



SANDY SPRINGS

GEORGIA

CITY COUNCIL

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Melody Kelley – District 2

Melissa Mular – District 3

Jody Reichel – District 4

Tibby DeJulio – District 5

Andy Bauman – District 6

Tuesday, June 3, 2025

Work Session

Following PFA

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. **2025-089** Traffic Calming Discussion
(Presented by Kristen Wescott)

II. City Council Discussion Items

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

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



TO: Eden Freeman, City Manager
FROM: William H. Martin, Jr. AIA Public Works Director
DATE: May 20, 2025 Submission for the June 3, 2025 City Council Work Session
ITEM: Traffic Calming Discussion

Recommendation:

No action is required from the Mayor and City Council at this time.

Discussion:

The City of Sandy Springs adopted its first neighborhood Traffic Calming Program on March 21, 2006. The policy was subsequently amended or updated on October 21, 2008; November 19, 2013; and October 30, 2020.

The Traffic Calming Policy review presentation provides an overview of the current policy and procedures, traffic calming treatment types, and a history of traffic calming coordination between the City and neighborhoods between 2020 and 2025. A comparison of the City's policy with peer jurisdictions is provided as are considerations for policy modifications.

Financial Impact:

The City currently funds the neighborhood traffic calming program through multiple city-funded capital programs or operational budgets:

Traffic Calming studies are funded under the Intersection and Operational Improvements Program (T7000).

New construction of traffic calming treatments is funded under Traffic Calming (T9600).

Traffic Calming infrastructure maintenance is provided under multiple public works operational budgets for contractual services, traffic calming supplies, and street maintenance supplies. Should a street with traffic calming treatments be programmed for resurfacing, traffic calming maintenance may be included under the Pavement Management Program (T3000).

There are no immediate financial impacts from this policy review. However, should the Mayor and Council decide to modify the Neighborhood Traffic Calming Program, then a budgetary impact would be anticipated for funding new construction or operations and maintenance activities.

Review:

Raquel Gonzalez, City Clerk
Marty Martin, Director of Public Works

Created/Initiated - 5/27/2025
Approved - 5/27/2025

Toni Carlisle, Chief Financial Officer
Dan Lee, City Attorney
Eden Freeman, City Manager

Approved - 5/28/2025
Approved - 5/29/2025
Final Approval - 5/29/2025

Attachments:

1. Sandy-Springs_Traffic-Calming_2025_updated 06032025

Traffic Calming Policy Review

Council Work Session

June 3, 2025



SANDY SPRINGS
GEORGIA

Georgia Code: Uniform Rules of the Road, Article 9

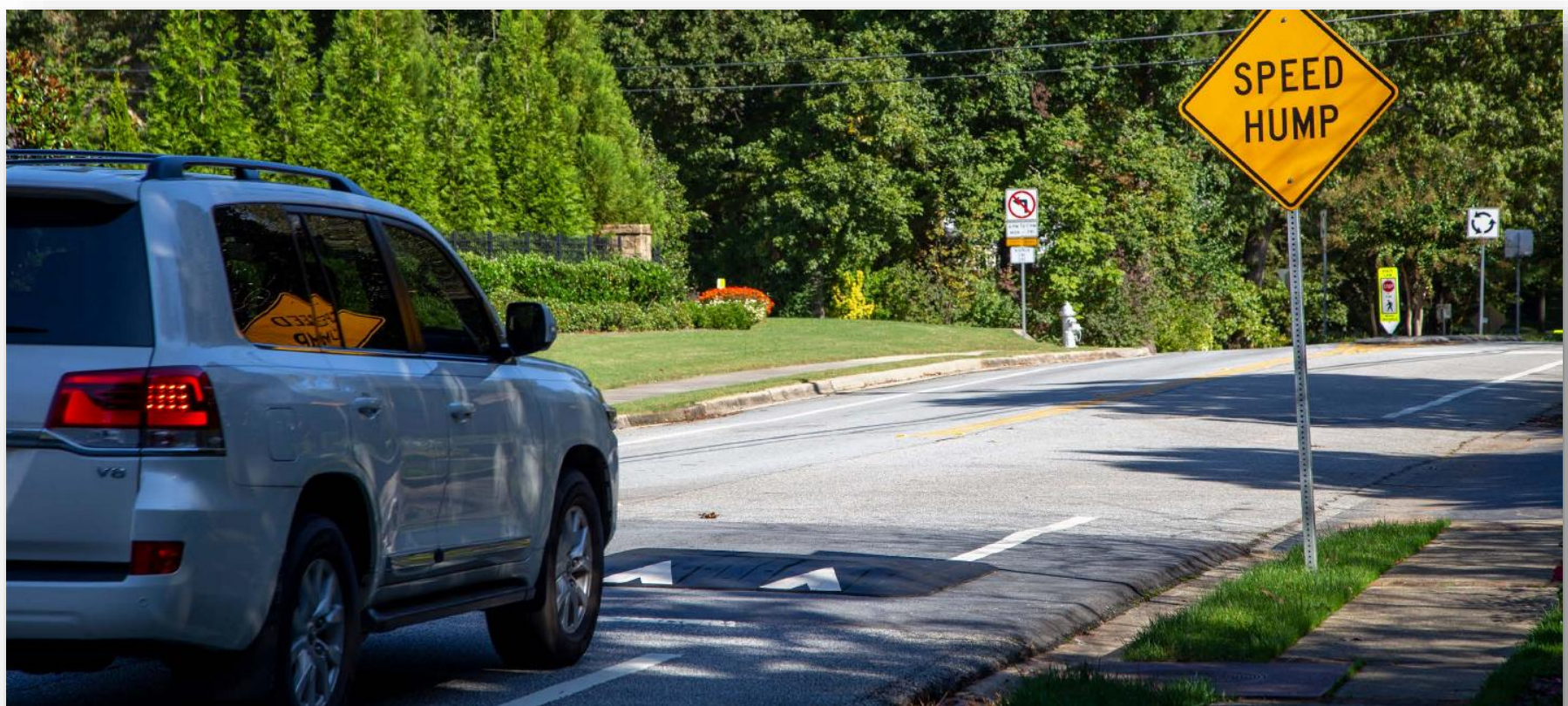
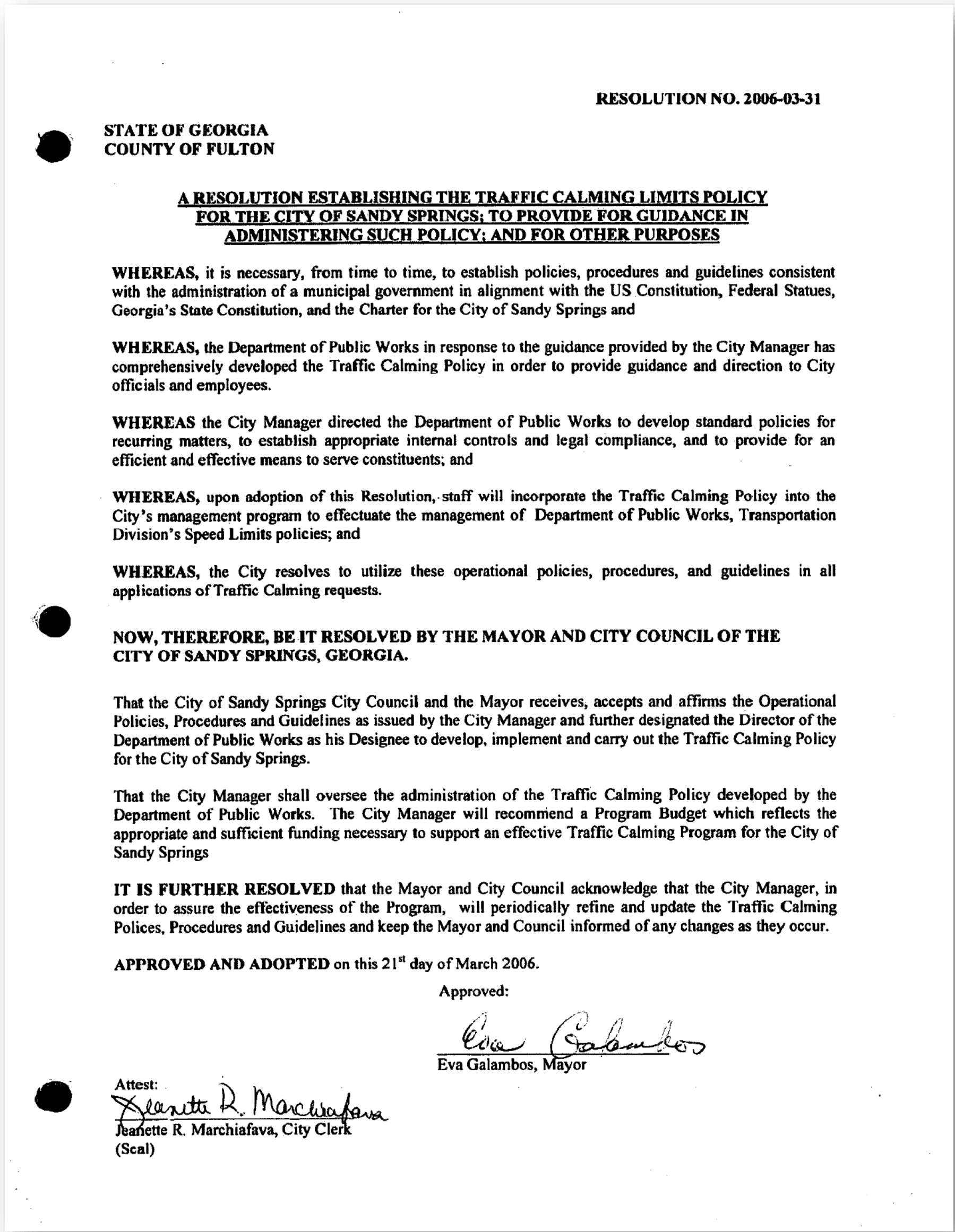
O.C.G.A. Section 40-6-180. Basic rules

No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard for the actual and potential hazards then existing. Consistently with the foregoing, every person shall drive at a reasonable and prudent speed when approaching and crossing an intersection or railroad grade crossing, when approaching and going around a curve, when approaching and traversing a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.

Traffic Calming Policy Review

City of Sandy Springs Traffic Calming Adopted, Amended, & Updated Policies

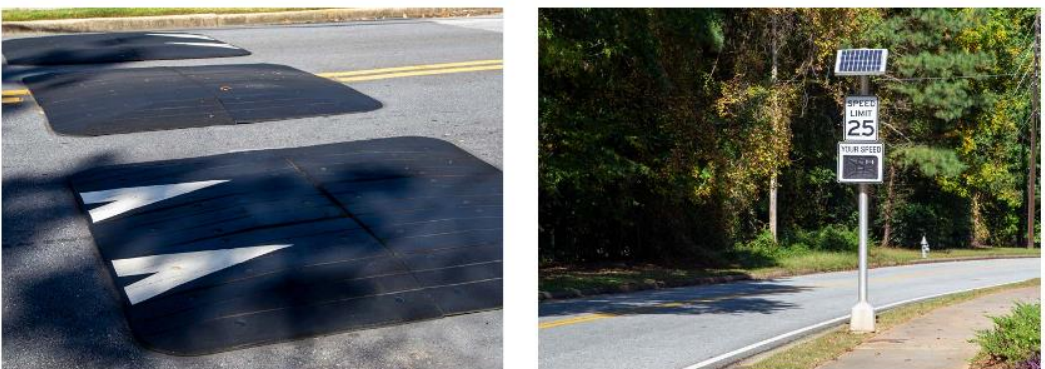
- Original Adoption of Sandy Springs Traffic Calming Policy: March 21, 2006
- Subsequent Revisions and Amendments:
 - October 21, 2008
 - November 19, 2013
 - October 30, 2020



Neighborhood Traffic Calming Manual

Policy and Procedure
Adopted October 21, 2008
Amended November 19, 2013
Updated October 30, 2020

City of Sandy Springs
Public Works Department



Current Policy and Procedures are posted at
<https://www.sandyspringsga.gov/traffic-calming>

Traffic Calming Policy Process

- **Section 2 Request, Installation and Removal**
 - Outlines process for which an individual or homeowner group may petition the city for traffic calming
 - Requires meeting with staff to discuss concerns
 - Provides for City-funded traffic study on streets where problem is defined
 - Outlines “Area of Impact”
 - If the area meets the criteria for traffic calming under the evaluation criteria, then traffic engineering staff develop a Traffic Calming Treatment Plan

Area of Impact (defined):

- Every parcel having frontage on the street segments within the project area
- Every parcel on cross streets up to the next major intersecting street that must use the project street as its primary access

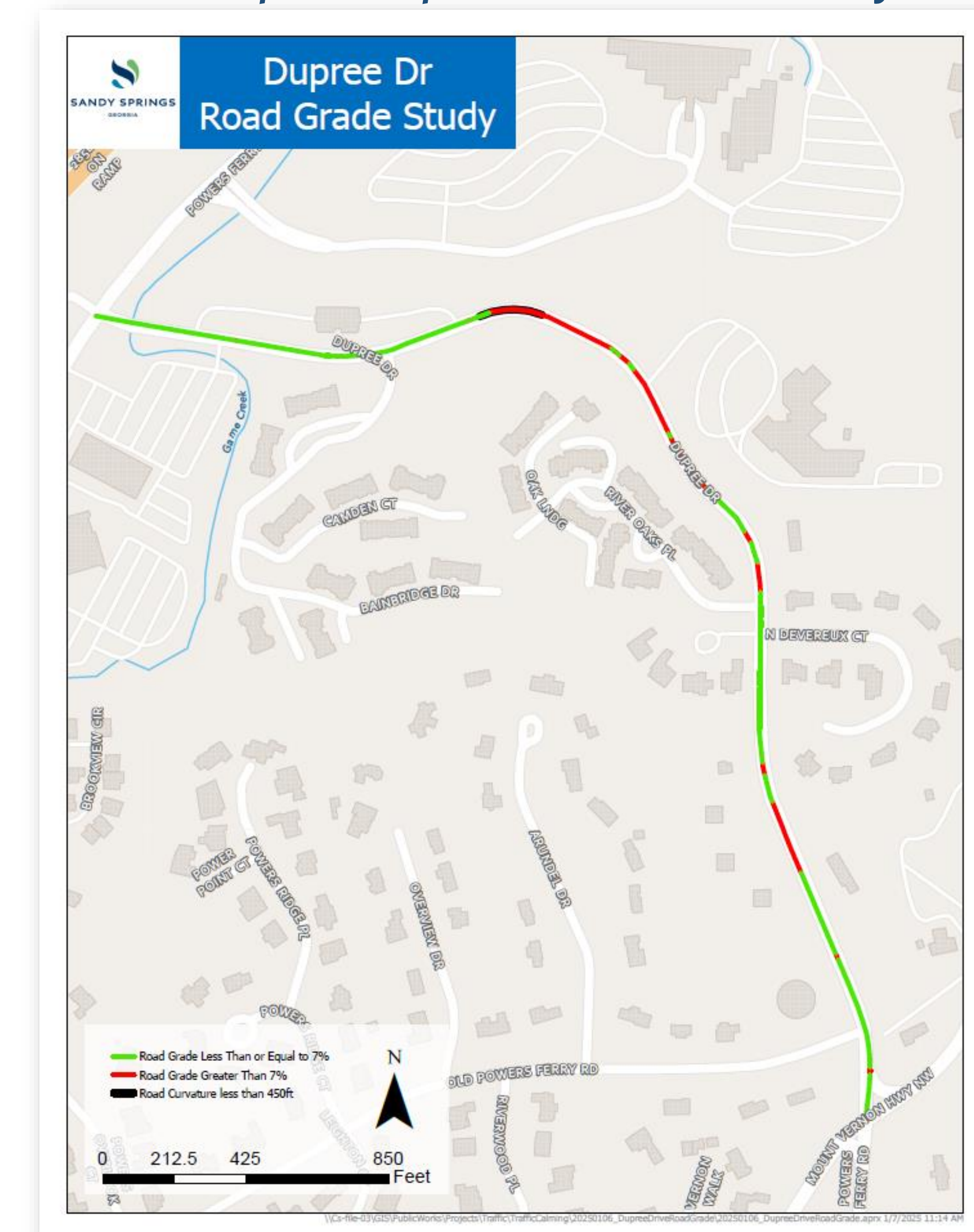
Traffic Calming Policy Process

- Traffic Calming studies include a review of:
 - Traffic speeds
 - Traffic volumes
 - Travel patterns
 - Crashes
 - Existing infrastructure
 - Roadway geometry
- Speed criteria is "85th percentile speed"
- Current threshold is 8 mph over the posted speed:
 - 33 MPH for 25 MPH street
 - 38 MPH for 30 MPH street
 - *Threshold is below that which is enforceable by police using radar > 10 MPH (O.C.G.A. 40-14-8)*

85th Percentile Speed (defined):

The speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point

Example: Dupree Drive Geometry

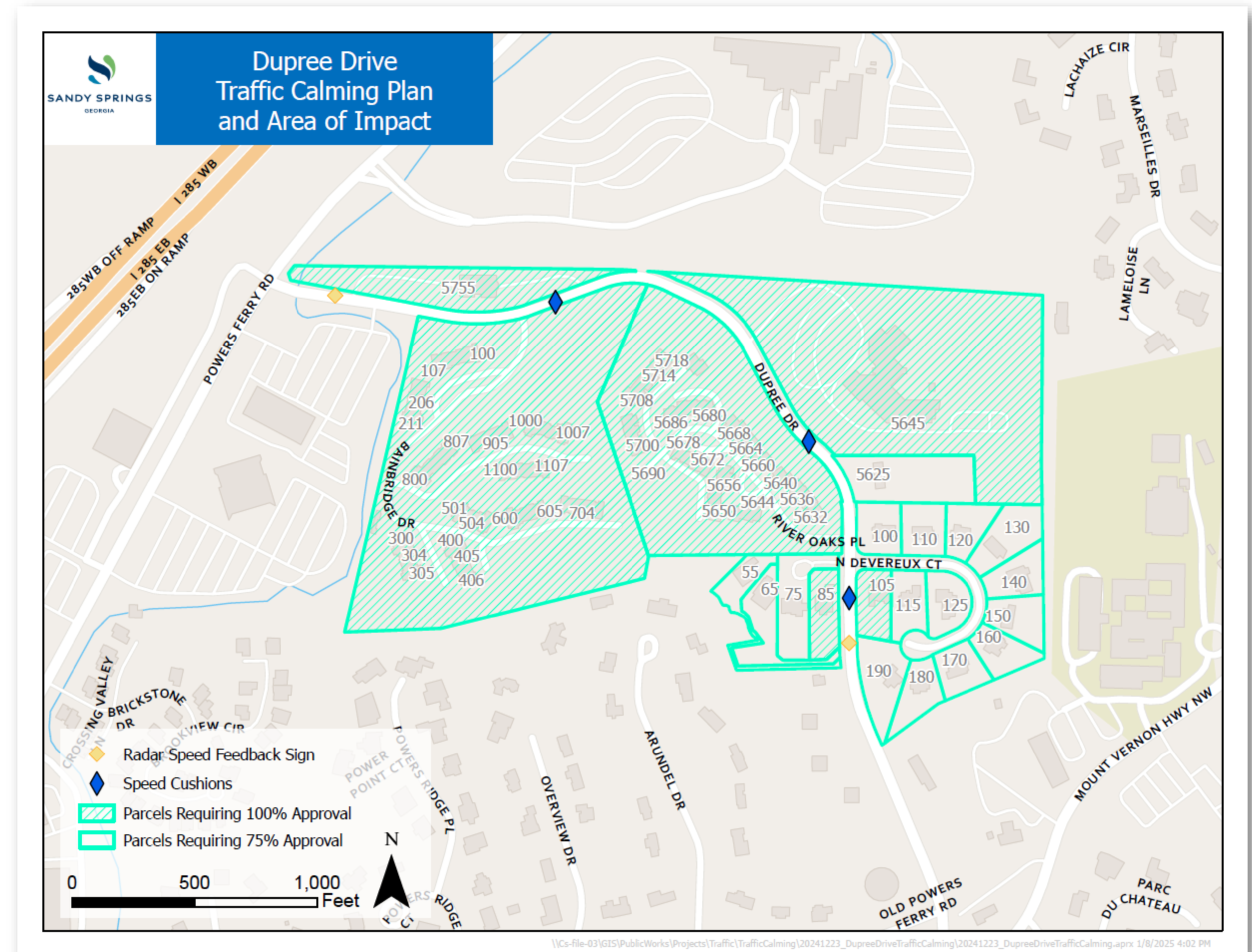


Traffic Calming Policy Process

- If eligible, staff prepares a Traffic Calming Treatment Plan
- Neighborhood is required to complete petition for support within area of impact:
 - 75% for area
 - 100% for parcels adjacent to treatment
- Neighborhood cost share is 50/50 for treatments included in the policy

Neighborhood Self Improvement Program: Neighborhood cost for treatments such as striping, additional signage, or Radar Speed Feedback Signs (RSFS) is 100%

Example: Dupree Drive Treatment Plan with Area of Impact



Sandy Springs Policy Through the Years

Policy (Year)	85 th Percentile Threshold (MPH) ¹	Neighborhood Approval (%) ²
2006	10	65
2008	11	90
2013	8	75
2020	8	75

1. The speed at which a local road qualifies for traffic calming (X MPH over speed limit)
2. Percent of Homeowners within the area of impact that must approve traffic calming treatments

Active Treatments

Active traffic calming aims to reduce speed by horizontal or vertical deflection. These methods are more expensive than passive devices because they often affect the geometry of the roadway. Also requires regular maintenance.

	Chokers	One-Way Entry/Exit	Curb Extensions	Median Barrier	Channelization
2006	X	X	X	X	
2008		X	X	X	X
2013		X			
2018					

	Speed Cushions	Chicanes	Roundabout	Splitter Island	Speed Humps	Raised Intersection
2006		X	X	X	X	X
2008	X	X	X	X		X
2013	X	X	X	X		
2018	X	X	X	X		

Active Measures – Current



Allen Road Speed Cushions

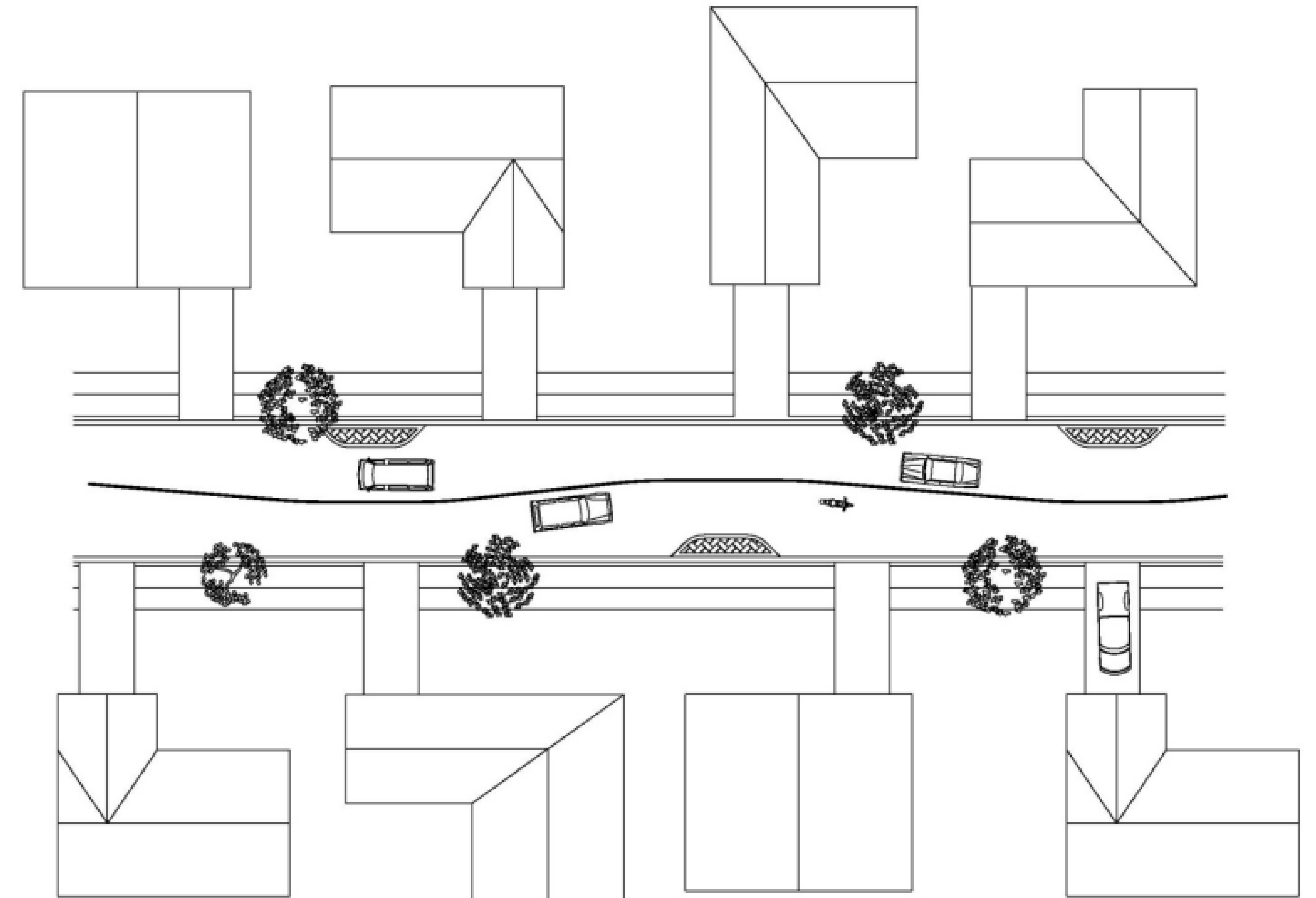


Vernon Woods Drive Roundabout

Active Measures – Current

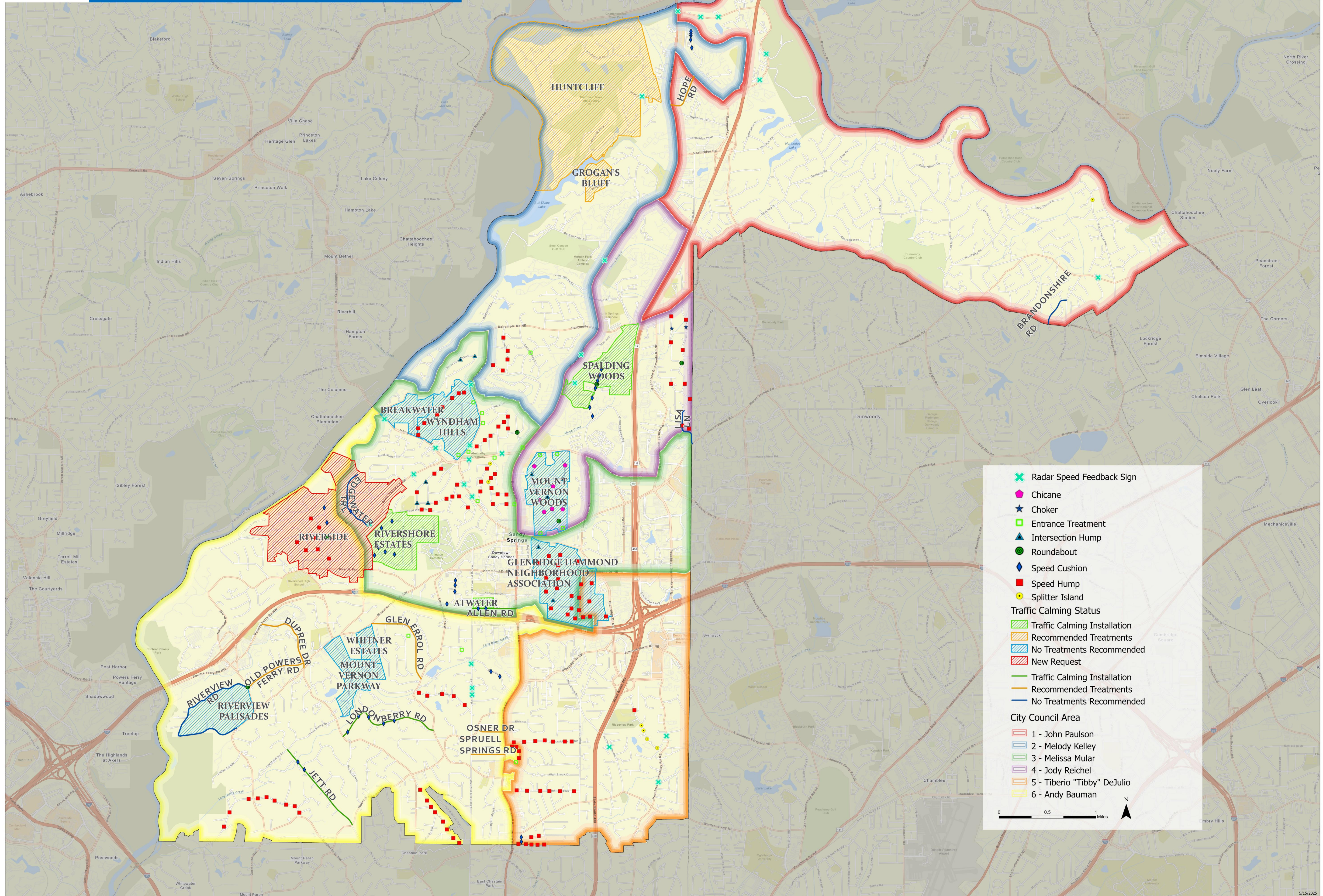


South Trimble Road Splitter Island



Chicanes

Sandy Springs Traffic Calming Policy Implementation History 2020 – 2025



Traffic Calming Program: 2020–2025

- Over 80 citizen/neighborhood requests for Traffic Calming between 2020 and 2025
- Public Works Transportation has worked 22 neighborhoods in this period

Study Year	Neighborhood/ Street	Qualify for Traffic Calming	Recommendations
2020	Glen Errol Road	●	5 sets speed cushions, 2 RSFS
	Glenridge Hammond Neighborhood		Install speed hump signs at existing locations and sign maintenance
	Huntcliff HOA	●	6 sets speed cushions, edgeline striping
	Londonberry Road	●	5 sets speed cushions
	Osner Drive	●	3 sets speed cushions, 2 RSFS
	Spalding Woods	●	Detailed plan developed in 2017
	Whitner Dr/Idlewood Dr		Installed signs
2021	Allen Road	●	2 sets speed cushions
	Breakwater Ridge		Sign maintenance, new stop bars
	Jett Road	●	4 sets speed cushions
	Rivershore Estates	●	9 sets speed cushions for 3 streets

Traffic Calming Program: 2020–2025

Study Year	Neighborhood/ Street	Qualify for Traffic Calming	Recommendations
2021	Spruell Springs Rd	●	2 sets speed cushions
	Wyndham Hills Neighborhood		
2022	Edgewater Trail		
	Grogans Bluff	●	1 set speed cushions on Wing Mill Rd
	Lisa Lane		
	Mt. Vernon Woods		
	Old Powers Ferry Rd	●	7 sets speed cushions, 2 RSFS
2023	Brandonshire Rd		
	Hope Rd	●	2 sets speed cushions
2024	Dupree Dr	●	3 sets speed cushions, 2 RSFS
	Riverview Rd		
2025	River Overlook Dr, Edgewater Tr, Edgewater Dr		Study request initiated May 2025

Traffic Calming Implementation Under CIP Program T9600

Neighborhood Streets	Treatment	Year	Total Cost	Neighborhood Share
Londonberry Road	5 Sets of Speed Cushions	2020	\$37,200	50%
Spalding Woods	1 Set of Speed Cushions, 1 RSFS	2020	\$15,100	75%
Rivershore Estates (Riverwood Drive)	3 Sets of Speed Cushions	2021	\$22,000	50%
Allen Road	2 Sets of Speed Cushions	2022	\$10,000	50%
Rivershore Estates (Riverside Parkway)	3 Sets of Speed Cushions	2022	\$22,000	50%
Jett Road	2 Sets of Speed Cushions	2024	\$16,500	50%
Total			\$122,800	

Traffic Calming Maintenance

Traffic Calming Treatment Maintenance

- The City of Sandy Springs Public Works Department repairs and maintains speed cushions at no cost to the neighborhood, including “Speed Hump” signs
- Currently, the City repairs existing speed humps, raised intersections, chicanes, and splitter islands

Traffic Calming Replacement Projects

Neighborhood/ Streets	Treatment	Year	Total Cost
Spalding Woods (Glenridge Drive)	8 Sets Speed Cushions (These replaced the asphalt speed humps constructed by Fulton County)	2019	\$20,000
Winding River Drive	5 Sets Speed Cushions (Cushions replaced asphalt speed bumps that were milled when the road was resurfaced)	2021	\$36,500
Stewart Drive	2 Sets Speed Cushions (Coordination with stormwater project)	2022-2023	\$5,600
Londonberry Rd	5 Sets Speed Cushions (Portion of Londonberry Rd was repaved)	2022-2023	\$15,800
Jolyn Place	2 Sets Speed Cushions (Replace two array cushions w/ three array cushions; new development)	2024	\$3,000

Neighboring Jurisdiction Policies

City/County	85 th Percentile Threshold (MPH) ¹	Neighborhood Approval (%) ²	Cost Sharing (City/Neighborhood %)
<i>City of Sandy Springs</i>	8	75 (100% at proposed property locations)	50/50
City of Alpharetta	11	75	100/0
City of Chamblee	10	65	100/0
City of Dunwoody	9, 11 ⁴	65	100/0
City of Brookhaven	10	70	100/0
City of Johns Creek	11 ⁵	50+1	100/0
City of Roswell	10	65	50/50
City of Atlanta	10 ³	75	100/0

1. The speed at which a local road qualifies for traffic calming (X MPH over speed limit)
2. Percent of Homeowners within the area of impact that must approve traffic calming treatments
3. City of Atlanta does a scoring system, 85th percentile speed is one of the factors
4. 9 mph for streets with more than 1,000 VPD, 11 mph for streets with less than 1,000 VPD
5. Or number of daily trips exceeds 25% of the affected area

Current Sandy Springs Traffic Calming Status

Recommended but not Implemented Traffic Calming Treatments

Neighborhood	Study Completed	Average Daily Traffic Volume	Posted Speed Limit	Recommended Plan	Total Estimated Cost
Jett Road*	2021	1,005	30	2 Sets Speed Cushions	\$19,800
Rivershore Estates*	2021	1,400	25	3 Sets Speed Cushions	\$29,700
Old Powers Ferry	2022/2025	3,460	30	2 RSFS 7 Sets Speed Cushions	\$22,700 \$69,300
Hope Road	2024	1,600	30	2 Sets Speed Cushions	\$19,800
Dupree Drive	2024	2,240	30	2 RSFS 3 Sets Speed Cushions	\$22,700 \$29,700

* Jett Road has 2/4 sets of speed cushions installed

* Rivershore Estates has 6/9 sets of speed cushions installed

Recommended but not Implemented Traffic Calming Treatments

Neighborhood	Study Completed	Average Daily Traffic Volume	Posted Speed Limit	Recommended Plan	Estimated Total Cost
Grogans Bluff	2022	600	25	1 Set Speed Cushions	\$9,900
Spruell Springs Rd	2021	500	25	2 Sets Speed Cushions	\$19,800
Osner Drive	2020	640	25	2 RSFS	\$22,700
				3 Sets Speed Cushions	\$29,700
Huntcliff	2020	1,270	25	Striping	\$14,500
				6 Sets Speed Cushions	\$59,400
Glen Errol Road	2020	2,335	30	2 RSFS	\$22,700
				5 Sets Speed Cushions	\$49,500
Total					\$441,900

Sandy Springs Neighborhood Improvement Programs Comparison

Program	Neighborhood Approval Percent	Cost Share Neighborhood/City Percent	Budget (FY25)
Street Light Policy	65	50/50	\$100,000
Neighborhood Sidewalk	65	75/25	\$0
Traffic Calming	75	50/50	\$50,000

Policy Change Considerations

Traffic Calming Evaluation Process, Criteria, and Treatments

- Clarify process for conducting traffic study
- Clarify maintenance responsibilities
- Increase the 85th percentile speed threshold required to qualify for traffic calming from 8 to 10 mph over the posted speed limit
- If ADT is below certain threshold, neighborhood should not be eligible for traffic calming:
 - The Benefit/Cost Ratio is low, only benefits a few
 - Threshold should be 300 vpd
 - Remove dead-end streets from consideration
- Amend the traffic calming measures to remove treatments that require roadway reconstruction: Chicanes, splitter islands, and roundabouts/mini roundabouts

Policy Change Considerations

Traffic Calming Administration and Neighborhood Participation

- Review administrative and collection process for neighborhood participation
 - Current process is administratively burdensome for residents and finance department
 - Clarify tax implications for resident contributions
 - Consider property assessment across area of impact
- Reduce the approval needed for area of impact from 75% to 65% to be consistent with other COSS neighborhood policies:
 - Neighborhood Lighting Policy
 - Neighborhood Sidewalk Policy
- Modify the neighborhood participation contribution: Consider 75% by the City and 25% by the neighborhood/HOA consistent with the Neighborhood Sidewalk Program