



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, October 1, 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. **2024-242** Safe Streets 4 Sandy Springs Safety Action Plan - Update
(Presented by Kristen Wescott, Traffic / Transportation Unit Manager)

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: September 9, 2024 Submission for the October 1, 2024 City Council Work Session
ITEM: Safe Streets 4 Sandy Springs Safety Action Plan - Update

Recommendation:

The Mayor and Council are asked to consider safety targets to reduce fatal and serious injury crashes for future adoption

Discussion:

The City 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 provide the foundation for the expansion of the City's Safety Program.

As part of this plan, the City has engaged with several stakeholders and community members to get their input on safety issues on roadways in Sandy Springs. This presentation will summarize community feedback received to date, including the Open House on August 29, 2024. The presentation will also propose preliminary safety goals and metrics that City can adopt and potential policies, strategies, and projects to help the City move toward its goal of eliminating roadway fatalities and serious injuries.

Between 2018 and 2022, there were 27,502 crashes on Sandy Springs roadways, including I-285 (27% of all crashes), SR 400 (23%), Roswell Road (15%), Holcomb Bridge Road (1%) and streets owned by the City (34%). Among these crashes, 38 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.

Two-thirds of the crashes occurring in the City of Sandy Springs are on state and federal routes. The City can take measures to reduce fatal and serious injury crashes, but the state and federal routes are the responsibility of the Georgia DOT, Federal Highway Administration, and United States Department of Transportation. To make significant progress in addressing fatal and serious injuries, the City's state and federal partners need to work to eliminate fatal and serious injury crashes on state and federal routes in Sandy Springs.

The Sandy Springs Safety Action Plan identifies strategies to reduce fatal and serious injury crashes on its roadways. This plan analyzed 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 and metrics to make progress toward meeting safety targets.

Proposed safety targets for consideration:

1. Adopt a goal for the City of Sandy Springs to achieve zero fatal and serious injury crashes by 2050 on City-owned streets.
2. Work with the Georgia DOT to establish safety goals for state routes and limited access facilities within the City to achieve an annual 5 percent reduction in fatal and serious injury crashes.
3. Establish goals to allocate funds for safety improvements with 50% of the projects that include FHWA's proven safety countermeasures and 30% of safety projects in underserved communities.
4. Identify a timeline for implementation of access management improvements along Roswell Road (installation of a median, widening of sidewalks, relocation of curb cuts, etc.).

FHWA's Proven Safety Countermeasures: <https://highways.dot.gov/safety/proven-safety-countermeasures>

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
Target Final Action Plan Adoption Date	02/28/2025
Planned SS4A Final Report Date:	06/01/2025

Financial Impact:

No immediate 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 - 9/19/2024
Approved - 9/19/2024
Approved - 9/19/2024
Approved - 9/24/2024
Approved - 9/26/2024
Final Approval - 9/27/2024

Attachments:

1. 2024.10.01_SS4A_Work_Session_FINAL

City of Sandy Springs Safety Action Plan

City Council Work Session

October 1, 2024



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Agenda

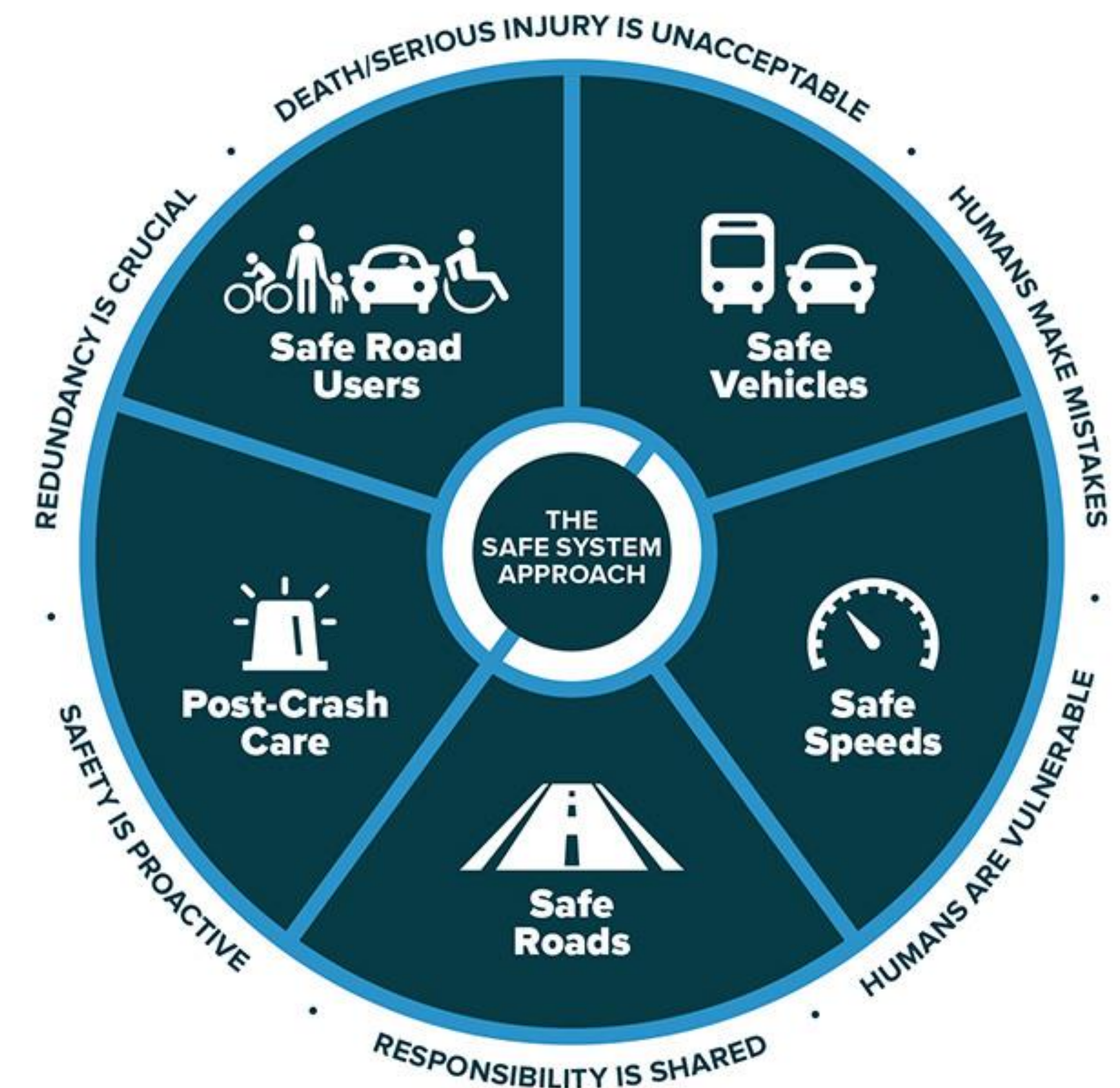
- Plan Overview
- Updated Crash History
- Updated Crash Benchmarking
- Goal Setting
- Potential Projects & Programs
- Next Steps

Plan Overview

About the Plan

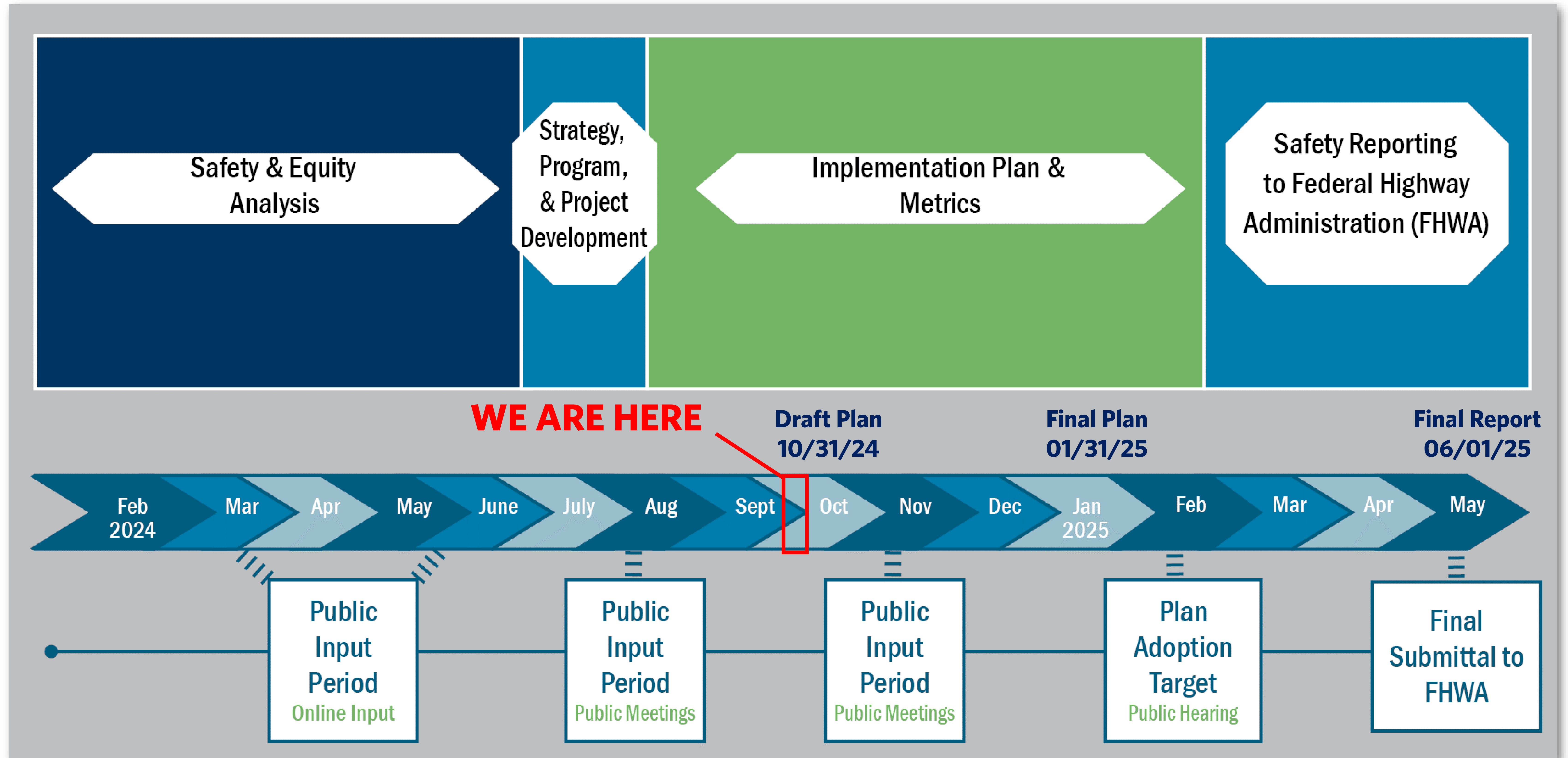
- Will help to expand the City's Safety Program
- Overarching goal to reduce and eventually eliminate fatalities and serious injuries on roadways in Sandy Springs
- Based on FHWA's Safe System Approach

*The City of Sandy Springs is committed to improving the design and operation of its roadways so that **all** users — pedestrians, cyclists, transit users, and motorists — can safely access their destinations.*



Source: FHWA.

Schedule



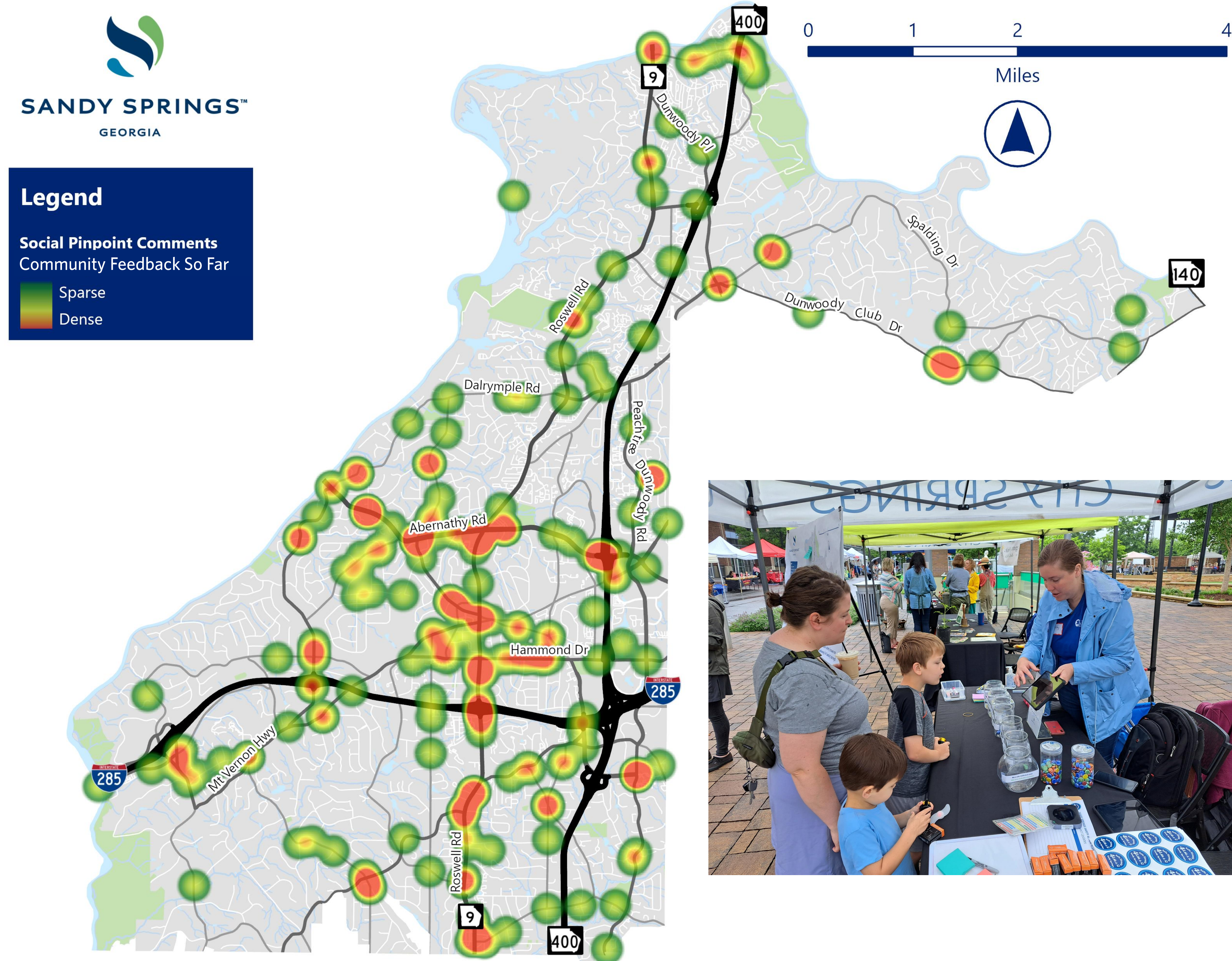
What Have We Learned So Far?

Community Outreach

- Safety Task Force
- Focus Groups
- Interactive Web Map
- Pop-Up Events

Emerging Themes

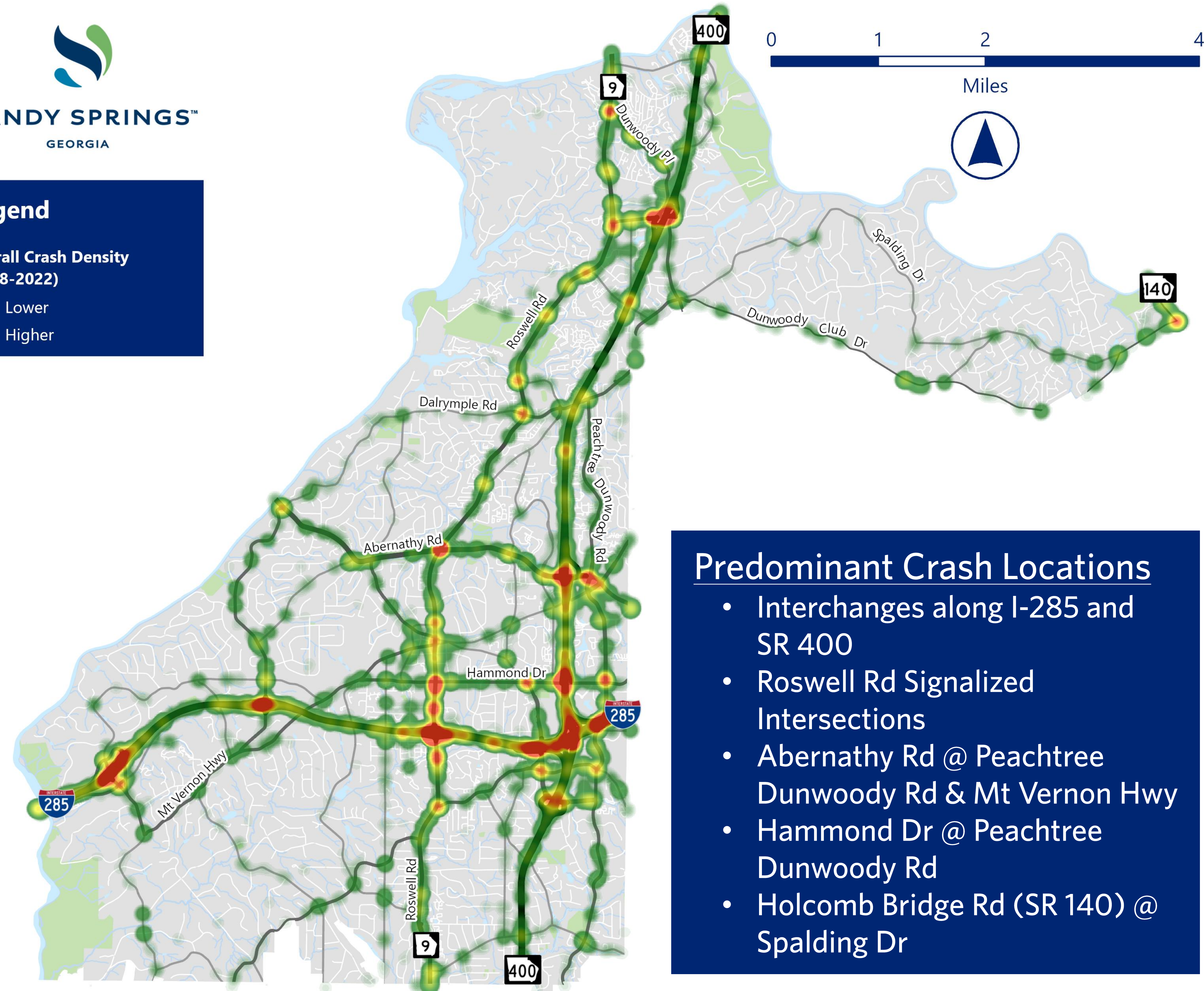
- Lack of Protection for Bicyclists and Pedestrians
- Inadequate Signage or Road Markings
- Intersection- or Turning-Related Issues
- Speeding or Ignoring Roadway Signage
- Driveway Ingress and Egress Concerns
- Poor Visibility or Roadway Obstructions



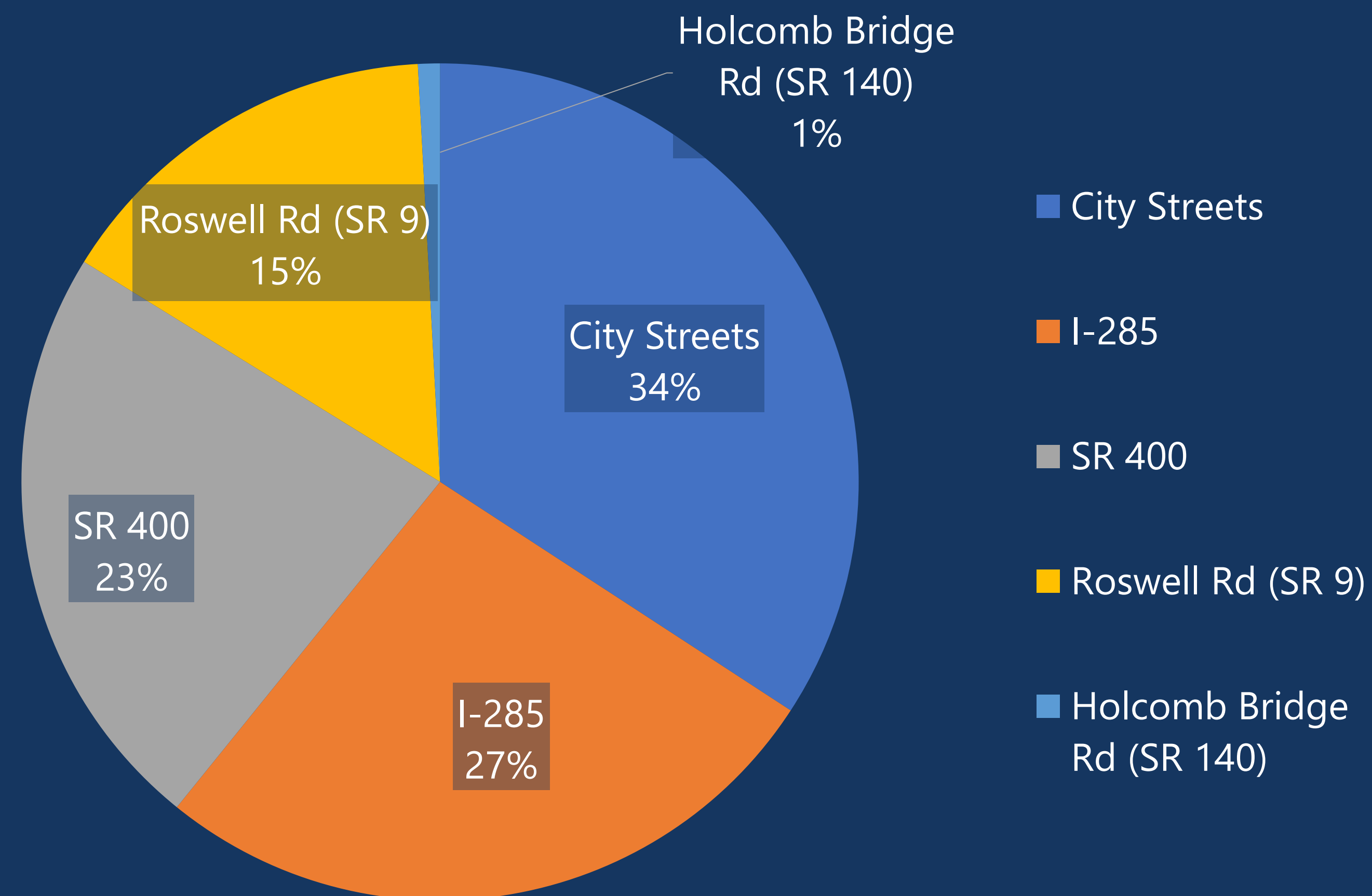
Updated Crash History

Overall Crash Trends

- January 1, 2018 through December 31, 2022
- 27,502 crashes - 38 Fatal and 205 Serious Injury



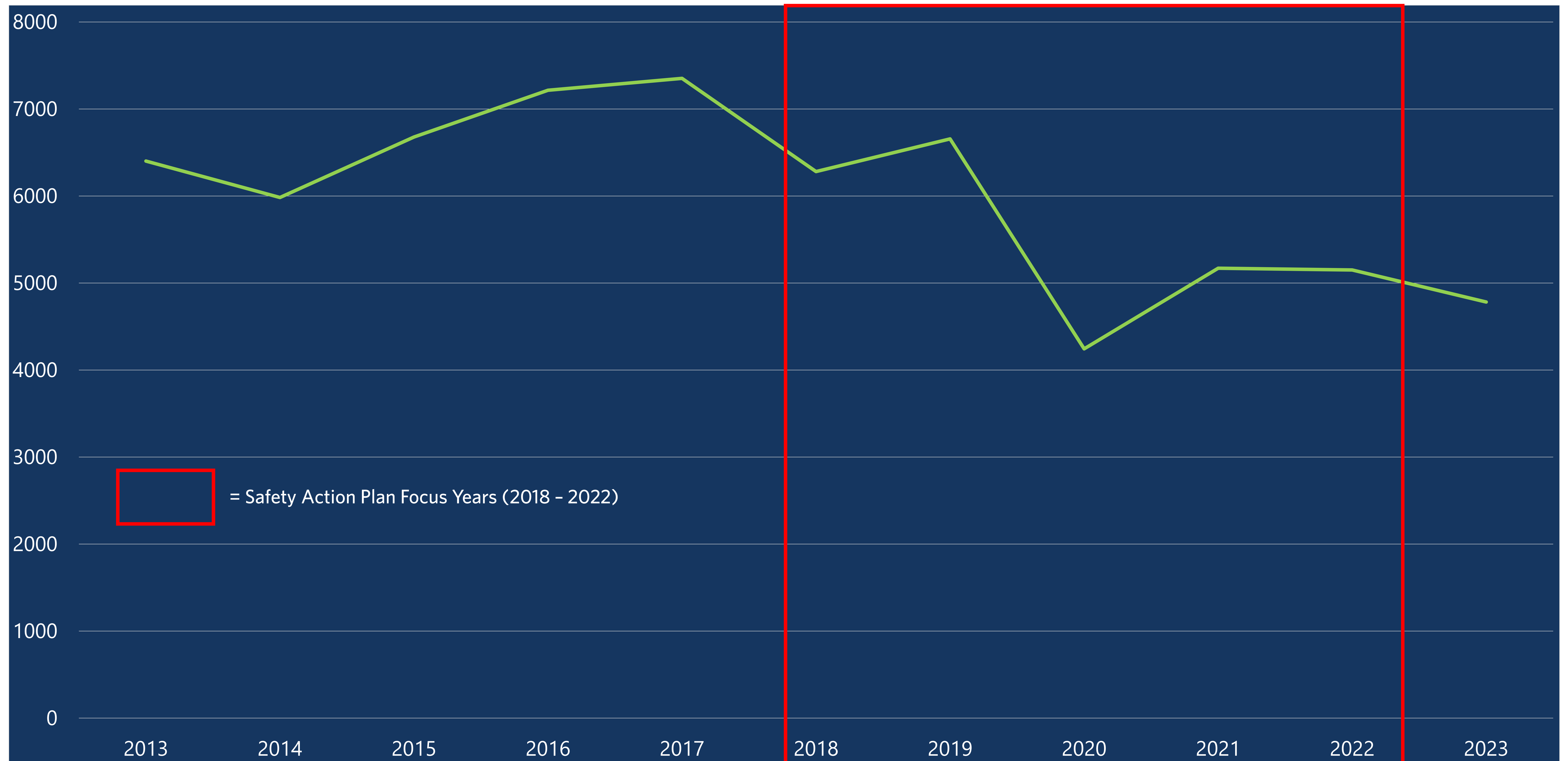
All 2018-2022 Crashes (27,502)



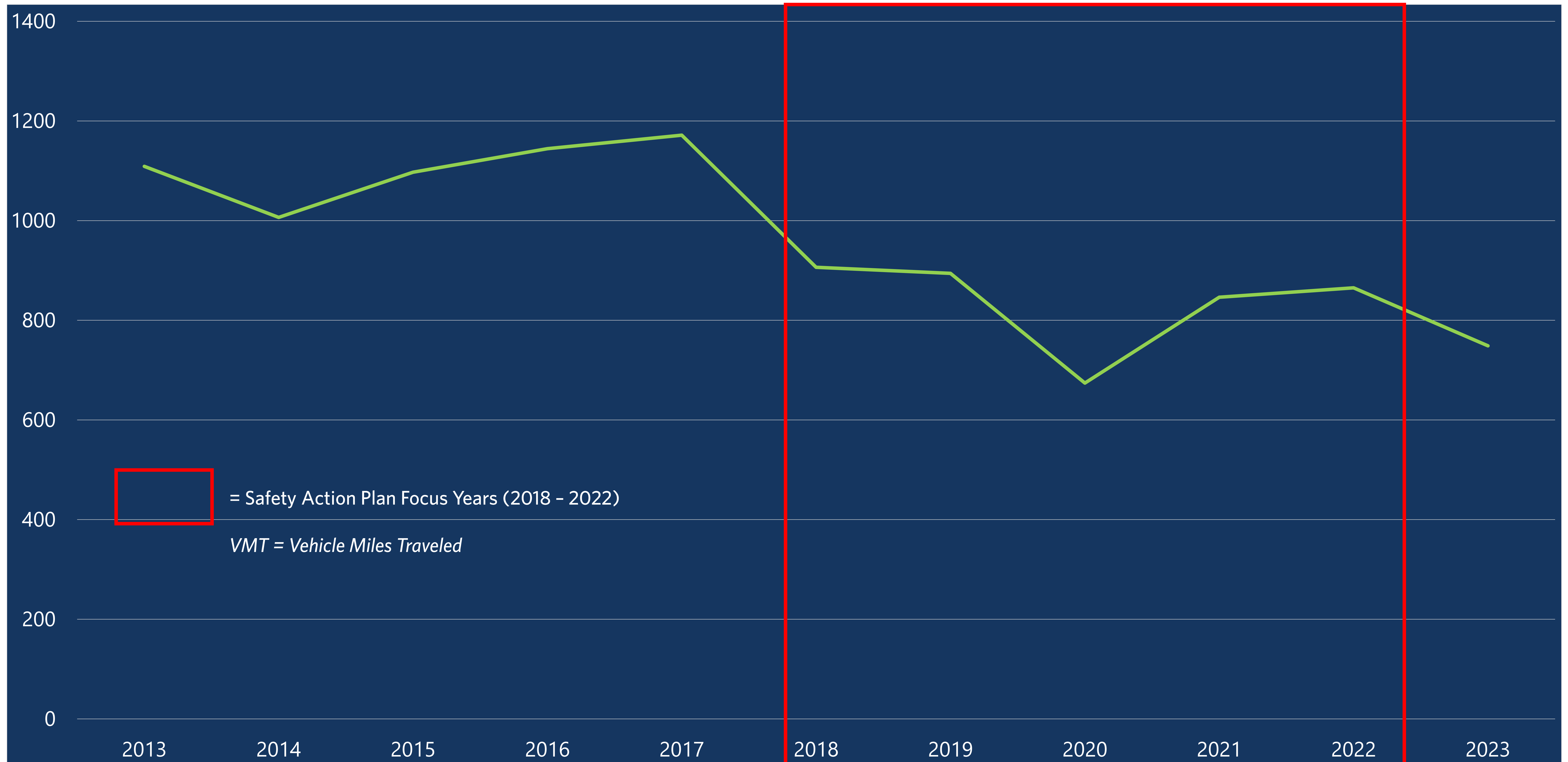
Predominant Crash Locations

- 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

Overall Crash Trends (2013-2023)



Overall Crash Rate – per 100M VMT (2013–2023)



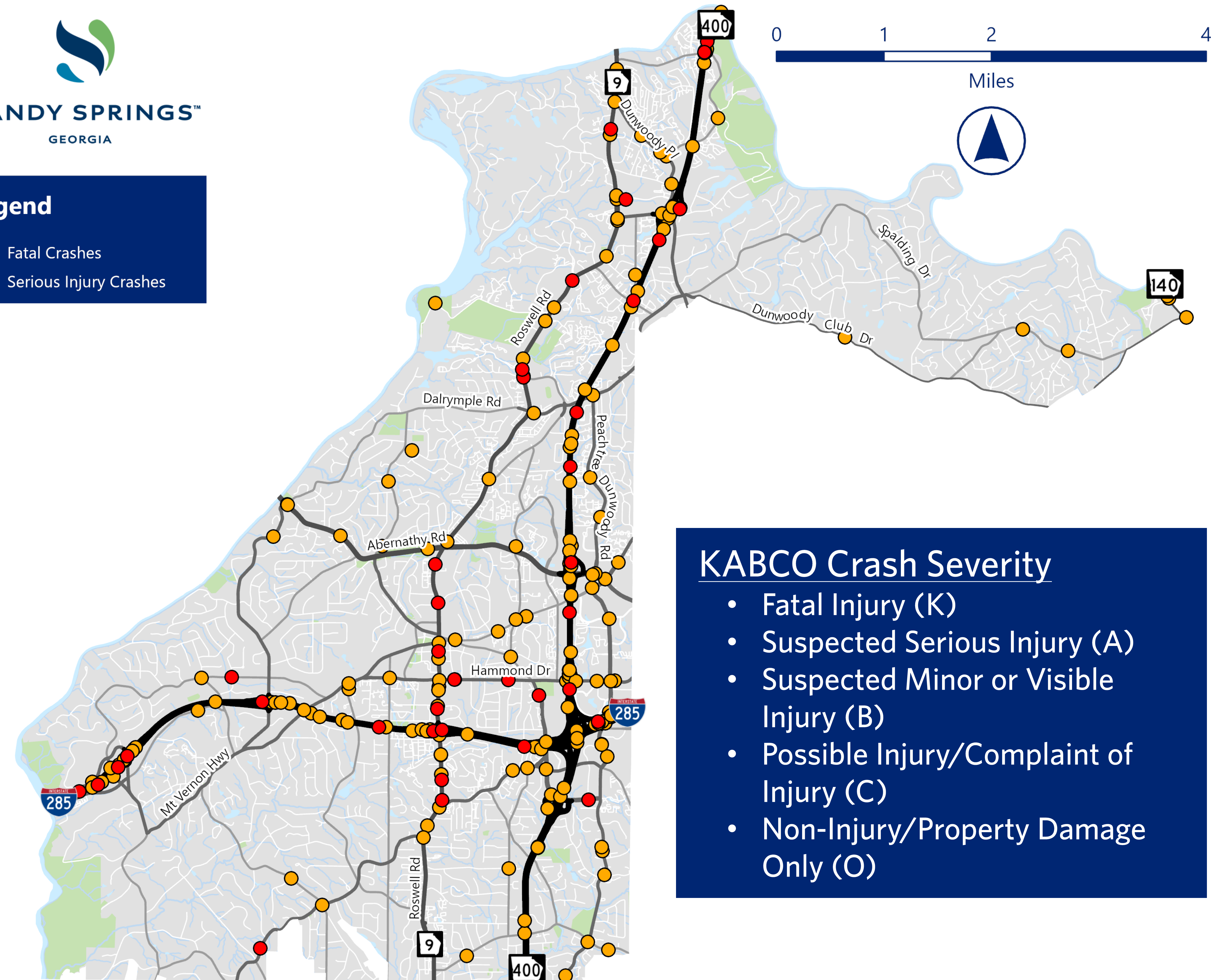
Fatal & Serious Injury (KA) Crashes

- 30% City streets
- 16% Roswell Road
- 1% Holcomb Bridge Road

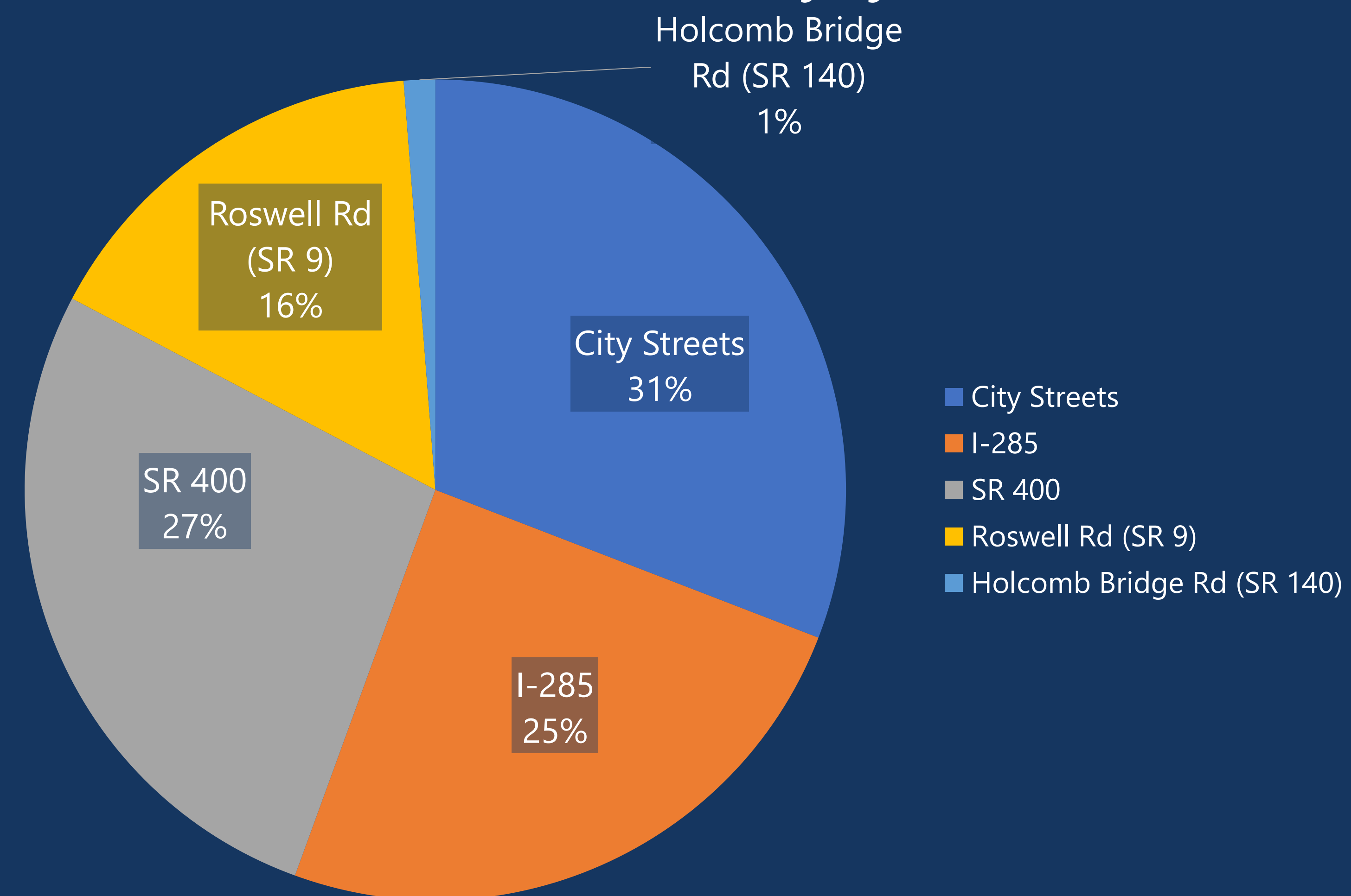


Legend

- Fatal Crashes
- Serious Injury Crashes



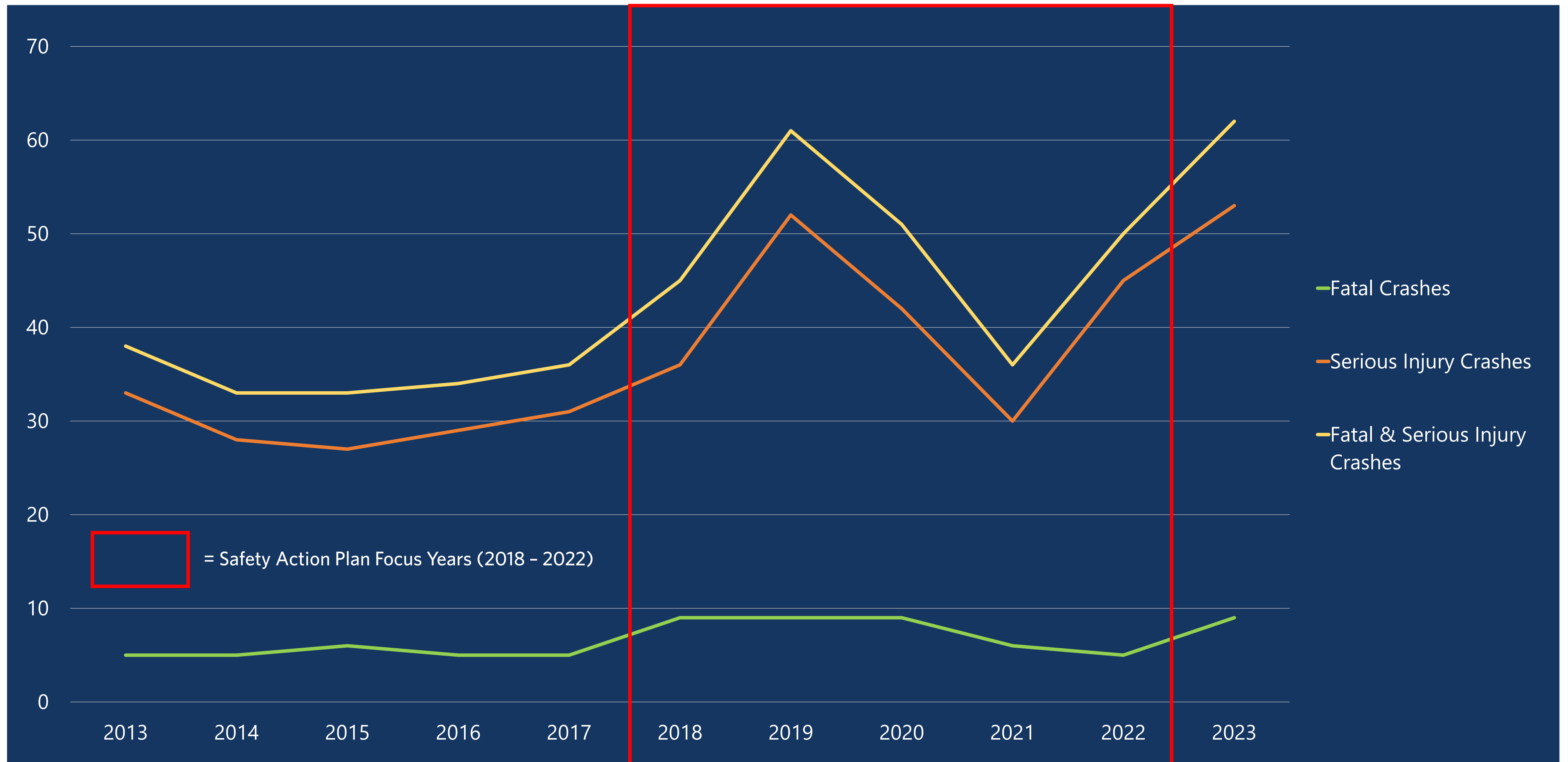
All 2018-2022 Fatal & Serious Injury Crashes (243)



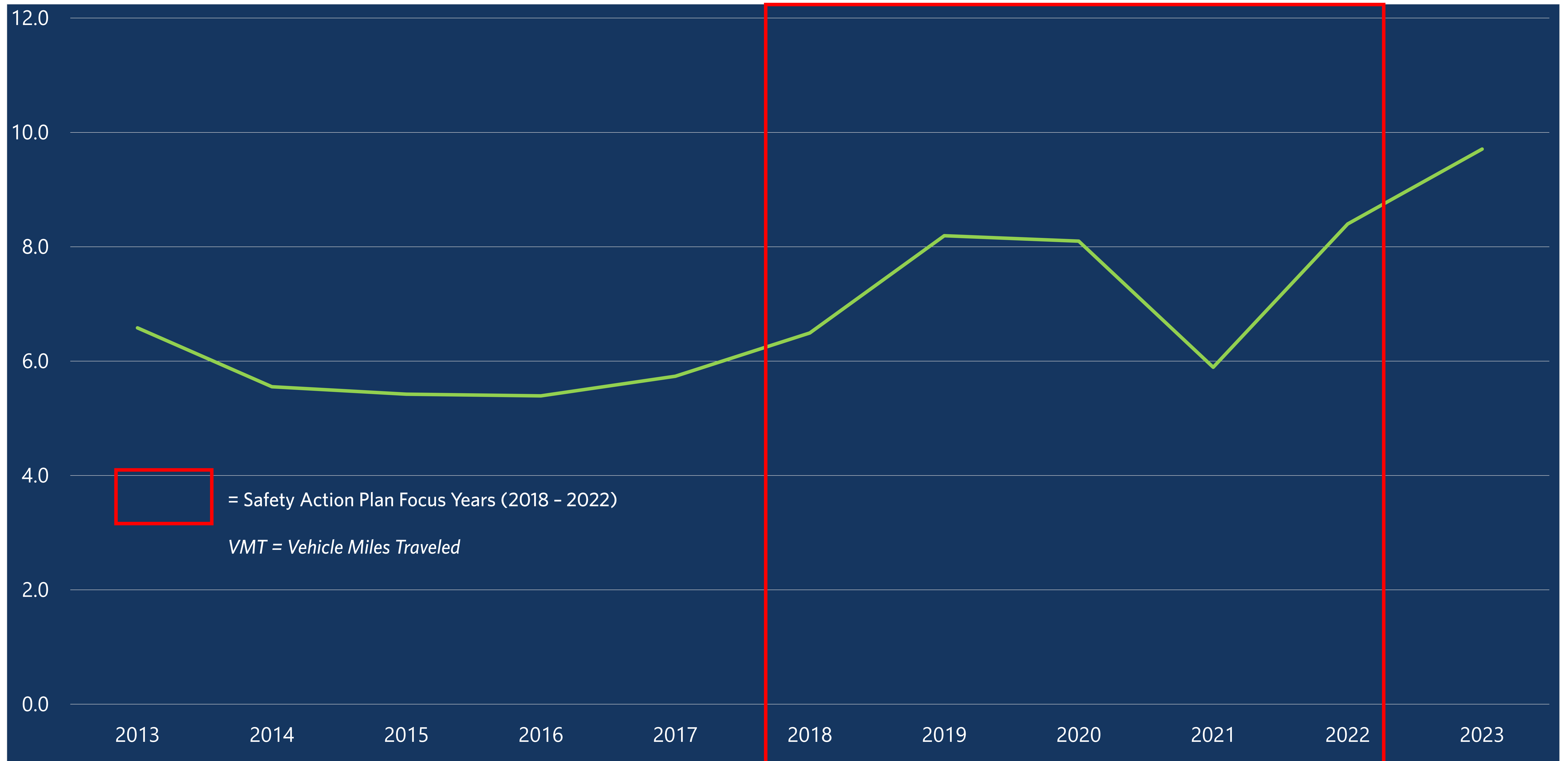
KABCO Crash Severity

- Fatal Injury (K)
- Suspected Serious Injury (A)
- Suspected Minor or Visible Injury (B)
- Possible Injury/Complaint of Injury (C)
- Non-Injury/Property Damage Only (O)

KA Crash Trends (2013-2023)



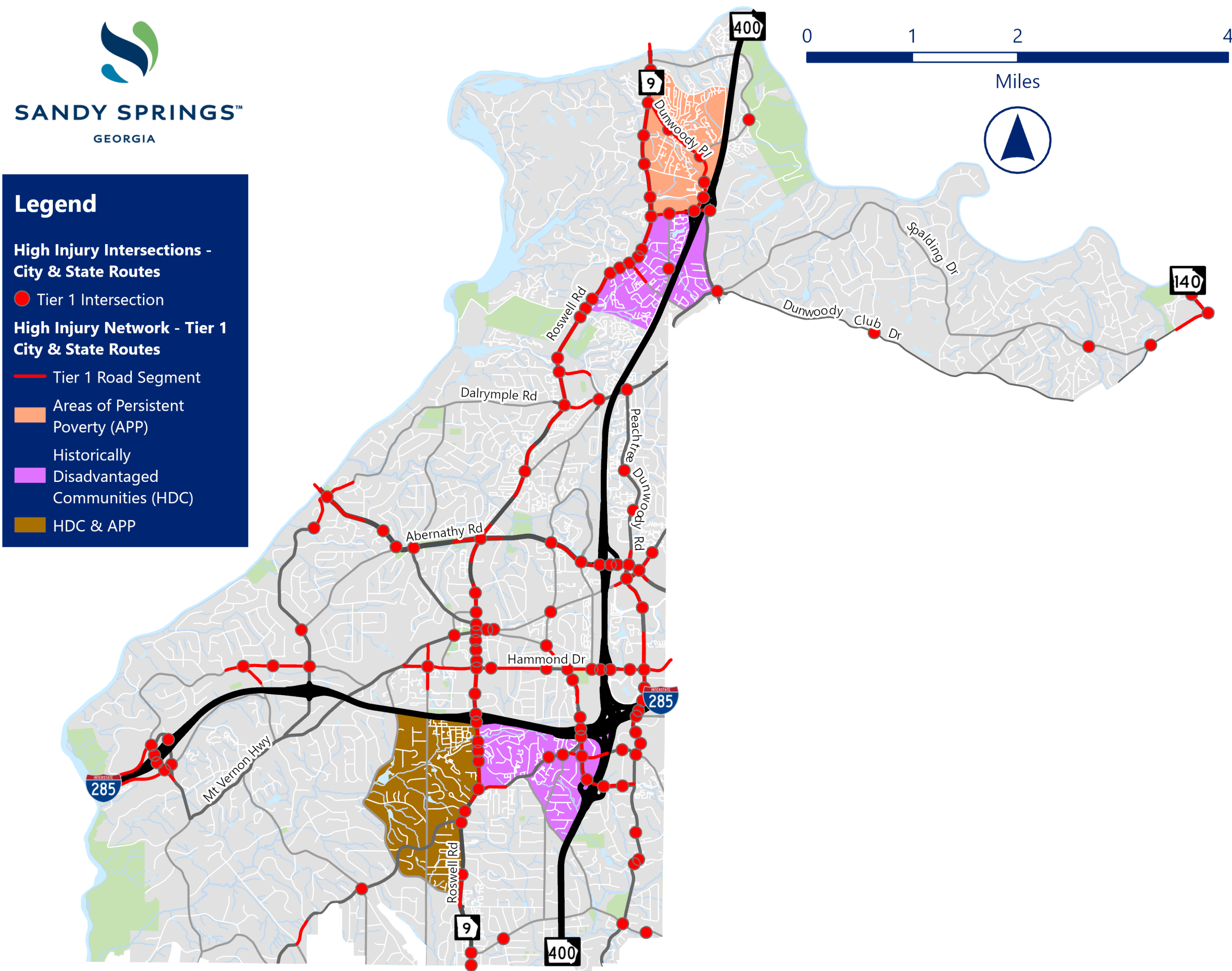
KA Crash Rate – per 100M VMT (2013–2023)



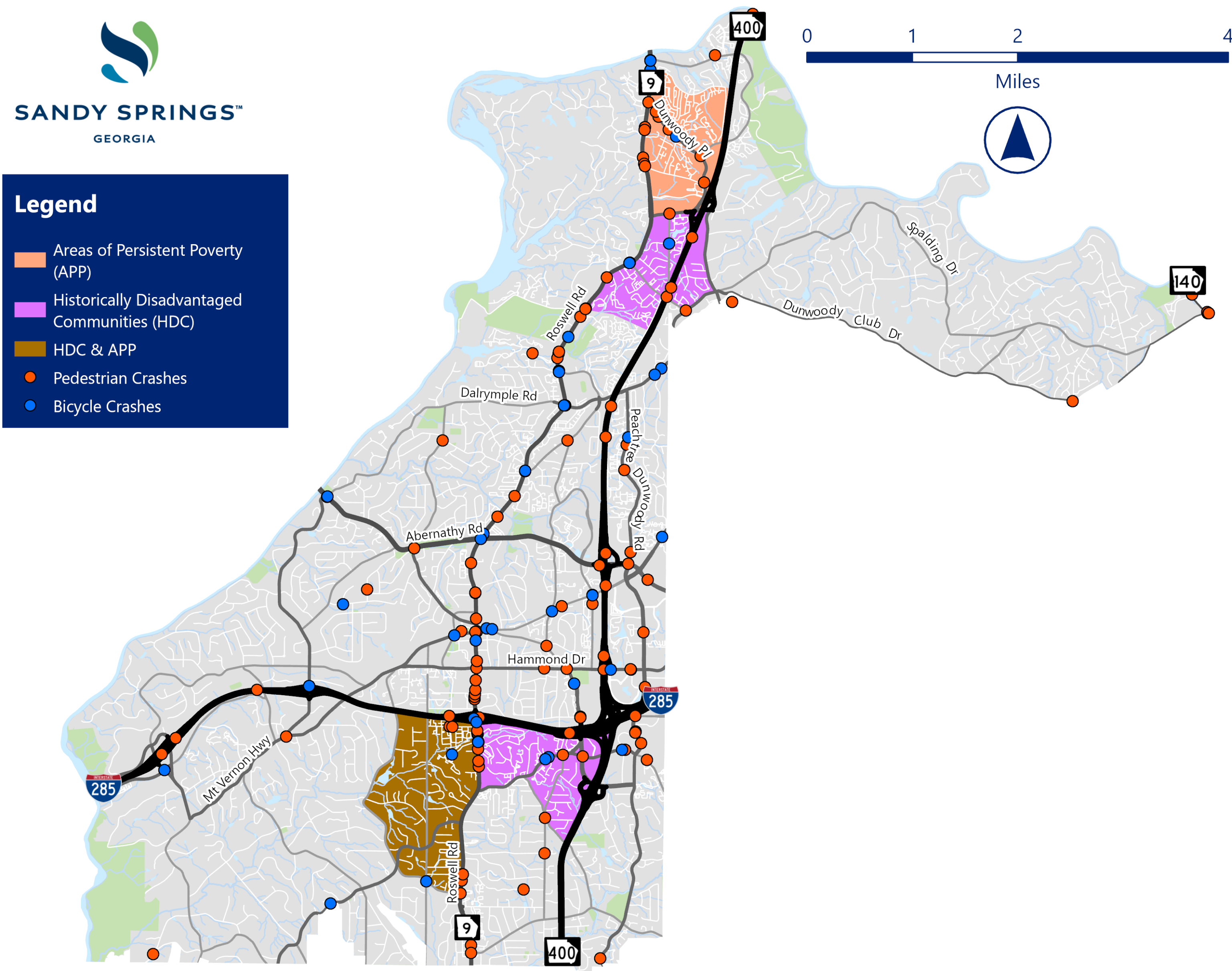
Safety and Equity

Areas of Persistent Poverty (APP) - Census tracts with a poverty rate of at least 20%

Historically Disadvantaged Communities (HDC) - Census tracts with concentrations of poverty, high segregation, and low to moderate access to opportunity



High Injury Network & Intersections in Relation to APPs & HDCs in Sandy Springs



2018 – 2022 Pedestrian & Bicycle Crashes in Relation to APPs & HDCs in Sandy Springs

Updated Crash Benchmarking

KA vs. All Crashes – Sandy Springs

- The most overrepresented fatal and serious injury (KA) crash types are:



Single Vehicle (**36% KA** vs. 8% All)



Pedestrian (**18% KA** vs. 1% All)



Aggressive Driving (**11% KA** vs. 3% All)



Motorcycle (**11% KA** vs. 0.5% All)



Distracted Driving (**41% KA** vs 51% All)



Impaired Driving (**11% KA** vs. 2% All)

- The most overrepresented KA crash conditions are:

- Dark-Not Lighted (**12% KA** vs. 5% All)
- Sunday (**12% KA** vs. 8% All)
- Dark-Lighted (**15% KA** vs. 14% All)
- State Roads (**36% KA** vs. 32% All)

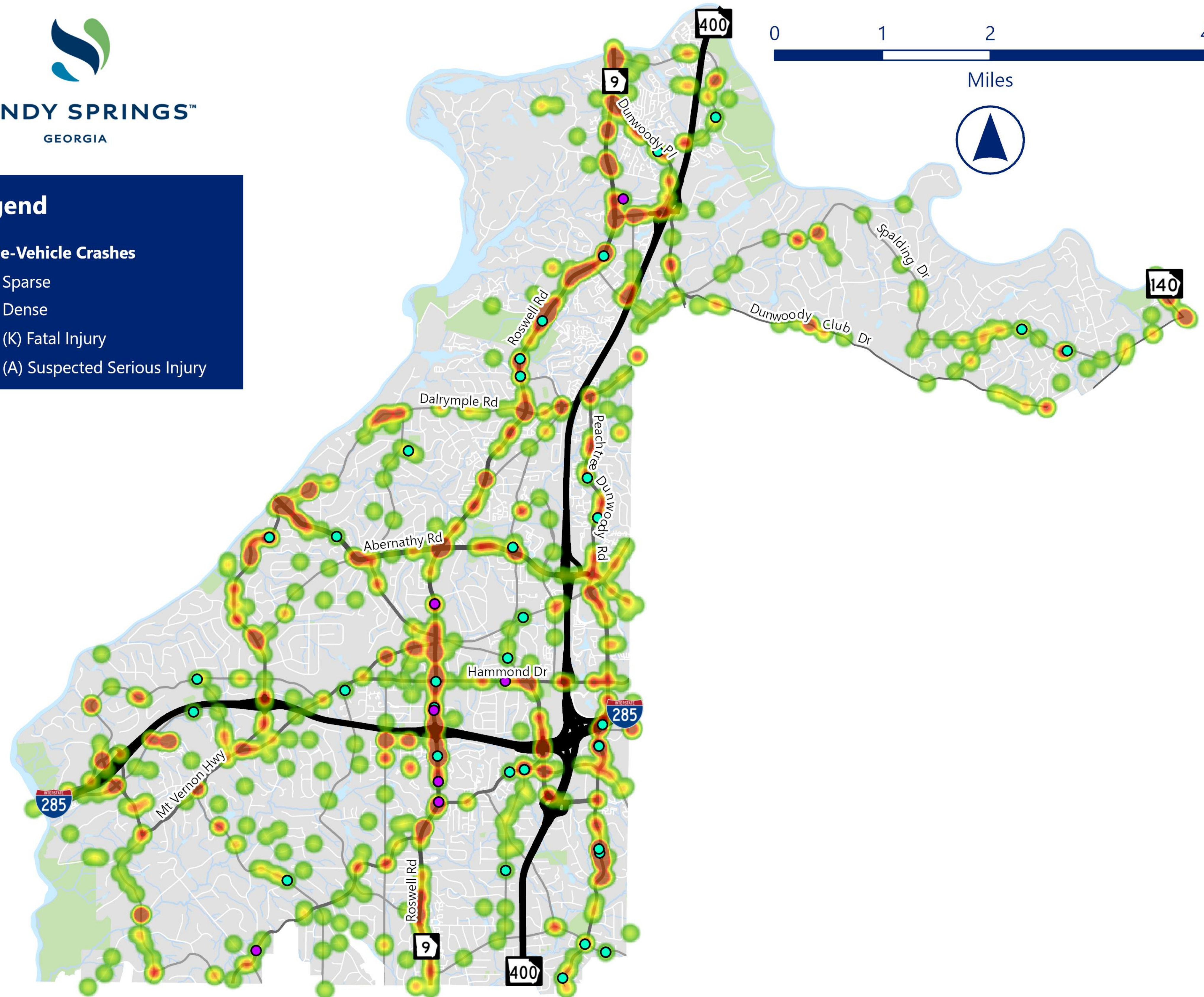
Single-Vehicle Crashes



Legend

Single-Vehicle Crashes

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(36% KA vs. 8% All)

Single-vehicle crashes frequently occur along with these conditions:

1. Distracted Driving
2. Dark Conditions
3. Vulnerable Road Users

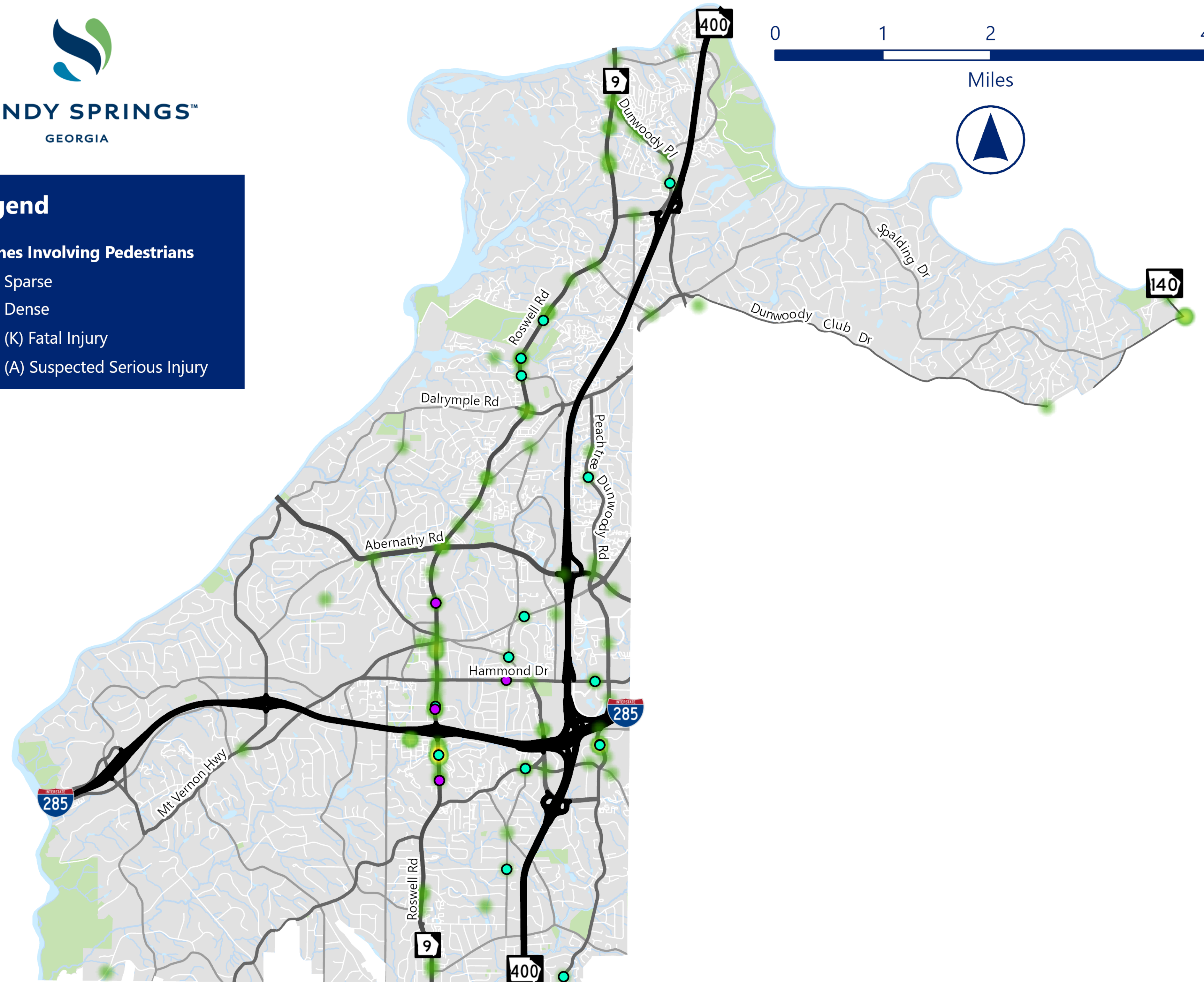
Pedestrian Crashes



Legend

Crashes Involving Pedestrians

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(18% KA vs. 1% All)

Pedestrian crashes frequently occur along with these conditions:

1. Dark, Unlit Conditions
2. Within 300 feet of an intersection
3. Distracted Driving

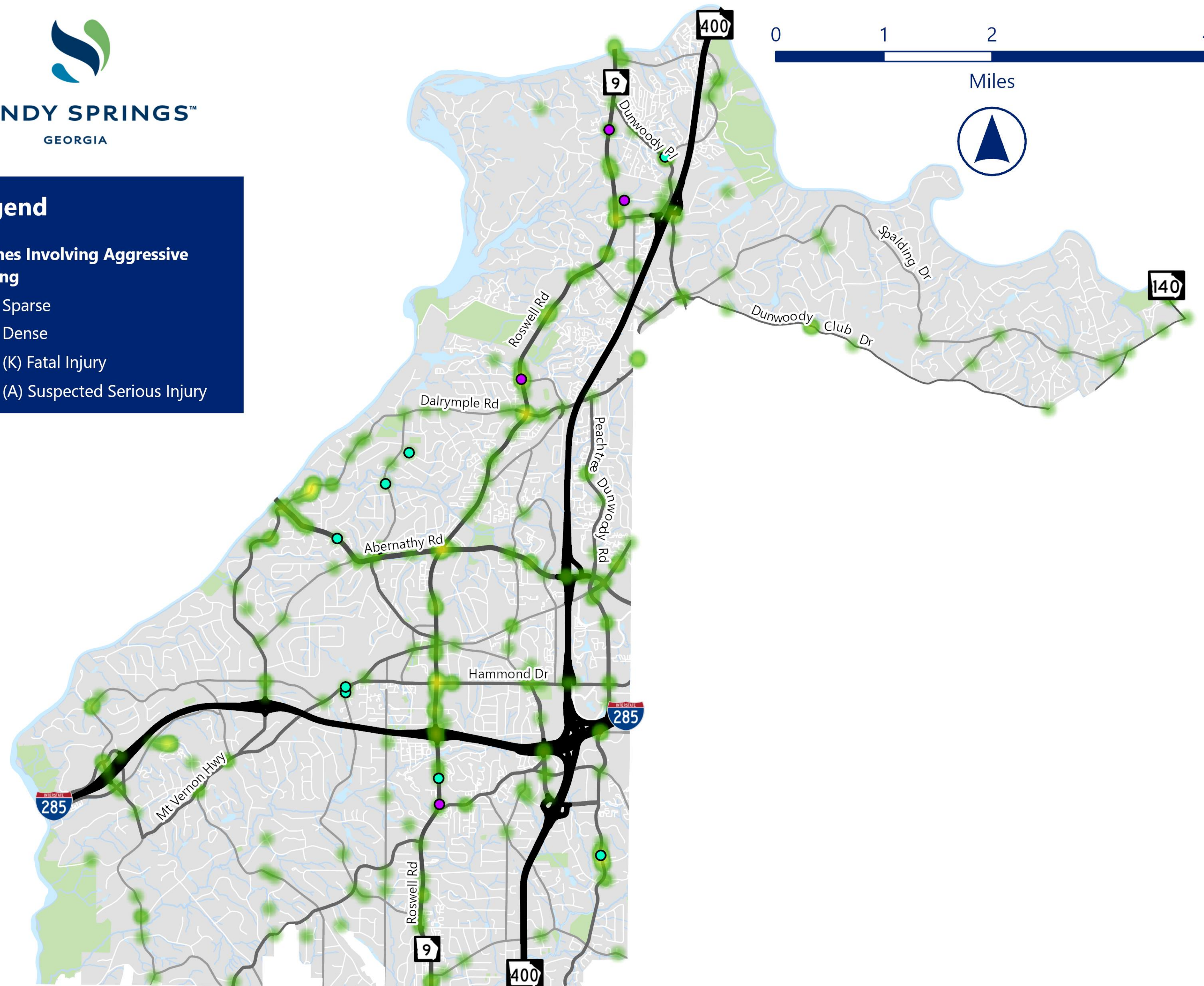
Aggressive Driving Crashes



Legend

Crashes Involving Aggressive Driving

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(11% KA vs. 3% All)

Aggressive driving crashes frequently occur along with these conditions:

1. Speeding
2. Occurred from 12 AM to 6 AM
3. Roadway Departure

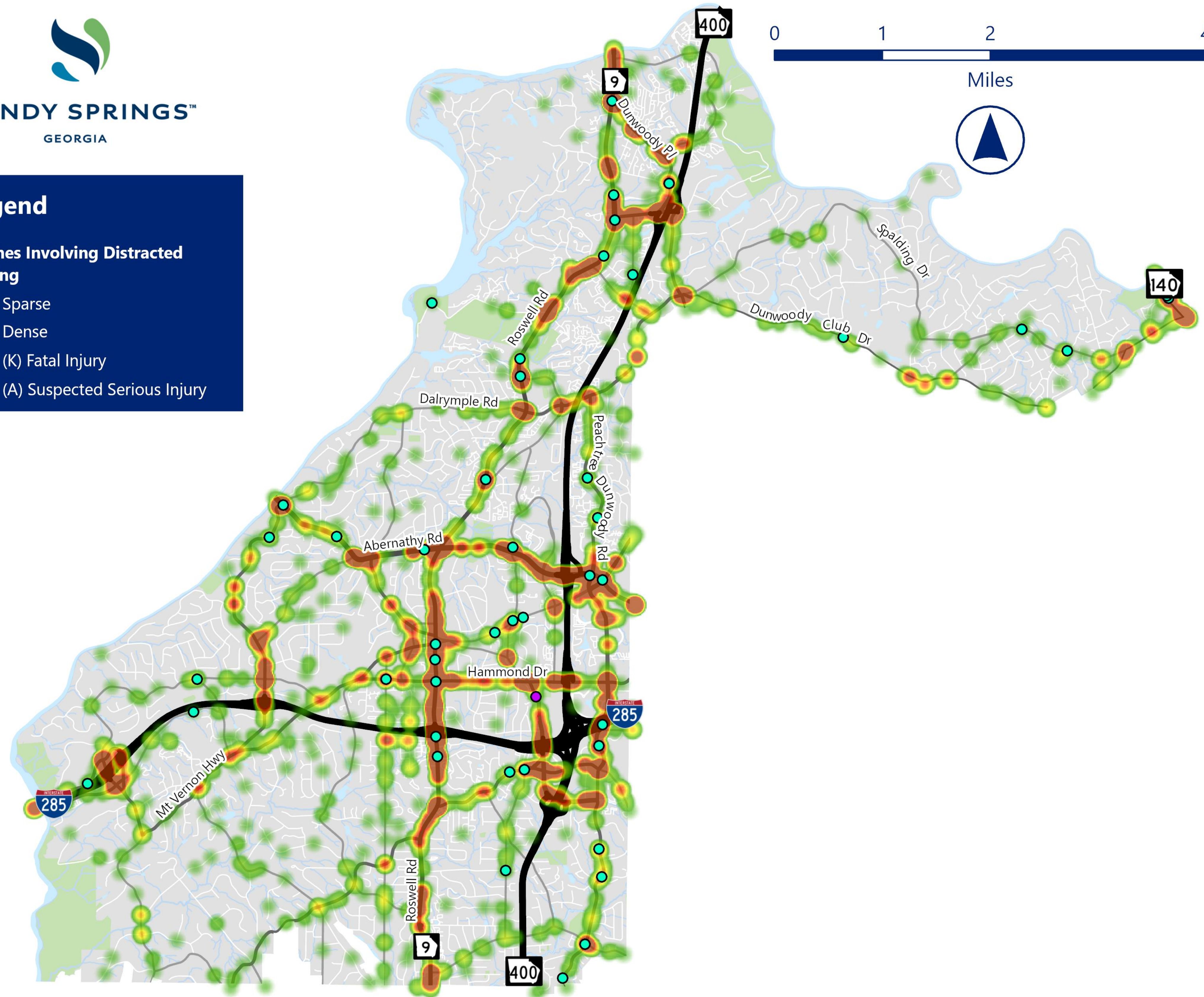
Distracted Driving Crashes



Legend

Crashes Involving Distracted Driving

-  Sparse
-  Dense
-  (K) Fatal Injury
-  (A) Suspected Serious Injury



(41% KA vs. 51% All)

Distracted driving crashes frequently occur along with these conditions:

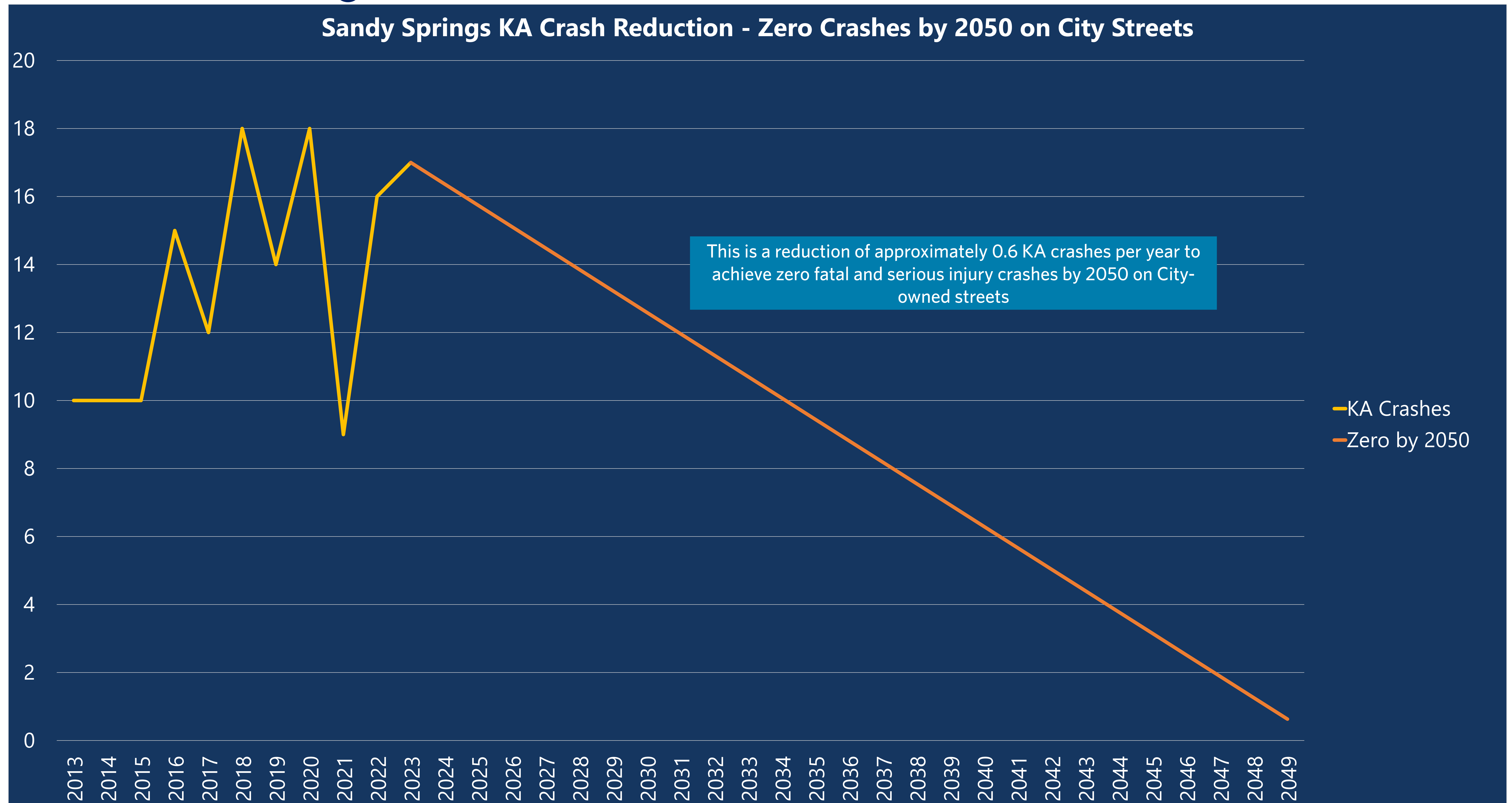
1. Rear End Crashes
2. Within 300 feet of an intersection
3. Occurred from 9 AM to 12 PM

Goal Setting

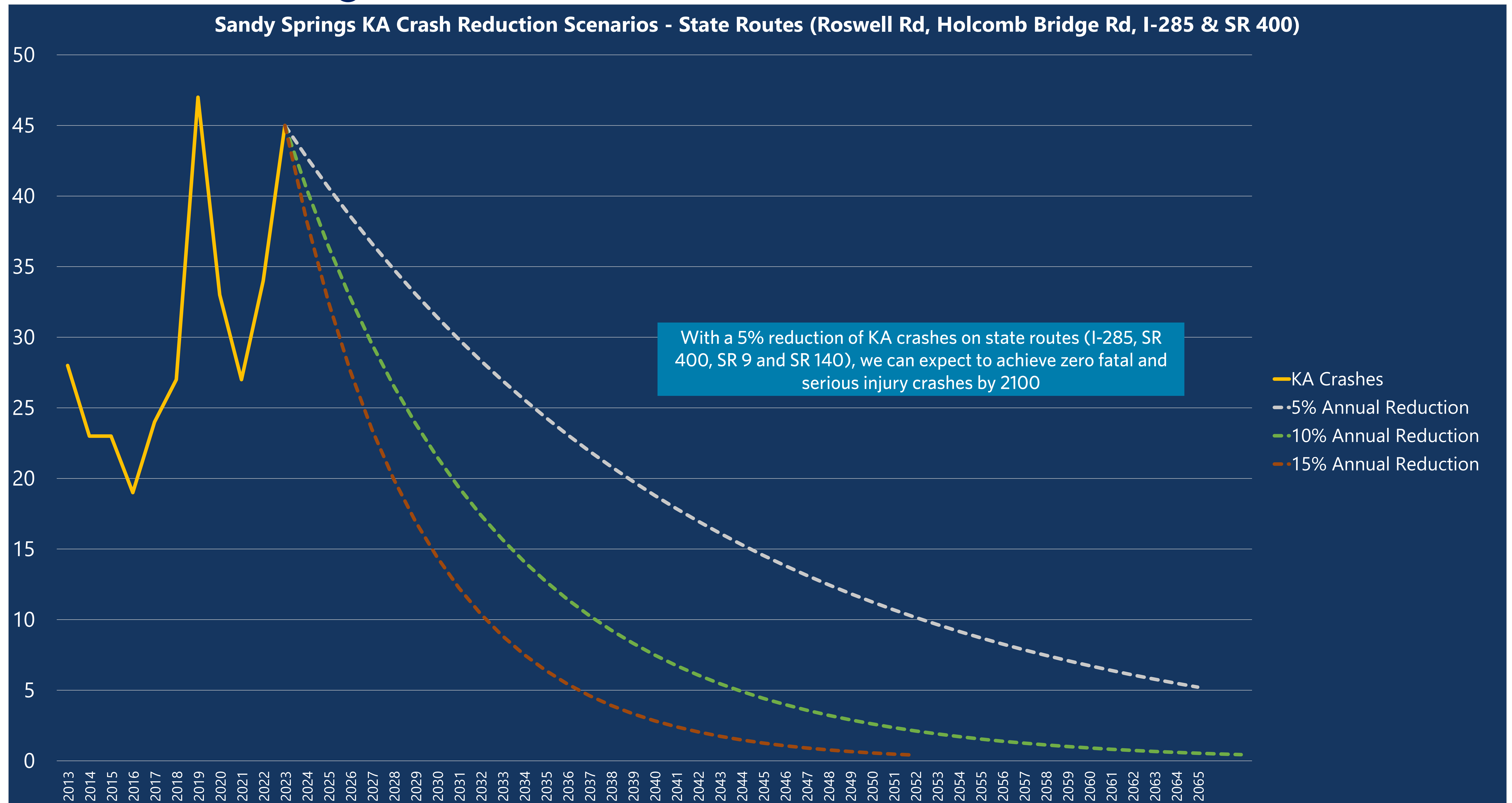
Goal Setting

- Adopt a City Safety Program goal to **achieve zero fatalities and serious injuries by 2050**, on city-owned streets
- Work with GDOT to establish safety goals for state routes and limited-access facilities within the City, for an **annual 5 percent reduction** in fatalities and serious injuries
- Establish goals related to funds allocation for safety improvements, 50% of projects that include FHWA proven safety countermeasures, 30% of safety projects in underserved communities, etc.
- Identify timeline for implementation of access management improvements along Roswell Road (installation of median, widening of sidewalks, relocation of curb cuts, etc.)

Goal Setting- Potential Scenarios



Goal Setting- Potential Scenarios



Potential Projects & Programs

Education

- **Educational and Tactical Campaigns** – Safe Routes to School, Distracted Driving, Drunk Driving, etc.
- **Local Partnerships** - Children's Healthcare of Atlanta, Mothers Against Drunk Driving, etc.
- **Laws and Rights** – educate motorists, pedestrians, and cyclists about safe and legal interactions
- **Targeted outreach to Limited English Proficiency** communities - Spanish-translated materials, coordination with non-profits, etc.

Encouragement

- Utilize **City message boards** to encourage safe practices (buckle up, speed messages, etc.)
- Continue **free child safety seat inspections**
- **Inter-departmental collaboration** among City departments to emphasize roadway safety
- Utilize **context-specific designs** to encourage safer driving and greater awareness of all roadway users

Enforcement

- Share crash findings with Sandy Springs PD so they can focus on **problem areas and over-represented crash types**
- **Emphasize human behavior/causation in crash reporting** – e.g., failure to yield due to motorist looking at their phone
- **Coordinate with schools** to identify safety concerns and optimal times/places for enforcement (e.g., school bus loading and unloading, school zones at arrival and dismissal times, etc.)
- Identify resources to **expand Sandy Springs PD** for enhanced enforcement
- **Start or expand upon enforcement programs** - Hands Free Law, Speeding, DUI, Pedestrians, Road Safety Checks

Engineering

- Allocate funds for **“quick win” safety projects** (traffic calming, crosswalk restriping, signage, etc.)
- Identify opportunities to **reduce curb cuts along Roswell Rd**
- Better **integrate pedestrian and bus stop access** into new development
- Evaluate **proximity of crosswalks to high-ridership bus stops** and consider installing more crossings and/or relocating bus stops
- Consider **eliminating right-turns on red** at intersections with high pedestrian activity
- Focus on **proven safety countermeasures**

Example Proven Safety Countermeasures

- Highly visible crosswalks
- “Yield to pedestrian” signage
- Midblock crossings
- Pedestrian hybrid beacons
- Lighting
- Curb extensions
- Speed limit reduction
- Access management

Evaluation

- **Maintain the Safety Task Force** to discuss safety issues and ideas, identify projects and strategies, and track progress
- **Expand the Safety Task Force** to include organizations outside the City (ex: Fulton County Schools, Children's Healthcare of Atlanta, Safe Routes to School coordinator, HOA reps, etc.)
- Conduct **road safety audits and/or walkability audits** along the High Injury Network
- Conduct regular **pedestrian and bicycle counts** citywide to understand patterns and trends
- Conduct **before/after studies of safety improvements** to assess effectiveness and refine similar programmed projects

Emergency Response

- Evaluate **vehicle preemption technologies**
- Construct **new Fire Station #5**
- Employ **best practices in emergency response** from the TIME (Traffic Incident Management Enhancement) Task Force and similar organizations

Discussion

Next Steps

- Finalize policy and project recommendations
- Prepare Draft Plan for City review by end of October 2024
- Open house meetings planned for November 2024
- Present final plan and metrics for Council adoption in February/March 2025

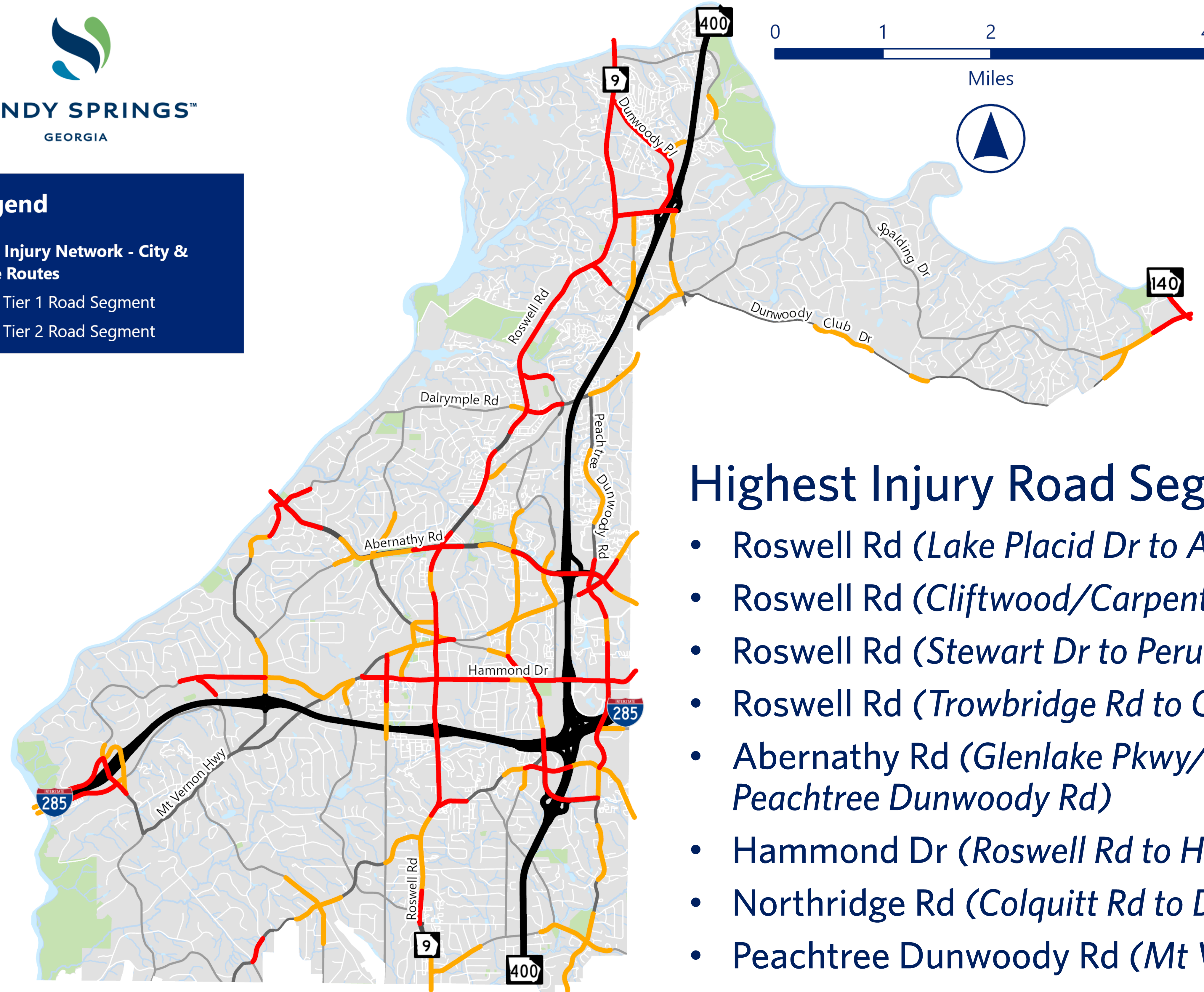
Tier 1 & 2 High Injury Network (City and State Routes)



Legend

High Injury Network - City & State Routes

- Tier 1 Road Segment
- Tier 2 Road Segment



Highest Injury Road Segments (by crash cost)

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

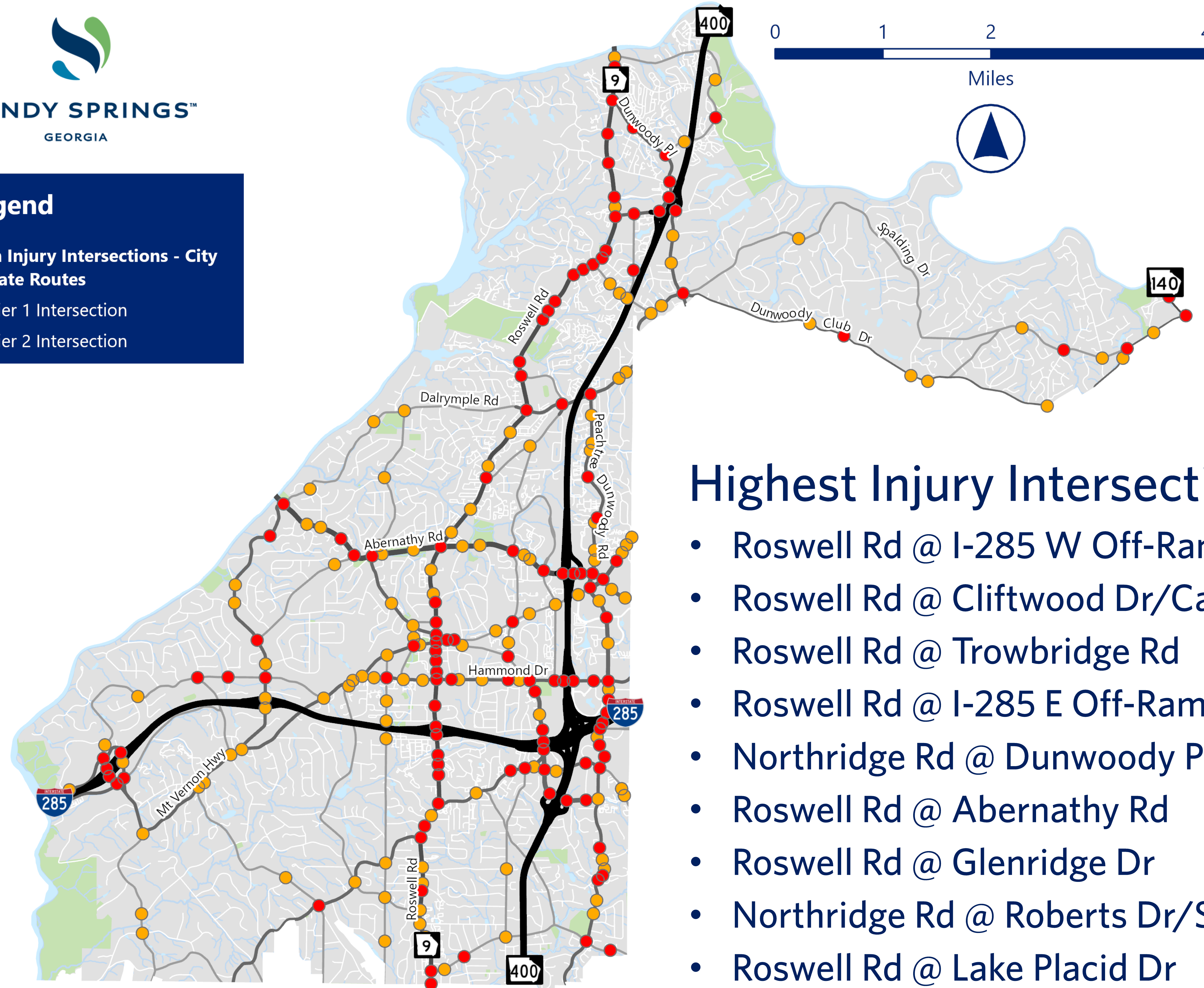
Tier 1 & 2 High Injury Intersections (City and State Routes)



Legend

High Injury Intersections - City
& State Routes

- Tier 1 Intersection
- Tier 2 Intersection



Highest Injury Intersections (by crash cost)

- 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
- Northridge Rd @ Dunwoody Pl/SR 400 S Ramps
- Roswell Rd @ Abernathy Rd
- Roswell Rd @ Glenridge Dr
- Northridge Rd @ Roberts Dr/SR 400 N Ramps
- Roswell Rd @ Lake Placid Dr