



SANDY SPRINGS

GEORGIA

CITY COUNCIL

Rusty Paul, Mayor

John Paulson – District 1

Melody Kelley – District 2

Melissa Mular – District 3

Jody Reichel – District 4

Tibby DeJulio – District 5

Andy Bauman – District 6

Tuesday, June 18, 2024

Work Session

6:00 PM

The City Council Work Session will be held in the Studio Theatre at Sandy Springs City Hall
(1 Galambos Way, Sandy Springs, GA 30328).

Live-stream: www.SandySpringsGA.gov/stream

I. Public Works

- A. **2024-142** Review of Crash Findings for the Safe Streets 4 Sandy Springs Safety Action Plan
(Presented by William H. Martin, Jr. AIA Public Works Director)
- B. **2024-143** Proposed Signal Upgrades at Hammond Drive at Lake Forrest Drive and
Hammond Drive at Sandy Springs Circle
(Presented by William H. Martin, Jr. AIA Public Works Director)

II. City Council Discussion Items

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in a public meeting, or who have questions regarding the accessibility of the meeting or facilities should contact the City Clerk at 770-730-5600 promptly for assistance.

The City will make reasonable accommodations for those persons.
1 Galambos Way, Sandy Springs, Georgia 30328 • 770-730-5600 • SandySpringsGA.gov



TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr. AIA Public Works Director
DATE: May 22, 2024 Submission for the June 18, 2024 City Council Work Session
ITEM: Review of Crash Findings for the Safe Streets 4 Sandy Springs Safety Action Plan

Recommendation:

No action is requested from Mayor and Council at this time. The Mayor and Council will be asked to adopt safety targets to reduce fatal and serious injury crashes at a future meeting.

Discussion:

The City has received a federal Safe Roads and Streets for All (SS4A) grant to prepare a Safety Action Plan, with a goal to eliminate roadway fatalities and serious injuries and provide the foundation for the expansion of the City's Safety Program.

Between 2018 and 2022, there were 27,503 crashes on Sandy Springs roadways, including I-285 (27% of all crashes), SR 400 (23%), Roswell Road (15%), and streets owned by the City (35%). Among these crashes, 54 crashes resulted in at least one fatality, and 205 crashes involved at least one serious injury. These included 39 pedestrians and six bicyclists who were killed or seriously injured.

The Sandy Springs Safety Action Plan will identify strategies to help reduce fatal and serious injury crashes on its roadways. This plan will analyze comprehensive crash data to identify high crash locations and a high injury network; establish a safety framework and goals; identify underserved communities that may be disproportionately affected by fatal and serious injury crashes; and develop an implementation program of actions, programs, and metrics to make progress toward meeting safety targets.

Safety Action Plan Milestone Dates

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	10/31/2024
Planned Action Plan Completion Date:	11/30/2024
Planned Action Plan Adoption Date:	01/15/2025
Planned SS4A Final Report Date:	06/01/2025

Financial Impact:

No budgetary impacts are anticipated.

Review:

Karen Lugassy, Executive Assistant
Marty Martin, Director of Public Works
Chris Owens, Assistant City Manager
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Created/Initiated - 6/6/2024
Approved - 6/10/2024
Approved - 6/10/2024
Approved - 6/11/2024
Approved - 6/14/2024
Final Approval - 6/14/2024

Attachments:

1. 2024.06.18_Council_Work_Session_FINAL

City of Sandy Springs Safety Action Plan

City Council Work Session

June 18, 2024



SANDY SPRINGS™
GEORGIA

Agenda

- Plan Overview
- Crash History
- Equity Analysis
- Engagement Activities
- Next Steps

Plan Overview

Sandy Springs' Commitment to Safety

"Safety – Promote a safe and connected transportation system for users of all modes."

- Goal from Transportation Master Plan, April 2021

"City Council hereby adopts the following priorities...Enhance multimodal transportation accessibility..."

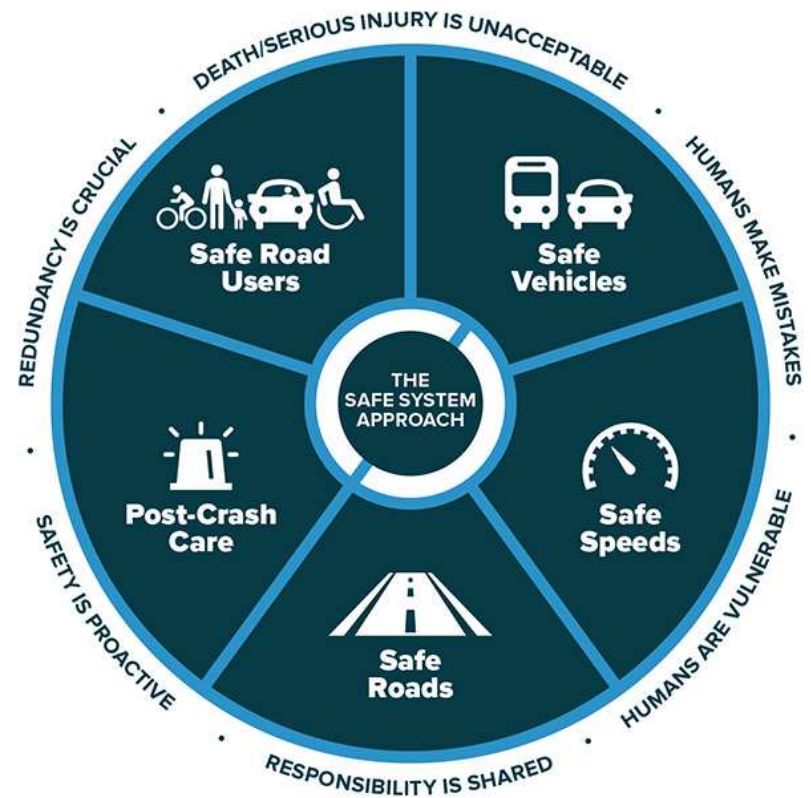
- City Council Resolution to Adopt City Priorities, 2/13/24

"...it is a goal of the City of Sandy Springs to reduce the rate of fatal and injury crashes in the City..."

- City Council Resolution for development of Safety Action Plan, 1/1/24

Safe System Approach

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Source: FHWA.

Objectives



- Develop a comprehensive **crash database** and evaluation to identify **high-crash locations and systemic needs** for future safety projects



- Identify **high-injury network** of fatal and serious injury crashes



- Establish a **safety framework and goals** to achieve a reduction in fatal and serious injury crashes across all populations

Objectives



- Identify **underserved communities that are disproportionately affected** by fatal and serious injury crashes

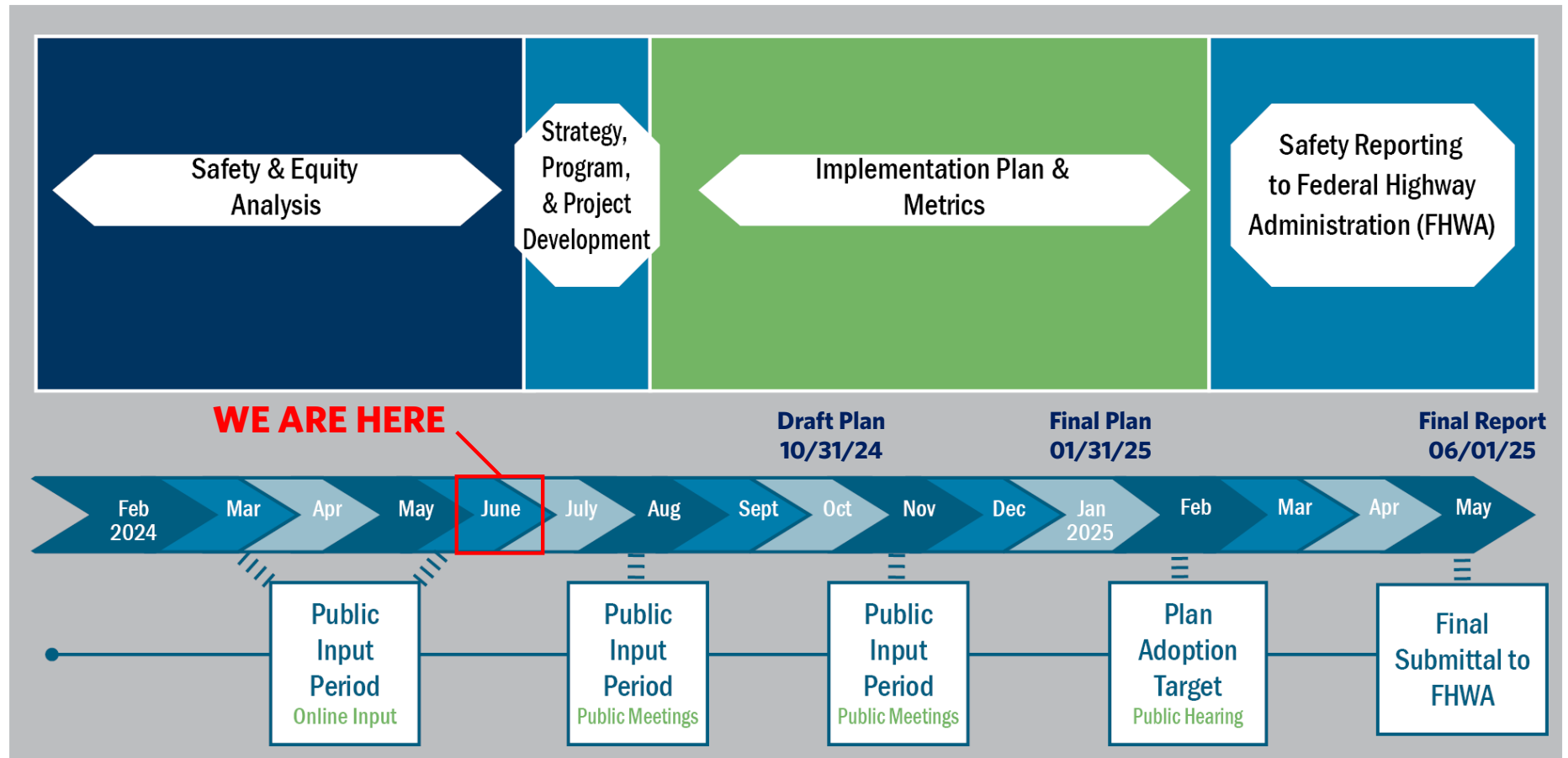


- Identify and enact **strategies and projects** to achieve safety targets



- Develop a **Safety Action Plan** to include an **implementation program and metrics** to report safety progress

Schedule

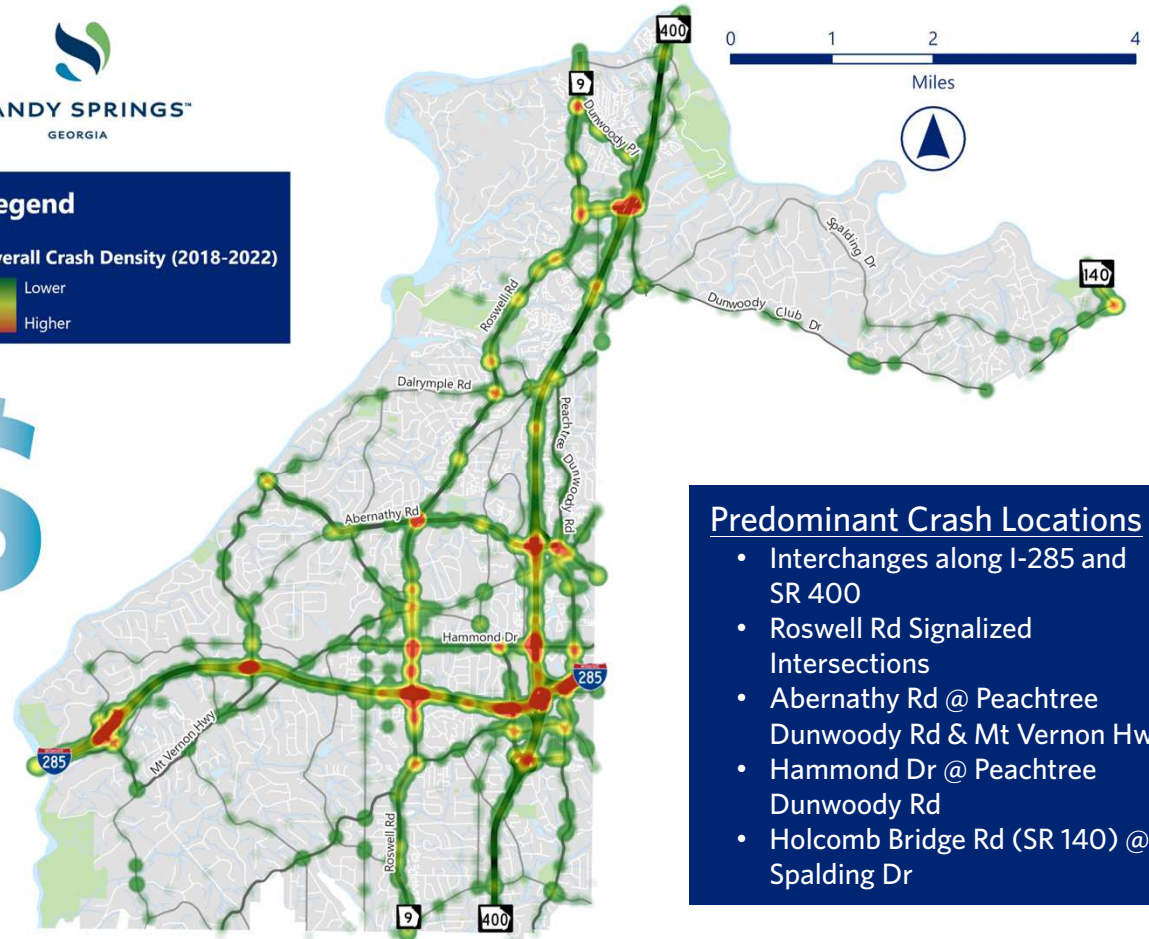


Crash History

Total Crashes (2018-2022)

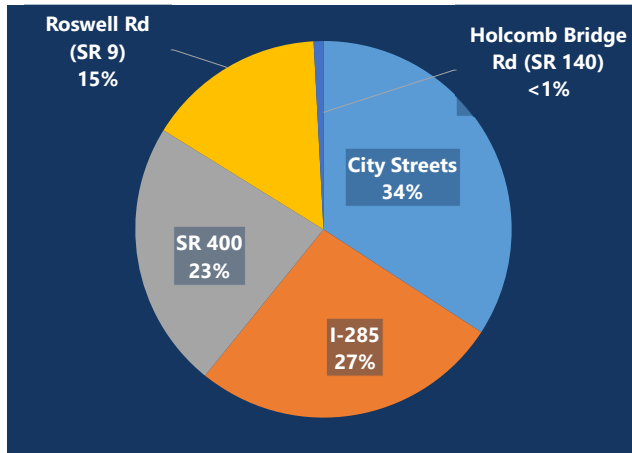
**27,503 total crashes
in public right-of-way**

\$650 MILLION
The average annual comprehensive
cost of all crashes on roadways within
Sandy Springs

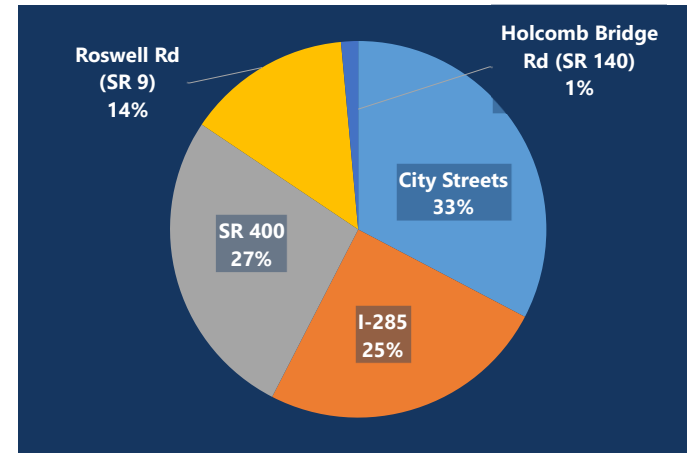


Predominant Crash Locations

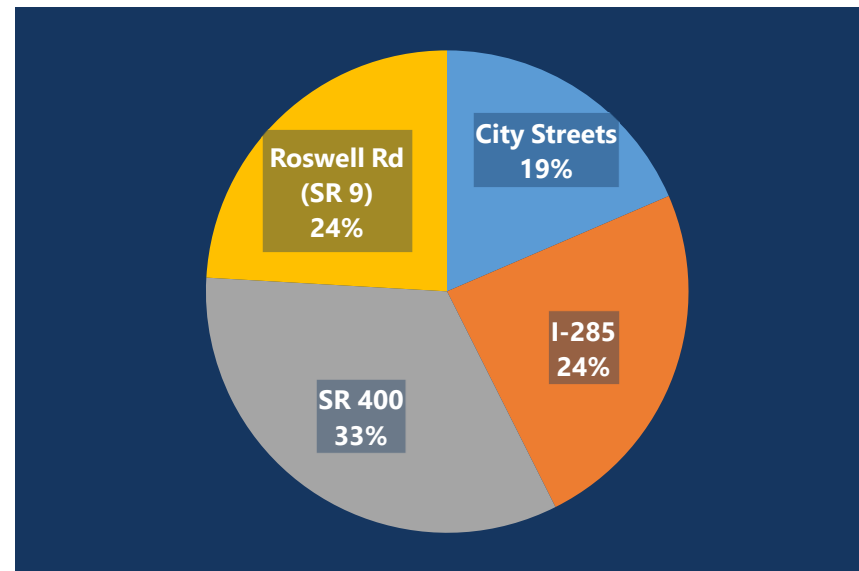
- Interchanges along I-285 and SR 400
- Roswell Rd Signalized Intersections
- Abernathy Rd @ Peachtree Dunwoody Rd & Mt Vernon Hwy
- Hammond Dr @ Peachtree Dunwoody Rd
- Holcomb Bridge Rd (SR 140) @ Spalding Dr



All Crashes (27,503)

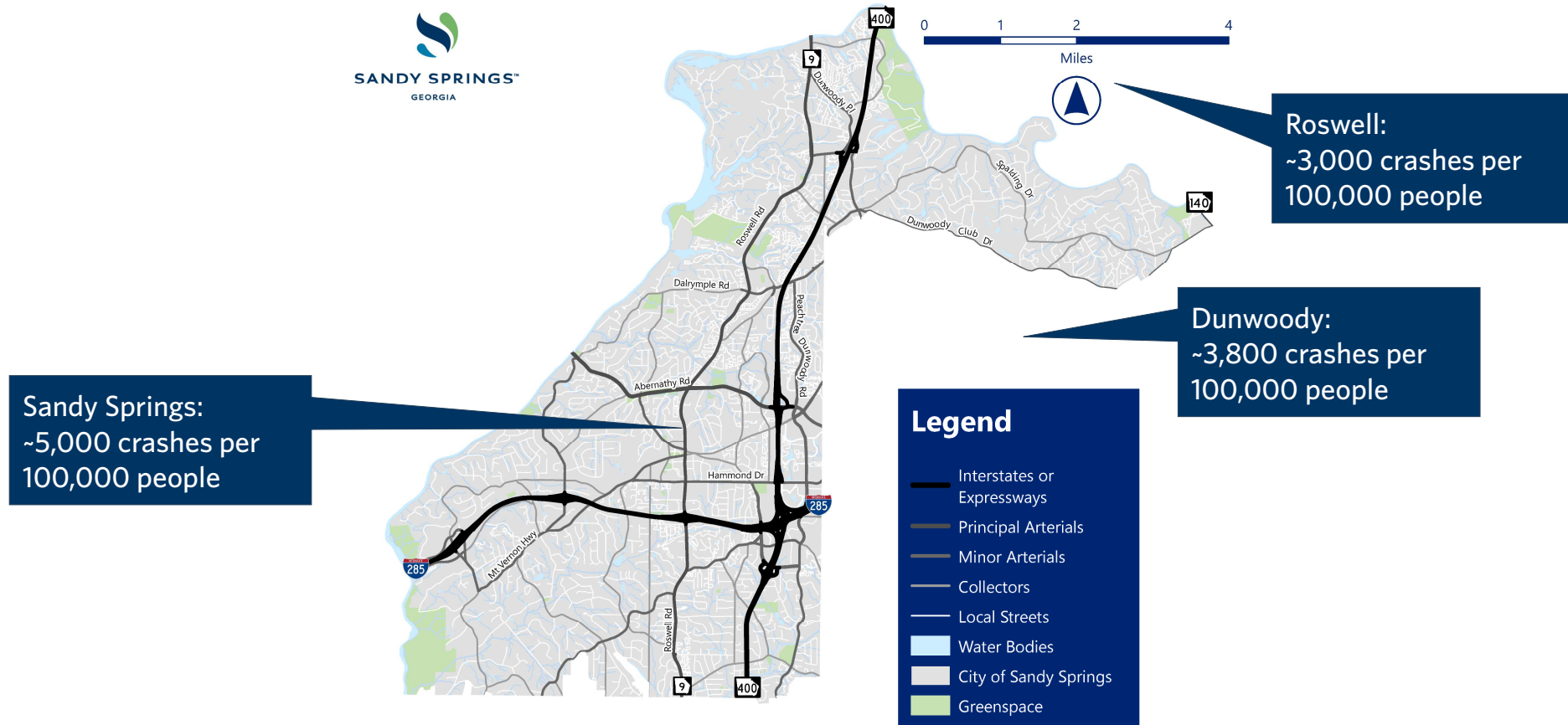


Serious Injury Crashes (205)

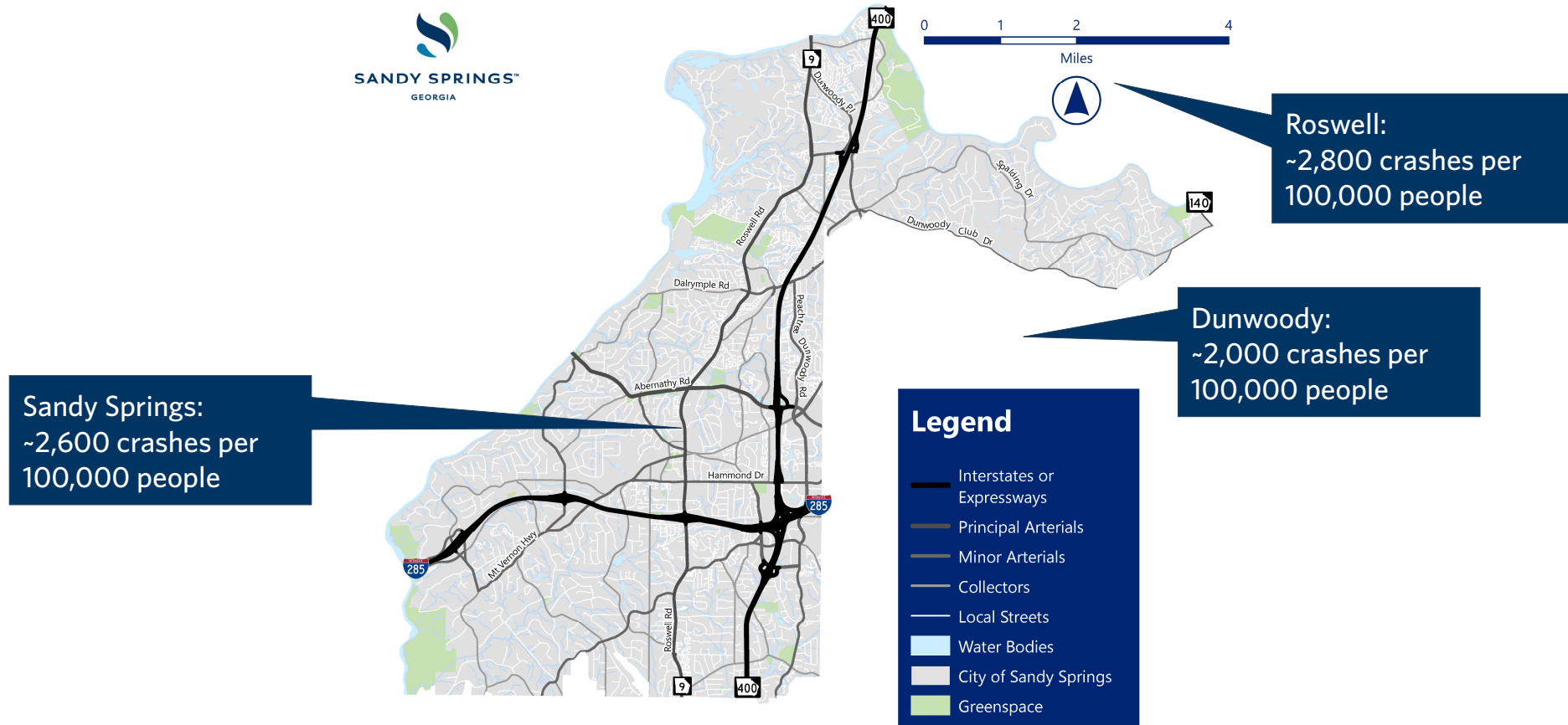


Fatal Crashes (54)

Average Annual Crashes (per 100K population) All Crashes



Average Annual Crashes (per 100K population) Crashes on City & State Routes



Fatal & Serious Injury Crashes

- Overall (including SR 400 & I-285)
 - 259 "KA" Crashes
 - 54 Fatal (K)
 - 205 Serious Injury (A)
- City, SR 9 & SR 140
 - 122 "KA" Crashes - 47%
 - 23 Fatal (K) - 43%
 - 99 Serious Injury (A) - 48%

50% increase

in fatal and serious injury crashes

(from 2013-2017 reporting period to 2018-2022 reporting period)

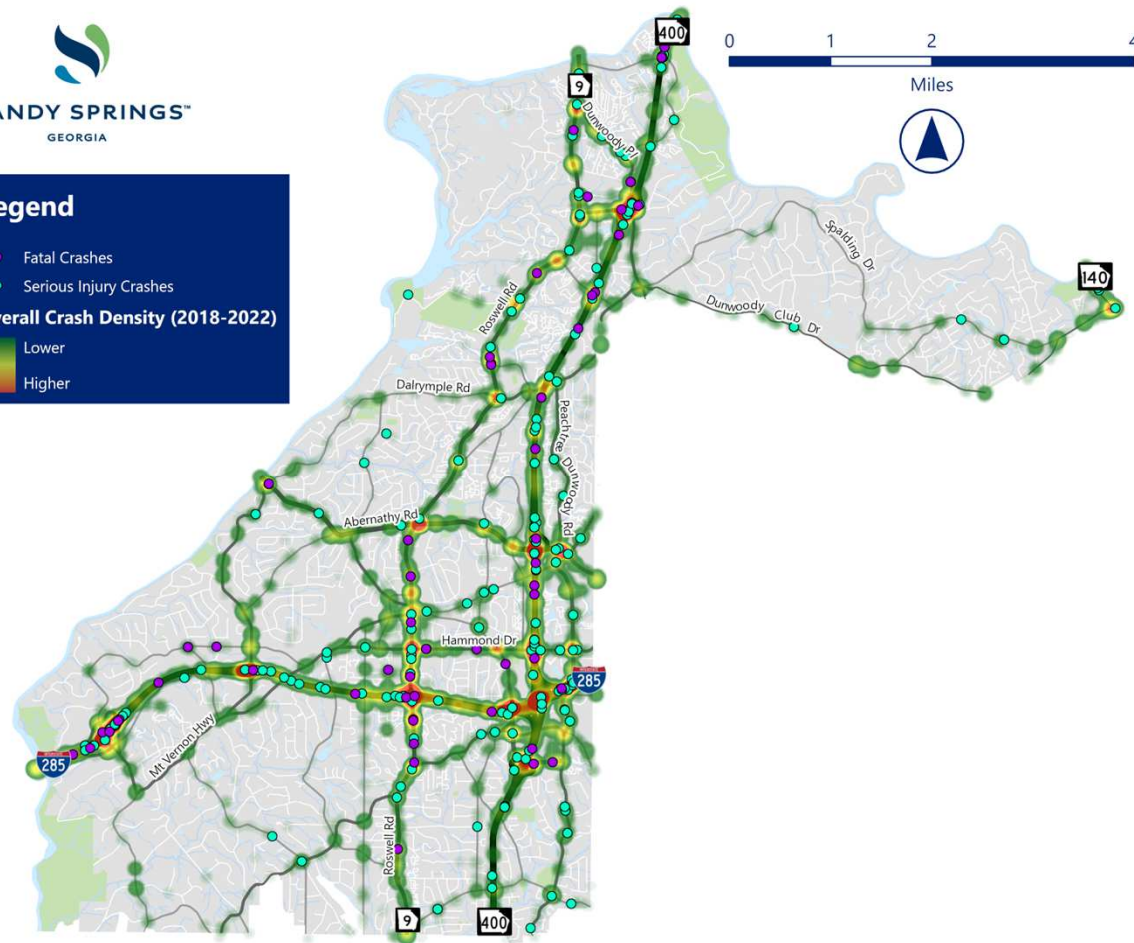


Legend

- Fatal Crashes
- Serious Injury Crashes

Overall Crash Density (2018-2022)

- Lower
- Higher



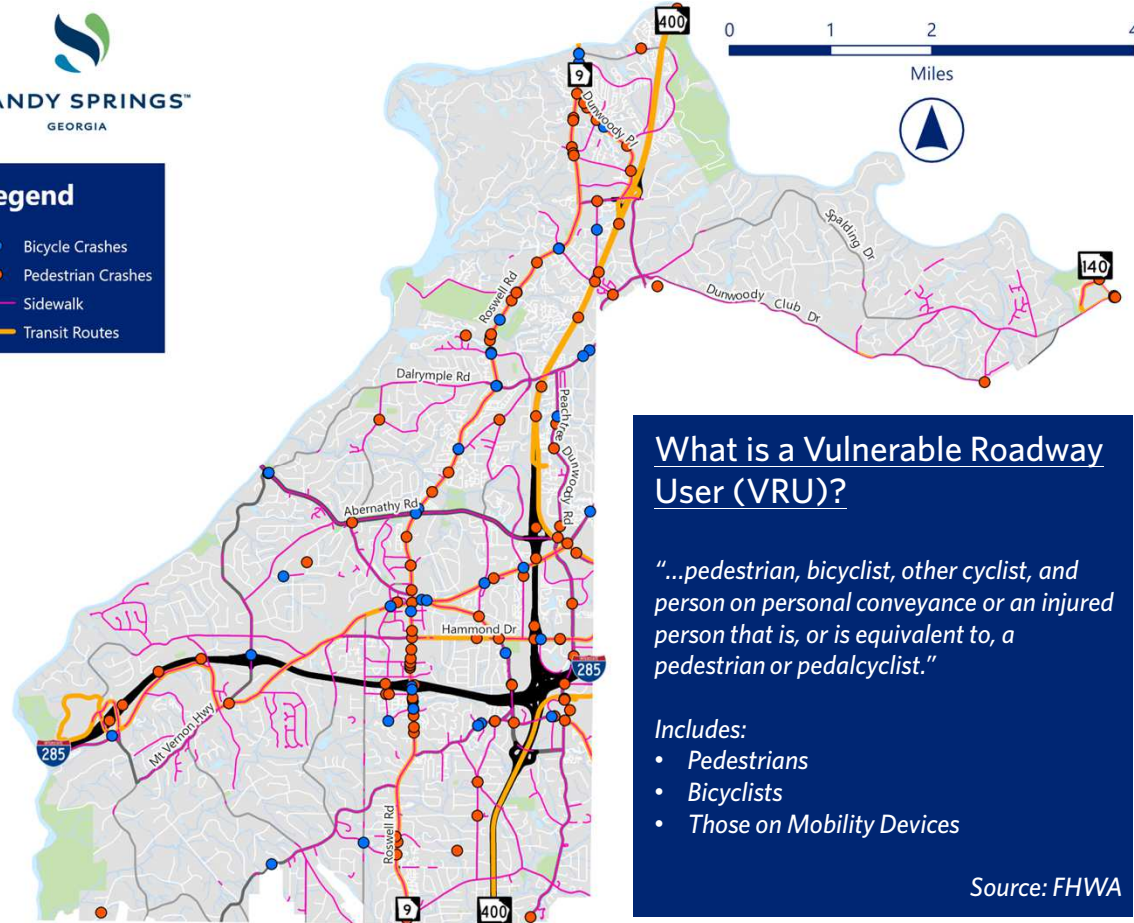
Crashes Involving VRUs

- Reported VRU Crashes on City & State Routes
 - 38 bicycle crashes
 - 3 Fatalities
 - 3 Serious Injuries
 - 31 Total Injuries
 - 130 pedestrian crashes
 - 5 Fatalities
 - 17 Serious Injuries
 - 117 Total Injuries
- Notable Observations
 - Roswell Road Corridor
 - MARTA Bus Routes
 - Areas with a mix of uses



Legend

- Bicycle Crashes
- Pedestrian Crashes
- Sidewalk
- Transit Routes



What is a Vulnerable Roadway User (VRU)?

"...pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist."

Includes:

- Pedestrians
- Bicyclists
- Those on Mobility Devices

Source: FHWA

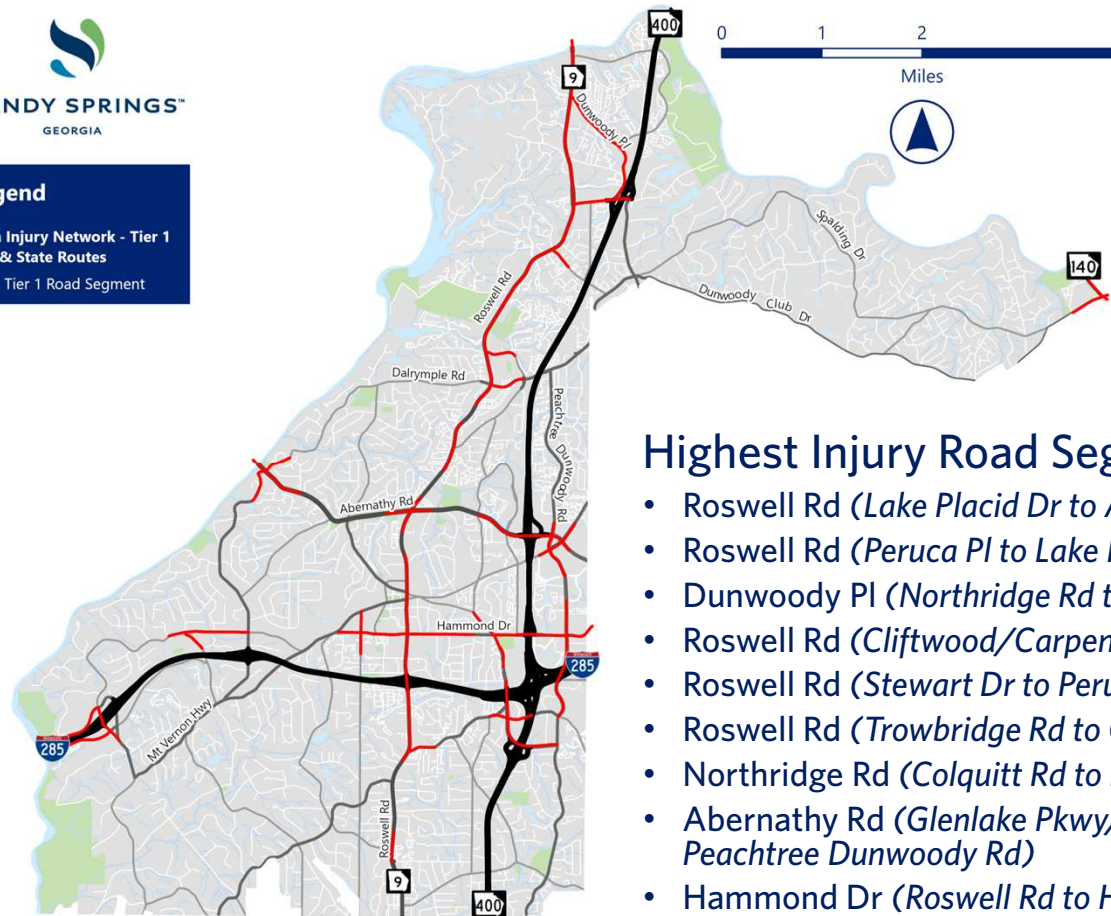
Tier 1 High Injury Network (City and State Routes)



Legend

High Injury Network - Tier 1
City & State Routes

— Tier 1 Road Segment



Highest Injury Road Segments (by crash cost)

- Roswell Rd (Lake Placid Dr to Allen Rd/Carpenter Dr)
- Roswell Rd (Peruca Pl to Lake Placid Dr)
- Dunwoody Pl (Northridge Rd to Hightower Trl)
- Roswell Rd (Cliftwood/Carpenter Dr to Hammond Dr)
- Roswell Rd (Stewart Dr to Peruca Pl)
- Roswell Rd (Trowbridge Rd to Cimarron Pkwy)
- Northridge Rd (Colquitt Rd to Dunwoody Pl/SR 400 S Ramps)
- Abernathy Rd (Glenlake Pkwy/Mercedes Benz Dr to Peachtree Dunwoody Rd)
- Hammond Dr (Roswell Rd to Hilderbrand Dr)

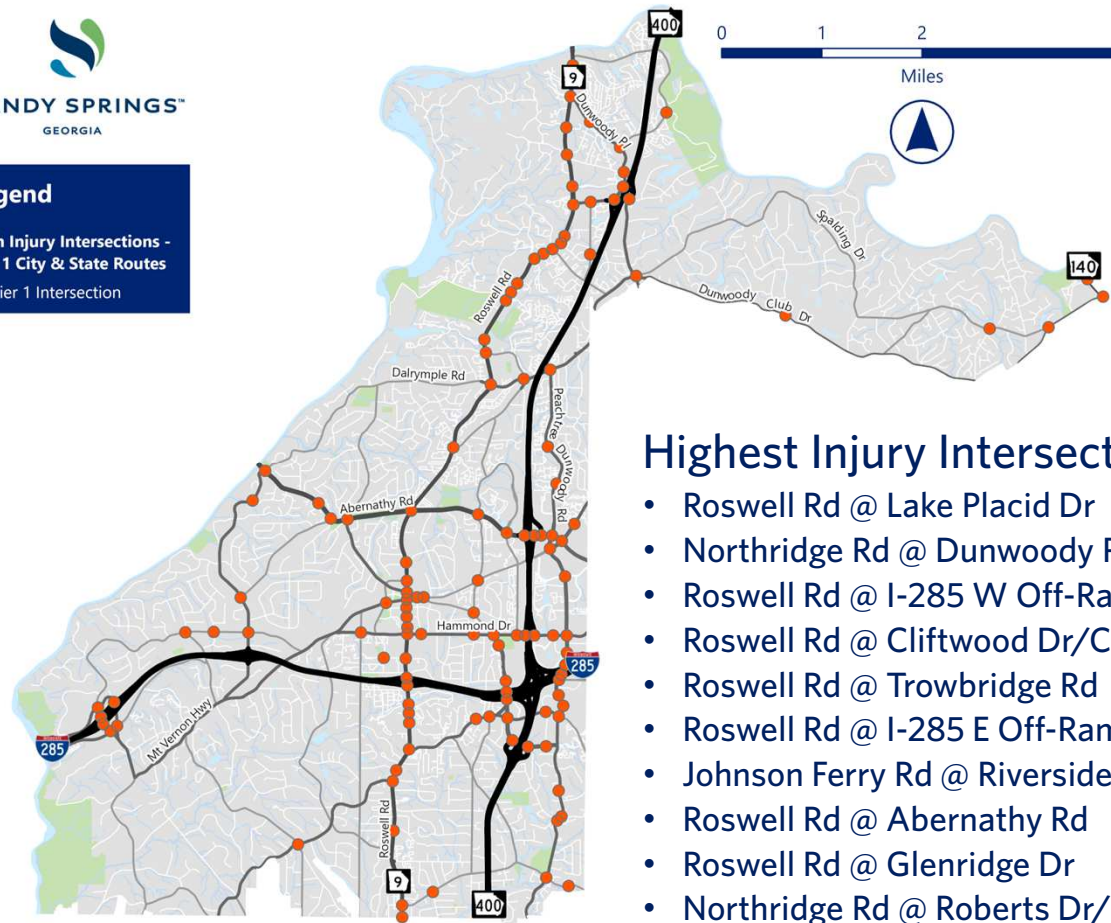
Tier 1 High Injury Intersections (City and State Routes)



Legend

High Injury Intersections -
Tier 1 City & State Routes

● Tier 1 Intersection



Highest Injury Intersections (by crash cost)

- Roswell Rd @ Lake Placid Dr
- Northridge Rd @ Dunwoody Pl/SR 400 S Ramps
- Roswell Rd @ I-285 W Off-Ramp to Roswell Rd
- Roswell Rd @ Cliftwood Dr/Carpenter Dr
- Roswell Rd @ Trowbridge Rd
- Roswell Rd @ I-285 E Off-Ramp to Roswell Rd
- Johnson Ferry Rd @ Riverside Dr
- Roswell Rd @ Abernathy Rd
- Roswell Rd @ Glenridge Dr
- Northridge Rd @ Roberts Dr/SR 400 N Ramps

Benchmarking (All Crashes)

Comparing Sandy Springs crashes to peer areas (Roswell and Dunwoody), Fulton County, ARC region, GDOT District 7, and the State

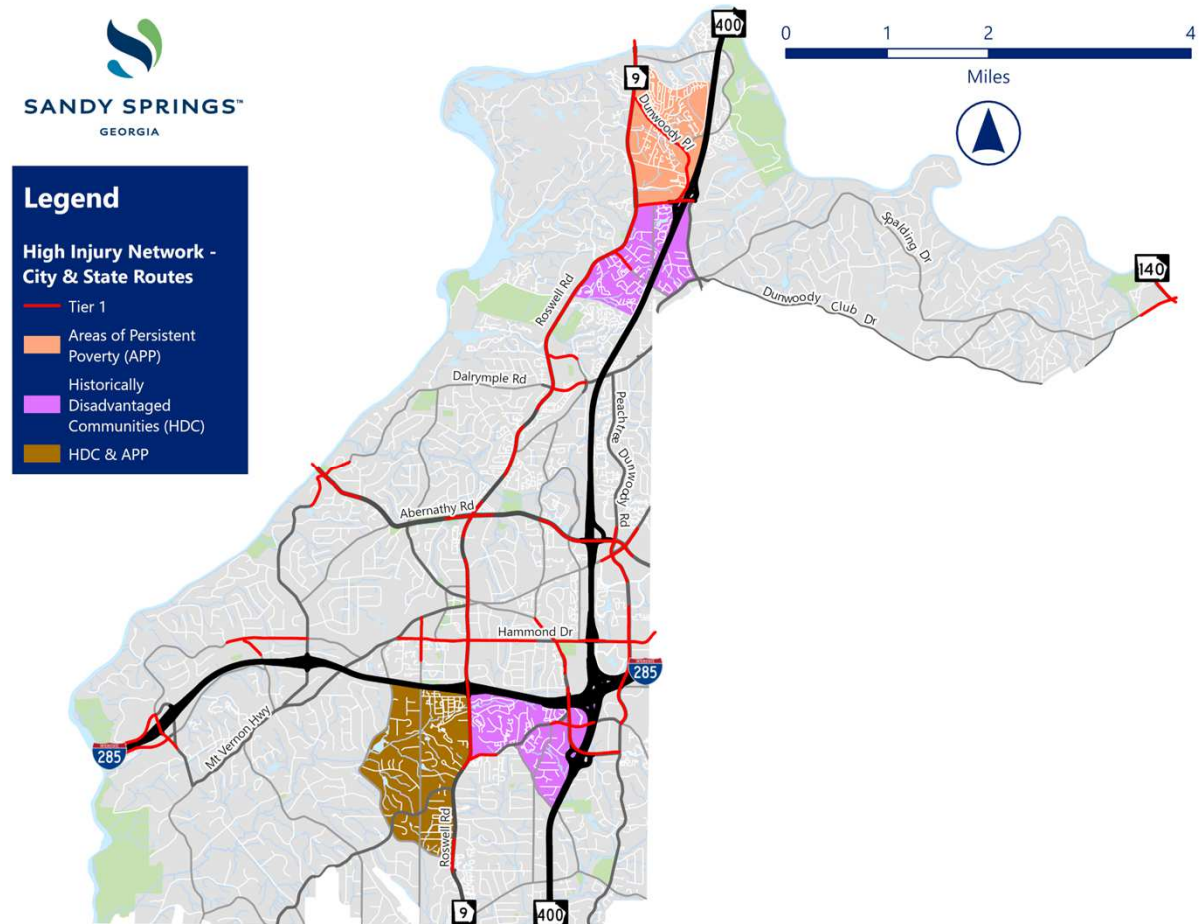
The most overrepresented crash types for all crashes as well as fatal and serious injury (KA) crash types include:

-  Distracted Driving
-  Large Truck Related
-  Impaired Driving

Equity Analysis

Equity Analysis

- Five Census tracts qualify as an Area of Persistent Poverty and/or a Historically Disadvantaged Community
- 17 of the 54 fatal crashes (32%), 53 of the 205 serious injuries (26%), and 32% of Tier I High Injury Network segments are within or adjacent to these areas



Engagement Activities

Safety Task Force

- Comprised of City departments (Public Works, Communications, Community Development, GIS (IT), Fire, and Police)
- Serves as an advisory board for plan development and eventual implementation
- Meeting at key milestones

April 5 th	Plan overview, preliminary crash analysis findings, review of policies and plans, discussion on needs and priorities
May 23 rd	Crash trends, high injury network and equity analysis
August 1 st	Systemic risk analysis, preliminary ideas, and discussion on implementation strategies
Mid-October	Draft implementation plan and metrics

Focus Groups

Bicycle, Pedestrian and Transit Advocates

Transit Equity

Regional Transportation Partners

Business Community

Healthcare and Health-Related Advocates

Schools and Youth Population

- When there is no crosswalk near a bus stop, it is difficult and unsafe to access the stop.
- Heavy traffic and multiple turning movements on busy roads make it dangerous for pedestrians and cyclists to travel.
- There are not enough safe pedestrian crossings along Roswell Road near City Springs.
- Many cities have adopted Vision Zero – City of Dunwoody has a goal to eliminate serious injuries and fatalities within 10 years.

Focus Groups

Bicycle, Pedestrian and Transit Advocates

Transit Equity

Regional Transportation Partners

Business Community

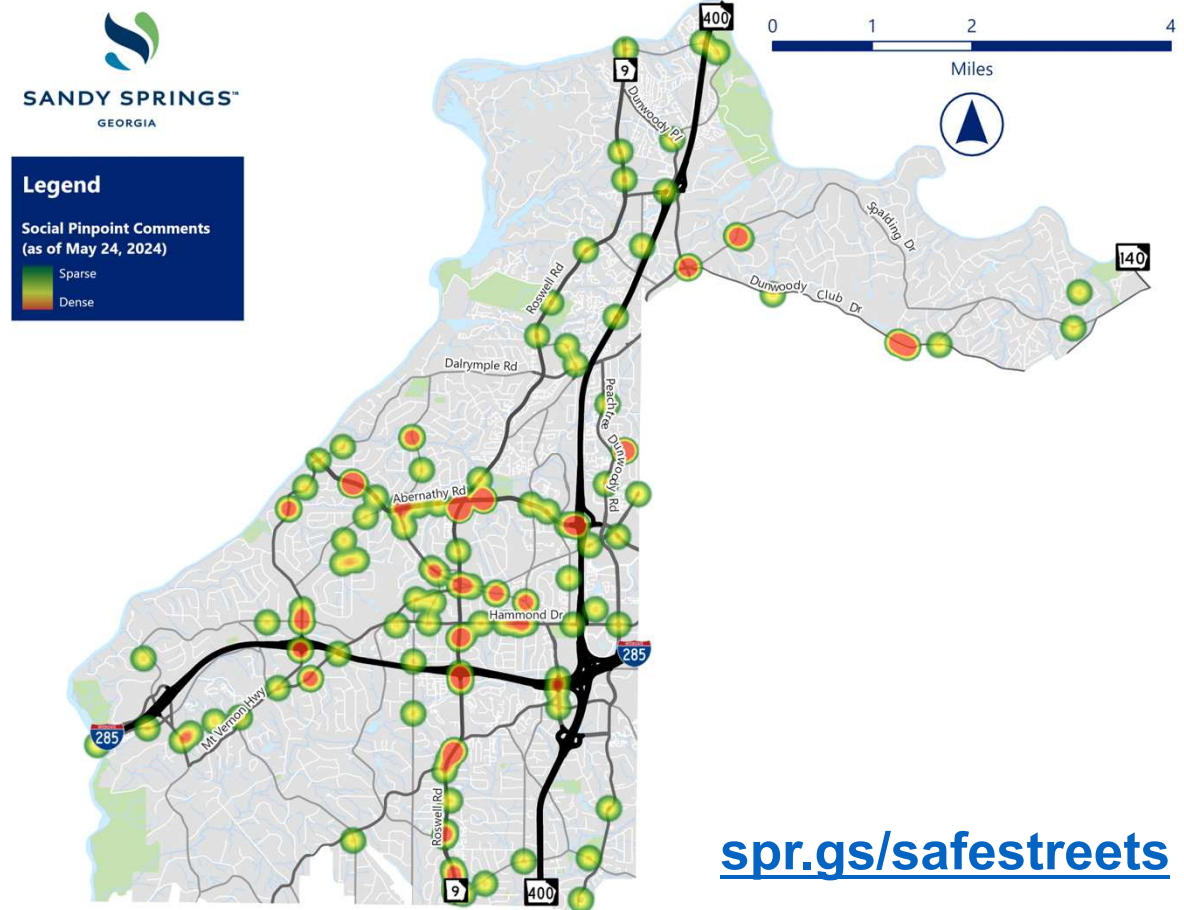
Healthcare and Health-Related Advocates

Schools and Youth Population

- Statewide, some cities have reduced speed limits on roadways.
- Leadership Perimeter can help promote safety campaigns or connect the City to business audiences.
- Georgia Bikes has educational programs for pedestrians, cyclists, motorists and local governments.

Online Survey

- Survey dates: May 1 – June 15, 2024
- 150 comments as of 5/24
- Primary corridors of concern:
 - Abernathy Road
 - Roswell Road
 - Johnson Ferry Road
 - Hammond Drive



Overarching Survey Themes by Number of Comments

Lacking Bike/Pedestrian
protection (42)

Intersection or Turning-
Related (26)

Speeding (26)

Poor Visibility (15)

Access and Egress (14)

Lack of or Unclear Signage
or Road Markings (11)

Sandy Springs Farmer's Market

- May 18th Farmers Market
- Heard from approximately 150 people
- Major themes:
 - more sidewalks and crossing opportunities
 - more mid-block crossings along Roswell Rd
 - intersections with sight distance challenges
 - visibility improvements, such as reflective pavement markings, desired



Next Steps

Next Steps

- Developing policy and project recommendations
- Developing goals and metrics
 - Examples from nearby places
 - *"As a moderate, achievable goal, ARC will adopt a 5% reduction target each year for all safety performance measures."* - ARC Regional Safety Strategy
 - *"The overall goal for Cobb County is ZERO deaths and serious injuries on public roads within the County."* - Cobb County Safety Action Plan
 - *"The City of Dunwoody has developed this Road Safety Action Plan with the goal of eliminating all killed or serious injury (KSI) crashes that occur the City road network by 2034. The Plan supports the City's prioritization of safe, accessible, and equitable mobility for all roadway users and will inform city transportation decisions and funding."* - Dunwoody Road Safety Action Plan
 - *"The City of Atlanta's goal is zero fatal or serious crashes on our city streets. This will require committed leadership, consistent resources, and community support. The Vision Zero Action Plan guides us toward achieving that goal by 2040."* - City of Atlanta Vision Zero Action Plan
- Open house meetings planned for in August 2024



SANDY SPRINGS

CITY CLERK'S OFFICE

TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr. AIA Public Works Director
DATE: June 12, 2024 Submission for the June 18, 2024 City Council Work Session
ITEM: Proposed Signal Upgrades at Hammond Drive at Lake Forrest Drive and Hammond Drive at Sandy Springs Circle

Recommendation:

Staff are seeking Mayor and Council feedback on the proposed safety and operational improvements at the signalized intersections of Hammond Drive at Lake Forrest Drive and Hammond Drive at Sandy Springs Circle. Staff recommends the low-cost, short-term safety and operational improvements to include the addition of dedicated turn lanes within the existing pavement width and rights-of-way and application of the current standards to include signal phasing modifications and accessibility upgrades, including the addition of audible pedestrian push buttons at both intersections.

Discussion:

The City procured a consultant in Spring 2023 to evaluate the following five existing signalized intersections:

1. Roswell Road/SR 9 at Trowbridge Road
2. Roswell Road/SR 9 at Northridge Road
3. Hammond Drive at Sandy Springs Circle
4. Hammond Drive at Lake Forrest Drive
5. Dunwoody Place at Hope Road/North River Drive

The purpose of the project is to conduct an evaluation of the signal operations to determine if existing left-turn movements and pedestrian facilities meet the current federal and state standards. The project also includes a review of accessibility to address any deficiencies and the development of updated traffic signal plans with the recommended modifications. The intention of the Signal Upgrades project is to develop short-term, low cost, actionable safety and operational improvements within the existing rights-of-way.

Financial Impact:

The City has already awarded a design contract in the amount of \$103,275.00 for the five signalized intersections upgrade project under the Traffic Management Program, T-9500. Construction cost estimates for the intersections of Hammond Drive at Lake Forrest Drive and Hammond Drive at Sandy Springs Circle are pending approval of the proposed recommendations.

Review:

Raquel Gonzalez, City Clerk

Created/Initiated - 6/13/2024

Marty Martin, Director of Public Works
Chris Owens, Assistant City Manager
Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Approved - 6/13/2024
Approved - 6/14/2024
Approved - 6/14/2024
Approved - 6/14/2024
Final Approval - 6/14/2024

Attachments:

1. Hammond-Dr-Signals_MCC_18Jun24

Signal Upgrades Project Hammond Drive at Lake Forrest Drive Hammond Drive at Sandy Springs Circle

City Council Work Session

June 18, 2024



SANDY SPRINGS™
GEORGIA

Signal Upgrades Projects

5 Intersections

- **Locations:**

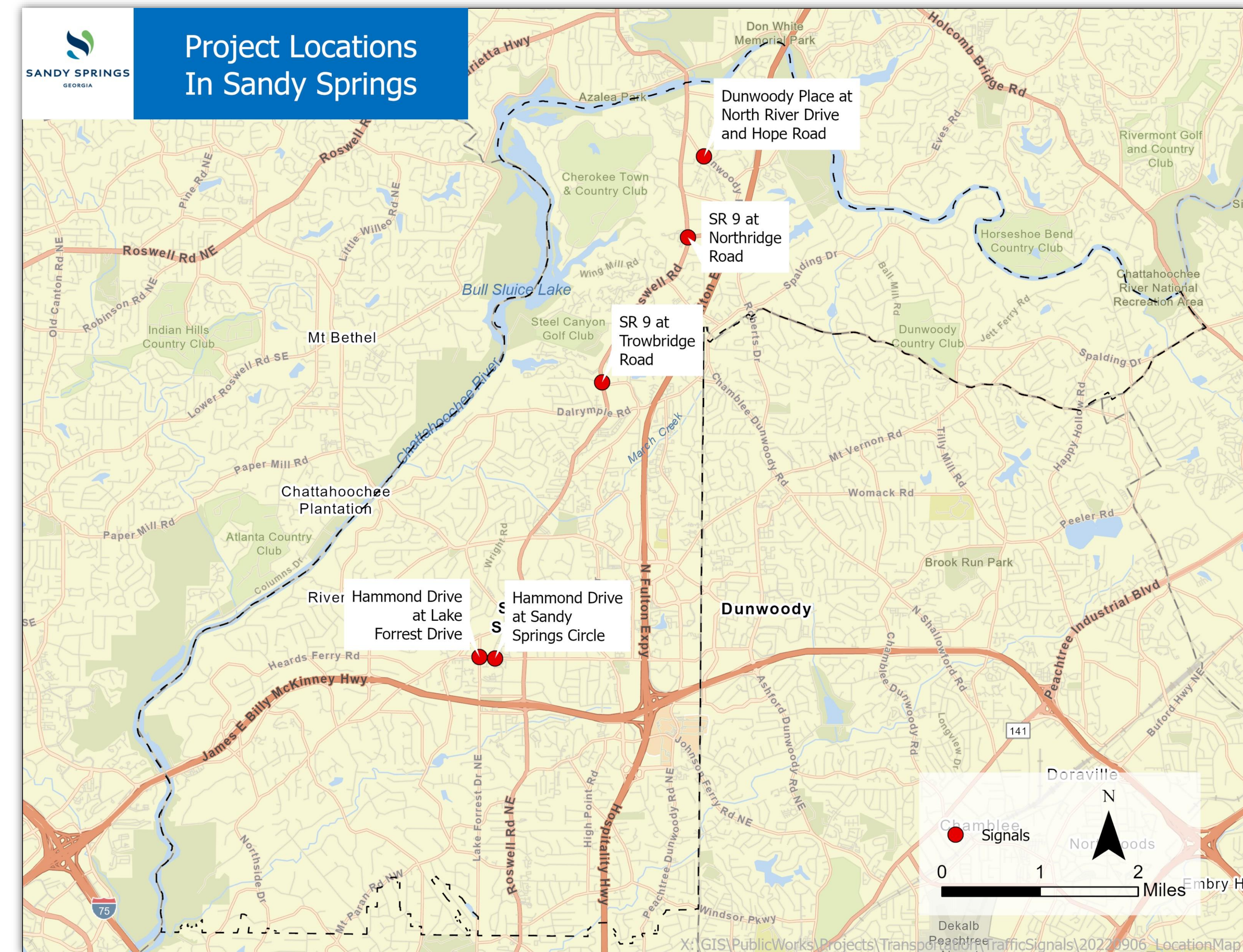
- Roswell Road/SR 9 at Trowbridge Road
- Roswell Road/SR 9 at Northridge Road
- Dunwoody Place at Hope Road
- Hammond Drive at Sandy Springs Circle
- Hammond Drive at Lake Forrest Drive

- **Cost:**

- Estimated \$104,000 for evaluation and design
- Construction cost estimates are pending completion of signal plans

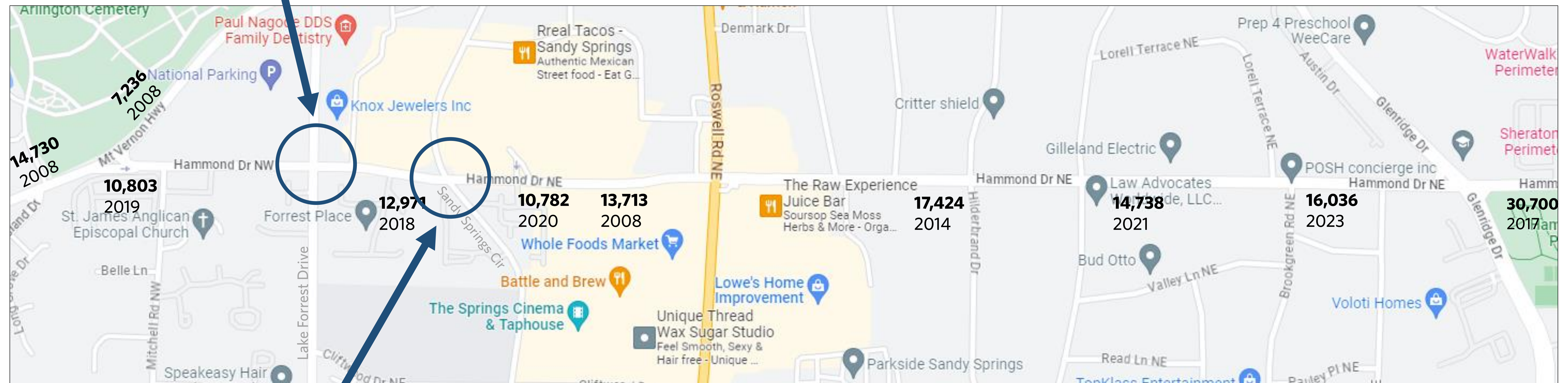
- **Status:**

- Signal Plan for Dunwoody Place at Hope Road/North River Road is complete
- Signal Plans for SR 9 at Trowbridge and Northridge are pending GDOT approvals and permitting
- **Signal Plans for Hammond Drive at Lake Forrest Drive and Sandy Springs Circle awaiting confirmation of proposed improvements**



Signal Improvement Project Locations & Existing Daily Traffic Volumes on Hammond Drive

Hammond Drive at Lake Forrest Drive



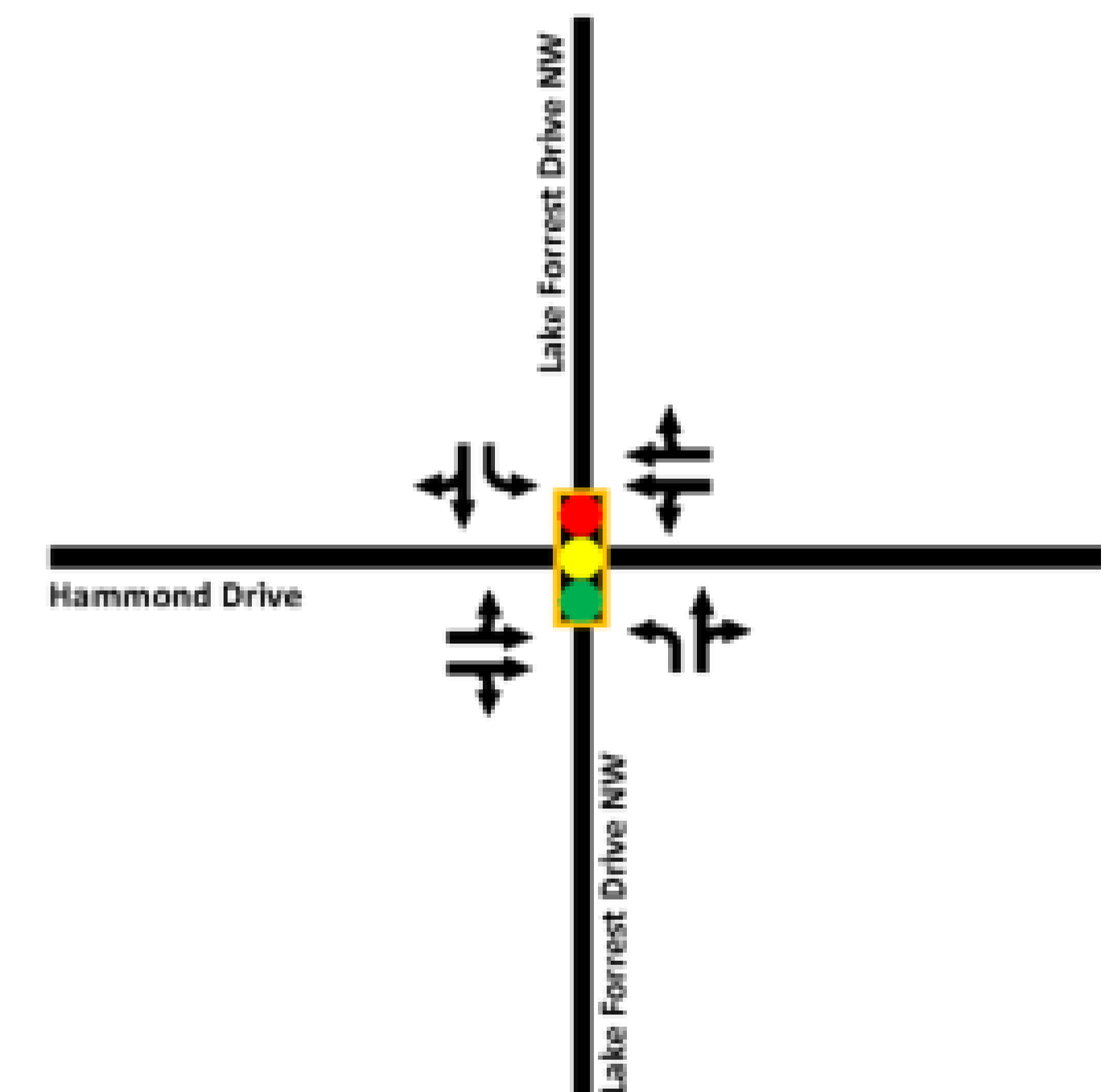
Hammond Drive at Sandy Springs Circle

Signal Upgrade Needs

- **Hammond Drive at Lake Forrest Drive**
 - Citizen requests for accessible upgrades
 - Citizen concerns about no protected left turns from westbound Hammond Drive to southbound Lake Forrest Drive
 - Analysis showed the intersection **meets traffic engineering criteria for adding dedicated left turn lanes in the east- and westbound directions due to crash history and traffic volumes**
 - Modify signal phasing to add protected-permissive FYA westbound and left-turn permissive FYA for all other directions
 - Upgrade signal heads to include reflective backplates



Existing Lane Geometry

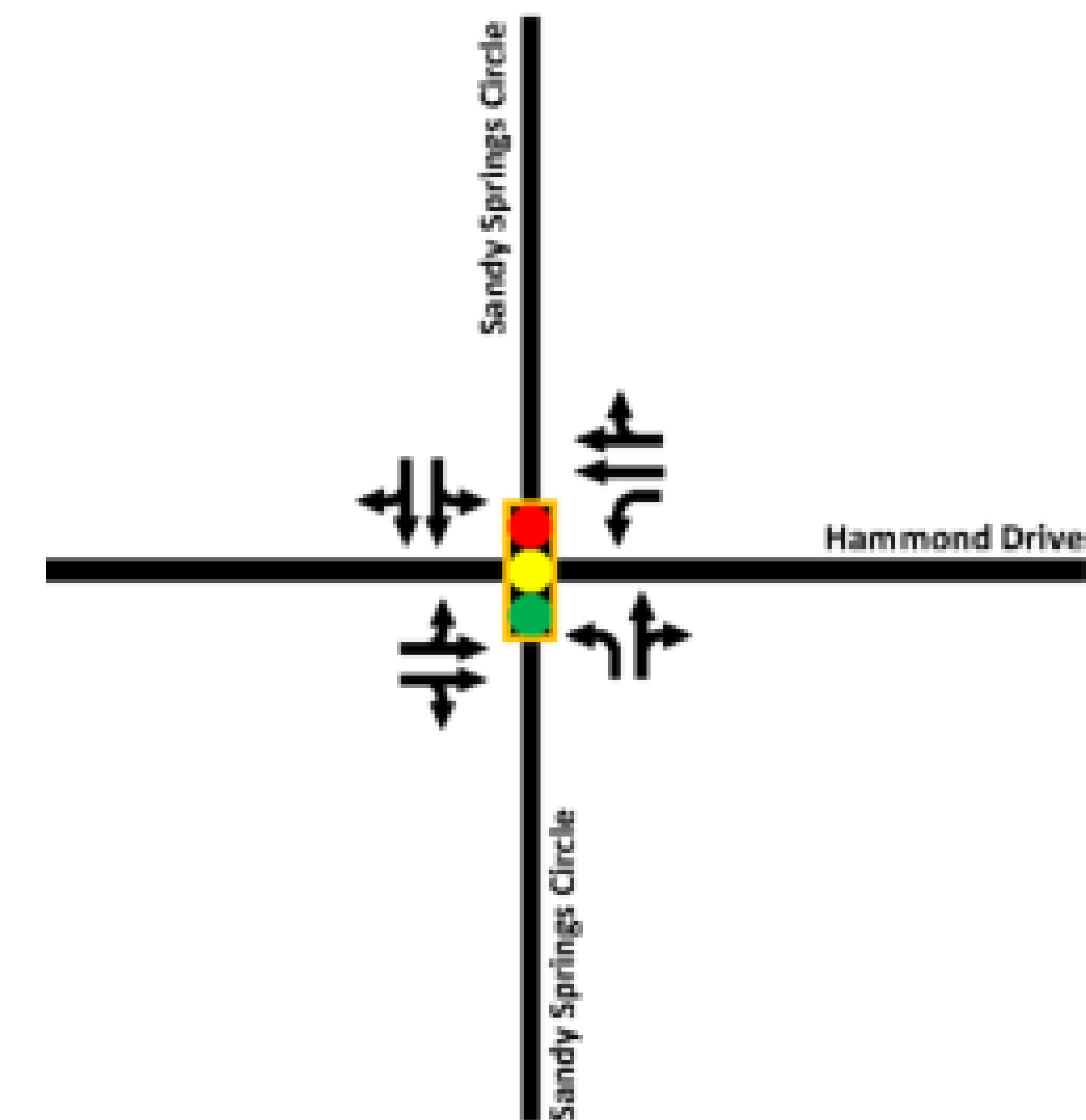


Signal Upgrade Needs

- **Hammond Drive at Sandy Springs Circle**
 - Citizen requests for accessible upgrades
 - Analysis showed the intersection **meets traffic engineering criteria for adding dedicated left turn lanes in the east- and southbound directions due to crash history and traffic volumes**
 - Modify signal phasing to provide protected-permissive FYAs westbound, eastbound and southbound and permissive-only FYA northbound
 - Upgrade signal heads to include reflective backplates



Existing Lane Geometry



Signal Analysis Findings

Hammond Drive at Lake Forrest Drive

- Crash Evaluation
 - 38 Angle, Head-On, or Rear-End/Side Swipe crashes occurred between 2018-2022
 - 23 of 38 (60%) were angle crashes which could be mitigated with the addition of dedicated left-turn lanes
- Operations
 - With the proposed improvements, the level of service during the AM/PM peak hours is LOS C, which is above the accepted standard of LOS D for urban areas
 - There is ample excess capacity at the intersection to improve safety without significantly impacting level of service

Hammond Drive at Sandy Springs Circle

- Crash Evaluation
 - 40 Angle, Head-On, or Rear-End/Side Swipe crashes occurred between 2018-2022
 - 16 of 40 (40%) were angle crashes which could be mitigated with the addition of dedicated turn lanes
 - 21 of 40 (52%) were rear end or side swipe crashes which could be mitigated with the addition of dedicated turn lanes
- Operations
 - With the proposed improvements, the level of service during the AM/PM peak hours is LOS C, which is above the accepted standard of LOS D for urban areas
 - There is ample excess capacity at the intersection to improve safety without significantly impacting level of service

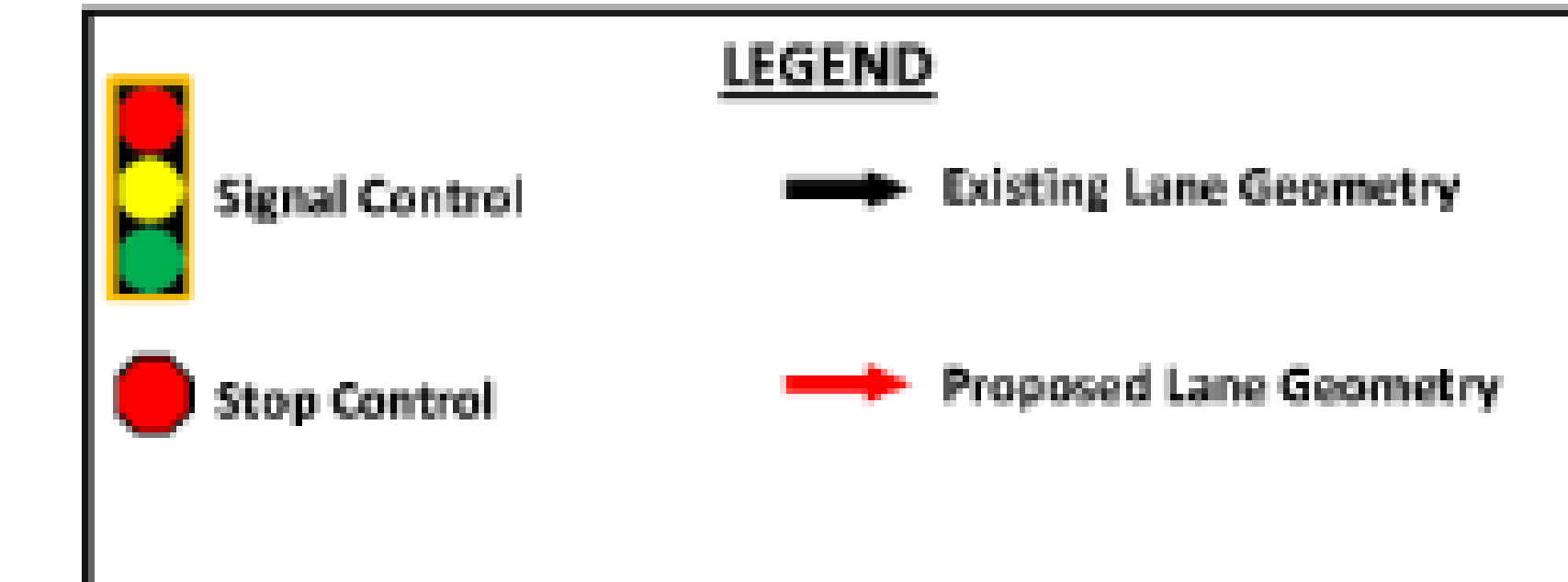
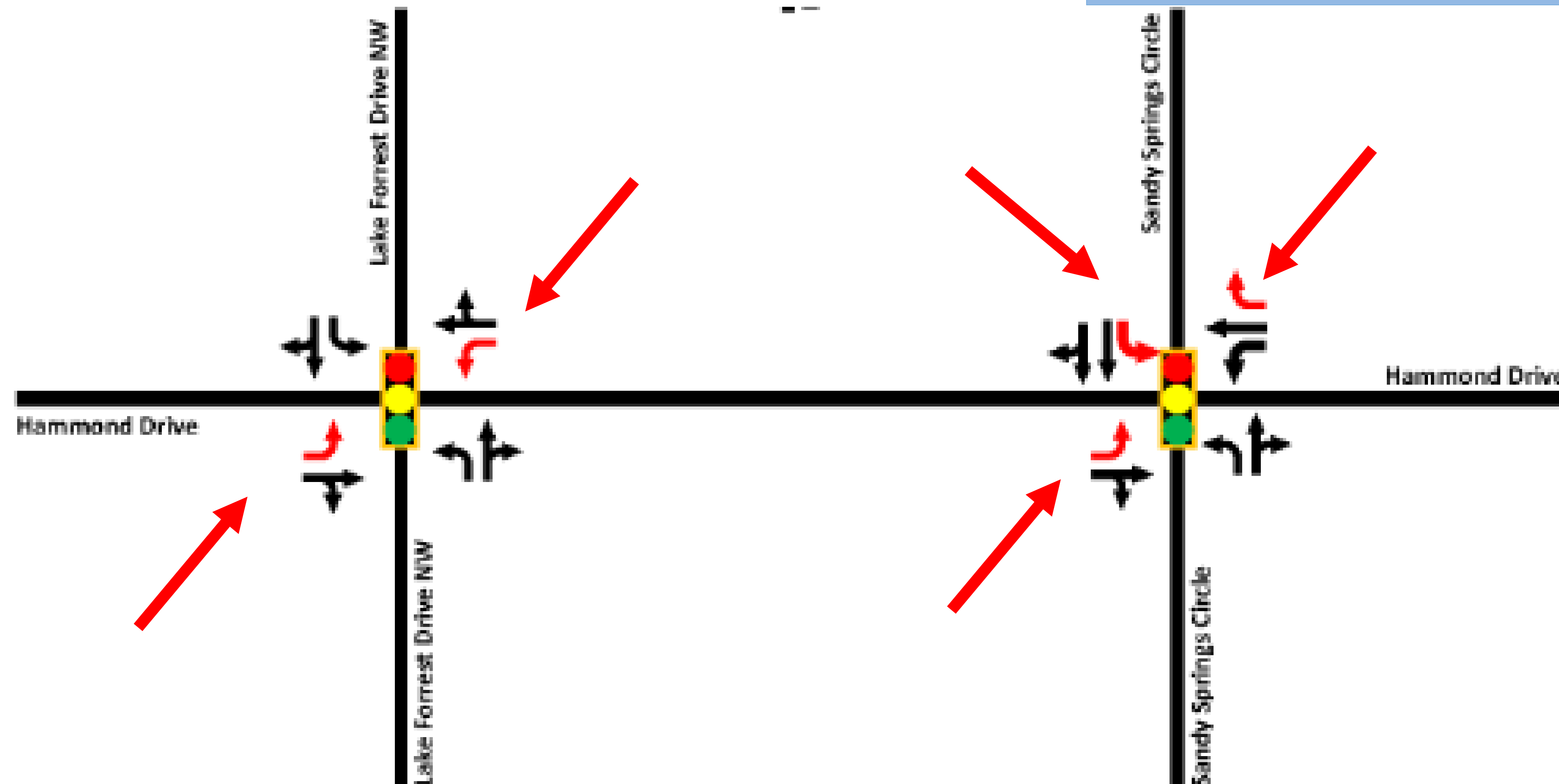
Hammond Drive at Lake Forrest and Hammond Drive at Sandy Springs Circle Proposed Lane Geometry

Proposed project adds:

- Dedicated eastbound left turn lane
- Dedicated westbound left turn lane

Proposed project adds:

- Dedicated westbound right turn lane
- Dedicated eastbound left turn lane
- Dedicated southbound left turn lane

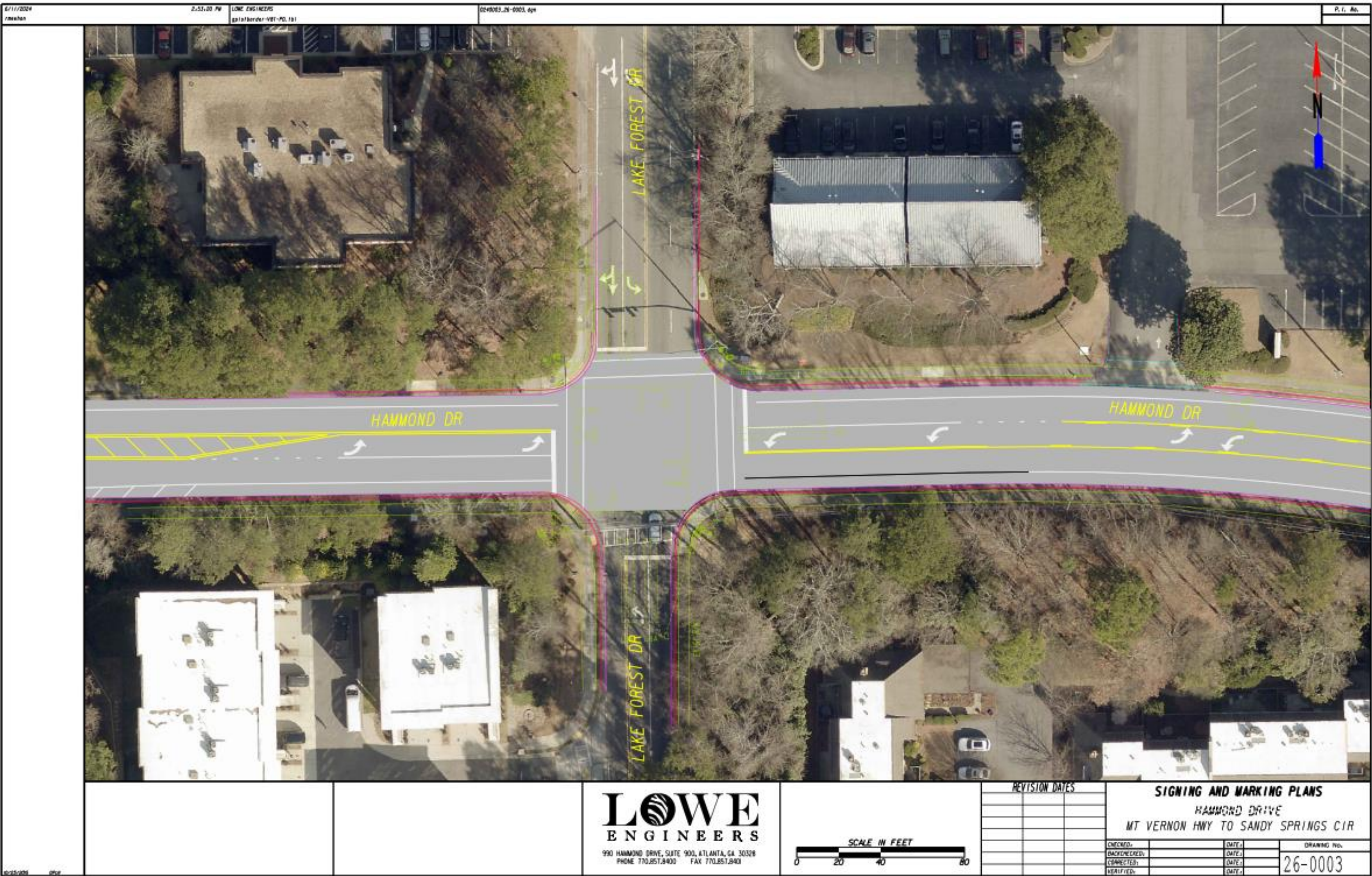


Project can be completed within the existing right-of-way by restriping within the existing pavement width

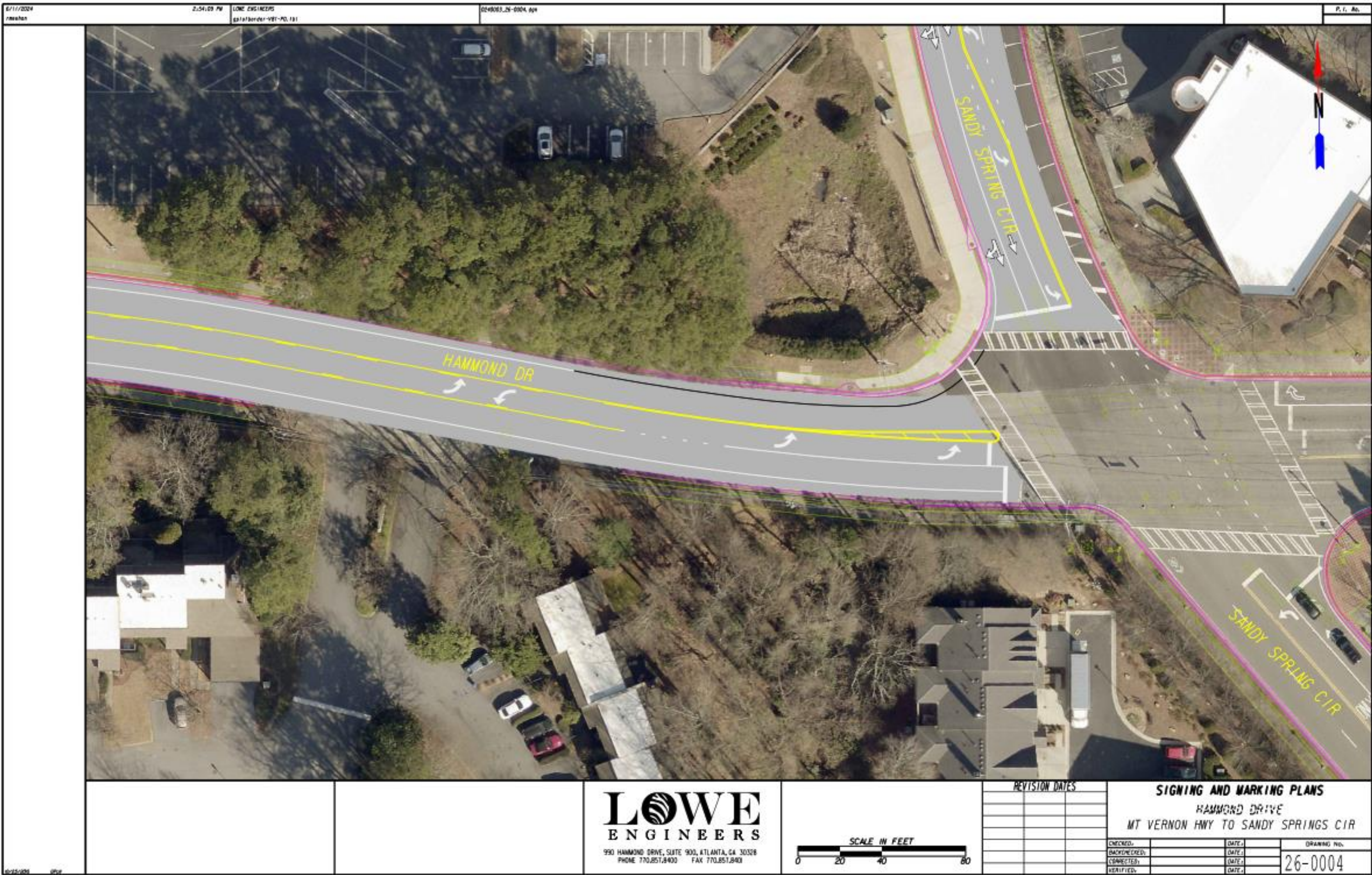
No Additional Right-of-Way is Required!

Hammond Drive Signalized Intersection Improvements Concepts

Hammond Drive at Lake Forrest Drive
Proposed Lane Configuration Concept



Hammond Drive at Sandy Springs Circle
Proposed Lane Configuration Concept



Next Steps

- Finalize Signal Plans
- Prepare project for construction bid

Questions