

Work Session of the Sandy Springs City Council was held on November 5, 2024 at 6:00 PM, Mayor Rusty Paul presiding.

Prior to beginning the meeting, **Mayor Paul** said Agenda Item 2024-268 Perimeter Center Bridge Enhancements - Design Update presented by **Ann Hanlon, Executive Director, PCIDs** will be delayed by traffic. The item will flip on the agenda without objection to move forward with Agenda Item 2024-269 Street Functional Classification Changes for Georgia Department of Transportation (GDOT) Consideration, presented by **Kristen Wescott, Public Works Transportation Unit Manager**.

I. Public Works

A. 2024-269 Street Functional Classification Changes for Georgia Department of Transportation (GDOT) Consideration

Kristen Wescott, Transportation Unit Manager, Public Works, presented Street Functional Classification Changes for Georgia Department of Transportation (GDOT) consideration.

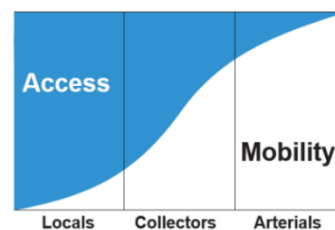
Public Works Transportation Unit Manager Wescott said the City of Sandy Springs has an opportunity to submit to the Atlanta Regional Commission (ARC) for reclassification of some of the City's streets, ranging from interstates to local streets, and we are asking Council to approve this request. There will be a process to adopt that on the City's behalf after their consideration.

The City's current map was adopted on April 20, 2010 and is still the roadway classification used. In classification, we consider the importance in the entire network for traveling vehicles, people traveling on foot, bike, or bus. There is a hierarchy of streets with interstates at the highest level, with little access, and the most mobility and volume. At the other end are local streets such as Ison Road, Clay Drive, and Lisa Lane in the City. In the middle, providing access and mobility, is Pitts Road, Dalrymple Road, and Northland Drive. Arterial streets that have the most volume are Roswell Road, Abernathy Road, and Hammond Drive.

Roadway Classification – Background

Overview of Criteria

- Provision of Mobility vs Access
 - Mobility function: Provides few opportunities for entry and exit and therefore low travel friction from vehicle access/egress
 - Accessibility function: Provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress
- Efficiency of Travel
- Usage (Average Daily Traffic)
- Route Spacing
- Speed Limit
- Number of Travel Lanes
- Regional and Statewide Significance



Examples in Sandy Springs

Locals	Collectors	Arterials
Ison Rd. Clay Dr. Lisa Ln.	Pitts Rd. Dalrymple Rd. Northland Dr.	Roswell Rd. Abernathy Rd. Hammond Dr.

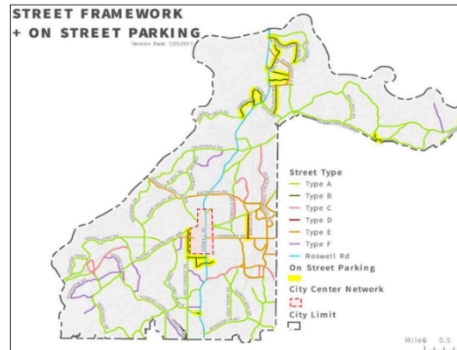
The City's Development Code has specifically identified a street framework with street types from A through F. The technical manual details if a street is a collector or an arterial, and you may have to apply different design standards, for example a deeper pavement depth for arterial streets if expecting heavy

vehicles.

Roadway Classification – Background

Purposes of Classification

- Development code may specify design, frontage, and right-of-way requirements or limitations by classification
- City traffic calming policy permits traffic calming on local/minor streets
- Classification may affect scoring or eligibility for certain regional, state or federal grants or funding sources
- Used in regional travel demand model



In 2014, the City submitted some requests to the ARC and some were accepted and others were not. The effort was to get the state's map in concurrence with the City's already adopted map.

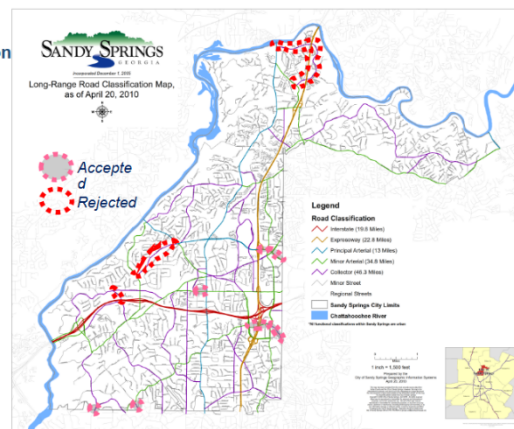
ARC Roadway Reclassification

ARC Regional Roadway Reclassification

- ARC notified City of opportunity to update Roadway Classification on September 10
- Requested all modifications by October 10
- Last call for roadway classification modifications was in 2014
- Staff requested flexibility given need for Council approval

Recap of 2014 Reclassification Requests

- Recommended changes to 11 roadway segments: 9 upgrades and 2 downgrades
- 6 were accepted and changed



This is a list of what was accepted and others that were not.

2014 Roadway Reclassification Requests

Roadway	From (West/South)	To (East/North)	Proposal	Outcome
Hammond Dr	Sandy Springs Cir	Roswell Rd	From Major Collector to Minor Arterial	Accepted
Johnson Ferry Rd	Glenridge Dr	Peachtree-Dunwoody Rd	From Major Collector to Minor Arterial	Accepted
Roberts Dr	Dunwoody Pl	Roswell Rd	From Local to Major Collector	Rejected
River Valley Rd	Riverside Dr	Johnson Ferry Rd	From Local to Major Collector	Rejected
Raider Dr	Hearns Dr	Hearns Ferry Rd	From Local to Major Collector	Rejected
Hearns Dr	Powers Ferry Rd	Raider Dr	From Local to Major Collector	Rejected
Abernathy Rd	Peachtree Dunwoody Rd	Mt. Vernon Hwy	From Minor Arterial to Principal Arterial	Accepted
Perimeter Center West	Mt. Vernon Hwy	Dunwoody City Limits	From Unclassified to Principal Arterial	Accepted as Minor Arterial
Johnson Ferry Rd	Peachtree Dunwoody Rd	Brookhaven City Limits	From Major Collector to Minor Arterial	Accepted
Garmon Rd	Atlanta City Limits	Northside Dr	From Major Collector to Minor Collector	Accepted
Jett Rd	Atlanta City Limits	Mt. Paran Rd	From Major Collector to Minor Collector	Accepted

There are eleven streets we are considering for reclassification, and some are to be brought to the same standard that the City already has on its adopted map from 2010. In 2014, the Federal Highway Administration (FHWA) changed collectors to two branches, major and minor. For example, a shorter street carrying less traffic, and more, may be a minor collector. Brandon mill for example is a residential street, but is important in the City's network, and we recommend changing to a minor collector. For Glenridge Drive, we recommend downgrading from major collector to local. The volumes are lower on this street and there are speed cushions. Mount Vernon Highway has an inconsistent classification and we are recommending upgrading the entire section to minor arterial. Meridian Mark Road, River Exchange Drive, Crestline Parkway, and Central Parkway are all commercial streets. Meridian Mark is in the hospital area and we recommend upgrading to a major collector. River Exchange should be upgraded to major collector, especially since there is a current project to create the quadrant intersection. Crestline Parkway and Central Parkway are the same street, but it is a multi-lane street serving mostly commercial uses and we recommend upgrading to major collector.

Roadway Reclassification – Proposed 2024 Requests

Roadway	From (West/South)	To (East/North)	Type	Proposal	Previously Submitted?
Roberts Dr	Dunwoody Pl	Roswell Rd	Upgrade	From Local to Major Collector	Yes
River Valley Rd	Riverside Dr	Johnson Ferry Rd	Upgrade	From Local to Major Collector	Yes
Raider Dr	Hearns Dr	Hearns Ferry Rd	Upgrade	From Local to Major Collector	Yes
Hearns Dr	Powers Ferry Rd	Raider Dr	Upgrade	From Local to Major Collector	Yes
Brandon Mill Rd	Johnson Ferry Rd	Spalding Dr	Downgrade	From Major Collector to Minor Collector	No
Glenridge Dr	Glenridge Pkwy	Spalding Dr	Downgrade	From Major Collector to Local	No
Mt. Vernon Hwy	Roswell Rd	Peachtree Dunwoody Rd	Upgrade	From Major Collector to Minor Arterial	No
Meridian Mark Rd	Glenridge Connector	Johnson Ferry Rd	Upgrade	From Local to Major Collector	No
River Exchange Dr	Spalding Dr	Holcomb Bridge Rd	Upgrade	From Local to Major Collector	No
Crestline Pkwy	Mt. Vernon Hwy	Peachtree Dunwoody Rd	Upgrade	From Local to Major Collector	No
Central Pkwy	Peachtree Dunwoody Rd	Dunwoody City Limits	Upgrade	From Local to Major Collector	No

Next Steps

Administrative Process Schedule

- ARC and GDOT will review requests in the coming weeks
- ARC Board will vote on acceptance
- GDOT submission to FHWA

City Actions

- Concurrence on proposed changes today
- Adoption of revised map after GDOT and FHWA review and acceptance

Councilmember Melissa Mular asked since River Valley Road will change from local to major collector, will the speed limit change?

Public Works Transportation Unit Manager Wescott said it would not affect that. Currently, it is on the City's map as a collector, and based on the current volume, we recommend it be a major collector versus minor.

Councilmember Mular said I receive frequent emails about speed and it is a good thing if that is not going up. With all the upgrade and downgrade changes, are there any changes that will affect residents living there?

Public Works Transportation Unit Manager Wescott said it is an administrative task to classify streets. Prioritization was given to where the City should put its efforts and the amount of resources needed to maintain those streets. Higher volume streets need to be repaved more often and this creates a hierarchy because you are providing an important travel element for the whole network.

Councilmember Mular asked if the roads are reclassified, does the City have an obligation to change the maintenance of these roads?

Public Works Transportation Unit Manager Wescott said the streets we are recommending for changes are already serving those functions. Currently, many of the unclassified streets are carrying a lot of the City's traffic, but they are local streets. It also opens the possibility for grants when the City is looking for improvements on streets that are a collector or above.

Councilmember John Paulson said River Exchange Drive for example is obvious with all the work being done in Gwinnett County. There are thousands of cars on that street and hopefully the flow can be improved as we reclassify. Roberts Drive is not convincing because it is not as busy as River Exchange. It is understandable if the stretch from Dunwoody Place to the park, which encompasses many apartment complexes, is being classified. My concern is when it is classified as a major collector, it may make people go faster and there will be more traffic. The City already has a problem with speeding in that area and further participation should not be invited.

Does the City repave streets based on the pavement management index, and not on what they are classified?

Public Works Transportation Unit Manager Wescott said that is correct. If the City was starting from scratch and building new streets and anticipating higher volume, or doing some major rehabilitation you would consider the pavement index at that time. For the recommended streets, we looked at the volume, the adjacent land use, and how important that street is to the network.

Councilmember Paulson asked does Roberts Drive have the same classification level as River Exchange?

Public Works Transportation Unit Manager Wescott said there are about eight thousand vehicles on Roberts Drive, and River Exchange is also similar. The left turn being removed from Spalding at Holcomb Bridge will increase the volume on River Exchange, and there is a critical connection under SR-400 for people traveling in that area, but we can consider removing that from the list.

Councilmember Paulson said it does warrant the same level of attention as River Exchange which is going to get voluminous traffic when finished.

Councilmember Melody Kelley asked are plans for litter pickup, street sweeping, or grass cutting based on classification?

Public Works Transportation Unit Manager Wescott said Field Services already has a map and some overlap.

Councilmember Kelley asked is there any difference between a local and a major collector, and how the City treats grass cutting, or street sweeping?

Public Works Transportation Unit Manager Wescott said **William H. Martin, Jr., AIA, Public Works Director**, can provide more information.

Councilmember Kelley said there is a particular stretch of road, not on this list, that I am curious about.

Public Works Transportation Unit Manager Wescott said the existing classification map from 2010 has implications in the City's Codes and the roadway classification layer is available on the City's Geographic Imaging System (GIS).

Councilmember Kelley said I will contact staff regarding my maintenance question.

Councilmember Paulson asked why did ARC not accept the recommendation for Roberts Drive the first time?

Public Works Transportation Unit Manager Wescott said great feedback was not received ten years ago on why they did not accept some streets. On earlier maps it may have been classified on a GDOT map but changed. When the City adopted the map in 2010, Roberts Drive was a collector street.

Councilmember Paulson asked was it a major collector?

Public Works Transportation Unit Manager Wescott said the distinction between major and minor collector came in 2014. The City's map was adopted in 2010 and we tried to get the state to match the City's map in 2014. This time we are resubmitting some for consideration and adding others to the network because of their importance and the kind of land use they serve.

Mayor Rusty Paul said the City looks at its map in isolation and the ARC looks at the City's map as part of the total region. They want all roads to serve a similar purpose to be classified similarly across the region. This is more likely the reason for the rejection.

Once every three years the City has a major snowstorm and treats arterials and major collectors. What

impact will this have on the City's winter preparedness and treatment regimen?

Public Works Transportation Unit Manager Wescott said the City needs to consider the importance of these streets to the traveling public, how many people are served, and the critical places we need to serve along them.

Mayor Paul asked what does it do to the City?

Public Works Transportation Unit Manager Wescott said we will have to review this against our Tier I and Tier II map but that may not change.

Mayor Paul said we treat certain classification of roads.

Public Works Transportation Unit Manager Wescott said the roadmap is not a one to one now with the arterials and collectors either. There was a specific map created for snow and ice removal.

Public Works Director Martin said specifically to the snow route, roadway classification and traffic volumes are part of the equation, but through experience, we have also used the concept of emergency response capabilities and ensuring that we link to vital emergency. Fire stations have a priority as well. On the snow routes, we ensure emergency response vehicles in and out, and more. Hospitals, not necessarily roadway classifications, are fairly high around the Medical District because of the emphasis on being able to access emergency medical services. Those carry a premium as we consider priority routes within the snow and ice treatment plan.

Mayor Paul asked do you anticipate that this classification will have any impact on the City's roads?

Public Works Director Martin said it is more of a recognition of where the City's traffic volumes are within the snow and ice plan, among other things we address, such as emergency response capability and being able to tie things together so emergency services can get to neighborhoods and streets not treated as part of the plan.

II. Perimeter Community Improvement Districts

B. 2024-268 Perimeter Center Bridge Enhancements - Design Update

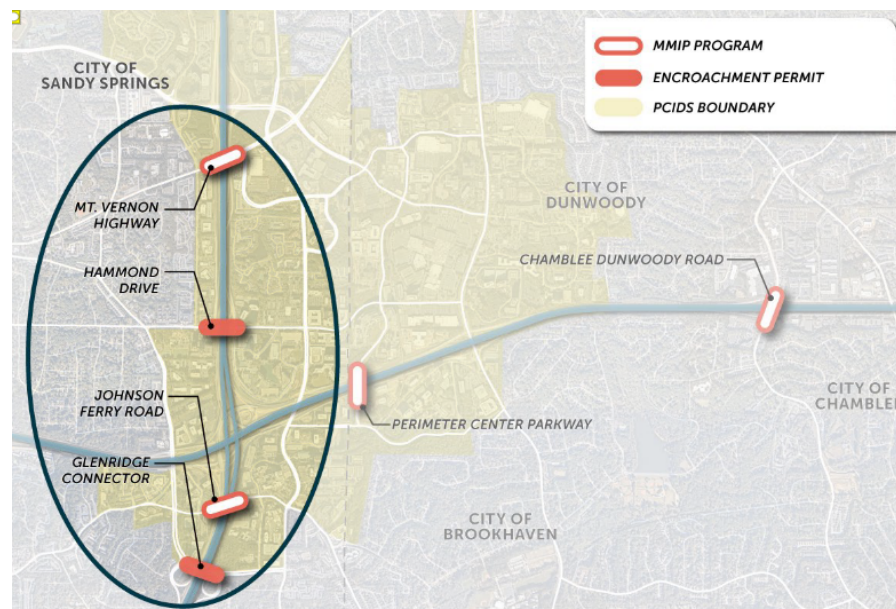
Ann Hanlon, Executive Director, Perimeter Community Improvement Districts (PCIDs), and Winston Mitchell, Project Manager, Kimley-Horn presented a design update on the Perimeter Center Bridge Enhancements.

PCID's Executive Director Hanlon said this is an update on the bridge enhancement projects we have worked on in the last couple years. About a year ago, an update was provided and hopefully Council's feedback on some of the design elements has been incorporated. This was also done with the City of Dunwoody and we have incorporated their comments. This has evolved since discussing a couple years ago. When it project first started, the CID was looking at eleven structures within the CID boundary along SR-400 and I-285, in Fulton County, Dekalb County, Sandy Springs, and Dunwoody. We are now only looking at six structures with four in the City of Sandy Springs, and the other two in Dekalb County, City of Dunwoody, and the City of Brookhaven. This update will be on the four structures in the City of Sandy Springs. We are requesting Council's feedback and will provide this to our board of

directors in November. Our board will decide if they want to proceed after getting feedback from the Councils and the Georgia Department of Transportation (GDOT), and final cost estimates. Hopefully the Fulton PCID Board will be making a decision in February or March of next year.

Kimley-Horn Project Manager Mitchell said this body requested that we incorporate a few changes to make the bridges more cohesive with some of the other bridges being built in the City, and hopefully these updates will align.

As mentioned, there are four bridges within Sandy Springs. It is a complicated process to get this rolled into GDOT's Major Mobility Investment Program (MMIP) . Any bridge GDOT physically impacts will be incorporated in this project, and any bridge they are not constructing on, as part of this process, will go through an encroachment permit. This may open opportunities for those to get constructed first.



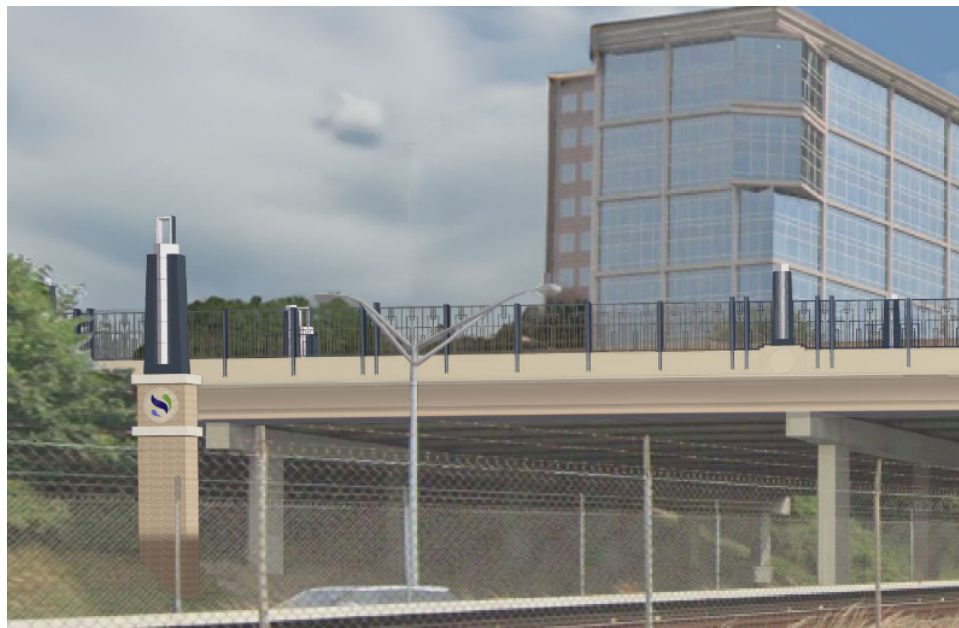
This project was developed with a Kit of Parts Approach because some of these bridges are being replaced by GDOT, and other bridges are having sections taken out and replaced, and others not being touched at all. We needed to create a set of enhancements that would be cohesive with all these bridges because they are different ages and look different. Some elements included railing, lighting, and incorporating signage.



With the design evolution, we began this process reviewing the architecture within the greater PCID's, and creating something that aligned with that. Some elements include gateway pylons that anchor the bridges to give it more weight. As we went through this process, we expanded to bridges and incorporated changes to make them more similar to what the City has here.



These are examples of the bridges already constructed in Sandy Springs. We did not originally have road names and have added that. We incorporated the same color scheme as the City, and also incorporated the Sandy Springs logo into design guidelines. GDOT did not want the complications that come with smaller gateway pylons intermittently between lanes, and these will be built into the wall on top of the bridge, similar to the City's design.



This is an example of what it will look like at night with some of the integrated lighting elements.



The conditions around many of these bridges will change tremendously as a lot of elements are built.



 DESIGN APPLICATION

JOHNSON FERRY ROAD



 DESIGN APPLICATION

GLENRIDGE CONNECTOR





NEXT STEPS

MMIP (2 in Sandy Springs)

- November 2024** - City Updates
- Nov – Dec 2024** - GDOT MMIP to review the guidelines
- January 2025** - Finalize Guidelines including Technical Specifications
- February 2025** - Finalized MMIP Costing
- March 2025** - Potential design updates based on costing
- Mar – June 2025** - Cities to finalize guidelines and specs as a basis for IGA through City Councils
- June 2025** - GDOT finalize IGA

Encroachment Permit (2 in Sandy Springs)

Following Design Guideline approval by City Councils, move forward with final design/implementation

PCID BRIDGE ENHANCEMENTS



Councilmember Jody Reichel said the designs look great. Thank you for listening to this body's feedback. Were the images of managed lanes received from GDOT?

Kimley-Horn Project Manager Mitchell said no. We built the 3D models from the design files GDOT provided.

Councilmember John Paulson said this is better than last year. How bright are the vertical lights spaced across?

Kimley-Horn Project Manager Mitchell said GDOT has strong limits on how bright those can be. They would be more of an ambient glow and similar to what was seen on I-75 on some of the bridges further north.

Councilmember Paulson said it appears from the images the pylons are very tall. How tall are they?

Kimley-Horn Project Manager Mitchell said above the roadway, they are about eighteen to twenty-two feet of independent structures.

III. City Council Discussion Items

Councilmember Andy Bauman said it is that time of the year when deer are out, and the City is getting reports from citizens about outsiders coming into the neighborhoods with crossbows and hunting. We have taken up this topic a few times before and continue to receive anecdotal stories of people that are alleged to be trespassing, stories of arrows being found on private property where they were not invited, folks trailing shot deer across private property where they are not invited, dead carcasses and the like. I want to re-elevate the topic for Council review and offer a three-pronged approach that can be considered at further meetings.

First, we increase public awareness of the issue and the public be encouraged to phone 911. That will serve another goal of getting data on the nature of the issue beyond anecdotal discussion. Though there is preemption of our ability to regulate hunting activities, there are still requirements as it relates to licensure, no trespassing, permission from private property owners, and you cannot do it on public lands. Hopefully this could be an issue that we could work with the Council of Neighborhoods on. Second, is this body should fully enforce existing laws. Zero tolerance by the Police Department with trespassing that is called in, and can be documented, and folks without the proper license or permission be charged with trespassing, and any other violations that may incur.

Lastly, the City considers legal options to increase penalties under existing ordinances. Trespassing is not a municipal ordinance, and those penalties are under state law. If there are enhanced penalties for violations, it is safe to say that separating the issue of deer population from outsiders coming and hunting is important. A vast majority of citizens in our community might favor hunting under the right circumstances, but do not favor it in the City's neighborhoods. It seems to be the wrong activity for this area, and yet the Department of Natural Resources (DNR) has a statewide rule on it. We need to take a closer look at the experience of Roswell which adopted an ordinance requiring the permitting of discharge of weapons, not focused on hunting, to see how effective that has been, and if the enforceability of that has been challenged, and whether there might be something for Sandy Springs to adopt there.

We need to do everything we can as a body and a City to encourage our state legislature to loosen up the local preemption and allow the City to provide safeguards for our community that might be different from some rural areas, and work with the state legislature, DNR, and even Georgia Municipal Association (GMA). This could be a GMA issue that one size does not fit all, and I hope the rest of my colleagues would focus on what we can do versus what we cannot do. We would have the full support of many people in our community.

Mayor Paul said there are some misapprehensions and Brookhaven does not have an ordinance, and Roswell permits hunting and they have several hundred. It may not have been challenged yet, and **Eden Freeman, City Manager**, may not have had discussions with the city managers of those communities. **City Manager Freeman** have any citations been issued?

City Manager Freeman said there have been a couple in Roswell, though not recent. Also, Brookhaven did not have any recent information, but they issue approximately forty-five permits a year and their permits do not expire.

Mayor Paul asked are they going through the process of permitting people to discharge weapons?

City Manager Freeman said yes.

Mayor Paul asked are there any training requirements that you are aware of?

City Manager Freeman said this has not been brought to my attention but we can certainly discuss that with the City Administrator and Chief of Police, because it is the police department that manages that on behalf of the city administrator in Roswell.

Councilmember Bauman said it does prohibit three or four people from Forsyth County for example, saying they are getting good reports of a deer on a road. It also would be something for the City's police to enforce.

Mayor Paul asked **Kenneth DeSimone, Police Chief**, how many complaints does the police department get about hunters trespassing on private property?

Police Chief DeSimone said the latest data from January 1, 2023 to November 4, 2024 states there were zero calls and zero incidents on bow hunting.

Mayor Paul said it is important that if citizens see someone trespassing on their property, to call 911. If there is trespassing, the police can come and request the individual who does not have permission to be there to leave. If they refuse, or return, the police can take further action under the state's trespassing law. If the citizens would avail themselves of the limited powers we have, some of this could be managed.

Councilmember Bauman said citizens are encouraged to call 911. I have reports of calls going in where police have responded to clarify that discrepancy.

Mayor Paul said this needed data will be re-examined. I understand the emotion behind it, and I have tried to respond to as many people as possible to explain the limited role this body has, but to the extent we can manage, particularly private property rights. People have the right to prevent someone from coming on their property for whatever reason and we can take some steps in that direction.

There being no further business, the meeting adjourned at 6:39 p.m.