

Work Session of the Sandy Springs City Council was held on October 1, 2024 at 6:00 PM, Mayor Rusty Paul presiding.

I. Public Works

A. 2024-242 Safe Streets 4 Sandy Springs Safety Action Plan - Update

Kristen Wescott, Traffic / Transportation Unit Manager, and **Nithin Gomez, Project Manager**, **Gresham Smith** presented an update on the Safe Streets 4 Sandy Springs Safety Action Plan.

Traffic/Transportation Unit Manager Wescott said an 80% milestone on completion of the Safe Streets for Sandy Springs Action plan has been achieved and **Gresham Smith Project Manager Gomez** will provide an update. The information will include current findings from additional analysis, setting safety metrics to get zero fatal crashes and zero high injury crashes over time and, how to get there with strategies, programs, policies, and more. We are preparing a draft report this month and will return to Council in the spring for adoption. No action is needed tonight but we are requesting Council's feedback and questions. If there is anything that we cannot answer this evening we will research and provide the data to Council.

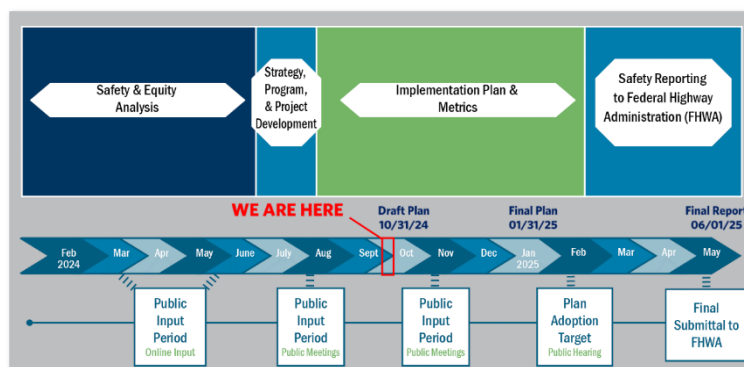
Gresham Smith Project Manager Gomez said we are about three-quarters of the way towards creating a draft plan since starting in June. This is an overview of the update.

Agenda

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

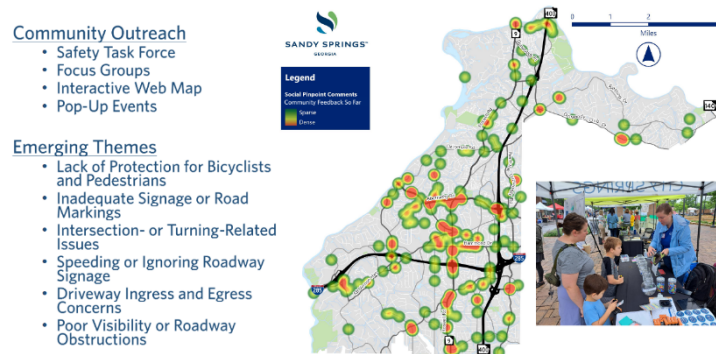
Plan Overview

The overarching goal is to reduce and eventually eliminate fatalities and serious injuries on roadways in Sandy Springs. The plan is developed on Federal Highway Administration (FHWA) Safe System Approach to ensure mistakes made in our transportation systems do not lead to fatality or a serious injury.



Work Session of the City of Sandy Springs City Council
Studio Theatre, Sandy Springs City Hall and Broadcast Via Live Webinar and Teleconference
October 1, 2024 at 6:00 PM
Page 2 of 9

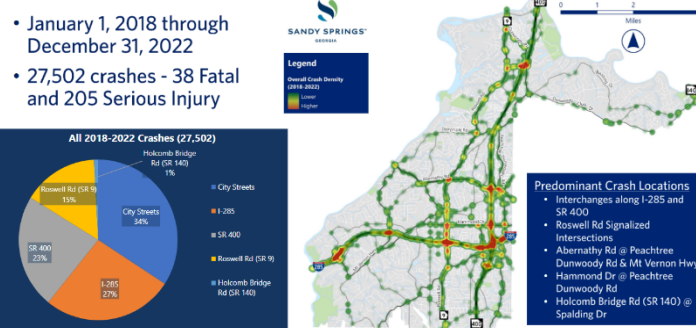
Through this plan development there were many discussions including public meetings and different groups who provided input. This information is from locations that provided feedback with some themes related to lack of protection for vulnerable users, such as bicyclist, pedestrians, motorcyclists, that do not have metal surrounding them when using the transportation system.



Updated Crash History

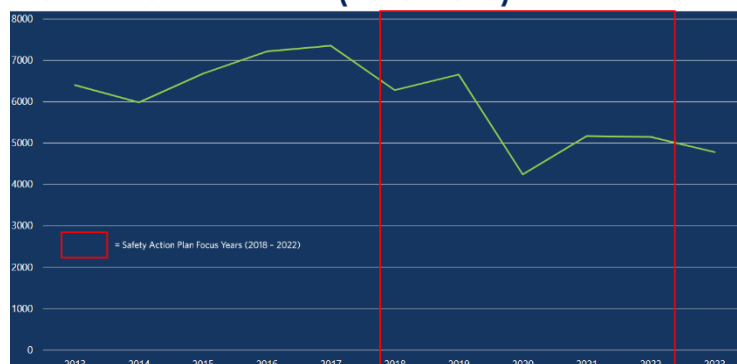
We met with law enforcement staff within the City to review in detail some of the fatalities that occurred over the years to get insight.

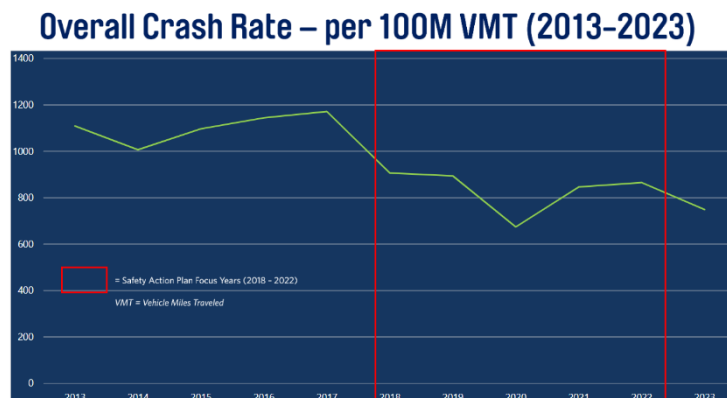
Overall Crash Trends



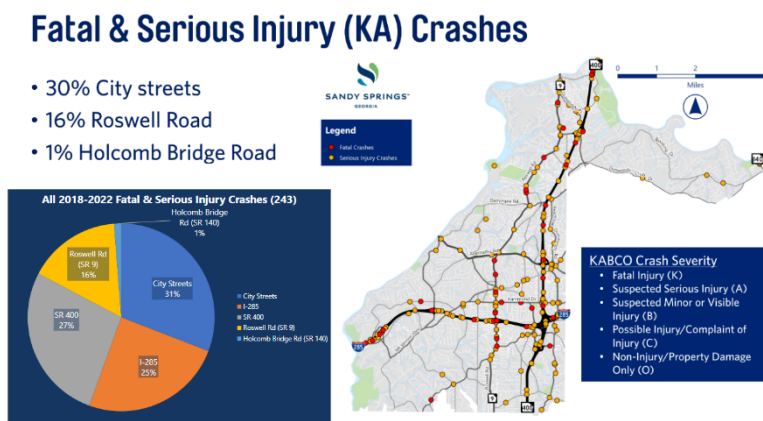
We are focused on 2018 through 2022 five-year data but we also reviewed earlier data. This chart shows the number of crashes within Sandy Springs from 2013 to 2023. Crashes reduced about 20% within this eleven-year period. That trend holds the same when we consider Vehicle Miles Traveled (VMT), or the total traffic activity within the City when we compare the past and the recent five-year history.

Overall Crash Trends (2013-2023)

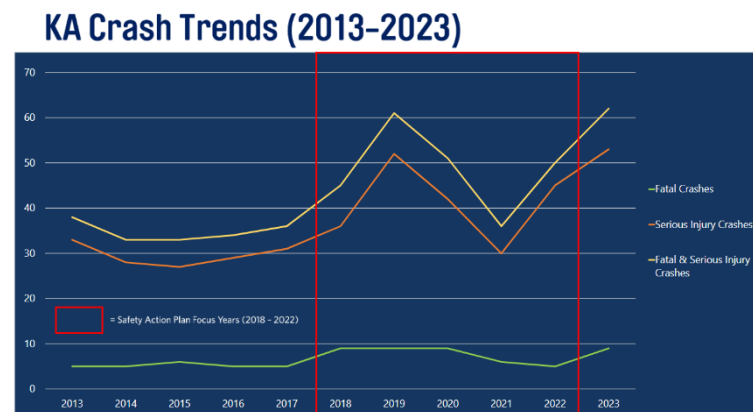




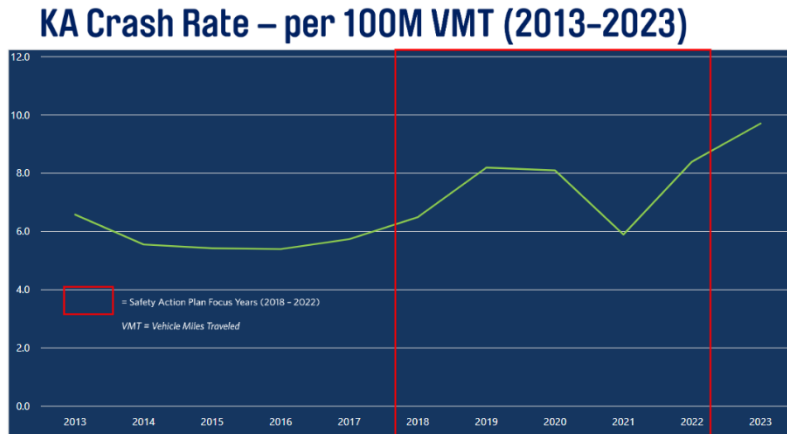
As mentioned, the focus is on crashes that resulted in a fatal or serious injury (KA) and where those happened in the City. The trend holds the same where most of the KA crashes happened on SR-400 or I-285.



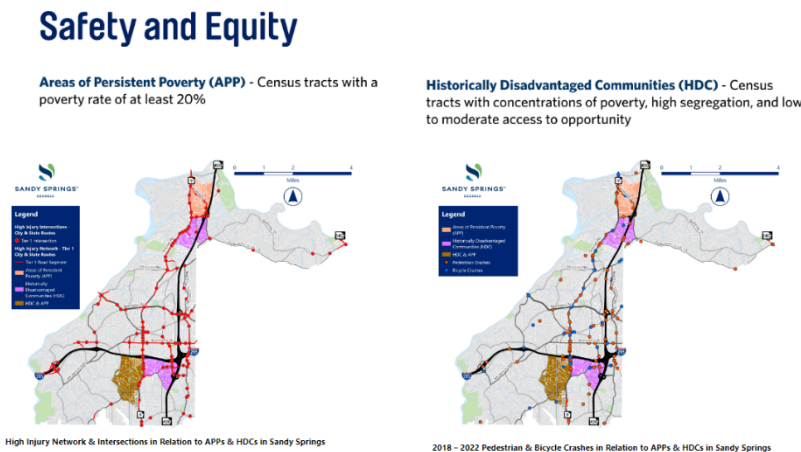
The trends related to fatal and serious injury crashes are going up compared with other traffic activity data.



There was an overall reduction in crashes of about 20% to 25% in the last five years, compared to the five years before. The fatal and serious injury crashes have almost a 35% or 40% increase in the last five years. This is concerning and it is time to address why those increases and crashes are happening and put in place programs and policies that address this.



This plan development is funded by a federal grant through USDOT and one criteria is to review crashes that happened within areas that are traditionally underserved, or do not have transportation options at other parts of the City. The equity focused areas, specifically for this plan, are those called areas of persistent poverty, or census tracts that have a poverty rate of at least 20%, Historically Disadvantaged Communities (HDC).



Updated Crash Benchmarking

With the focus on fatal and serious injury crashes within the City, some types of crashes are overrepresented, for example single vehicle crashes. When we consider all twenty-seven thousand crashes in the City, only 8% might be a result of single vehicle crashes, but 36% of the subset of fatal or serious injury crashes has something to do with a single vehicle crash. We are addressing this and other types of crashes, in the six main categories, through some of the programs and policies. We also reviewed some of the conditions that provide characteristics on what is happening in fatal and severe injury crashes.

KA vs. All Crashes – Sandy Springs

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

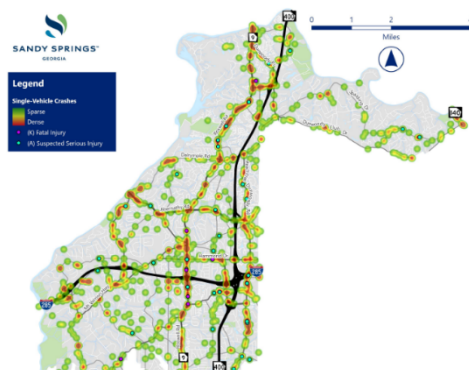
-  Single Vehicle (**36% KA** vs. 8% All)
-  Pedestrian (**18% KA** vs. 1% All)
-  Aggressive Driving (**11% KA** vs. 3% All)
-  Motorcycle (**11% KA** vs. 0.5% All)
-  Distracted Driving (**41% KA** vs 51% All)
-  Impaired Driving (**11% KA** vs. 2% All)

- 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)

This data provides a deeper analysis of the six main categories of fatal and serious injury crashes.

Single-Vehicle Crashes

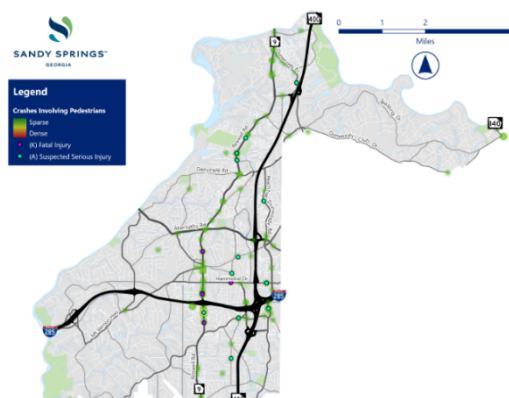


(36% KA vs. 8% All)

Single-vehicle crashes frequently occur along with these conditions:

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

Pedestrian Crashes

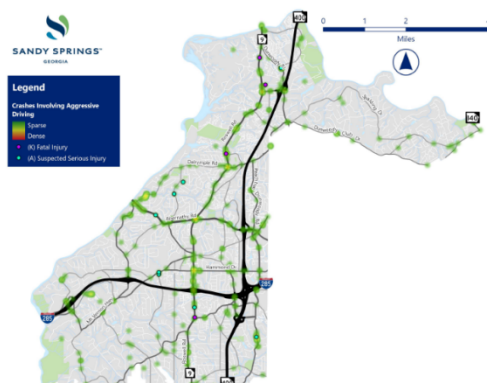


(18% KA vs. 1% All)

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

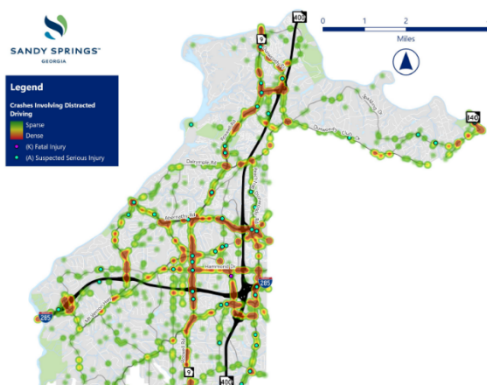


(11% KA vs. 3% All)

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



(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

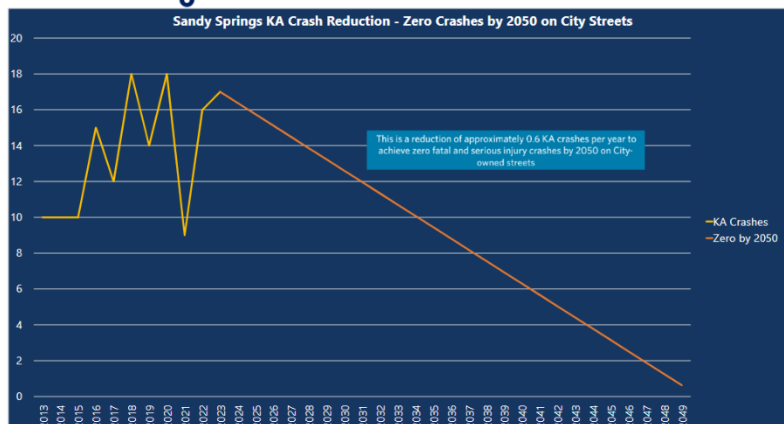
Goal Setting

As the plan is developed, goal setting is one of the areas that we will be requesting Council feedback as it will be a part of that.

- 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.)

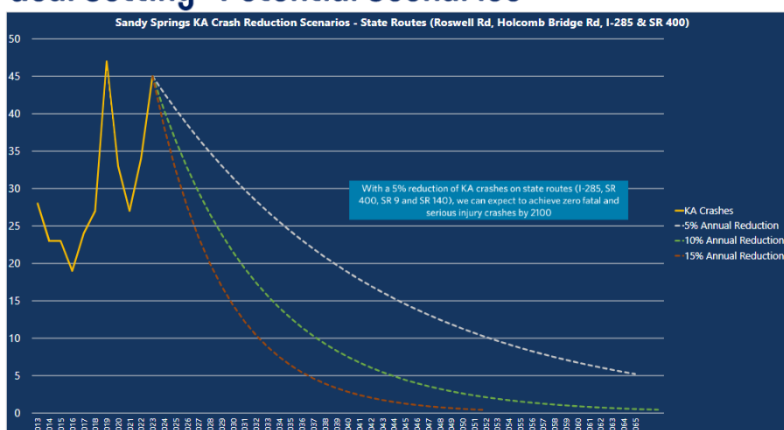
This graph shows how an elimination of fatal or serious injury crashes by 2050 would look like. To get to zero KA crashes on City-owned streets by 2050, approximately half a crash or one whole KA crash would need to reduce every year from now until 2050.

Goal Setting- Potential Scenarios



It is different for state routes as they are not within the purview of the City. The ability to make improvements is less compared with streets that are owned by the City and would mean extensive work with GDOT and in some cases the federal government.

Goal Setting- Potential Scenarios



Potential Projects and Programs

Many crashes that result in fatal or serious injury are not related to infrastructure, but due to behavior, for example speeding, aggressive driving, distracted driving, and impaired driving. In the industry, there are six different Es with roadway safety.

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

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

II. City Council Discussion Items

There being no further business, the meeting adjourned at 6:27 p.m.