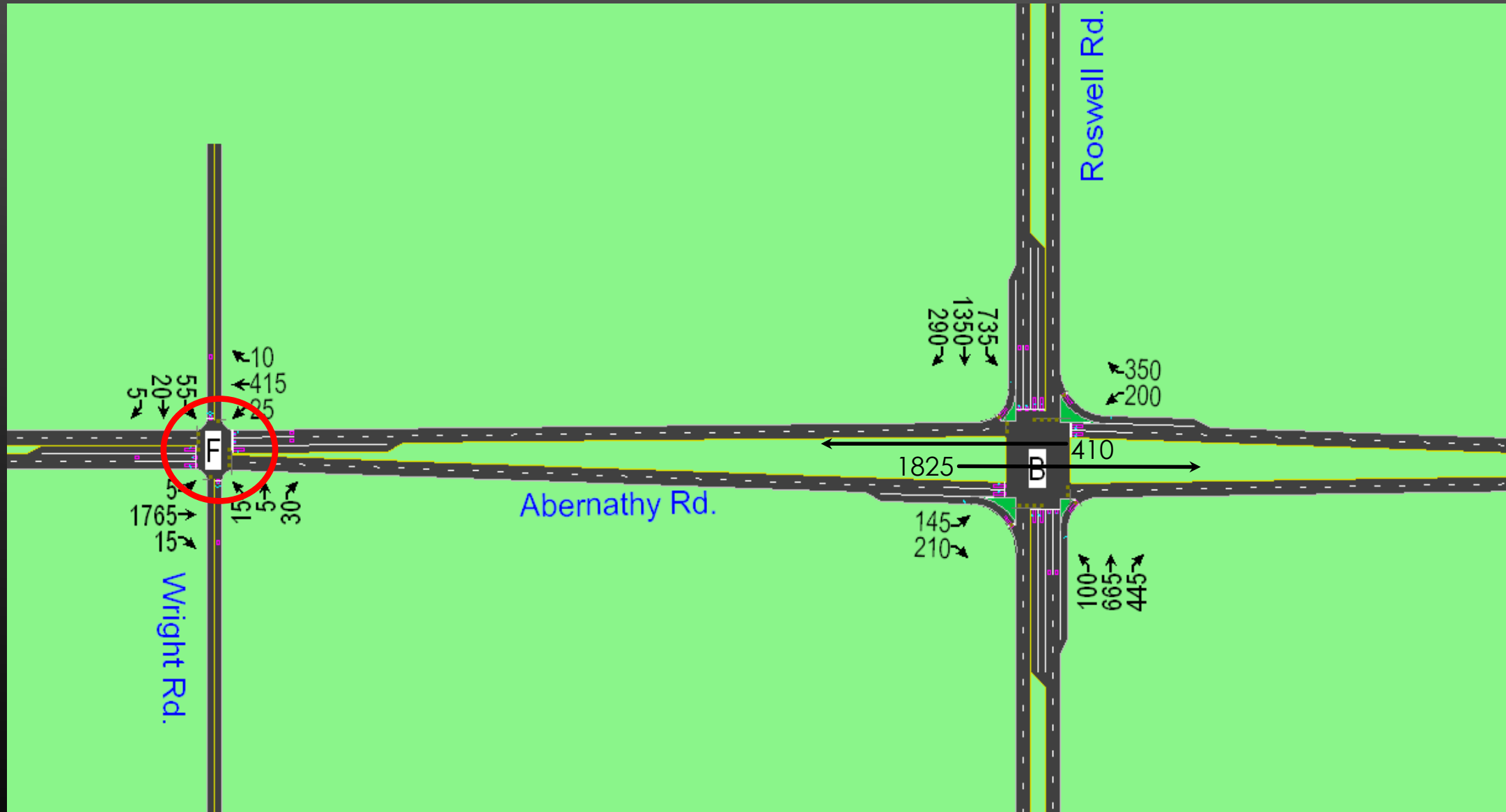
2035 PM SYNCHRO ANALYSIS
(REVERSIBLE BRIDGE)

CONCEPT 2: TWO-LANE BRIDGE





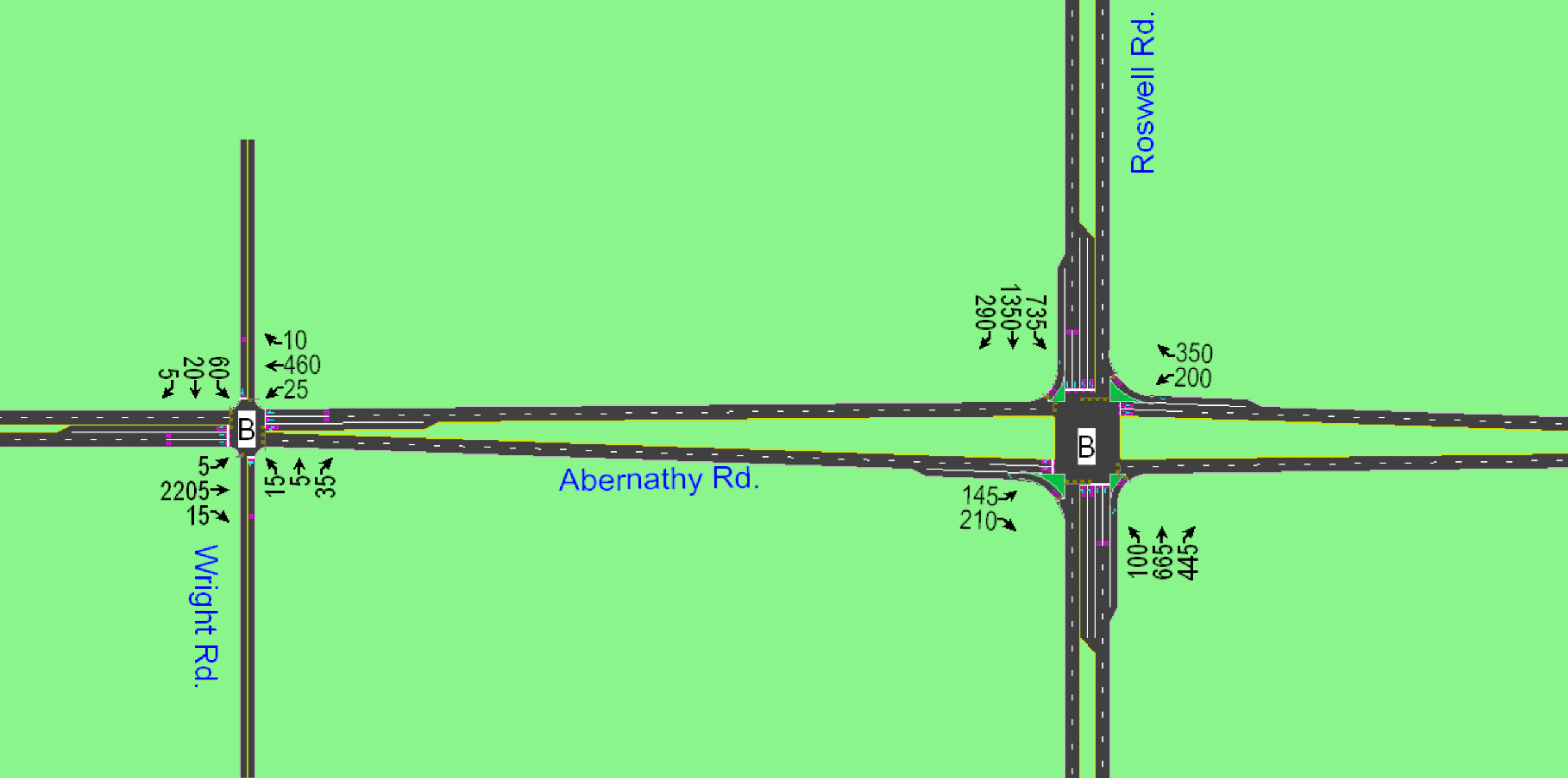
2025 VEHICLES TOWARD SINGLE-LANE BRIDGE



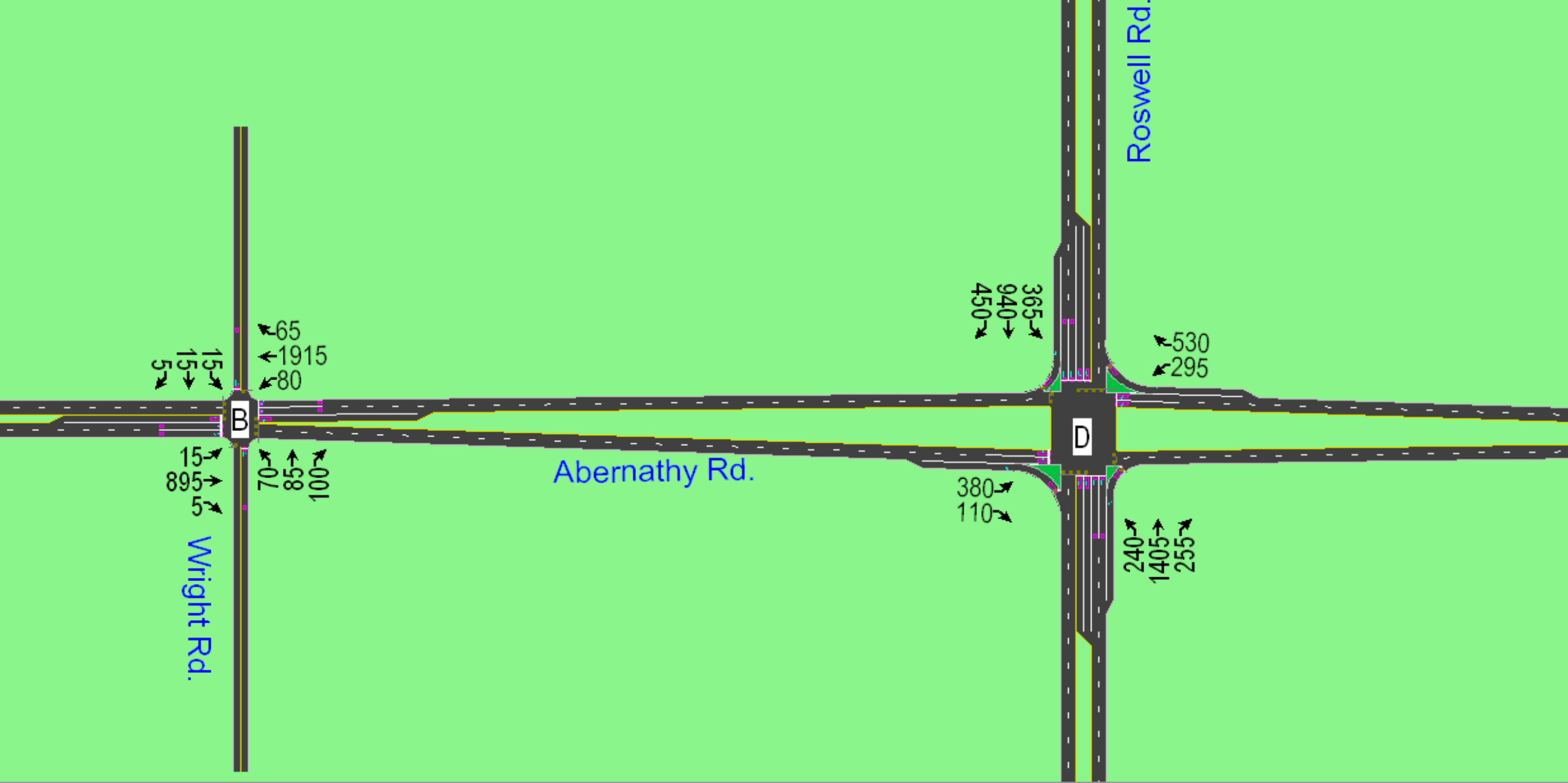
2035 AM SYNCHRO ANALYSIS (2-LANE BRIDGE)

CONCEPT 3: 4-LANE BRIDGE





2035 AM SYNCHRO ANALYSIS (4-LANE BRIDGE)



2035 PM SYNCHRO ANALYSIS (4-LANE BRIDGE)



4-LANE BRIDGE SIMULATION (AM)



4-LANE BRIDGE SIMULATION (PM)

RESULTS COMPARISON

	2015		No-Build		Reversible Bridge		Two-Lane Bridge		Four-Lane Bridge	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
LOS	E	E	F	F	C	E	B	D	B	D
DELAY (s)	72.8	74.7	133	125.6	34.8	63.6	18.5	44.7	17.7	44.7
NOTES	Both intersections are failing at a LOS close to F (80.0).				PM has delay of 63.6 seconds, vs. 44.7 of other bridge alternatives.		Intersection of Abernathy at Wright Rd. has a LOS F (102.1) in the AM because of the single lane bridge.		Some backups on WB right turn lane in the PM.	

COST COMPARISON

- ▶ 4-lane bridge - Abernathy over Roswell Road - \$49.5M
 - ❖ PE - \$2.5M
 - ❖ ROW - \$20M
 - ❖ Construction, Utilities, & CEI - \$27M
- ▶ 2-lane bridge - Abernathy over Roswell Road - \$35.5M
 - ❖ PE - \$1.5M
 - ❖ ROW - \$15M
 - ❖ Construction, Utilities, & CEI - \$19M

Note: The above cost estimates are conceptual planning level estimates

CONCLUSIONS

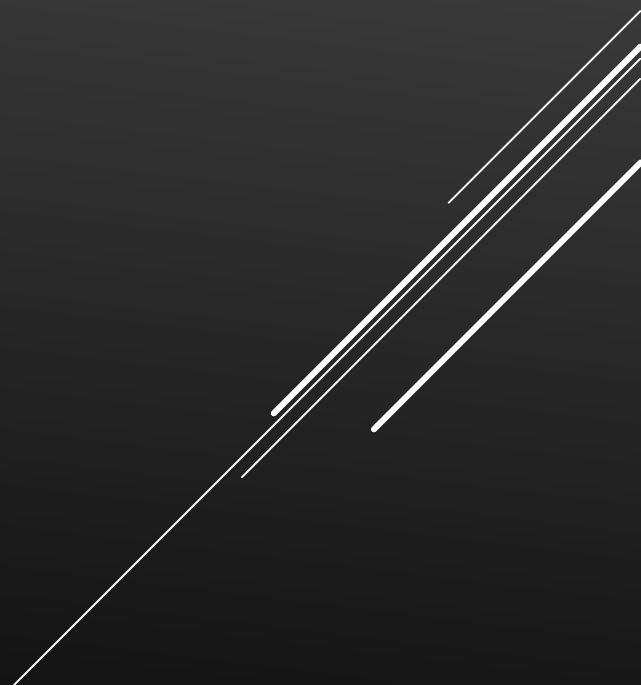
- ✓ Distribution of AM and PM turning movements at the intersection is conducive to grade separate Abernathy Road instead of Roswell Road.
- ✓ Directional split of traffic flow in the AM and PM hint that a reversible grade-separated lane may be an option. However, upon studying this alternative, the intersection operational results were not considered acceptable.
- ✓ A two-lane bridge (one lane in each direction) does not have sufficient capacity for 2,025 vehicles that would travel in the eastbound direction in the AM peak hour.
- ✓ **Preferred Alternative - A four-lane bridge (two lanes in each direction) would offer the best intersection improvement .**

OTHER POTENTIAL OPTIONS

- ❖ Tunnel (Abernathy under Roswell Road)
- ❖ Roundabout
- ❖ Roundabout with Tunnel
- ❖ Quadrant Roadway (<https://mobility.tamu.edu/mip/strategies-pdfs/system-modification/technical-summary/quadrant-roadway-intersections-4-pg.pdf>)

Note: The above options need further study and are more likely to be expensive

QUESTIONS??



Riverside Drive and Heard's Ferry Road Comparison of Signal and Roundabout Conditions

**Prepared for:
City of Sandy Springs, GA**

January 2017

Photos

**EASTBOUND HEARDS FERRY ROAD
(PM PEAK)**



**PM PEAK LOOKING
NORTHBOUND FROM
WB I-285 ROUNDABOUT**



Photos

WESTBOUND HEARDS FERRY ROAD (PM PEAK)



**PM PEAK LOOKING
SOUTHBOUND FROM
HEARDS FERRY ROAD**



A&R Engineering Inc.

Measure of Effectiveness (Signal) Level-of-Service (Delay in Seconds) Existing (2016)

Intersection	AM Peak	MID Peak	PM Peak
Riverside Drive/Heards Ferry Road (Overall)	E (63)	D (48)	D (55)
-Eastbound Approach	F (111)	E (67)	F (82)
-Westbound Approach	F (124)	F (87)	F (110)
-Northbound Approach	C (33)	D (38)	D (48)
-Southbound Approach	D (41)	C (31)	C (33)

AM Peak Hour: 7:30 am - 8:30 am

MID Peak Hour: 3:00 pm - 4:00 pm

PM Peak Hour: 4:00 pm - 5:00 pm

**Traffic counts conducted
on December 6, 2016**

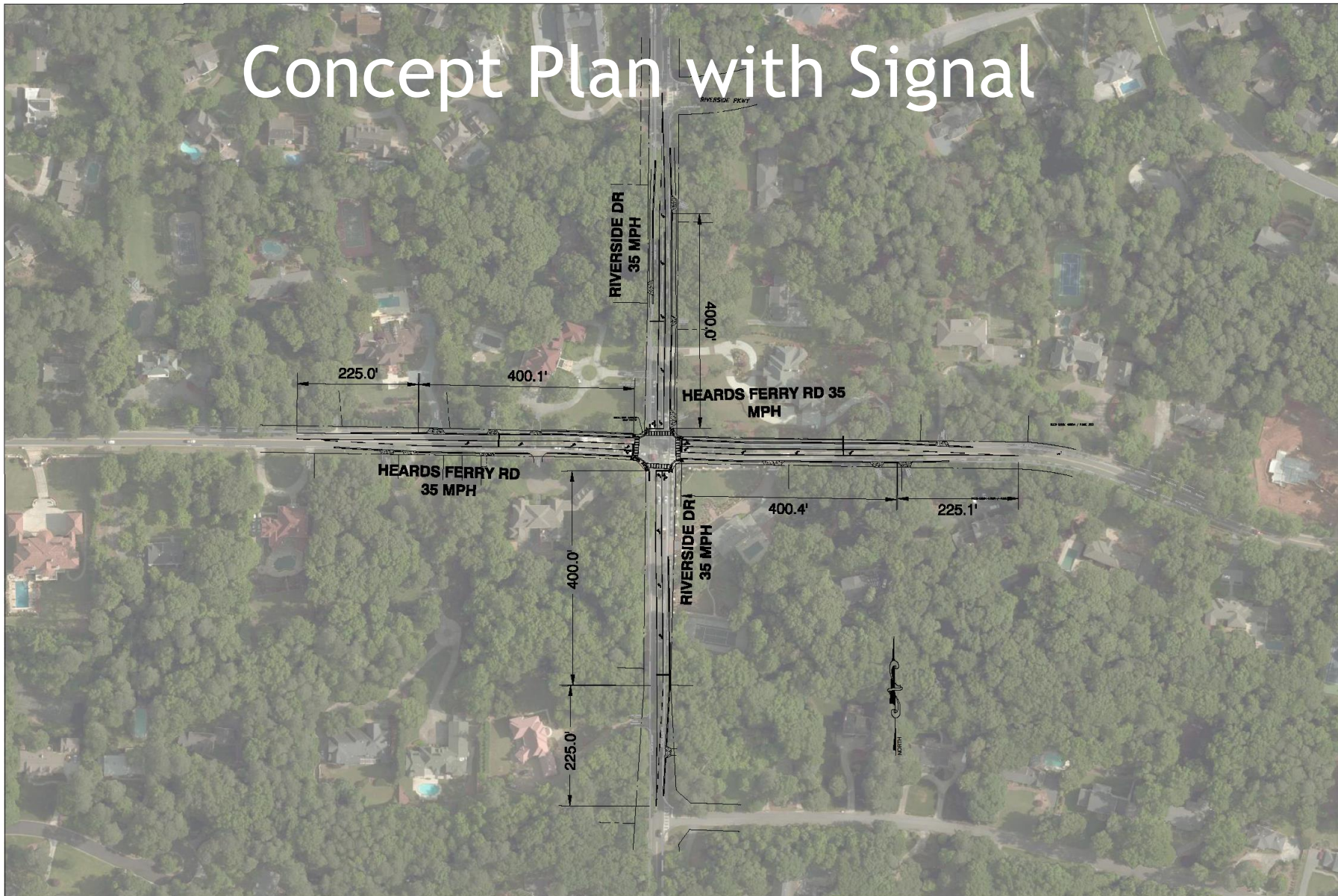
Measure of Effectiveness (Signal)

Queue Lengths (feet)

Existing (2016)

Intersection	AM Peak	MID Peak	PM Peak	Available Storage	Recommended Storage
Riverside Drive at Heards Ferry Road					
-Eastbound Left	225	177	191	65	230
-Eastbound Through/Right	569	292	299	-	
-Westbound Left	176	186	191	80	200
-Westbound Through/Right	587	709	508	-	
-Northbound Left	196	61	244	125	250
-Northbound Through/Right	317	550	1,746	-	
-Southbound Left	99	157	127	125	160
-Southbound Through/Right	1,119	515	510	-	

Concept Plan with Signal



A&R Engineering Inc.



Measure of Effectiveness (Signal) Level-of-Service (Delay in Seconds) Future (2020)

Intersection	AM Peak	MID Peak	PM Peak
Riverside Drive/Heards Ferry Road (Overall)	F (96)	E (60)	E (72)
-Eastbound Approach	F (151)	E (76)	F (105)
-Westbound Approach	F (160)	F (105)	F (145)
-Northbound Approach	E (61)	D (53)	E (67)
-Southbound Approach	E (74)	D (39)	D (39)

AM Peak Hour: 7:30 am - 8:30 am

MID Peak Hour: 3:00 pm - 4:00 pm

PM Peak Hour: 4:00 pm - 5:00 pm

Measure of Effectiveness (Signal)

Queue Lengths (feet)

Future (2016)

Intersection	AM Peak	MID Peak	PM Peak	Available Storage	Recommended Storage
Riverside Dr @ Heards Ferry Rd					
-Eastbound Left	229	220	251	65	250
-Eastbound Through/Right	1,147	316	205	-	
-Westbound Left	196	287	240	80	300
-Westbound Through/Right	884	629	1,194	-	
-Northbound Left	290	269	379	125	380
-Northbound Through/Right	368	833	2,584	-	
-Southbound Left	127	199	179	125	200
-Southbound Through/Right	1,971	646	738	-	

Signal Concept Estimated Costs

DEMOLITION	\$37,000
EROSION CONTROL	\$48,700
STORM DRAIN SYSTEM	\$43,840
CURB, BASE & PAVING	\$459,546
SIGNAL MODIFICATION	\$210,000
TRAFFIC CONTROL	\$30,000
<u>GENERAL</u>	<u>\$163,387</u>
TOTAL:	\$992,473*

* Excludes property acquisition, utility relocations and cost-to-cures

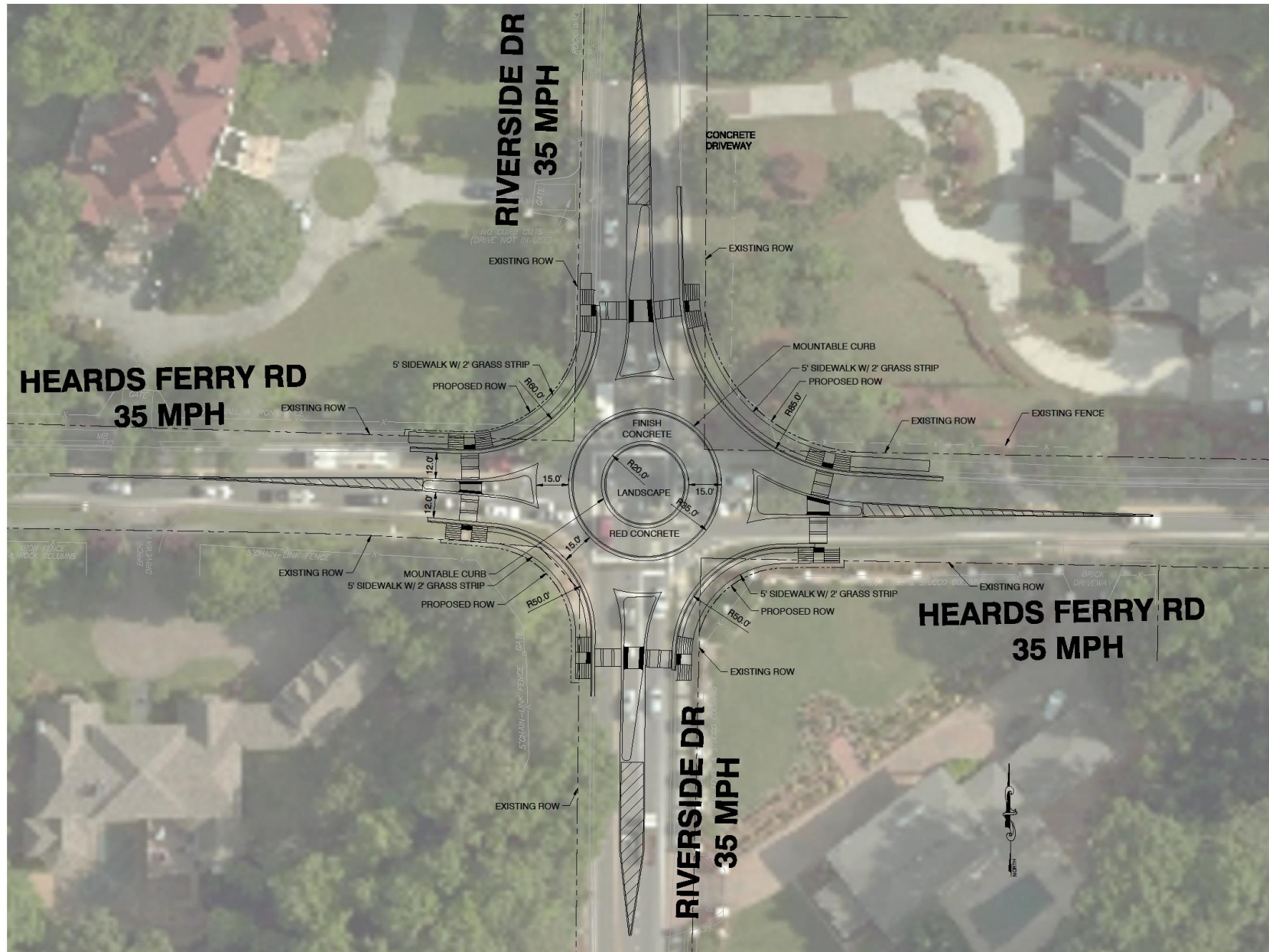
Estimated Easements: 11,400 SF (\$456,000)*
Estimated Right-of-Way: 1,100 SF (\$88,000)*

*Assumes \$40/SF (Easement); \$80/SF (Right-of-Way)

A&R Engineering Inc.



Concept Plan with Single Lane Roundabout



A&R Engineering Inc.



Measure of Effectiveness (Roundabout)

Level-of-Service (Delay in Seconds)

Future (2020)

Intersection	AM Peak	MID Peak	PM Peak
Riverside Drive/Heards Ferry Road (Overall)	F (206)	F (145)	F (191)
-Eastbound Approach	F (161)	F (67)	C (21)
-Westbound Approach	E (41)	F (141)	F (215)
-Northbound Approach	F (90)	F (217)	F (287)
-Southbound Approach	F (366)	F (107)	F (115)

AM Peak Hour: 7:30 am - 8:30 am

MID Peak Hour: 3:00 pm - 4:00 pm

PM Peak Hour: 4:00 pm - 5:00 pm

Measure of Effectiveness (Roundabout) Queue Lengths (feet) Future (2020)

Intersection	Available Storage	AM Peak	MID Peak	PM Peak
Riverside Drive/Heards Ferry Road				
-Eastbound Approach	-	157	204	101
-Westbound Approach	-	174	190	154
-Northbound Approach	-	976	2,540	2,479
-Southbound Approach	-	1,936	1,859	1,201

Roundabout Concept Estimated Costs

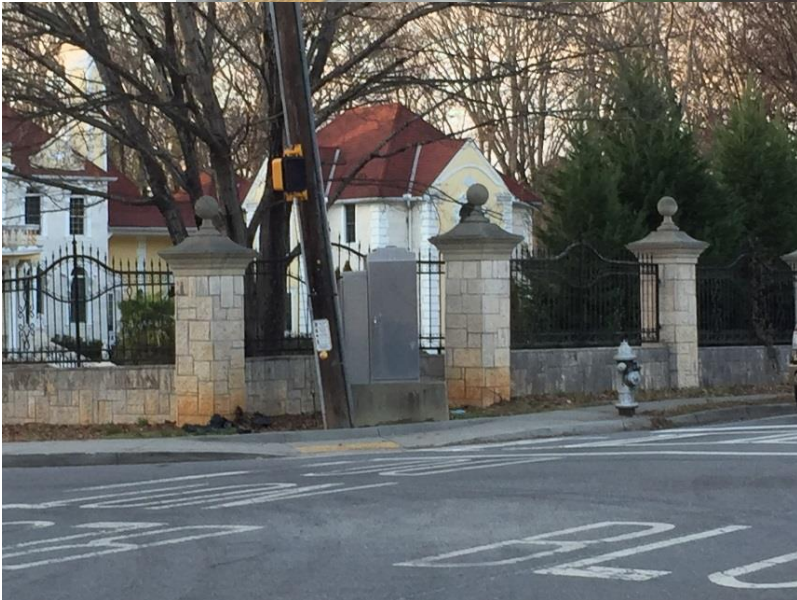
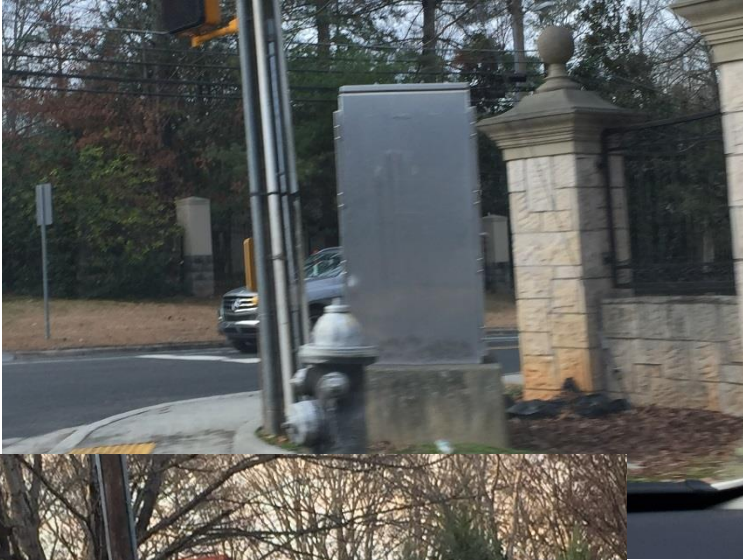
DEMOLITION	\$7,271
EROSION CONTROL	\$29,972
STORM DRAIN SYSTEM	\$0
CURB, BASE & PAVING	\$200,672
<u>GENERAL</u>	<u>\$155,583</u>
TOTAL:	\$393,498*

* Excludes property acquisition, utility relocations and cost-to-cures

Estimated Easements: 3,100 SF (\$124,000)*
Estimated Right-of-Way: 3,050 SF (\$244,000)*

*Assumes \$40/SF (Easement); \$80/SF (Right-of-Way)

Photos



NORTHWEST CORNER



SOUTHEAST CORNER

Comparison of Signal and Roundabout Level of Service (Delay in Seconds) Future (2020)

Intersection	AM Peak		MID Peak		PM Peak	
	Signal	RA*	Signal	RA*	Signal	RA*
Riverside Drive/Heards Ferry Road (Overall)	F (96)	F (206)	E (60)	F (145)	E (72)	F (191)
-Eastbound Approach	F (151)	F (161)	E (76)	F (67)	F (105)	C (21)
-Westbound Approach	F (160)	E (41)	F (105)	F (141)	F (145)	F (215)
-Northbound Approach	E (61)	F (90)	D (53)	F (217)	E (67)	F (287)
-Southbound Approach	E (74)	F (366)	D (39)	F (107)	D (39)	F (115)

* RA - Roundabout

Comparison of Signal and Roundabout Queue Lengths (feet) Future (2020)

Intersection	AM Peak			MID Peak			PM Peak		
	Signal	RA*	Diff.	Signal	RA*	Diff.	Signal	RA*	Diff.
Riverside Drive at Heards Ferry Rd									
Eastbound	1,147	157	-990	316	204	-112	205	101	-104
Westbound	884	174	-710	629	190	-439	1,194	154	-1,040
Northbound	368	976	+608	833	2,541	+1,708	2,584	2,479	-105
Southbound	1,971	1,936	-35	646	1,859	+1,213	738	1,201	+463

Results/Conclusions

- The Level of Service for both options worsen to “E” or “F”
- Impact of Queue backups into I-285 interchange should be considered in the selected improvement option
- The roundabout option gives shorter queues on Heards Ferry Road but longer queues on Riverside Drive, particularly southbound in the PM peak hour
- With the roundabout option the queues on Riverside Drive extend beyond approximately 2,000 or more feet in both directions
- The traffic signal option yields shorter queues on Riverside Drive and longer on Heards Ferry Road, but this can be changed with signal timing program
- None of the above two options provide significant relief to congestion at this intersection
- An alternative option that increases capacity in the north/south direction may be considered to relieve congestion.

Concept Plan with Two-Lane Roundabout and Two Approach Lanes Between I-285 and River Valley Road



Riverside Dr at Heards Ferry Rd
Roundabout Concept

PREPARED FOR
City of Sandy Springs, GA

4 Lane Concept

A&R Engineering Inc.
2160 Knapwood Dr., Suite 100
Marietta, GA 30066
Tel: (770) 499-9200 Fax: (770) 499-9210
www.aandres.com



DATE	1-23-2017
REVISIONS	
NO.	DATE
DRAWN BY:	WMH
CHECKED BY:	DMM
PROJECT NO.	16-145
PLAN SET:	Concept
SHEET:	T3



City Events

City Council Retreat, January 24, 2017



SANDY SPRINGS
GEORGIA



Current City-Sponsored Events

January	August
MLK Day (City led)	Purple Heart City (City led) National Night Out (PD/Fire) Back to School Bash (Rec & Parks)
February	September
Arbor Day (City led - photo op)	Sandy Springs Festival (Heritage)
May	October
Kids 2 Park Day (Rec & Parks) Food That Rocks (H & T)	Spooky Springs (H & T)
June	November
Lantern Parade (H & T)	Veterans Day (City led) Restaurant Week (H & T)
July	December
Stars & Stripes Fireworks (City led)	

Partnership Additions

- 2015
 - Restaurant Week
- 2016
 - Food that Rocks
 - Lantern Parade
 - Spooky Springs
- Additions were recommendations through Mayor's Fun Committee and dedicated focus on restaurant industry, a cooperative effort by City, Hospitality & Tourism and Chamber

Events & Agencies Supported by Hospitality & Tourism

- Abernathy Art Center
- Act3Productions
- Atlanta Capitals
- Anne Frank in the World Exhibit
- Atlanta Meatball Festival
- Atlanta Jewish Film Festival
- Stand Up for the Hooch
- River Race & Festival
- Heritage Sandy Springs Concerts by the Springs
- Heritage Sandy Springs Farmers Market, Rhythm & Brews
- Leadership Sandy Springs Movies by Moonlight
- Sandy Springs Society's Tossed Out Treasures and Elegant Elf
- Sandy Springs Education Force Footprints for the Future run
- Savor Sandy Springs – Food That Rocks, Restaurant Week

Current Policy

- City determines “Sponsored” events – those with personnel/financial commitment - as part of annual budget process
 - MLK Day
 - Arbor Day
 - Fireworks
 - Purple Heart
 - Sandy Springs Festival
 - Veterans Day
 - Rec & Parks
 - Kids 2 Park
 - Back to School Bash
- Hospitality & Tourism created product outside of this process (Food that Rocks, Lantern Parade, Spooky Springs, Restaurant Week) although execution includes City staff support

Discussion Topics

- Update current events
- Adding / Subtracting events
- Mechanism to consider future events (City Springs)

Considerations: Current Events

- MLK Day
 - Challenge: Competing with MLK event in Atlanta / King Center
 - Suggestion: Transform to a day of service
- Fireworks
 - As event moves to City Springs, expand to include additional entertainment and food options
- Purple Heart Day
 - Develop activity to draw awareness to day/Purple Heart veterans
- Veterans Day
 - With large city staff attendance, consider making Veterans Day a traditional workday and Columbus Day a City Hall holiday
- Look at support providing growth options for Lantern Parade and Spooky Springs

Considerations: New Events

- Addition of Nov/December holiday event
 - Can coincide with City's anniversary
- Create mechanism to take in recommendations from Fun Committee and City Springs event staff to add City sponsored signature events following the opening of City Springs.
 - Look at opportunities to grow existing events or create new product

Discussion