

Work Session of the Sandy Springs City Council was held on June 2, 2026 at 6:00 PM, Mayor Rusty Paul presiding.

I. Public Works

Mayor Rusty Paul called the meeting to order at 6:00 p.m.

A. 2026-144 Sidewalk Program Review

Wesley Waters, Public Works CIP Unit Manager and **William H. Martin, Jr. AIA Public Works Director**, presented the Sidewalk Program Review.

Since incorporation in 2005, the City has pursued walkability as a core element of its transportation and land use strategy, using sidewalks, sidepaths, and trails to connect residents to schools, parks, transit, and commercial centers. Since that time, approximately 56 miles of new sidewalks (not including private sidewalks) have been added to the network, significantly expanding safe walking options for residents. Over time, the City has moved from filling isolated gaps to implementing a targeted, data-driven capital program that prioritizes projects based on safety, connectivity, equity, and access to key community destinations. This is an update in growth in the pedestrian network and summarize key sidewalk, sidepath, trail, and crossing projects that have connected neighborhoods to schools, parks, transit, and commercial areas, as well as explain how the Sidewalk Program's scoring criteria and Sidewalk Network Master Plan guide the selection of new segments, including those proposed for Tier 1 TSPLOST 2026 funding.

To support transparency and resident engagement, the City maintains an online Sidewalks, Sidepaths, and Trails Story Map that illustrates how the pedestrian network has grown since incorporation, showing active projects, major capital investments, and future connectivity envisioned in the Sidewalk Network Master Plan. The City's sidewalks web page, <https://www.sandyspringsga.gov/sidewalks>, provides access to this Story Map and allows residents to submit requests for additional sidewalk segments, creating a single online hub for information and input on walkability. The presentation will highlight this publicly available online resource as a way for Council and residents to access more detailed, map-based information about walkability improvements and upcoming projects.

Walkability improvements have been funded through a combination of City General Fund, impact fees, prior TSPLOST programs, and regional, state, and federal partner contributions, including PCID, MARTA/FTA, GDOT/FHWA, CDBG, SRTA, and GTIB funds. The proposed TSPLOST 2026 program would provide a significant additional local funding source for both stand-alone sidewalk projects and larger corridor and intersection projects with walkability components, including an estimated roughly \$16,000,000 in top-priority sidewalk segments identified through the City's Sidewalk Program.

Councilmember Melody Kelley asked if the simple sidewalk criteria is applicable only to gap fills.

Public Works CIP Unit Manager Waters said yes. This is a guideline to identify simple sidewalks that are candidates for the program. If it is more than \$200,000 a survey would be needed.

Councilmember Kelley asked was the North River gap fill qualified?

Public Works CIP Unit Manager Waters said no, but it is being advanced, and we need driveway easements for this.

Councilmember Kelley asked will the link to the interactive Sidewalk Master Plan be posted to the Sidewalks page on the website?

Public Works CIP Unit Manager Waters said yes, and Sidewalk Access Explorer is another resource that will be posted.

Councilmember Kelley asked where the boundaries for Project 2010 Adair Lane are. It is from Morgan Falls, but will it connect with the Segment 2C Trail?

Public Works CIP Unit Manager Waters said yes. We are coordinating the design of a pedestrian facility between two entrances, to the east and west.

Councilmember Melissa Mular asked is a breakdown of City funds versus T-SPLOST funds for the fifty-six miles put in available? This would be good to know because T-SPLOST was heavily leveraged.

Public Works CIP Unit Manager Waters said this data can be provided to Council.

Councilmember John Paulson asked how often the Sidewalk Project Scoring Worksheet is updated.

Public Works CIP Unit Manager Waters said the scoring sheet is continuously updated by the committee and they meet monthly. The list is also made public before a call for right-of-way donations. Before the list is published to the website, it is brought to Council in couple rounds for the opportunity for comments and questions. The previous list was done before the last TSPLOST update and there are about fifteen candidates who are not on the worksheet. Updates are based on a funding cycle and can be more frequent, or at a specific time at Council's request.

Councilmember Paulson said if a neighborhood has an issue that is resolved, they should not have to wait four years for the next TSPLOST for it to move up the priority list.

Simple sidewalks have been discussed. The idea was to try to have lower costs per square foot for the simple sidewalks. Please return to Council with an update on if money was saved by doing a simple sidewalk.

Councilmember Mary Ford said the sidewalk story map is a great resource and visual representation of everything the City has accomplished on sidewalks, with fifty-six miles over twenty years. The website should better reflect this accomplishment, so people understand the progress made.

The previous sidewalk presentation targeted \$12,000,000 worth of sidewalks out of the next T-SPLOST and it is currently at \$16,000,000. The increase is appreciated.

Public Works CIP Unit Manager Waters said \$12,000,000 was the previous funding level but \$20,000,000 more would be great based on the desire.

Councilmember Mary Ford said thank you for providing more information that the increase in 2026 will be attributable to the PATH400 project here. Also, at some point, we should discuss midblock crossings as an important part of walkability.

Mayor Paul asked for more information on the difference between sidewalk and sidepath. Why are GDOT projects sidepaths?

Public Works Director Martin said the major difference with the side path is the City is building a larger facility and it will be bike and pedestrian accessible. The City's sidewalk program will primarily focus on neighborhoods, and most sidewalks will be about six-feet wide with a two-foot grass strip. Almost every project we do will have a sidewalk or a sidepath component.

Mayor Paul said there are GDOT reasons why the City utilizes sidepaths in certain situations. For example, they are considered transportation infrastructure, opposed to sidewalks and are eligible for different funding.

Public Works Director Martin said a key distinction is sidepaths are eligible for funding and the City's burden is to keep the work within the right of way. It is a walkability issue and is why GDOT is supportive. For instance, there is about \$40,000,000 for construction on PATH400 to get to I-285 and GA-400. Most transportation investments within Sandy Springs have a sidewalk sidepath component within them, especially with other funding sources coming into the City.

Councilmember Andrew J. Chinsky said it is appreciated that the presentation encompasses sidewalks, side paths, and trails. Funding sources and sizes are different, but to the average Sandy Springs resident, it is a paved surface to walk or ride a bike for instance. Regarding the scoring, some items are scored where there is already a sidewalk on one side of the street and the other side may still be scored highly. Please consider updating that. Also, with resident privacy concerns, please consider that residents can compile the information as all right of way acquisitions are on the agendas and in the public domain. This may also help generate community support. It is exciting to have data showing how much the City's trails are used because there is a lot of money left to fund different trails around the City. In the long-term, also consider if the City does not want to keep the requirement for a new developer to build the sidewalk before the neighborhood is ready, if they can be required to pay into a fund what they would have spent to build the sidewalk, and have that set aside so that when the time comes, money is available. Second, please consider ways to accelerate these projects between now and the next budget year because many people throughout the City are interested in this program.

Public Works Director Martin said for other capital where there is a developer, for instance Roswell Road, there is a requirement to construct streetscaping. We have a capital project there that is going to happen at the same time. We already have that provision there for that developer to effectively pay forward and we will prepare the estimate for construction and design. A more researched response can be provided.

Councilmember Chinsky said with the Comprehensive Plan underway this conversation is timely to tie into some of the broader planning we are considering.

Public Works Director Martin said thank you for your support. We will research potential resources that could make a difference.

Councilmember Kelley asked has your team received any inquiries about adding a segment of Colquitt Road to the Sidewalk Master Plan?

Public Works CIP Unit Manager Waters said it was considered in the last round of updates but was excluded based on the criteria. It is also in GDOT's right of way and is another complicating factor.

Public Works Director Martin said there were trail studies proposing trail on the shoulder of Colquitt. Once the SR-400 managed lanes are constructed and GDOT frees the use of the right of way, that and network connectivity projects can be considered.

Councilmember Kelley asked will this apply to the Master Plan?

Kristin Byars Smith, Assistant City Manager, said that segment is on the Trail Master Plan.

Councilmember Melissa Mular asked has the Master Plan been updated since January 2024?

Public Works Director Martin said yes, and the priority list and more were updated earlier this year.

Councilmember Mular said mobility tools today such as sidewalks, paths, or trails solve different problems. It is important to have that network not just for what was done but also for what will be done going forward. There is one segment done for the trail project, and whatever the usage will be, we need to be mindful that is part of an overall segment. It is a five-mile loop with thirty-one total miles in the Trail Master Plan. We will probably have that with PATH-400 as we get the different sections. The City has done a great job with sidewalks. For instance, twenty-seven years ago, there were no sidewalks on Brandon Mill Road and only a few on Dalrymple. Now you can do a loop all the way around from the Greenway to Brandon Mill to Dalrymple to Roswell Road. That project and individual projects had challenges. Thank you **Public Works Director Martin** and team for your efforts.

Councilmember Ford said it is my understanding that the scoring matrix for midblock crossings will be reviewed.

Public Works Director Martin said yes, and ideas are still being developed.

Councilmember Ford asked if a resident inquired about the status of a particular sidewalk, will the progress be visible on the dashboard? They should have insight, for example the status of a draining or right-of-way issue, specifically Windsor Parkway where many questions are received.

Public Works Director Martin said generally updates are about when we anticipate taking the project. For instance, when we are in design and right-of-way acquisition is going well, we provide an update on the expected construction start date and completion date associated with the sidewalk project.

II. City Council Discussion Items

There being no further business, the meeting adjourned at 6:55 p.m.