

Appendix A: Prioritization of Bicycle Needs

Table A1: Sidewalk Prioritization

#	Sidewalk Street Name	From	To	Length (mile)	Road Class.	Prioritization Criteria						
						Within Walkable Distance of Pedestrian Activity Area					Collector or Arterial	Number of Met Criteria
						Downtown Zone	School Zone	Transit Zone	Library Zone	Park Zone		
1	Mount Vernon Road	Orchard Point	Spalding Drive	0.37	Min. Arterial	no	no	no	no	no	yes	1
2	Spalding Drive	Mount Vernon Road	Wickley Way	0.23	Min. Arterial	no	no	no	no	no	yes	1
3	Spalding Drive	Nesbit Ferry Road	River Exchange Drive	0.55	Min. Arterial	no	no	no	no	no	yes	1
4	Nesbit Ferry Road	Willow Bluff Drive	Nesbit Ferry Road (fork)	0.25	Local	no	no	no	no	no	no	0
5	Jett Ferry Road	Dunwoody Heritage Drive	Dunwoody Club Drive	0.12	Collector	no	no	no	no	no	yes	1
6	Dunwoody Club Drive	Jett Fry Road	Spalding Drive	2.30	Min. Arterial	no	yes(NW tip)	yes (NW tip)	no	no	yes	3
7	Spalding Drive	Dunwoody Club Drive	Roberts Drive	0.03	Min. Arterial	no	yes	yes	no	no	yes	3
8	Roberts Drive	Spalding Drive	Sunny Brook Farm Road	0.06	Collector	no	yes	yes	no	no	yes	3
9	Pitts Road	Spalding Drive	Roswell Road	0.69	Collector	no	yes	yes	no	no	yes	3
10	Northridge Road	Roswell Road	end of Northridge Road	1.18	Min. Arterial	no	yes	yes	no	yes	yes	4
11	Dunwoody Place	Roswell Road	Northridge Parkway	1.21	Min. Arterial	no	yes	yes	no	no	yes	3
12	Roberts Drive	Dunwoody Place	Roswell Road	2.08	Collector	no	yes	yes	no	yes	yes	4
13	Colonel Drive	Roberts Drive	North River Parkway	0.55	Local	no	yes	no	no	yes	no	2
14	North River Parkway	Colonel Drive	Roswell Road	0.78	Local	no	yes	yes	no	yes	no	3
15	Roswell Road	North River Parkway	Roberts Drive	0.08	Maj. Arterial	no	no	yes	no	no	yes	2
16	Morgan Falls Road	just west of Harbor Point Parkway	end of Morgan Falls Road	0.95	Local	no	no	no	no	yes	no	1
17	Trowgate Lane	Trowbridge Road	Trowbrook Road	0.99	Local	no	yes	no	no	yes	no	2
18	Trowbridge Road	Fieldsborn Way	Dalrymple Road	0.15	Local	no	yes	yes	no	yes	no	3
19	Dalrymple Road	Princeton Way	Wildercliff Road	0.68	Collector	no	yes	no	no	no	yes	2
20	Riverside Drive	Wildercliff Drive	Johnson Ferry Road	1.46	Min. Arterial	no	yes	no	no	no	yes	2
21	Brandon Mill Road	Dalrymple Road	Abernathy Road	1.50	Local	no	yes	no	no	yes	no	2
22	Johnson Ferry Road	Sandy Springs City Limit	Long Island Drive	1.23	Arterial	no	no	no	no	yes	yes	2
23	Bridgewood Valley Road	River Valley Road	Colewood Way	0.60	Local	no	no	no	no	yes	no	1
24	Colewood Way	River Valley Road	River Shore Parkway	0.23	Local	no	no	no	no	no	no	0
25	Glenridge Drive	split at Glenridge Dr. and Glenlake Pkwy.	Abernathy Road	0.42	Min. Arterial	no	no	yes	no	yes	yes	3
26	Glenlake Parkway	split at Glenridge Dr. and Glenlake Pkwy.	Before Glenlake Pkwy is divided	0.26	Collector	no	no	yes	no	yes	yes	3
27	Glenridge Drive	Glengate Avenue	Mount Vernon Highway	0.50	Collector	no	no	yes	no	yes	yes	3
28	Mount Vernon Highway	Roswell Road	Boylston Drive	0.10	Min. Arterial	yes	no	yes	yes	no	yes	4
29	Boylston Drive	Mount Vernon Highway	Hammond Drive	0.37	Local	yes	no	yes	yes	no	no	3
30	Hilderbrand Drive	Sandy Springs Circle	Roswell Road	0.23	Local	yes	no	yes	yes	no	no	3
31	Sandy Springs Place	Sandy Springs Circle	Sandy Springs Drive	0.29	Local	yes	yes	yes	yes	no	no	4
32	Hammond Drive	Harleston Road	Greenbrier Road	0.55	Min. Arterial	no	no	yes	yes	yes	yes	4
33	Glenridge Drive	Glenairy Drive	Hammond Drive	0.30	Collector	no	no	yes	no	yes	yes	3
34	Sandy Springs Circle	Cliftwood Drive	Allen Road	0.15	Collector	yes	yes	yes	no	yes	yes	5
35	Lake Forrest Drive	Hammond Drive	Long Island Drive	2.00	Collector	yes	yes	yes	no	yes	yes	5
36	Long Island Drive	just north of Cross Gate Drive	Fountain Oaks Lane	1.86	Collector	no	no	no	no	no	yes	1
37	West Belle Isle Road	Lake Forrest Drive	Roswell Road	0.34	Local	no	no	yes	no	no	no	1
38	Mount Paran Road	Long Island Drive	Merlendale Drive	0.20	Min. Arterial	no	no	no	no	no	yes	1
39	Franklin Road	Roswell Road	High Point Road	0.78	Local	no	no	yes	no	no	no	1
40	Glenridge Connector	GA 400 NB ramp	Meridian Marks Road	0.24	Min. Arterial	no	yes	no	no	yes	yes	3
41	Dudley Lane	Sandy Springs City Limit	Powers Ferry Road	0.78	Local	no	no	no	no	no	no	0
42	Powers Ferry Road	Crest Valley Drive	Mount Paran Road	1.06	Collector	no	no	no	no	no	yes	1
43	Crest Valley Drive	Powers Ferry Road	Mount Vernon Parkway	0.12	Local	no	no	no	no	no	no	0
44	Dupree Drive	Powers Ferry Road	Old Powers Ferry Road	0.72	Collector	no	yes	yes	no	no	yes	3
45	Indian Trail	Northside Drive	end of Indian Trail	0.40	Local	no	no	no	no	yes	no	1
46	Northside Dr./Heards Ferry Rd.	Cameron Glen Drive	Indian Trail	2.45	Min. Art./coll.	no	no	yes	no	yes	yes	3
47	Mount Vernon Highway	Northside Drive	Cross Roads Manor	0.52	Min. Arterial	no	no	no	no	no	yes	1
48	Old Powers Ferry Road	Northside Drive	Powers Overlook Court	0.20	Local	no	no	no	no	no	no	0
49	New Northside Drive	Northside Drive	New Northside Drive (side street)	0.42	Min. Arterial	no	no	yes	no	no	yes	2
50	Interstate North Parkway	Sandy Springs City Limit	New Northside Drive (side street)	0.80	Min. Arterial	no	no	yes	no	yes	yes	3

- Meets 1 of the Priority Criteria
- Meets 2 of the Priority Criteria
- Meets 3 of the Priority Criteria
- Meets 4 of the Priority Criteria
- Meets 5 or more of the Priority Criteria

Total Miles = 34.33

Appendix B: Recommended Program of Projects

**Table B1.A
Provide for Efficient Use of Existing Infrastructure
Sandy Springs Transportation Master Plan - Program of Projects**

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
A1	Construct traffic control center (TCC) for monitoring/adjusting traffic signals and incident management along Roswell Road and other congested corridors.	City of Sandy Springs	\$1,250,000	Short
A2	Install camera monitoring system along Roswell Road and key east-west corridors (additional 14 intersection system to tie-in Roswell Rd north and south of I-285).	City of Sandy Springs	\$1,500,000	Short
A3	Install traffic responsive signal system along Roswell Road to accommodate fluctuations in traffic and assist in managing queues. ²	City of Sandy Springs	\$250,000	Short
A4	Designate through routes with identifying signage and install traffic signal timings to facilitate travel along key routes: Roswell Road, Johnson Ferry Road/Abernathy Road, Mount Vernon Highway, Glenridge Road, and Peachtree Dunwoody Road.	City of Sandy Springs	\$1,100,000	Short
A5	Develop access management standards linked to roadway functional classification for use with redevelopment (signal and driveway spacing, interparcel access, full access vs. right-in/right-out).	City of Sandy Springs	\$50,000	Short
A6	Develop improvement concepts to implement access management techniques along Roswell Road throughout city to include signal spacing, interparcel access, backside connections, and medians where appropriate.	City of Sandy Springs	\$300,000	Short
A7	Revise functional classification system to match current City policy.	City of Sandy Springs	Staff Time	Short
A8	ROW and relocation cost for Jett Road bridge upgrade. ³	City of Sandy Springs/GDOT	\$500,000	Short
A9	Work with property owners to establish interparcel connectivity in Downtown Sandy Springs and along Roswell Road and other commercial corridors.	City of Sandy Springs	Staff Time	Short
A10	Repave streets and refresh pavement markings ⁴	City of Sandy Springs	\$31,800,000	Short
			\$73,600,000	Mid
			\$43,300,000	Long
A11	Provide intersection and operational improvements per ongoing Intersection Operations and Improvement Plan, including: signal timing, signal system coordination, and installation of traffic signals. ⁵	City of Sandy Springs	\$13,400,000	Short
			\$31,000,000	Mid
			\$18,200,000	Long
A12	Perform additional maintenance/upgrade of signal system and vehicle detectors. ⁶	City of Sandy Springs	\$3,300,000	Short
			\$7,800,000	Mid
			\$4,560,000	Long

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Assumes city cost for enhanced vehicle detection along corridor with signal retiming to be performed as part of GDOT's Metro Signal Timing Project

³ Additional GDOT Funding at \$422,000 is anticipated to help offset construction costs.

⁴ Cost estimate assumes 10 percent of roads will be repaved for short term time period and 5 percent annually for mid and long term time frame

⁵ Cost estimate assumes \$2 million annual investment (adjusted for inflation) for the short term time period and \$1 million annually thereafter.

⁶ Cost estimate assumes \$500,000 annual investment (adjusted for inflation) for the short term time period and \$250,000 annually thereafter.

**Table B1.B
Improve Congestion Bottlenecks / "Hot Spots"
Sandy Springs Transportation Master Plan - Program of Projects**

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
B1	Reconstruct Roswell Road at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)	GDOT ²	\$0	Short
B2	Reconstruct Northridge Road at SR 400 interchange (coordinate with GDOT's SR 400 improvements)	GDOT ²	\$0	Long
B3	Reconstruct Riverside Drive at I-285 interchange (coordinate with GDOT's Revive I-285 Initiative)	GDOT ²	\$0	Short
B4	Construct collector/distributor road system including Hammond Drive ramps at SR 400 (coordinate with GDOT's SR 400 improvements)	GDOT/RTP ³	\$0	Short
B5	Provide intersection capacity/operational improvements to include turn lane modifications, median segments near intersections, pedestrian crosswalks and sidewalk enhancements at congested intersections along Roswell Road to include (but not limited to): Roberts Drive, North River Parkway, Hightower Trail, Pitts Road, Morgan Falls Road, Trowbridge Road, Dalrymple Road, Glenridge Drive, Mount Paran Road, and Windsor Parkway.	City of Sandy Springs	\$10,700,000	Short
B6	Provide intersection capacity/operational improvements to include minor intersection geometrics, installation of turn lanes, and/or implementation of signal or roundabout at congested intersections to include (but not limited to): Glenridge Drive at Hammond Drive, Glenridge Drive at Johnson Ferry Road, Hammond Drive at Lake Forrest Drive, Mount Paran Road at Powers Ferry Road, Peachtree Dunwoody Road at Lake Hearn Drive, Spalding Drive at Dunwoody Club Drive, Spalding Drive at Pitts Road, Spalding Drive at Jett Ferry Road, Peachtree-Dunwoody Road at Spalding Drive, and Peachtree-Dunwoody Road at Abernathy Drive (see project A11).	City of Sandy Springs	\$12,000,000	Short
B7	Provide geometric/operational improvements to Roswell Road intersections with Johnson Ferry Road and Mount Vernon Highway	City of Sandy Springs	\$3,600,000	Mid
B8	Provide geometric/operational improvements to Sandy Springs Circle intersections with Johnson Ferry Road and Mount Vernon Highway	City of Sandy Springs	\$3,600,000	Mid

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Complete project funding by GDOT

³ Funding by GDOT and Perimeter CID

Table B1.C
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
C1	Align Carpenter Drive and Cliftwood Drive and modify traffic signal	City of Sandy Springs/ GDOT	\$300,000	Short
C2	Provide wide sidewalk connections for east-west movement across downtown Sandy Springs between Sandy Springs Circle and Boylston Drive to include Sandy Springs Place/new connector road, Hilderbrand Drive, Hammond Drive, and Cliftwood Drive/Carpenter Drive	City of Sandy Springs	\$3,400,000	Short
C3	Provide wide sidewalk connections for north-south movement in downtown Sandy Springs along Sandy Springs Circle, Boylston Drive, Blue Stone Road, and Sandy Springs Place	City of Sandy Springs	\$5,300,000	Short
C4	Prepare design and implementation plan for transit circulator in downtown Sandy Springs, express bus service to Perimeter Center, and express bus service to Sandy Springs MARTA Rail Station	City of Sandy Springs	\$300,000	Short
C5	Provide streetscape improvements along Roswell Road from Abernathy Road to Hilderbrand Drive, from Hammond Drive to Cliffwood Drive, and from I-285 to the City of Atlanta	City of Sandy Springs	\$5,000,000	Short
C6	Provide streetscape improvements along Sandy Springs Circle from Roswell Road to Hammond Drive	City of Sandy Springs/ GDOT ³	\$2,600,000	Short
C7	Complete concept design, planning/engineering, and construction of Sandy Springs Circle under I-285 to Kingsport Drive.	GDOT ⁴	\$6,200,000	Short
C8	Prepare design for improvement of Johnson Ferry Road between Abernathy and Sandy Springs Circle, Johnson Ferry Road between Mount Vernon Highway and Glenridge Road, and Glenridge Road between Mount Vernon Highway and Hammond Drive to improve traffic capacity/operations and add sidewalk/bicycle facilities.	City of Sandy Springs	\$1,500,000	Short
C9	Prepare concept design for completion of grid system in the Sandy Springs Town Center to include: Improvement of Boylston Road from Mt. Vernon Highway to Hammond Drive, extension of Boylston Road from Hammond Drive to Carpenter Road, construction of a new roadway and pedestrian connection from Sandy Springs Place to Boylston Road.	City of Sandy Springs	\$300,000	Short
C10	Widen Hammond Drive from Glenridge Drive to Peachtree Dunwoody Road to increase roadway capacity and provide sidewalks on both sides.	City of Sandy Springs	\$900,000	Short
C11	Extend Boylston Drive south from Hammond Drive to Carpenter Drive to provide two through lanes with sidewalks and bike lanes.	City of Sandy Springs	\$4,800,000	Short

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² GDOT Funding participation anticipated following 2009 concept development

³ GDOT Transportation Enhancement Funding applied to help offset construction costs

⁴ Concepts developed in 2007 and construction in 2008. Construction costs are based on \$20 million total cost with 20 percent local match

Table B1.C (Continued)
Park Once and Circulate in Downtown Sandy Springs via Transit and Pedestrian Modes
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
C12	Construct new roadway and pedestrian connection from Sandy Springs Place to Boylston Road and relocate signal from Sandy Springs Place to new location	City of Sandy Springs	\$6,900,000	Mid
C13	Improve Mount Vernon Highway between Northside Drive and Peachtree Dunwoody Road to maintain two through lanes with intersection turn lanes, sidewalks and bicycle lanes ²	City of Sandy Springs	\$33,800,000	Mid
C14	Improve Johnson Ferry Road corridor between Abernathy Road and Sandy Springs Circle to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes ²	City of Sandy Springs	\$6,300,000	Mid
C15	Improve Johnson Ferry Road between Mount Vernon Road and Glenridge Drive to maintain 2 through lanes with intersection turn lanes, sidewalks and bicycle lanes	City of Sandy Springs	\$4,700,000	Mid
C16	Provide transit circulator with short headways along regular route in downtown Sandy Springs (service to parking facilities)	City of Sandy Springs	\$23,300,000	Mid
C17	Provide interparcel pedestrian connections at key locations in downtown Sandy Springs, including: Boylston Drive to Sandy Springs Circle, Sandy Springs Place to Hammond Drive, and Boylston Drive to Sandy Springs Circle south of Hammond Drive)	City of Sandy Springs	\$4,200,000	Mid
C18	Provide express transit service between downtown Sandy Springs and Perimeter Center via Hammond Drive (include one intercept parking structure as anchor point for service)	City of Sandy Springs	\$16,900,000	Mid
C19	Construct centralized parking structures to provide shared parking supply as redevelopment occurs; potential intercept locations include north (in vicinity of Roswell Road at Johnson Ferry Road) and middle (in vicinity of Roswell Road at Hammond Drive) OR south (in vicinity of Roswell Road at Carpenter Drive) ³	City of Sandy Springs	\$6,100,000	Mid
C20	Provide express transit service between downtown Sandy Springs and MARTA Sandy Springs Station via Mount Vernon Road (include one intercept parking structure as anchor point for service) ⁴	City of Sandy Springs	\$2,400,000	Long

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Estimated ROW costs constitute 40 percent of the total cost for these projects. Therefore, project costs are subject to change according to variability in availability and cost of ROW. Projects were assumed to require a width of 12 feet of ROW.

³ Parking deck cost assumes two decks with 600 spaces each to be funded 25% by City and 75% by development contributions in lieu of parking supply.

⁴ Cost estimate assumes 10% funding by City. Additional funding to be provided by MARTA or other funding source

**Table B1.D
Provide for Future Travel Demand
Sandy Springs Transportation Master Plan - Program of Projects**

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
D1	Improve Johnson Ferry Road from the Chattahoochee River to Abernathy Road and widen Abernathy Road from Johnson Ferry Road to Roswell Road to provide 4 through lanes with bike lanes and 8-foot sidewalk	GDOT ²	\$0	Short
D2	Complete concept design for improvement of Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components.	City of Sandy Springs	\$400,000	Short
D3	Complete concept design and continue planning/engineering for improvement of Dunwoody Place from Northridge Road to Roswell Road as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	\$400,000	Short
D4	Complete concept design and continue planning/engineering for Hammond Drive corridor between Glenridge Drive and Roswell Road to improve as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	\$400,000	Short
D5	Widen Abernathy Road from Roswell Road to SR 400 to 6 lanes with multiuse trail	GDOT ³	\$7,800,000	Long
D6	Improve Peachtree Dunwoody Road from Abernathy Road to Spalding Drive as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	\$16,300,000	Long
D7	Improve Dunwoody Place from Northridge Road to Roswell Road to eliminate capacity bottleneck	City of Sandy Springs	\$4,900,000	Mid
D8	Improve Hammond Drive corridor between Glenridge Drive and Roswell Road to provide 4 through lanes as a "complete street" to include automobile, pedestrian, transit, bicycle, and landscaping/aesthetic components	City of Sandy Springs	\$11,200,000	Mid
D9	Widen Glenridge Drive from Roswell Road to Glenridge Connector to 4-lane divided section	City of Sandy Springs	\$23,600,000	Long
D10	Widen Barfield Road from Hammond Drive to Mount Vernon Highway to provide 4 through lanes with bicycle/pedestrian accommodation	City of Sandy Springs	\$16,900,000	Long

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Complete project funding by GDOT.

³ City construction costs are based on \$23,782,000 construction cost with a 20 percent local match - this project is included only to show what is in GDOT's long range plan

The Mayor and City Council wish to include as legislative intent that with adoption of the Transportation Master Plan, they have significant concerns about this Guiding Principle and the improvement projects based upon it. Any capacity improvement project that would add through lanes, i.e. a road widening, should only be considered as an improvement of last resort.

Table B1.E
Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community Facilities
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
E1	Construct greenway along Abernathy Road to include multiuse trail	City of Sandy Springs/ GDOT ²	\$8,700,000	Short
E2	Construct sidewalks with bike lanes along River Valley Road from Johnson Ferry Road to Riverside Drive	City of Sandy Springs	\$1,500,000	Short
E3	Construct sidewalks with bike lanes along Riverside Drive from River Valley Road to Hearsds Ferry Road and extend sidewalks north on Riverside Drive to swim and tennis club	City of Sandy Springs	\$2,300,000	Short
E4	Install pedestrian enhancements at Sandy Springs Circle and Hammond Drive intersection	City of Sandy Springs	\$2,300,000	Short
E5	Install sidewalks along Mt. Vernon Parkway from Mt. Vernon Highway to Powers Ferry Road	City of Sandy Springs	\$600,000	Short
E6	Install sidewalks along Mt. Vernon Highway from Lake Forest Drive to Powers Ferry Road	City of Sandy Springs	\$1,200,000	Short
E7	Install sidewalks along Windsor Parkway from Highpoint Road to Roswell Road	City of Sandy Springs	\$1,800,000	Short
E8	Construct bike lanes with sidewalk or multiuse trail in vicinity of Island Ford Park along North River Parkway, Colonel Drive, Roberts Drive (from Roswell Road to Northridge Road), Roswell Road (from North River Parkway to Roberts Drive), and Northridge Road (from Island Ford Park to Dunwoody Place)	City of Sandy Springs	\$14,200,000	Mid
E9	Construct multiuse trail along power line easement east from Morgan Falls to SR 400, north to Pitts Road, then east to Spalding Drive ³	City of Sandy Springs	\$7,300,000	Mid
E10	Construct multiuse trail along Spalding Drive from Peachtree Dunwoody Road to Pitts Road ³	City of Sandy Springs	\$4,200,000	Mid
E11	Construct sidewalks with bike lanes along Hearsds Ferry Road/Northside Drive/ Interstate North Parkway corridor from Riverside Drive to Chattahoochee River	City of Sandy Springs	\$12,000,000	Mid

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² GDOT Transportation Enhancement funding to be applied to help offset the cost of construction

³ Assumed 10 feet of ROW width necessary for multiuse trails, which makes up 40 to 50 percent of project cost. ROW availability and cost might impact actual cost.

Table B1.E Continued
Promote Pedestrian and Bicycle Travel Modes for Access to Parks and Community Facilities
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	City of Sandy Springs Cost	Implementation Time Period
E13	Construct sidewalks with bike lanes along Powers Ferry Road/Heardeys Ferry Road from Mount Vernon Highway to Heardeys Ferry Road	City of Sandy Springs	\$3,300,000	Mid
E14	Construct sidewalks with bike lanes along Spalding Drive/Roberts Road from Pitts Road to Northridge Road	City of Sandy Springs	\$4,900,000	Mid
E15	Construct pedestrian/bicycle crossings of Chattahoochee River in vicinity of Roswell Road, Morgan Falls Road, Johnson Ferry Road, and Interstate North Parkway ²	City of Sandy Springs	\$8,500,000	Mid
E16	Connect sidewalks along Peachtree Dunwoody Road from Mount Vernon Highway to City of Atlanta to provide pedestrian walking route for MARTA and trail access	City of Sandy Springs	\$8,200,000	Mid
E17	Incorporate bike lane construction in other projects to provide cohesive and connected bicycle network, including (but not limited to): Mount Vernon Highway (Northside Drive/Chattahoochee National Recreation area to Peachtree Dunwoody Road), Johnson Ferry Road (Chattahoochee River to Glenridge Drive), Glenridge Drive (Johnson Ferry Road to Hammond Drive), Hammond Drive (Roswell Road to Barfield Road), Barfield Road (Hammond Drive to Mount Vernon Highway), Peachtree Dunwoody Road (Abernathy Road to Spalding Drive)	City of Sandy Springs	Staff Time	Ongoing

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

²Cost includes widening of four bridges over the Chattahoochee River by 16 feet to accommodate a multiuse trail.

Table B1.F
Serve Mobility Needs in Residential Areas while Preserving Neighborhoods
Sandy Springs Transportation Master Plan - Program of Projects

Project ID No. ¹	Project	Project Sponsor	Cost	Implementation Time Period
F1	Implement "Safe Routes to School" program ²	City of Sandy Springs	\$9,600,000	Short
F2	Provide residential traffic calming through traffic calming program	City of Sandy Springs	\$500,000	Short
			\$3,000,000	Mid
			\$1,800,000	Long
F3	Provide sidewalk connectivity by filling in the gaps in the existing sidewalk network ³	City of Sandy Springs	\$6,000,000	Short
			\$27,900,000	Mid
			\$6,100,000	Long
F4	Provide refurbishment / reconstruction of sidewalks to maintain current standards and encourage pedestrian travel ⁴	City of Sandy Springs	\$6,000,000	Short
			\$27,900,000	Mid
			\$16,400,000	Long
F5	Coordinate bus stop locations and facilities with MARTA to maximize service and usability of transit	City of Sandy Springs	Staff Time	Short
F6	Provide pedestrian crossing improvements and street lighting to improve access to MARTA bus stops	City of Sandy Springs	\$1,500,000	Short

¹ Project ID number is for reference only and does not reflect project prioritization or preference.

² Cost is based on estimated needs for 8 miles of sidewalks on collector roads within 1/2 mile of public schools

³ Cost based on estimated need for 38 centerline miles of sidewalk implemented over 20 years

⁴ Cost is based on refurbishing 10 miles of sidewalk per year (5 percent of network)

Appendix C: Potential Funding Sources

Federal Funds Programmed by GDOT

National Highway System (NHS)

Provides funding for roads on the National Highway System, which includes roads deemed most important to interstate travel and national defense, roads connecting to other modes of transportation, or roads essential for inter-state and global commerce. These include the interstate highway system and selected principal arterials such as US 19/Roswell Road. NHS funds can also be used, within NHS corridors, for activities such as transit, park and ride lots and bicycle and pedestrian facilities. Up to 10 percent of a state's NHS apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining NHS funds require a minimum 20 percent match.

Surface Transportation Program (STP)

Provides funding for a wide variety of projects including highways, transit, and other modes such as bicycle and pedestrian facilities. STP funds can be used on any roadway classified above a local road or a rural minor collector. The STP funds require a minimum 20 percent match. Sandy Springs is eligible for the following STP funds:

- STP Rural (<200K) – Funds for areas with a population under 200,000.
- STP Enhancement – A set-aside for transportation enhancement activities such as providing facilities for bicyclists and pedestrians, landscaping and historic preservation. A minimum of 10 percent of each state's overall STP allocation must be used for such projects. GDOT programs these funds on a statewide basis using a competitive submittal and evaluation process.
- STP Statewide – The primary STP category, these funds do not have any specific geographic or use restrictions beyond those applicable to the overall program.

Safe Routes to School

Federal funds available for pedestrian and bicycle projects within two miles of a school. These funds are distributed through GDOT and are available for grades kindergarten through eight. Funding can be assigned to each individual school by following the program's two steps. First, the school must develop a plan which includes a program for promoting bicycling and walking and any proposed infrastructure projects. Funding is available for up to \$10,000 per school (up to \$100,000 per system) to develop these plans. The second step is to implement the plan. Safe Routes to School funding is also available for this step. Infrastructure projects, which can be sidewalks, bicycle lanes or crosswalks, have a funding limit of \$500,000 while non-infrastructure projects, which can include publicity programs, activities and indirect costs, have a funding limit of \$10,000. GDOT is developing specific guidelines for the program through a special Safe Routes to School Office. The funding is limited to \$16 million through 2009; therefore, the application process will be highly competitive. The Safe Routes to School Office is expected to issue its first call for applications in late 2007.

Highway Bridge Replacement and Rehabilitation Program

Provides funding for any public bridge replacement or rehabilitation. Included in this category are funds for both on- and off-Federal-aid system bridges.

Federal Funds Programmed by ARCSurface Transportation Program (STP Urban)

This is the one subcategory of STP funds not allocated directly to GDOT for programming. As an MPO with a population over 200,000, ARC is entitled to program these funds to implement a wide variety of highway, transit, bicycle, pedestrian, transportation demand management and air quality projects, studies and programs. Funds for construction projects can be used on any roadway classified as a minor arterial or above. A minimum match of 20 percent is required.

Livable Centers Initiative

Another program offered by ARC is the Livable Centers Initiative (LCI). The program, initiated in 2000, provides grants to local governments and non-profit organizations to prepare plans that link transportation improvements with land use strategies. Upon the program's extension in 2004, an total of \$5 million was approved for planning studies during the five-year period ending in 2009. In addition to the funding of planning studies, ARC set aside \$150 million for priority funding of transportation projects resulting from LCI studies. LCI grants are awarded on a competitive basis through ARC.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Provides funding for projects contributing to attainment of national ambient air quality standards. Types of projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities and programs, and alternative fuel programs. Up to 10 percent of a state's CMAQ apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining CMAQ funds require a minimum 20 percent match. CMAQ funds are programmed through a collaborative process which also involves the state CMAQ partners (GDOT, GRTA and Georgia Environmental Protection Division (EPD)).

Federal Transit Agency (FTA) Funding OptionsUrbanized Area Formula Program: FTA Section 5307

Provides funding for capital investment, operating and planning assistance within the urbanized area. MARTA is the designated recipient for the entire Atlanta region; funds are then sub-allocated to other transit service providers based on a process which reflects population by area and the amount of service being provided. Funds are programmed by the individual transit agencies. A match of 10 percent is required for expenditures related to Clean Air Act and ADA compliance, or 20 percent for all other expenditures in this funding category.

Clean Fuels Formula Grant Program: FTA Section 5308

Provides funding for the purchase of alternative fuel transit vehicles, the conversion of existing vehicles to alternative fuels, and the development of facilities to service clean fuel vehicles. Funds are allocated by FTA on a formula basis and programmed by the recipient transit agency. A minimum of 20 percent match is required.

New Starts Program: FTA Section 5309

Provides funding for any new fixed guideway system which utilizes and occupies a separate right-of-way or rail line for the exclusive use of mass transportation and other high occupancy vehicles, or which uses a fixed centenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles. Funds are awarded by FTA through a competitive process to eligible transit agencies, and programmed by the recipient transit agency. According to a new federal regulation, the match required for transit New Starts funds will be 50 percent of the project cost.

Grants for Transportation for Elderly Persons and Persons with Disabilities: FTA Section 5310

Discretionary funds to provide transit services for these population groups. Funds are awarded by FTA and programmed by the Georgia Department of Human Resources (DHR). A match of 10 percent is required for expenditures related to Clean Air Act and ADA compliance, or 20 percent for all other expenditures in this funding category.

Jobs Access and Reverse Commute: FTA Section 5316

Continued under SAFETEA-LU, JARC's purpose is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

New Freedom Program: FTA Section 5317

A new program of formula-based transit grants under SAFETEA-LU, the New Freedom Program is part of a larger, government-wide "New Freedom Initiative" that President Bush has been promoting since his first presidential campaign. Formally established in 2001 through Presidential Executive Order, the New Freedom Initiative is a means to integrate persons with disabilities into the workforce, and into daily community life, through a variety of strategies carried out by the federal departments of Labor, Health and Human Services, Housing and Urban Development, Education, Justice, Veterans Affairs, and now Transportation. Grantees are selected competitively by the designated recipient, the states. FTA reserves 20 percent of the New Freedom Program funds to areas with populations of less than 50,000.

Growing States and High Density States: FTA Section 5340

Another new program of formula-based transit grants established by SAFETEA-LU, these funds are distributed into a single apportionment with the 5307 funds. Separate formulas are used to apportion Section 5307 and Section 5340 funds to urbanized areas. Under the 5340 formula, half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent Census. Amounts apportioned for each state are then allocated to urbanized and rural areas based on the state's urban/rural population ratio. The High

Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile, with the funds apportioned only to urbanized areas within those states. The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the 5307 and 5340 formulas into a single apportionment when it publishes program apportionments. The distribution or sub-allocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility.

State of Georgia Funds

Georgia Community Streetcar Development and Revitalization Act (SB 150) – Provides for the creation of a program within the State Road and Tollway Authority (SRTA) to receive and distribute available federal grant funds for new streetcar projects.

Fast Forward Bond Program

A \$15.5 billion state transportation program announced by Governor Sonny Perdue in 2005, the core of the program is designed to relieve traffic congestion and consists of about \$4.5 billion of projects which will have their construction dates accelerated through the sale of bonds. The remainder is comprised of the regular work of GDOT. Potential projects in the Atlanta region were identified from ARC's 2030 Aspirations Plan and GDOT's regular Work Program. Those projects likely to have the greatest congestion relief benefit were selected for inclusion in a \$3 billion GARVEE (Grant Anticipation Revenue Vehicle) bond program, to be supplemented by up to an additional \$1.5 billion of GO (General Obligation) and GRB (Guaranteed Revenue Bond) bonds in the future. Projects for the GARVEE program were selected by consensus of GDOT, GRTA, ARC and SRTA, then forwarded to the Governor's office for approval. It is important to note that these bonds are not a new source of funding. The bonds act as new cash flow mechanisms allowing the state to borrow money to fund projects in the short term. These funds will be paid back over the long term from the same fund sources traditionally used to pay for transportation infrastructure.

Motor Fuel Funds

Georgia has only one dedicated source of funding for transportation improvements, the motor fuel tax. Further, by state Constitution, this funding source can only be used to build, improve and maintain roads and bridges. Georgia's motor fuel excise tax (7.5 cents per gallon and a 4 percent sales tax) ranks as one of the lowest in the United States.

Recreational Trails Program

Provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are programmed by the Georgia Department of Natural Resources (DNR).

**Appendix D: Comments from Planning Commission Resolution,
April 17, 2008`**



Planning Commission April 17, 2008

ITEM #4: A Resolution to Authorize the Adoption of the City of Sandy Springs Transportation Master Plan

PUBLIC COMMENT:

Jane Kelley: Hi. Jane Kelly, 4590 Windsor Park Place, Atlanta, and I'm here on behalf of the High Point Civic Association which covers, I believe, an area of 2500 homes.

We apparently have reviewed a slightly older plan downloaded from the website, but I'm hoping that these things still apply. The High Point Civic Association would like to go on record as opposing a couple of things and full support of something else. We do not support the widening of Glenridge. We do believe that Glenridge does need some improvements. It's confusing as it is presently striped, but we oppose making it a four lane. We also do not support the widening of Peachtree-Dunwoody between the Atlanta city line and Glenridge Connector as is proposed. We're interested in maintaining the residential character of these neighborhoods and think that the widening proposals are merely a short term effect and do not encourage alternative transportation.

On a different note, we fully support the idea of adding sidewalks and bike lanes to Winter Parkway between Roswell Road and High Point. It has been proposed before and clearly marked as a short term priority in the Transportation Plan, but it seems to be absent from Table A1, which is the Sidewalk Prioritization.

Thank you.

Jean Reed: Hello. My name is Jean Reed. I'm from 16 Willow Glen inside the perimeter off Glenridge, and I'm representing the Willow Glen Condominium Association.

Like others the Transportation Plan has many, many more things that we like and then those things that we don't. But, of course, we're going to have to discuss in our short two minutes those things that we're most concerned about.

Our complex exit is on Glenridge, so we're very familiar with Glenridge, and we're very near the Glenridge-Roswell Road exit. We do not support widening Glenridge to four lanes. We do support improving the traffic flow. We certainly support sidewalks, bike lanes, those kinds of things. Again, we feel that Glenridge should be for people that are going into Sandy Springs, not people going through Sandy Springs. And if we really make it a corridor, then that's what it will be, that's what it is now. It's kind of a racing course. We need traffic calming.

In other areas, as I said, the intersection at Glenridge and Roswell Road, the improvements there provided they're not based on four-lane Glenridge, are needed sooner rather than later based on the number of accidents that are there; it's in the plan.

And also we're very impressed with the concept of a traffic impact study that would be related to developer's impact fees, and I think that will help Sandy Springs and certainly the rest of us. Thank you very much and thank all the people that have worked on the plan.

Doug Faciglia: My name is Doug Faciglia and I live at 5925 Brook Green Road. I'm on the Board of the Glenridge-Hammond Neighborhood Association, a neighborhood of 500 homes.

We're concerned about the magnitude of this plan in that it is potentially going to be improved in total in one action. There are many large projects in this plan that need to be further evaluated prior to taking action. For example two projects that are included in the plan are shown as being widenings are Johnson Ferry and Hammond Drive. Both are currently being studied to determine what actions should be considered. Yet this report shows that both will be widened. I know that there is strong public sentiment against widening these roads at this time.

When the Comprehensive Land Use plan process regarding the land use each individual change was handled separately. The same method should be used with regard to this plan. Identify and analyze each change that would be made. If you were at the T-11 presentation that was made in November, you would have heard strong, strong sentiment about the potential widening of Johnson Ferry. Not only our neighborhood but all the way up through [inaudible name] Pines on both sides of Roswell Road and as far as the widening of Hammond, there is mixed reaction to that until we see something concrete in terms of a good plan. We don't just want to see it—we'd like it to be widened and have it moving forward, so it directly impacts our neighborhood. Thank you.



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