

Work Session of the Sandy Springs City Council was held on March 18, 2025 at 6:00 PM, Mayor Rusty Paul presiding.

I. Staff Discussion Items

- A. **2025-056** Discussion of the Need to Amend the City of Sandy Springs' Code of Ordinances to Clarify Certain Boundaries in the Management of Assemblies, Authorized and Otherwise; Prohibit Solicitation/Canvassing After Certain Hours and to Give Public Guidance on the Definition of 'Disorderly Conduct' in Certain Situations

Dan Lee, City Attorney, and Ryan Pelfrey, Senior Associate Regional Director, Anti-Defamation League (Southeast Region) presented the discussion of the need to amend the City of Sandy Springs' Code of Ordinances to clarify certain boundaries in the management of assemblies, authorized and otherwise; prohibit solicitation/canvassing after certain hours and to give public guidance on the definition of 'disorderly conduct' in certain situations.

Anti-Defamation League Senior Associate Regional Director Pelfrey said the Anti-Defamation League (ADL) strongly supports these three ordinances listed as overnight soliciting and canvassing ordinance, ingress egress ordinance, and campus place of worship buffer zone. In recent years, the ADL has witnessed an alarming surge in incidents of antisemitism and hate across the country. We have seen a nearly 900% increase in these incidents over the last decade. While our most recent audit has not been finalized, ADL's audit of antisemitic incidents for 2023 found that Georgia saw a 115% increase in these incidents. Included in these incidents are instances where individual local businesses and faith-based institutions have been targeted by extremist organizations. Local examples of these hate-filled demonstrations were seen in Marietta, Macon, and Warner Robbins in 2023, where white supremacists harassed individuals by waving Nazi flags and screaming slurs as they passed by.

In Sandy Springs and surrounding communities, people have awoken to flyers and hate-filled literature in their driveways, following late night incursions by extremist groups. The ADL is known for combating antisemitism, but are world-renowned experts in extremist mobilization, and understands that what starts with the Jewish community does not end with the Jewish community. Therefore, against this backdrop of increasing extremist activity and continued hate and antisemitic incidents, the ADL decided to build model ordinances that were broadly protective for everyone in the community. They are content neutral and we decided to offer those as a resource for local governments who are looking to improve public safety as they face all of these extremist activities we are seeing across the country, but especially in the Southeast region.

To date, these ordinances have been used across the country including Brookhaven, Tennessee, and are currently being discussed in Ohio, Kentucky, Louisiana, Virginia, and elsewhere. By passing these ordinances, Sandy Springs has the chance to take a proactive stance in ensuring the safety of all members of the community, regardless of background, beliefs, or identity, and send a strong message that this community will not tolerate hate in any way.

City Attorney Lee said after the proposed model ordinances were researched and prepared by the ADL and delivered to **Mayor Rusty Paul**, the City Attorney's Office and Police Department reviewed and determined the City would benefit from these ordinances and they met United States and Georgia constitutional standards.

The Overnight Door-To-Door Soliciting and Canvassing ordinance is needed to affect the ever-

recurring situation of hate mail, or just unwanted mail being distributed in a wholesale manner, throughout the City. Currently, the Sandy Springs Police Department is only armed with littering ordinances to try and prevent this unwanted activity. The proposal makes it clear that unwanted canvassing or solicitation cannot occur between the hours of 9:00 PM and 7:00 AM, the hours most of the illicit activity occurs and when violators are harder to apprehend. This proposal broadcasts a fine calculation, does not infringe on free speech, and does not affect the content of any solicitation.

The second ordinance is about ingress and egress of properties. The City had problems with prohibiting individuals or crowds blocking the entrance to private properties, which includes consulates, houses of worship, and one private school. The public ingress and egress of properties that may be private are a problem for the Police Department in crowd control. The Police can charge people with disorderly conduct for just acting disorderly and not following lawful command, and does not require any distances. This proposed ordinance gives the public some direction of what can and cannot occur when entering and leaving private property.

Lastly, the proposed eight feet Buffer Zone: Campuses and Places of Worship ordinance is needed to give clarity to the distances allowed between persons when persons do not want to be accosted to take unwanted literature. It is applicable in situations where different persons, with potential conflicts, may have a right or opportunity to be on the same property, and the ownership of that property cannot determine whether one or the other can be uninvited.

These three ordinances do not infringe on the content of anybody's speech. It declares where it can be carried on, how the police can control it, and it gives some direction to the public about distances and the manners that are allowed to be carried on in what would hopefully be a lawful protest.

Councilmember Jody Reichel asked has this been challenged in court in any city? How many cities have passed it? How many cities have looked at it and decided not to pass it?

City Attorney Lee said they usually do not record when they do not pass something, only when it is passed. We found that only Brookhaven has passed it. **Anti-Defamation League Senior Associate Regional Director Pelfrey** alluded they had problems in Savannah and Macon that facilitated ADL's research. Other local government lawyers, particularly Savannah and Chatham County, agreed with our analysis that we need some sort of direction for law enforcement in trying to control these kinds of activities. We issue permits, for example the use of certain areas of City Springs for lawful protest. If some anti-protestors get involved, it is usually not a favorable scenario. The parties involved need some direction as to how far apart they need to be, and this ordinance gives some direction to that.

Councilmember Reichel said I have not received any hate mail in my thirty years of living in Sandy Springs. I do not want the City to have another lawsuit and put in a position to be challenged. Has it been challenged at all in other cities?

City Attorney Lee said this particular ordinance has not been challenged, but the conduct we are regulating and the way this ordinance challenges that conduct has been tested in court. The memo reads:

Although the ordinance prohibits speakers from approaching unwilling listeners, it does not require a standing speaker to move away from anyone passing by. Nor does it place any restriction on the content of any message that anyone may wish to communicate to anyone else, either inside or outside the regulated areas. It does, however, make it more difficult to give unwanted advice, particularly in the form of a handbill or leaflet, to persons entering or leaving common areas. The courts have many times upheld

ordinances that protect unwilling listeners' interest in avoiding unwanted communication.

This wording came from anti-abortion pamphlets. Colorado has a law against it and it has withstood the United State Supreme Court scrutiny.

Councilmember Melissa Mular said the Overnight Door-To-Door Solicitating and Canvassing ordinance is specific to private residents. Is there a reason that the City would not consider extending the ordinance to commercial or mixed-use properties, and Council can decide if to adopt?

City Attorney Lee said it is something you can consider. It is more of an enforcement reason. This unwanted solicitation occurs when people are in their house, the lights are out, and doors are shut. Generally, commercial buildings are open more, and abusers target residential areas. The horrific instances that **Anti-Defamation League Senior Associate Regional Director Pelfrey** mentioned have not occurred at commercial areas and is the reason it is not in the ordinance.

Councilmember Andy Bauman said most of my unwanted literature was received when my car was parked at a shopping center or restaurant for example. Years ago, a school was trying to apply for a school field conditional use permit, and the opponents were aggressive in flyering cars on public rights of way and other manners. Was something close to the flyering ordinance been adopted in Brookhaven?

City Attorney Lee said this exact ordinance was adopted.

Councilmember Bauman said the flyering ordinance has documented incidences. The people that distributed these hateful flyers have a safe harbor from 7:00 AM to 9:00 PM. Is it correct that this ordinance does not apply at all other than the night time hours?

City Attorney Lee said that is correct.

Councilmember Bauman said their safe harbor for the distribution of this hateful literature or other literature is during daylight hours.

City Attorney Lee said that is correct.

Councilmember Bauman asked is there no way for the City to protect those hours? If this body decided unwanted literature is unwanted literature and go a step further, what is preventing the City from taking the Brookhaven way of doing things and saying, if you do not have permission, you cannot put material on a person's property?

City Attorney Lee said nothing.

Councilmember Bauman asked does the Constitution prevent that, or does the time, manner, and place come into play potentially there? We get free newspapers if we want them or not. If unwanted literature piles up on my driveway, that is a safety hazard. What prevents this body from saying you cannot do this? Or does the City tell citizens to put a sign out to keep unwanted material away?

City Attorney Lee said individuals have a right to tell people not to put anything on their property.

Councilmember Bauman asked how do we do that?

City Attorney Lee said if they see someone putting out literature. That is why the daylight hours matter.

This ordinance is listed at night because most people are not outside. This gives police a tool if they catch someone. None of this matters, unless someone is caught.

Councilmember Bauman said hopefully people have cameras and more to assist. Why not go further?

City Attorney Lee said this is a start.

Councilmember Bauman asked what would you recommend **City Attorney Lee**?

City Attorney Lee said after speaking with **Kenneth DeSimone, Police Chief**, the ability to enforce an ordinance is very important. The nighttime hours of this ordinance we are targeting is the recommendation to this body.

Councilmember Bauman said all types of literature is received from time to time in the driveway. If someone brings an appropriate newspaper to your house, is it correct that they cannot do it at 6:45 AM under the ordinance but at 7:15 AM?

City Attorney Lee said that is correct.

Councilmember Bauman said they have to modify the behavior and someone with a hateful, obscene piece of literature cannot do it at 6:45 AM. They cannot do it at 7:15 AM if it violates something else, but under this law they are not in violation.

City Attorney Lee said the challenge here is to not regulate the content.

Councilmember Bauman said that is correct. Part of that is time, manner, and place. This may have been a conversation in Brookhaven. You can spew hate but not every hour of the day. Public policy here is in the nighttime when people are most vulnerable, we do not want to allow that.

City Attorney Lee said most of them are doing it when nobody is there and people are shocked when they wake up. If someone is awake at 7:00 AM, and someone shows up to put this out, they can call the police and say my yard is being littered.

Councilmember Bauman the City worked with ADL on the hate crime ordinance several years ago. It was a great process and Sandy Springs was first in state, which led to other municipalities asking how they can do it, specifically Fulton County. Setting the example was good. ADL recently called out a Pentagon spokesperson for her tweet regarding the Leo Frank case. In many ways, ADL was founded on this case which was in Georgia. Other statements made in regard to having universities enforce their codes of conduct where a lot of behavior is at its worst now, where people are being harassed on university campuses, and where campuses have to balance first amendment rights and codes of conduct. Thank you ADL for the work you do across the board, not just in antisemitism to combat hate.

Councilmember Melody Kelley asked what is the difference between how the ingress and egress ordinance currently stands and how it would stand if this ordinance was adopted? What can the police do now and how will it aid them?

City Attorney Lee said the police are empowered now to arrest people in Sandy Springs for disorderly conduct. That is conduct that violates a lawful order or an established ordinance. If someone is blocking the ingress and egress into private property, they are already violating the law. This ordinance gives direction, and sets the engineering standard radius of fifty-foot to get in and out. For example, at a church

people can get in and out while protestors stand on the sidewalk. They just cannot protest to the limit of blocking the ingress and egress.

Councilmember Kelley said of these three ordinances, the Overnight Door-To-Door Soliciting and Canvassing is of the most interest and seems most feasible at this time. My issues are still the same with campuses and places of worship. The language looks the same as it did in January and stated my interest then. It is my preference that the Overnight Door-to-Door Soliciting and Canvassing ordinance come back to Council in a public hearing.

Councilmember John Paulson said as a practical example, if you are coming to City Hall and there is a group of protestors that you do not want to talk to, they have to give an eight-foot clearance so you can get into the building. This eight foot distance must be provided for any pedestrian walking in to ensure there is no obstruction to getting in the facility. Is this one of the eight foot requirements here?

City Attorney Lee said that is correct.

Councilmember Paulson said if you are walking down the street and there is a group of protestors, and you do not want to be approached, the eight foot buffer applies as well. If you walk by them closely they can try to give you literature, but if you are eight feet away they cannot. Is this what the eight foot requirement is dictating?

City Attorney Lee said that is correct. It polices the aggressor.

Councilmember Paulson said there are stories of people not being able to get into businesses and facilities. If someone needs to go in somewhere, they should not be blocked in any way. Hopefully this will reduce this kind of behavior in Sandy Springs. As long as protestors know these are the rules to follow, they are free to protest however they want. All three ordinances are acceptable limits so that nobody feels threatened and they should return for a public hearing.

Councilmember Bauman said these should return for public hearing as three separate votes. If someone wants to exercise their first amendment right, contemporaneous to the adoption, they should have an opportunity to speak inside the context of that discussion.

Mayor Paul said thank you ADL for bringing this to my attention. There were some incidents in Sandy Springs with the flyering problem. There have been protests, not in Sandy Springs but, in Cobb County where protestors blocked the entrance to a synagogue during worship services. These ordinances are an effort to get ahead of any of that type of behavior that occurs in the City. The goal is to balance everybody's rights. People have the right to protest, whether you find it offensive or not, but also to protect people from having their rights not to be subjected to it. Also, to give police and first responders the ability to do their job without interference. There is legislation moving through the General Assembly now that makes it a crime to interfere with an officer in the performance of their duties, which goes well beyond the discussion here. The state law may be even tougher when it comes to what we are calling The Halo. You have a right to film and protest but you cannot physically interfere with an officer doing their sworn duty. We want to make sure there is a balance within everybody's rights, and that one set of rights do not supersede or overreach into someone else's ability to conduct their rights as well. We will be bringing these ordinances back for a vote to sort through what has to be done in the process.

II. Public Works

B. 2025-057 Safe Streets 4 Sandy Springs Safety Action Plan

Kristen Wescott, Transportation Unit Manager, and Nithin Gomez, Transportation Engineer, Gresham Smith presented the Safe Streets 4 Sandy Springs Safety Action Plan.

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 stakeholders and community members to get their input on safety issues on roadways in Sandy Springs. This presentation summarizes community feedback received to date, including focus groups, pop-up event booths, and public meeting Open Houses on August 29, 2024, and November 21, 2024. The presentation will also propose safety goals and metrics that the 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 6 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.

Safety Action Plan Milestone Dates

Milestone	Baseline Date (Grant Agreement)	Actual / Expected Date
Planned Draft Action Plan Completion Date:	10/31/2024	10/31/2024
Planned Action Plan Completion Date:	11/30/2024	03/15/2025
Planned Action Plan Adoption Date:	01/15/2025	04/15/2025
Planned SS4A Final Report Submission Date:	06/01/2025	04/17/2025

Transportation Unit Manager Wescott said the Safe Streets 4 Sandy Springs Safety Action Plan is concluding but not safety efforts. Through this process, we coordinated with Police, Fire, Communications, Community Development, and Geographic Information System (GIS), as well as the public. We know that addressing places on our roads that lead to serious injury, or death, whether walking, bicycling, riding transit, or personal vehicle, is going to take many different ways. Before the plan is adopted, this is a reminder of what our safety counter measures are and goals to get to zero deaths on the City's roads. It is a big goal, but it is achievable. **Gresham Smith Transportation Engineer Gomez** will provide an overview of some of Public Works' efforts in this. We discussed strategies for communications, enforcement, education, and more, but we also need to identify projects where we can

match those locations with the greatest need with some mitigation efforts. There were other studies in the City, like the Access Management Study completed years ago on Roswell Road. That study confirms we are on the right track as this road has a lot of serious injury and fatal crashes.

Gresham Smith Transportation Engineer Gomez said the recommended goals and targets for this plan are:

1. Adopt a goal for the City of Sandy Springs to achieve zero fatal and serious injury crashes by 2050 on City-owned streets. (This amounts to a reduction of 0.6 fatal and serious injury crash per year.)
2. Work with GDOT to establish safety goals for state routes and limited access facilities within the City to achieve a 5% annual reduction in fatal and serious injury crashes. This 5% reduction is in line with ARC's safety goal in the Regional Safety Strategy. (At this rate, fatal and serious injury crashes are expected to reach zero by 2100.)

The developed project work program went through a quantitative process in prioritizing those locations.

Safety Project Development

- Projects were identified and selected based on a subset of the high injury network (HIN)
- Locations with programmed projects were not carried forward
- Prioritized based on crash rates, cumulative crash cost, and number of fatal & serious injury crashes
- Financially constrained to develop a 15-year work program
- 21 infrastructure projects comprise the Work Program

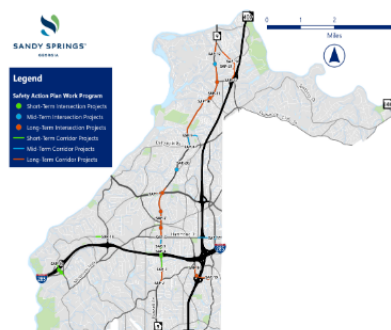


The work program starts with a short-term list of projects which are those that can be delivered in a time frame of one to five years. Most are corridor projects and were identified in an existing plan.

Infrastructure Projects

• Short-Term (1-5 Years)

- Corridor Improvements
 - Roswell Rd - Peruca Pl to I-285 Interchange
 - Roswell Rd - Allen Rd/Carpenter Dr to Cliftwood Dr/Carpenter Dr
 - Glenridge Dr/Johnson Ferry Rd - High Point Rd to Glenridge Connector*
 - Heards Ferry Rd - Weatherly Dr to Riverside Dr*
 - Northside Dr - Interstate North Pkwy/New Northside Dr to New Northside Dr

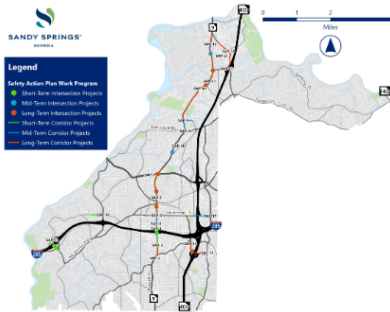


Similarly, the mid-term projects are those that can be delivered in five to fifteen years, and includes corridor and intersection improvements.

Infrastructure Projects

• Mid-Term (5-15 Years)

- Corridor Improvements
 - Roswell Rd - Cliftwood Dr/Carpenter Dr to Hammond Dr
 - Roswell Rd - Dalrymple Rd to Trowbridge Rd
 - Hammond Dr - Barfield Rd to Peachtree Dunwoody Rd*
- Intersection Improvements
 - Roswell Rd at Spalding Dr*
 - Roswell Rd at Hightower Trl/Hope Rd

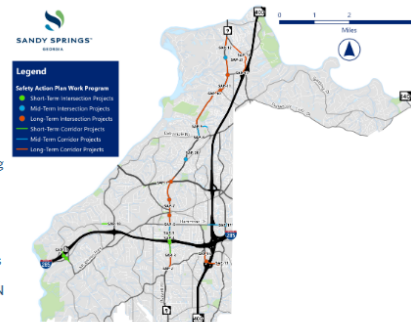


As mentioned, we did a financial constraining exercise and the remaining eleven projects are in the long-term of fifteen or more years. There is one intersection improvement, several Roswell Road improvements, and other corridor improvements.

Infrastructure Projects

• Long-Term (15+ Years)

- Intersection Improvements
 - Roswell Rd at Abernathy Rd
- Roswell Road Improvements
 - Stewart Dr to Peruca Pl
 - Denmark Dr to Mt Vernon Hwy
 - Mt Vernon Hwy to Provenance Dr
 - Trowbridge Rd to Grogans Ferry Rd
 - Grogans Ferry Rd to Northridge Crossing Dr
 - Northridge Crossing Dr to Hightower Trl/Hope Rd
 - Huntcliff to Dunwoody Pl
- Other Corridor Improvements
 - Dunwoody Pl - Northridge Rd to Roberts Dr
 - Dunwoody Pl - Roberts Dr to Hope Rd/N River Dr
 - Glenridge Connector - Johnson Ferry Rd to Peachtree Dunwoody Rd



Next Steps

1. Draft Plan for public review from March 20 through April 15, 2025 at ss4a.ispr.gs/safestreets
2. Present final Safety Action Plan and metrics for Council adoption on April 15, 2025

Councilmember Andy Bauman said **Transportation Unit Manager Wescott** please look at past projects the City has done to see the impact of those as part of this process, and return to Council. For instance, for XYZ project, the conditions were this, we have completed those projects, and they have been in service for two to three years. There may not have been enough time because a lot of this is over a long time, but you should have some data.

Transportation Unit Manager Wescott said this is natural next step. We noticed in this plan some of the locations where the City has recently completed projects, for example Glenridge at Roswell Road, that because of the time frame the plan was done, the data was captured before that project was completed.

Councilmember Bauman asked can this be done at a high level?

Transportation Unit Manager Wescott said yes. One challenge in doing an apples to apples comparison, opposed to apples to oranges, is to make sure that the time you do the study for the original plan or design, that you have the volumes as well as the crashes. This is because you need to normalize it against something, otherwise it is just a distribution of crashes. You can say at Roswell Road and Abernathy, since we have done some short-term study safety countermeasures a couple years ago with GDOT, that we have had improvements, but we also had traffic volumes. One of the mitigation measures we did at Roswell Road and Abernathy after that study, was to signalize the right turn. That is easy to see and was the highest crash pattern at that intersection before we made that correction.

Councilmember Bauman said bad data is probably worse than no data, but some data would be helpful.

Transportation Unit Manager Wescott said it helps to start as we move forward with these additional projects, especially safety focused projects.

Councilmember Bauman said Councils from now will be able to look back thirty years and judge what was effective and what did not work. I drive through the traffic circle at Northside Drive, Powers Ferry, and River View, and not much feedback from people was received, other than the aesthetics. Driving through there removes anxiety as there is a smooth traffic flow. I would be stunned if we do not see great data coming out of that years from now.

Transportation Unit Manager Wescott said that is a good example as well.

Councilmember Jody Reichel asked where does the money come from for all these projects? Should they become Transportation Special Purpose Local Option Sales Tax (TSPLOST) projects?

Transportation Unit Manager Wescott said the City will have to look at a lot of different funding sources. Right now, we are at the point that we are going to do a minor update to the Transportation Master Plan, and take in the projects we were here about a year ago for the Powers Ferry Small Area Study. We have done the Access Management Study and now we have completed the Safety Action Plan, and bring those all in one program so we can make recommendations across the entire City moving forward. The options for funding are the City's Capital Program, a future TSPLOST, and federal partners. Also, we usually go through the Atlanta Regional Commission (ARC) to request federal matching grants for projects.

Councilmember Reichel asked are any of these programs going to continue to be federally funded?

Transportation Unit Manager Wescott said this cannot be speculated at this point. Some of the programs that were under the previous administration, move forward in the next administration with changes in the parameters. One of those we asked Council to approve and it was formerly called a RAISE grant but is now a BUILD grant. They changed some of criteria, but we still applied to UDSOT. We have not seen any guidance on Safe Streets and Roads 4 all. One benefit of participating in this was they also provided infrastructure funding to move forward with some of these recommendations. We also have ARC and GDOT to help us execute projects.

Councilmember John Paulson said on **Councilmember Bauman's** point about improvements done, one that comes to mind is Carpenter Road. That has to be about four of five years since completion. Has the City had any incidents since that intersection improved?

Transportation Unit Manager Wescott said yes. We have a relationship with the Signal Operations Program with GDOT and one of their objectives is to work with their city and county partners, particularly at signalized intersections for intersection operational improvements, as well as safety. It came up in our Safety Action Plan before and after our improvements. They were tasked to dig deeper and are still researching that to see if there are any mitigation measures with the way the signal is timed and phased now. It is part of my own interest and Council's that we had in two years. The signal cabinet for that intersection has been hit and destroyed twice by vehicles that were in crashes that ran off the roadway, and we have had to pay to replace that twice.

Councilmember Paulson said we fixed the intersection but caused the signal box to be a target now.

Transportation Unit Manager Wescott said we do not know why these types of crashes are occurring and you have to dig down. Though we looked at twenty-seven thousand crashes for this study, when at the intersection level you must do the intersection diagramming and see what the patterns are. This is what we have done at Roswell Road, Abernathy, and other locations. We did a Medical District Safety Study, as well as a North End Safety Study which give a better understanding of what kinds of treatments might mitigate that. We are presently looking at that but will probably dig further.

Councilmember Paulson said hopefully the after is better than the before.

Transportation Unit Manager Wescott said it might be, but we have to go further back in time.

Councilmember Paulson said secondly, by 2050 I will be one hundred and one years old and I do not want to wait until then to have zero crashes. My request is if we put all these into a target date of 2040, instead of 2050, how much money would that be? Many of your projects are fifteen years away. If we do not have to wait until 2050, I would rather celebrate it when I am ninety-one. Let us find out the impact of that and shorten by a decade.

Councilmember Reichel said the Abernathy Roswell Road fifteen year projection seems like a long time. Does that mean the City will not do anything on that intersection for fifteen years? Or is the City still looking at other options?

Transportation Unit Manager Wescott said in terms of Roswell Road and Abernathy, we executed some short-term safety improvements a couple years ago in collaboration with GDOT. Traffic engineering with some outside consulting and, we have looked at other alternatives to mitigate some of the other crashes and operational issues we have there. A lot of times we may want to do something quickly, but putting a sign and striping may not help, but maintenance can make a difference. Looking at the signal timing and phasing, also combined with things sometimes where we might be seeing a lot of red light running, and crashes related to red light running, is combining those efforts of analysis with some limited enforcement to bring that down. There are a lot of different ways to address that.

Mayor Rusty Paul said recall some solutions that we were presented required us to buy three shopping centers and some town halls, which was rather expensive. Hopefully things will get better.

Councilmember Melody Kelley said currently there are a couple of intersection projects the City is working on, for example, Trowbridge and Roswell Road, and Northridge and Roswell Road. Are there any updates on those projects as the goal is safety?

Transportation Unit Manager Wescott said a little of safety, operations, and accessibility improvements is what we want to do there. We are trying to get there some signal improvements. One of

the biggest improvements is at Trowbridge because we have recommended removing the channelized right turn lanes. Right now, there is a channelized right turn lane northbound to eastbound and, westbound to northbound, and from an accessibility standpoint, if you are on foot, that is not easy to navigate. We also have identified in the Safety Action Plan a crash pattern there as well. When you are coming off Trowbridge to Roswell Road, it appears that you have a merge lane, and cars begin to turn and then stop or hit another, and we have a crash pattern there, and even this small project to change the curb radius should alleviate that, and we will be striping out that. They are in the process of getting out for bid for construction.

Councilmember Melody Kelley said that is good to hear.

III. City Council Discussion Items

There being no further business, the meeting adjourned at 6:46 p.m.