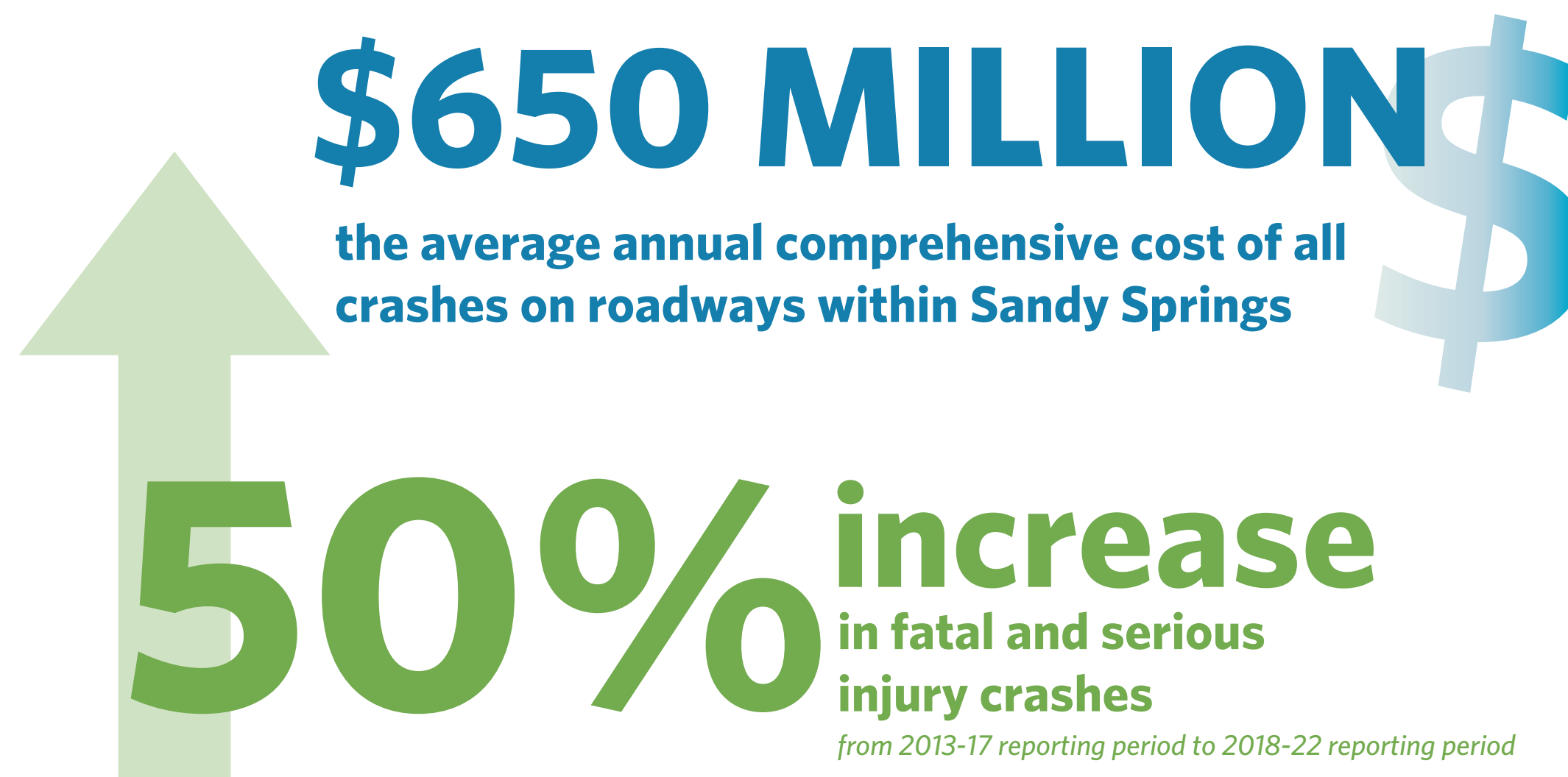


Sandy Springs Safety Action Plan

Project Overview



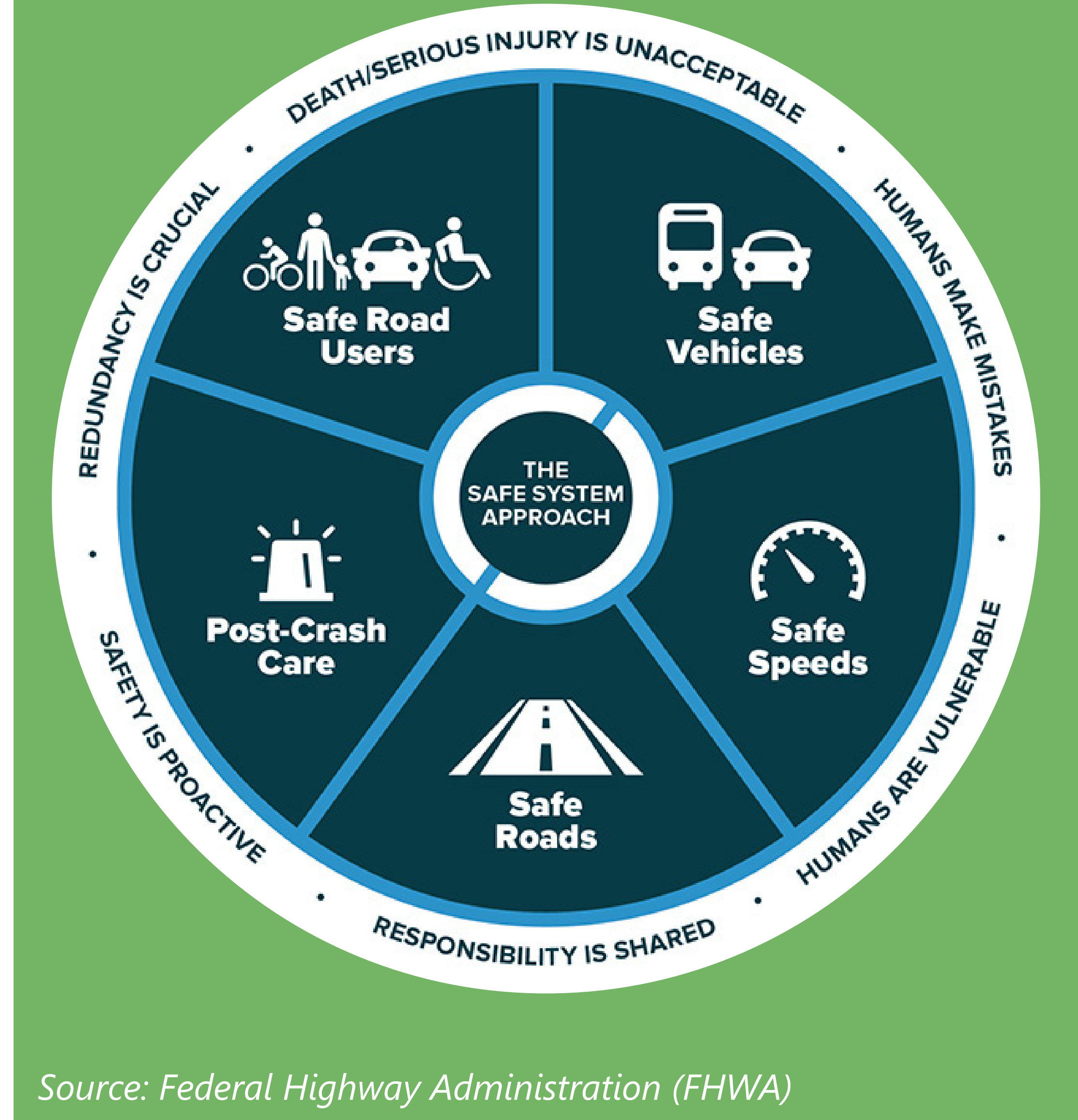
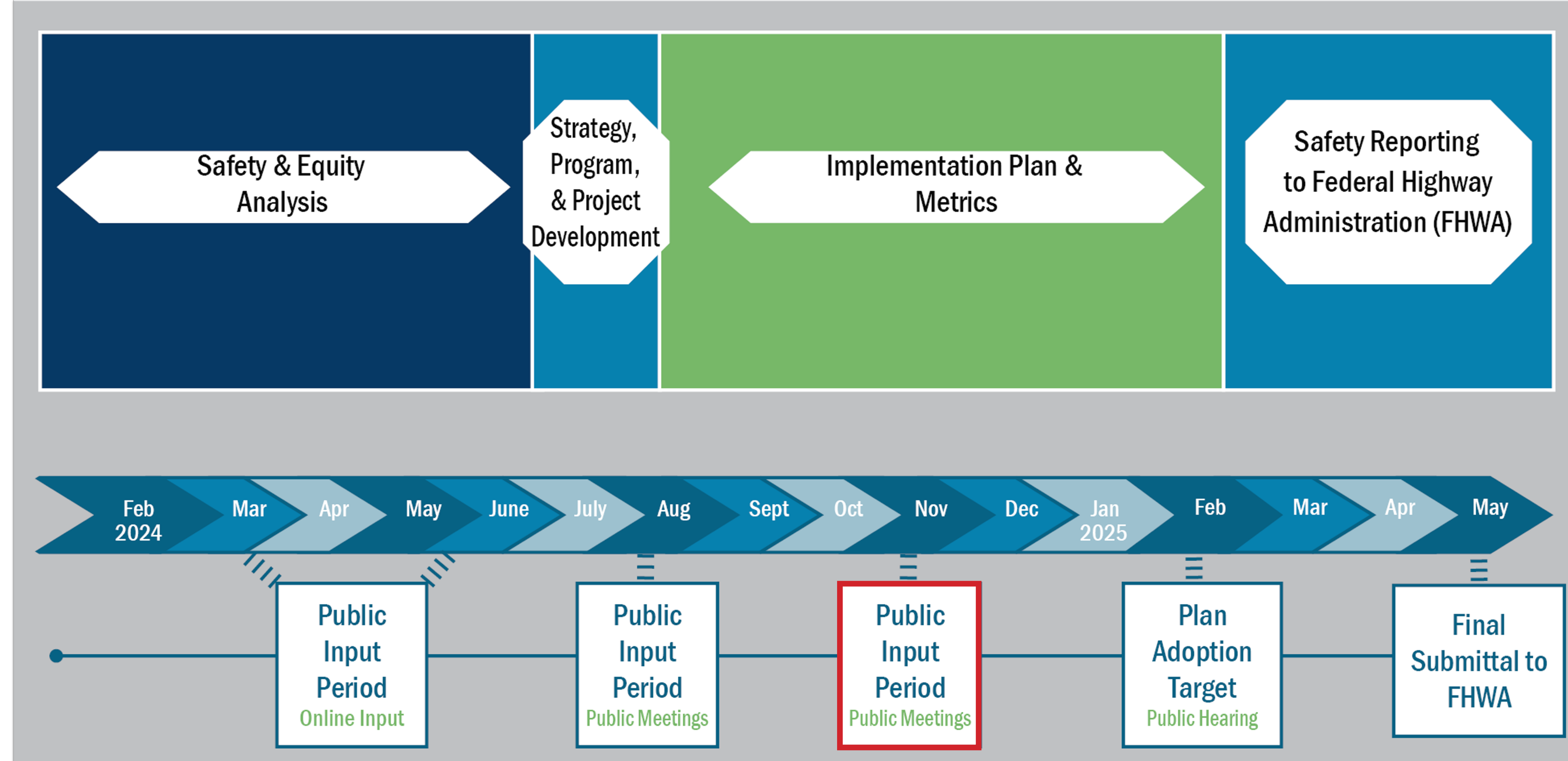
About the Plan and Progress Update
 The City of Sandy Springs is committed to improving the design and operation of its roadways so that **all** users — pedestrians, cyclists, transit users, and motorists — can safely access their destinations. The Safety Action Plan will provide the foundation for the expansion of the City’s Safety Program, which seeks to reduce the rate of fatal and serious injury crashes in the City. Following completion of this public meeting cycle (the second of two in this process), the project team will incorporate feedback received and proceed with developing the Safety Action Plan Final Report. After completion of the final version of the Safety Action Plan, City Council will consider the plan for adoption, which will likely occur in March 2025.



Safe Streets and Roads For All (SS4A) and Safe System Approach

The Safety Action Plan leverages the federal Safe Streets and Roads for All (SS4A) planning grant to develop a list of implementable policies and projects to reduce and eventually eliminate fatalities and serious injuries on roadways citywide. This effort is guided by the Federal Highway Administration’s (FHWA) Safe System Approach.

S | S
4 | A



Source: Federal Highway Administration (FHWA)

November 21, 2024 Public Meeting

Sandy Springs Safety Action Plan

What Have We Learned So Far?



Community Feedback Mechanisms

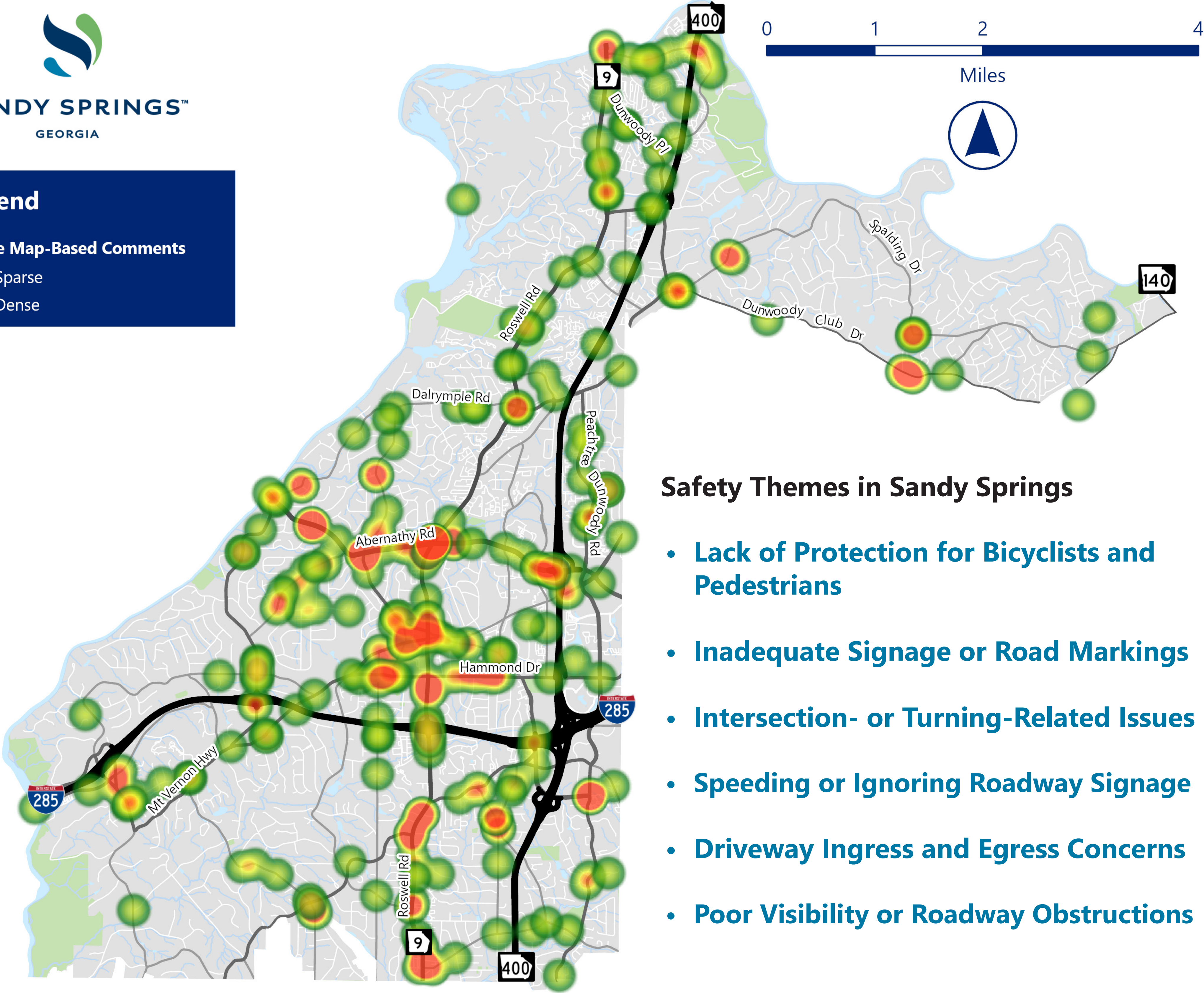
- **Focus Groups** - Bicycle, pedestrian, and transit advocates; regional transportation partners (i.e. The ATL, GDOT, etc.); business community; schools and youth organizations; healthcare organizations; transit-dependent populations; and neighborhood associations
- **Safety Task Force** - Public Works, Communications, Community Development, Information Technology, Fire & Police
- **Interactive Web Map** - The heat map to the right shows which areas of the City received the most comments with respect to safety concerns
- **Pop-Up Events** - Sandy Springs Farmer's Market on May 18th and the Back to School Bash on August 6th



Legend

Online Map-Based Comments

- Sparse
- Dense



Safety Themes in Sandy Springs

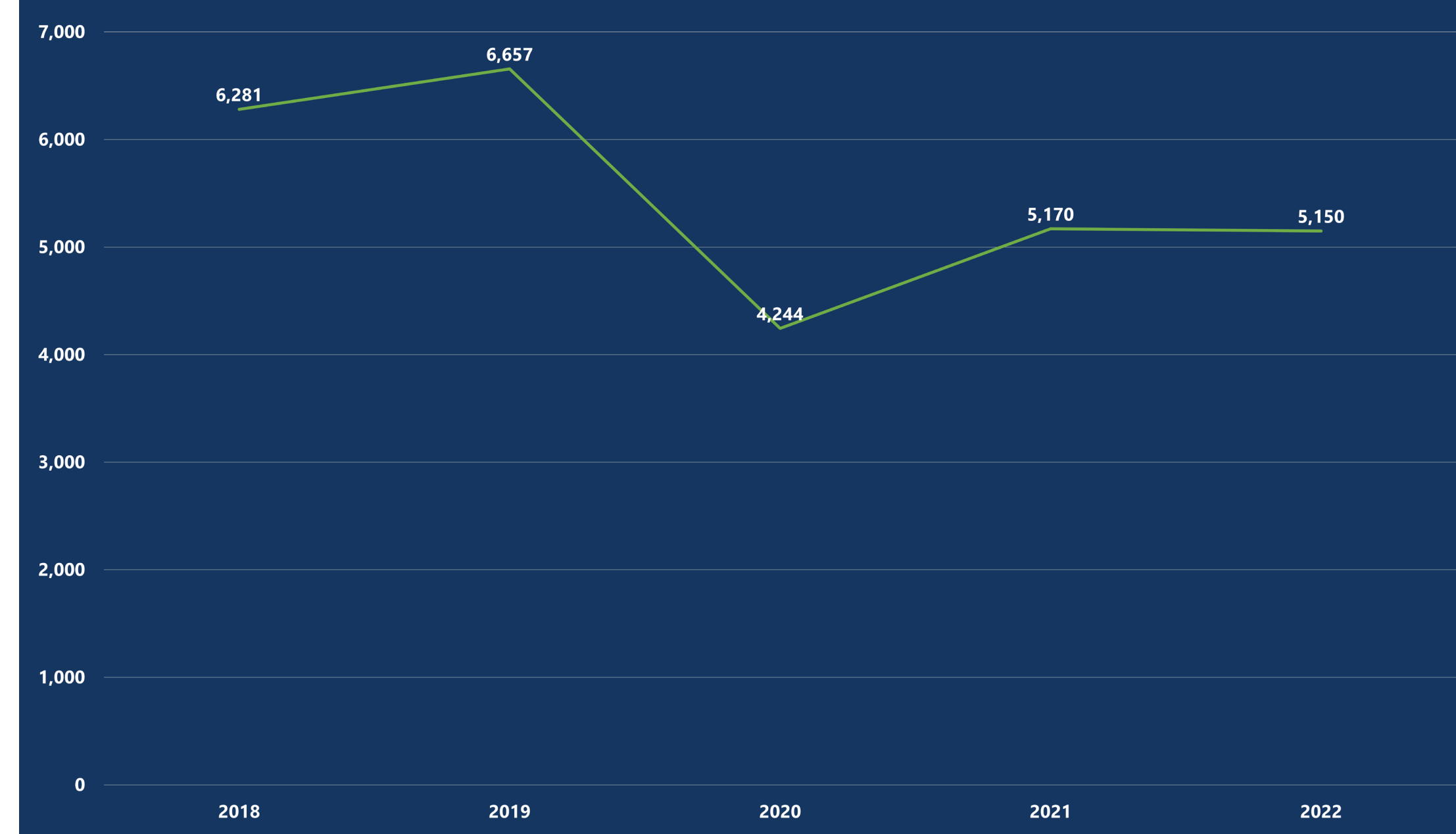
- **Lack of Protection for Bicyclists and Pedestrians**
- **Inadequate Signage or Road Markings**
- **Intersection- or Turning-Related Issues**
- **Speeding or Ignoring Roadway Signage**
- **Driveway Ingress and Egress Concerns**
- **Poor Visibility or Roadway Obstructions**

Sandy Springs Safety Action Plan

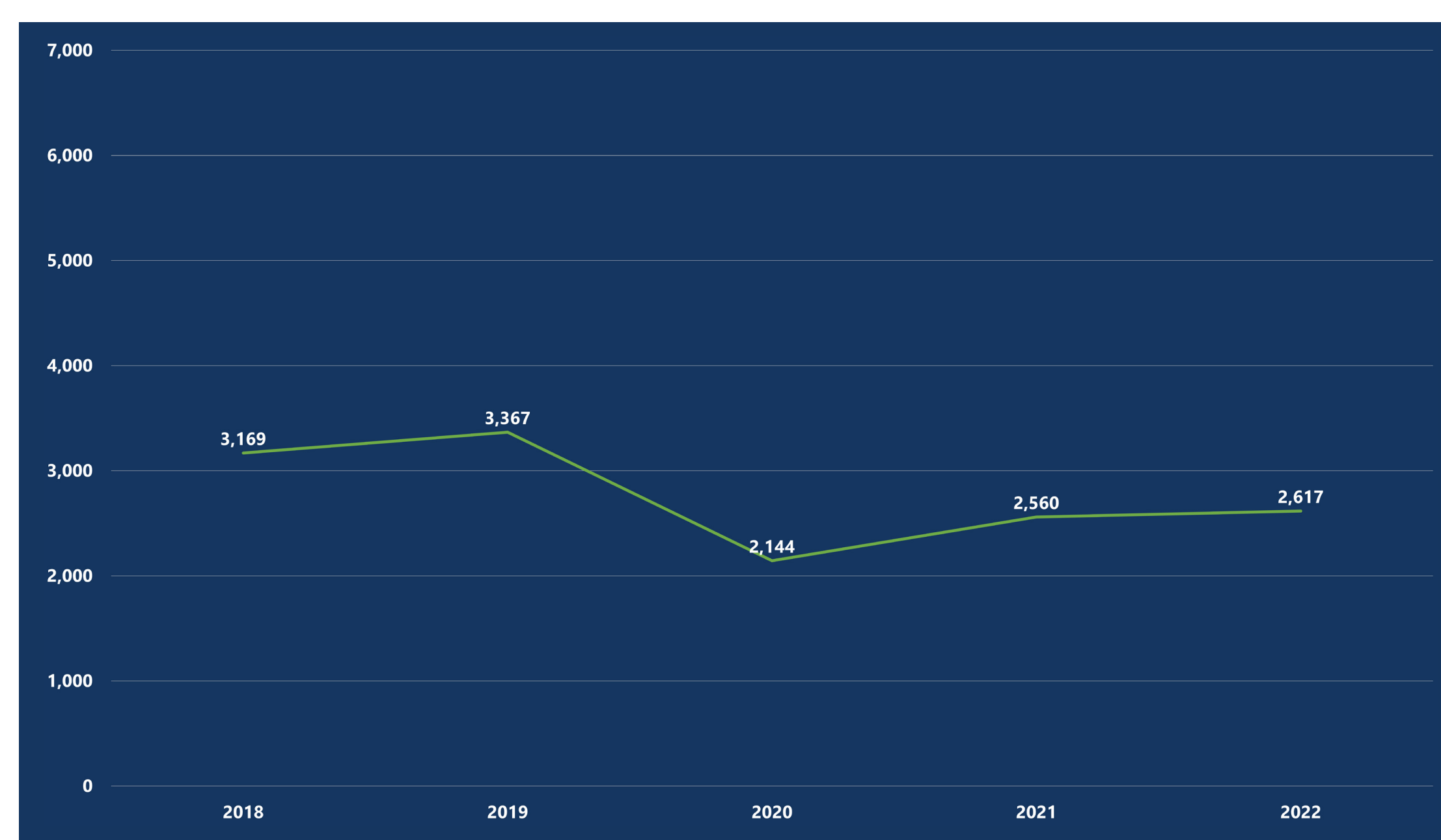
Overall Crash Trends



Total Crashes by Year



City and State Route Crashes by Year



Between January 1, 2018 and December 31, 2022, there were 27,502 reported crashes. The most crashes happened on City streets (34%), followed by I-285 (27%), SR 400 (23%), and Roswell Road/SR 9 (15%). Collectively, 66% of crashes occurred on state routes.



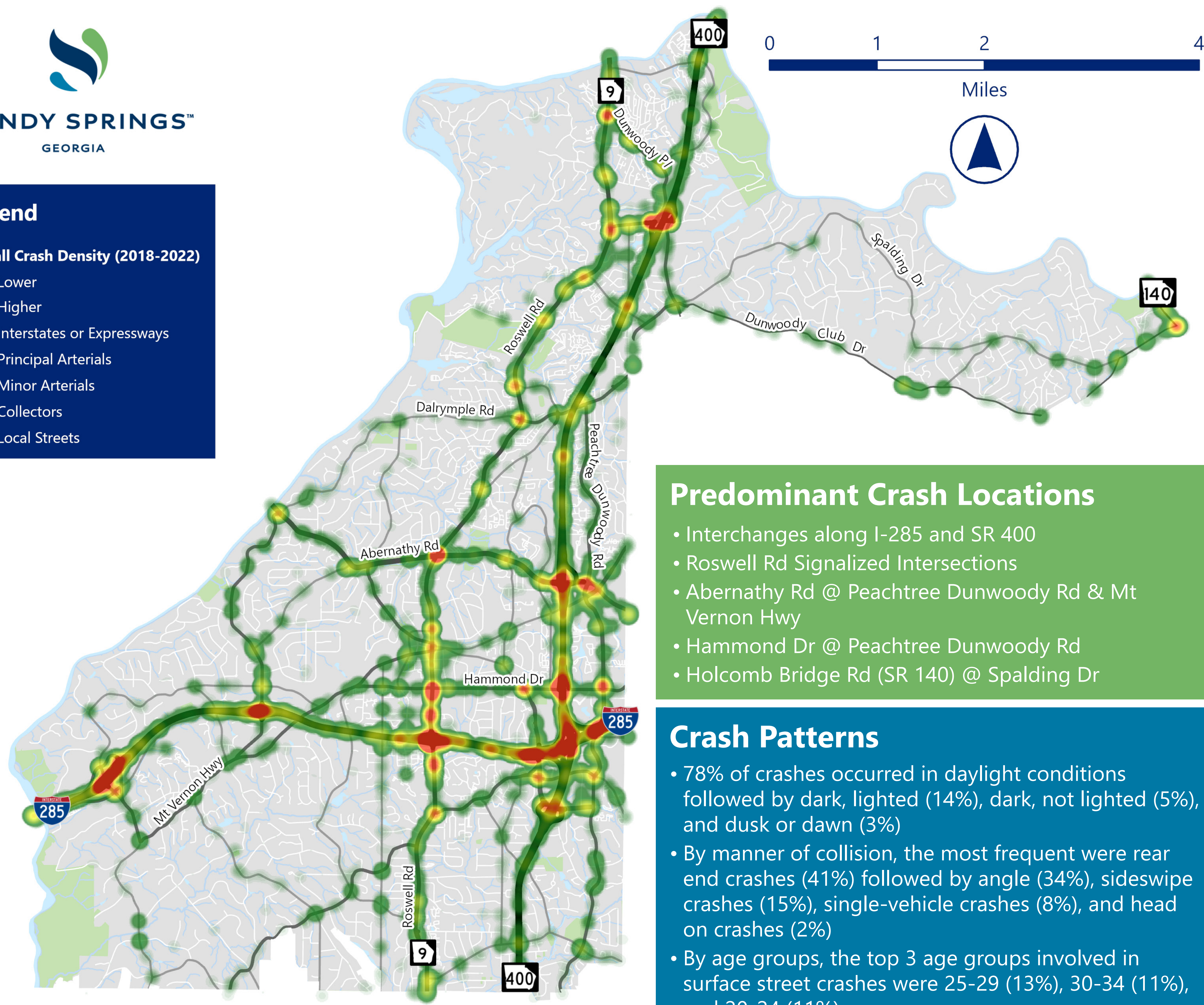
Legend

Overall Crash Density (2018-2022)

- Lower
- Higher

Street Types:

- Interstates or Expressways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets



- ### Predominant Crash Locations
- Interchanges along I-285 and SR 400
 - Roswell Rd Signalized Intersections
 - Abernathy Rd @ Peachtree Dunwoody Rd & Mt Vernon Hwy
 - Hammond Dr @ Peachtree Dunwoody Rd
 - Holcomb Bridge Rd (SR 140) @ Spalding Dr

- ### Crash Patterns
- 78% of crashes occurred in daylight conditions followed by dark, lighted (14%), dark, not lighted (5%), and dusk or dawn (3%)
 - By manner of collision, the most frequent were rear end crashes (41%) followed by angle (34%), sideswipe crashes (15%), single-vehicle crashes (8%), and head on crashes (2%)
 - By age groups, the top 3 age groups involved in surface street crashes were 25-29 (13%), 30-34 (11%), and 20-24 (11%)

Sandy Springs Safety Action Plan

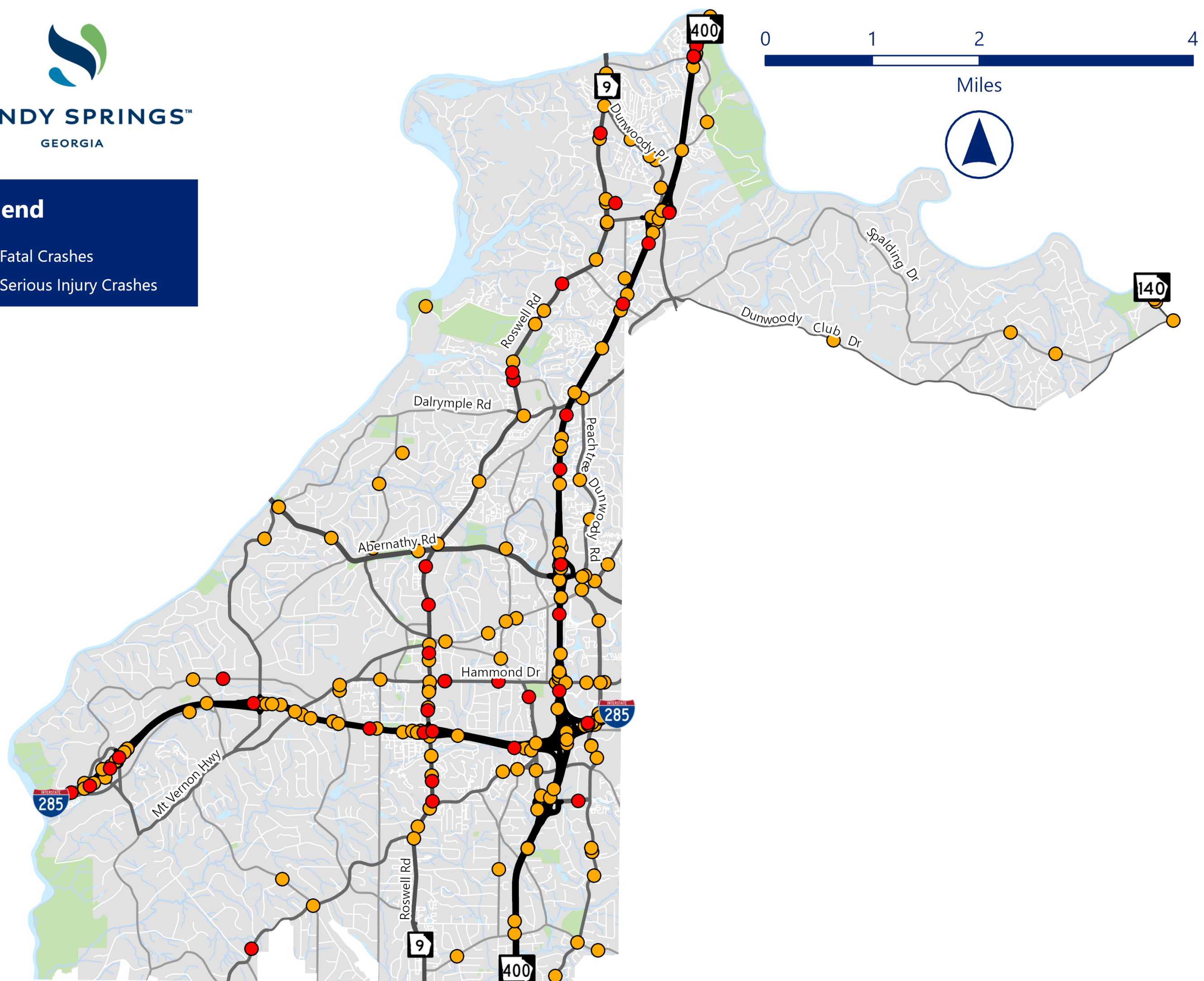
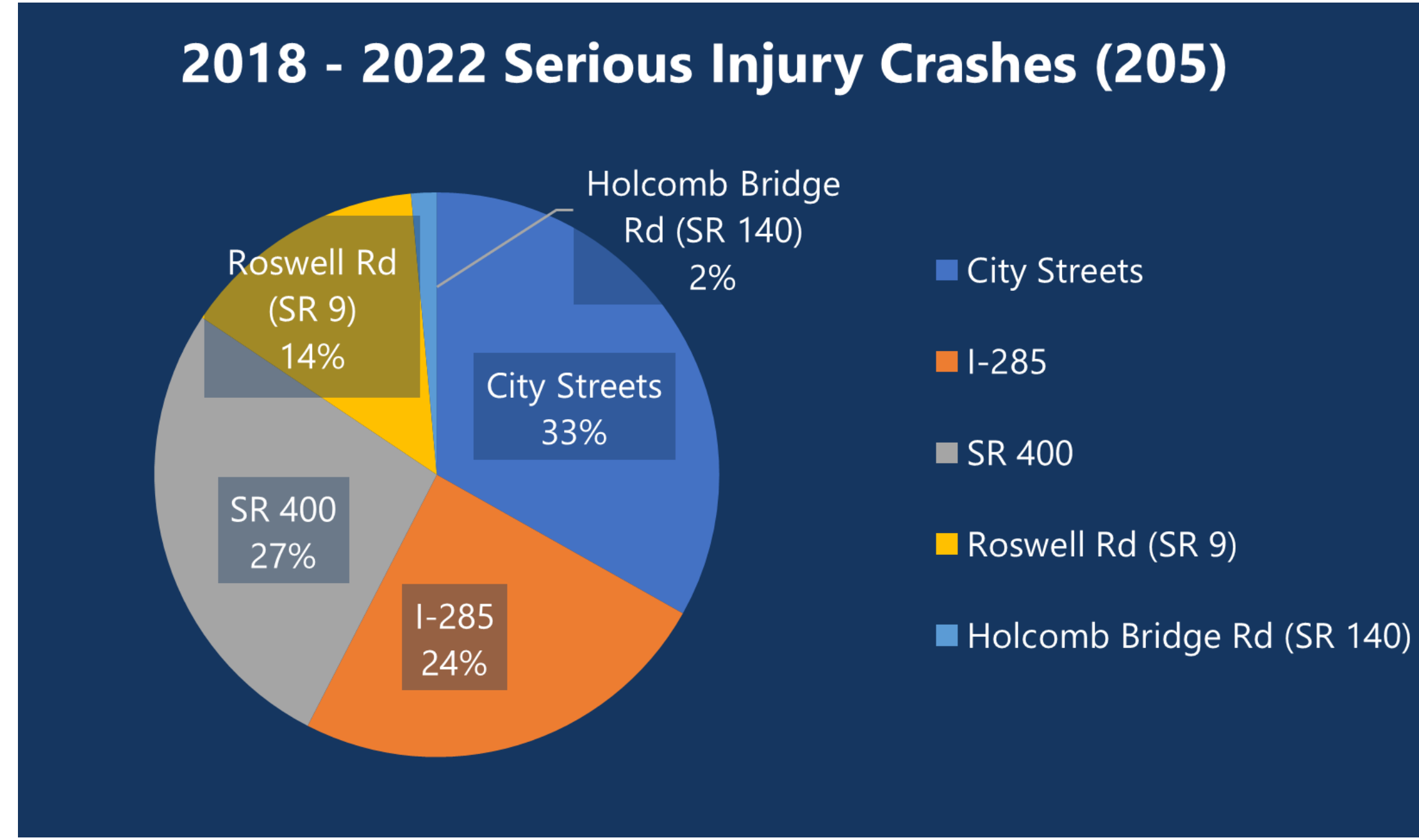
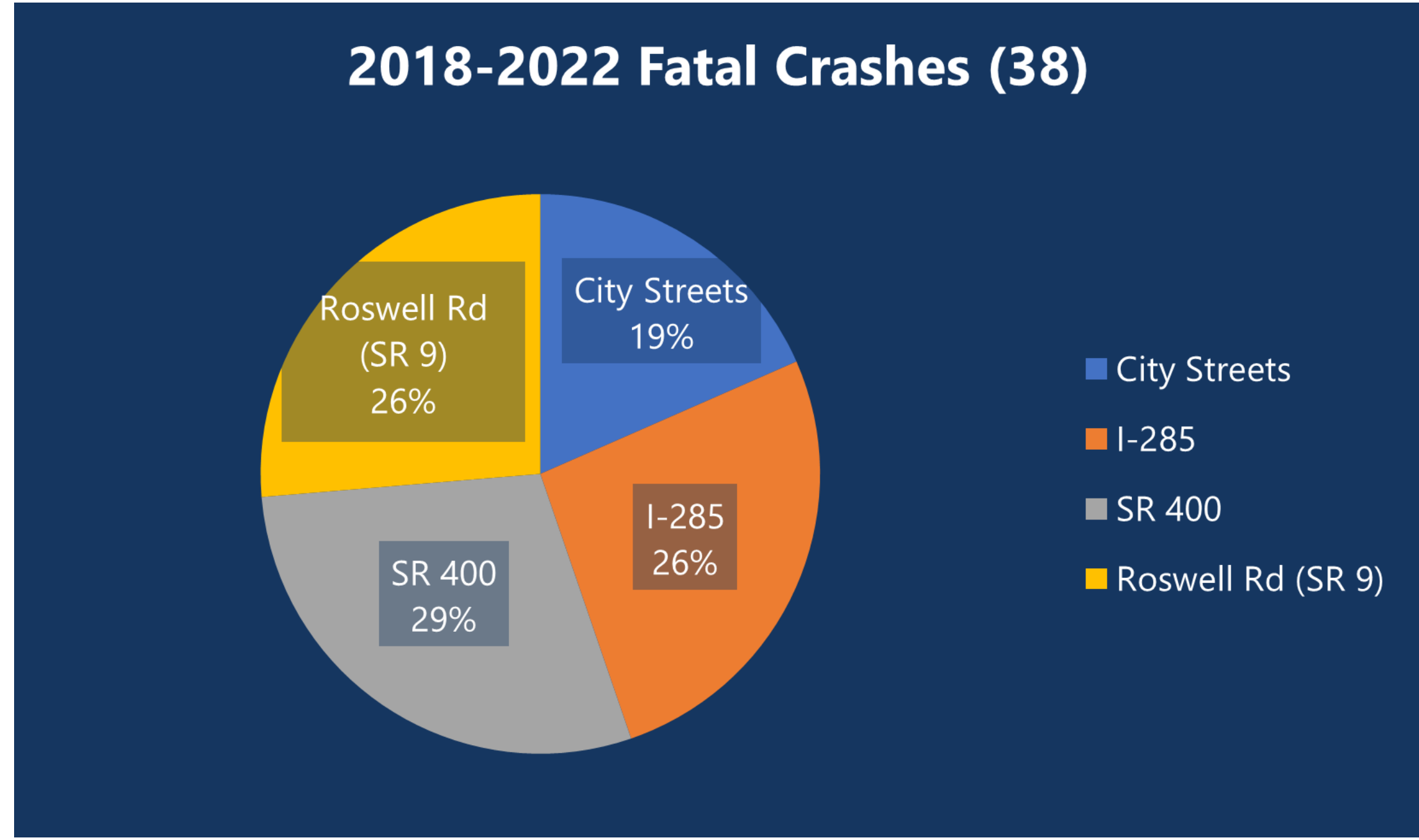
Fatal and Serious Injury (KA) Crashes



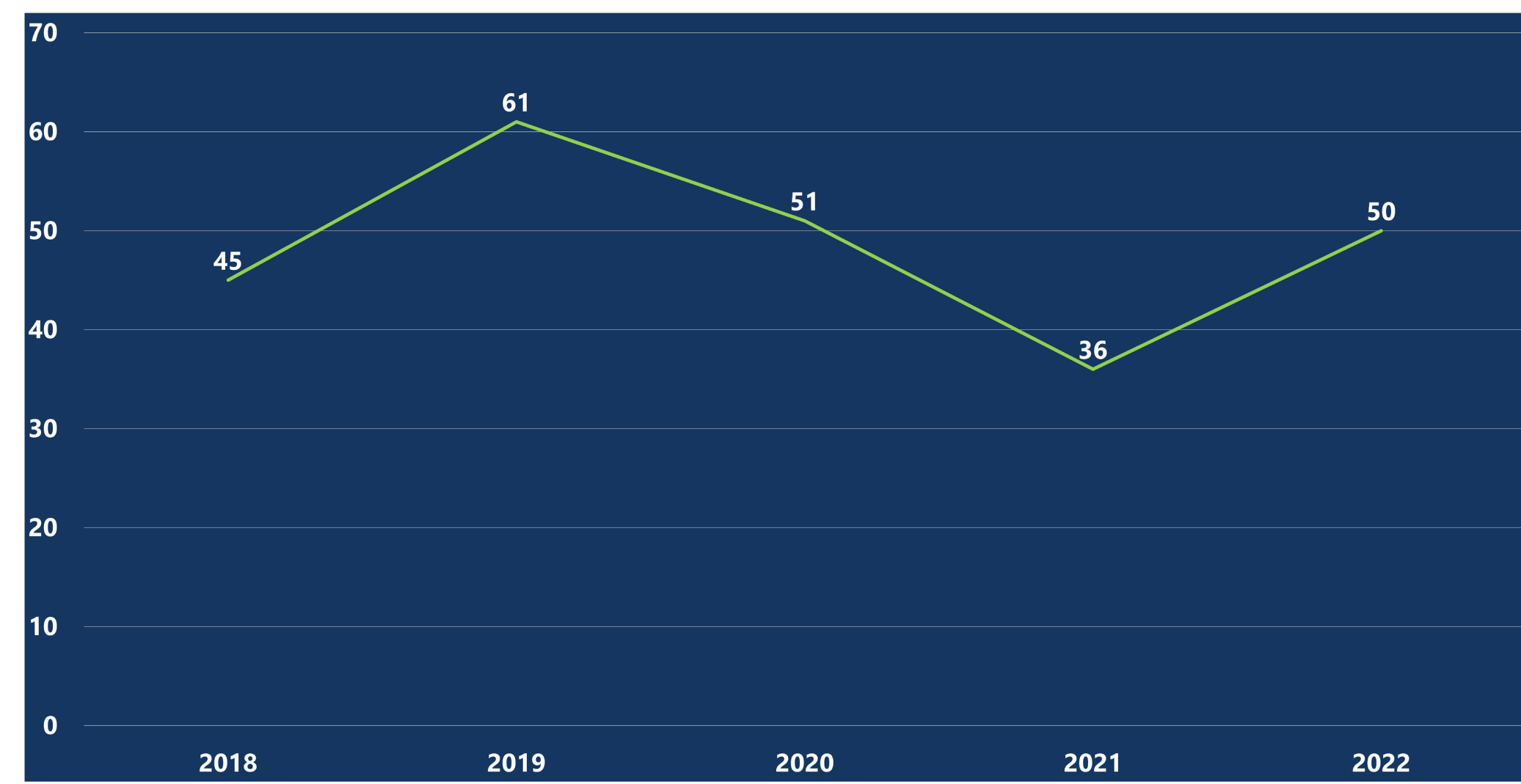
About Crash Severity

Crashes are categorized into five severity categories:

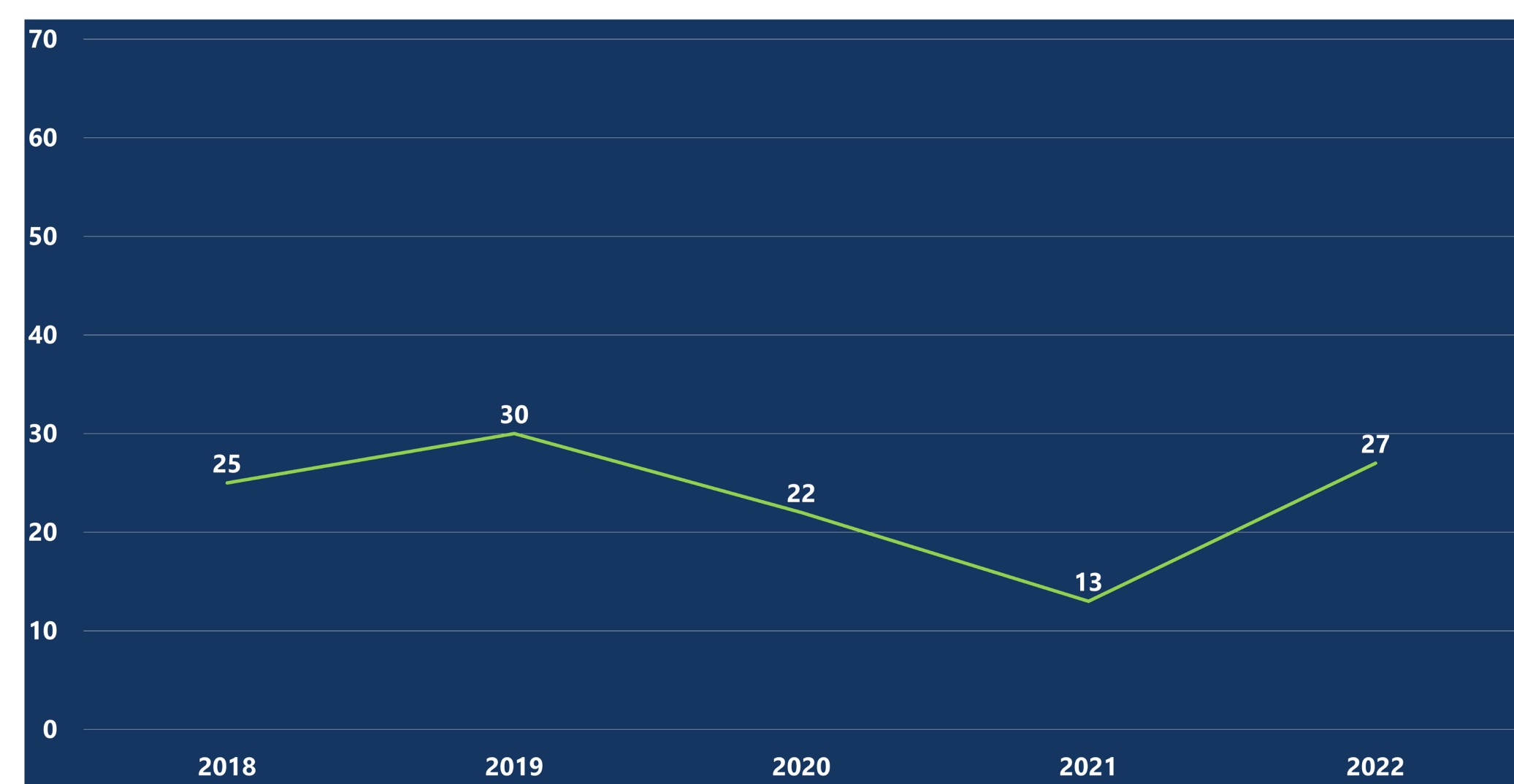
- Fatal Injury (K)
- Serious Injury (A)
- Minor or Visible Injury (B)
- Possible Injury/Complaint of Injury (C)
- Non-Injury/Property Damage Only (O)



Total KA Crashes by Year



City and State Route KA Crashes by Year



Georgia Strategic Highway Safety Plan (SHSP) Emphasis Areas

The 2022-2024 Georgia Strategic Highway Safety Plan (SHSP) establishes statewide traffic safety performance goals and emphasis areas where substantial progress can be made to improve traffic safety for all road users. The following list compares the number of total crashes compared to KA crashes for each of these emphasis areas:

- Pedestrian Safety
- Motorcycle Safety
- Bicycle Safety
- Impaired Driving
- Single Vehicle
- Distracted Driving
- Speeding Related
- Aggressive Driving Related
- Young Drivers (15-19)
- Older Drivers (55+)

Source: Governor's Office of Highway Safety

Sandy Springs Safety Action Plan

High Injury Network (HIN)

Excluding Crashes along I-285 & SR 400



What is a High Injury Network?
 A high-injury network (HIN) represents portions of the roadway network where there is a high frequency of more severe crashes.

Crash Cost
 In addition to impacting lives, crashes have both societal and personal costs. Costs associated with each type of crash severity are as follows:

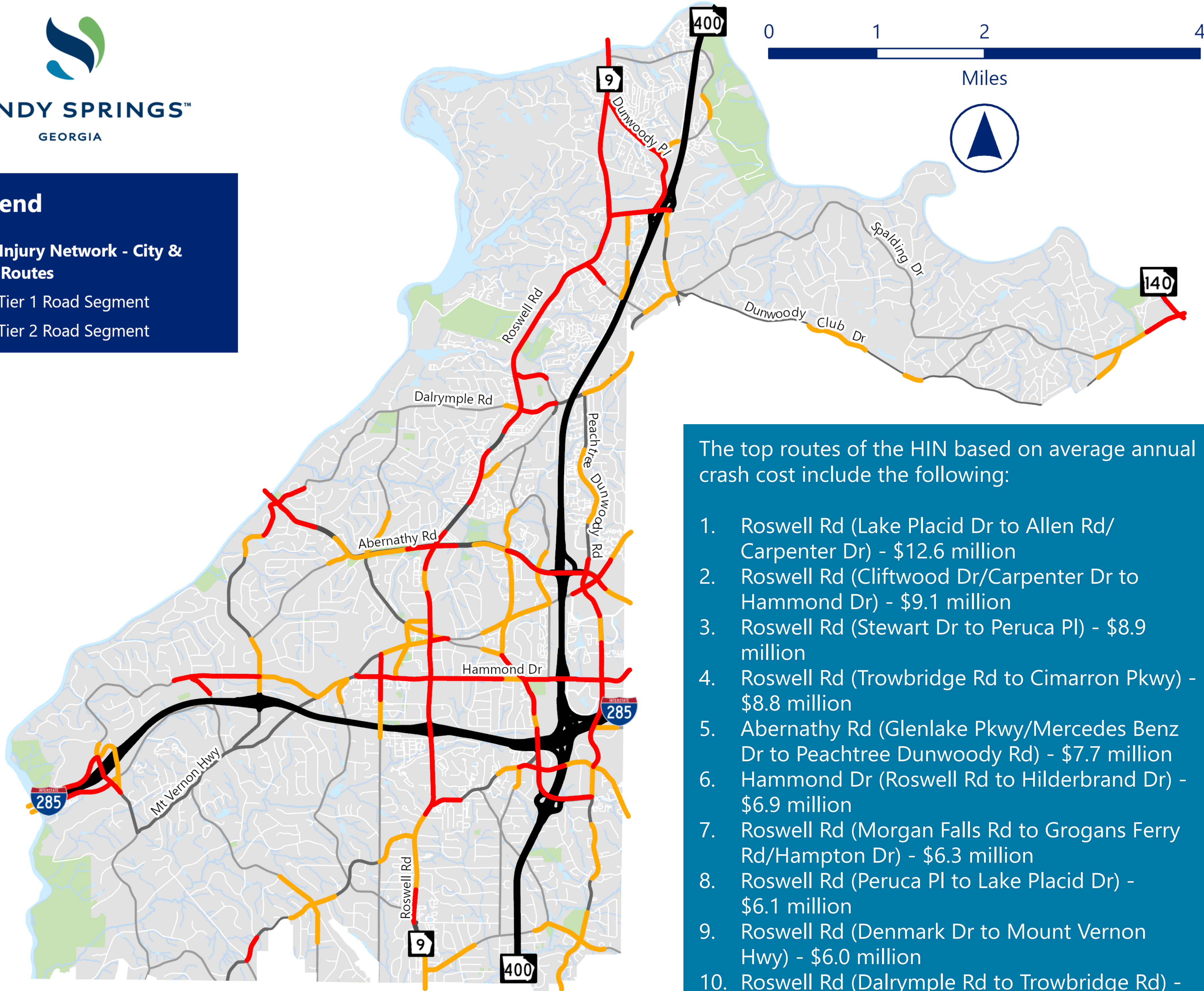
- Fatal Injury (K) - \$12.45 million
- Suspected Serious Injury (A) - \$2.74 million
- Suspected Minor or Visible Injury (B) - \$600,000
- Possible Injury/Complaint of Injury (C) - \$129,000
- Non-Injury/Property Damage Only (O) - \$28,000



Legend

High Injury Network - City & State Routes

- Tier 1 Road Segment
- Tier 2 Road Segment



The top routes of the HIN based on average annual crash cost include the following:

1. Roswell Rd (Lake Placid Dr to Allen Rd/ Carpenter Dr) - \$12.6 million
2. Roswell Rd (Cliftwood Dr/Carpenter Dr to Hammond Dr) - \$9.1 million
3. Roswell Rd (Stewart Dr to Peruca Pl) - \$8.9 million
4. Roswell Rd (Trowbridge Rd to Cimarron Pkwy) - \$8.8 million
5. Abernathy Rd (Glenlake Pkwy/Mercedes Benz Dr to Peachtree Dunwoody Rd) - \$7.7 million
6. Hammond Dr (Roswell Rd to Hilderbrand Dr) - \$6.9 million
7. Roswell Rd (Morgan Falls Rd to Grogans Ferry Rd/Hampton Dr) - \$6.3 million
8. Roswell Rd (Peruca Pl to Lake Placid Dr) - \$6.1 million
9. Roswell Rd (Denmark Dr to Mount Vernon Hwy) - \$6.0 million
10. Roswell Rd (Dalrymple Rd to Trowbridge Rd) - \$6.0 million

Sandy Springs Safety Action Plan

High Injury Intersections (HII)

Excluding Crashes along I-285 & SR 400



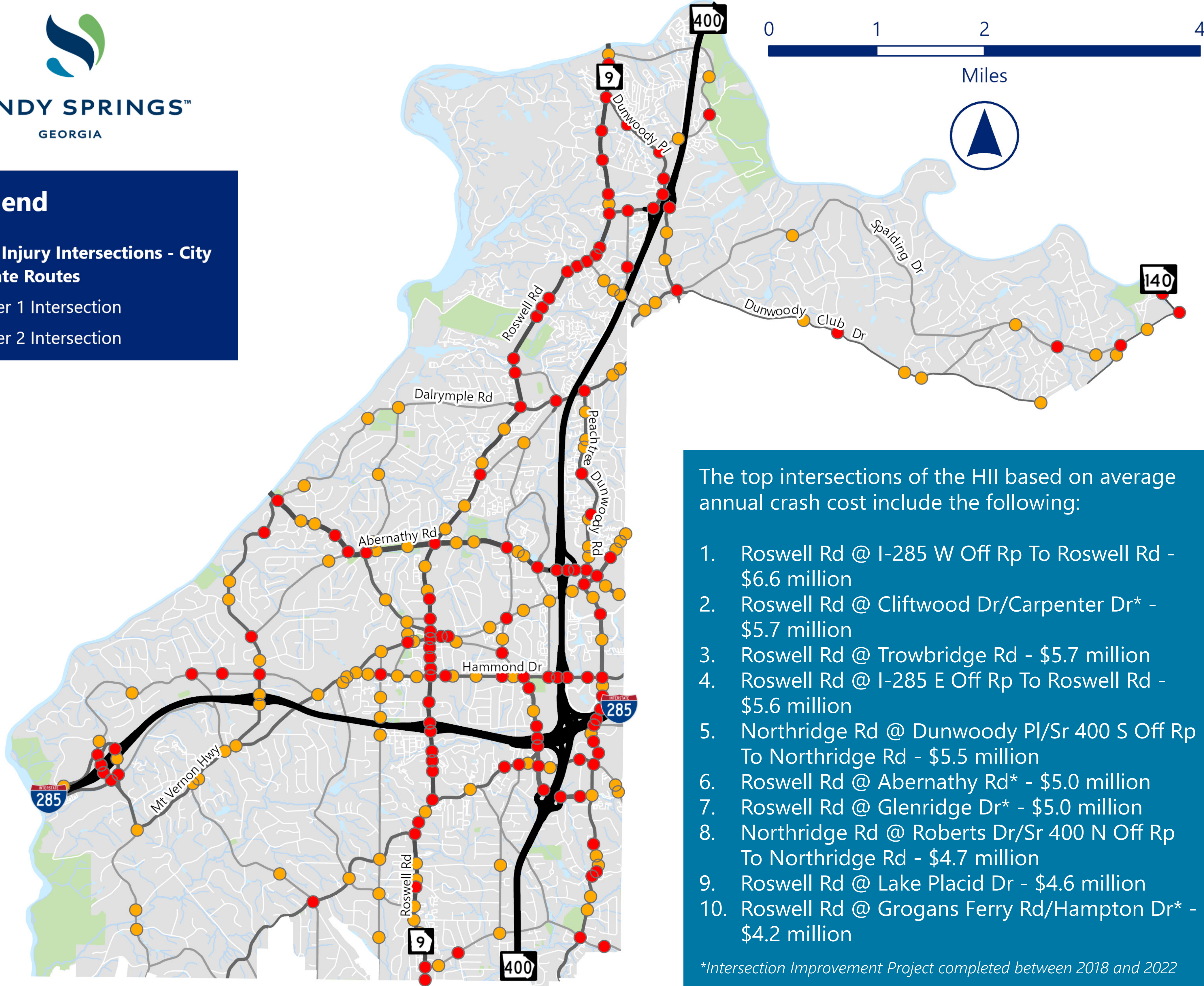
What are High Injury Intersections?
 High-injury intersections represent locations where there is a high frequency of more severe crashes.



Legend

High Injury Intersections - City & State Routes

- Tier 1 Intersection (Red dot)
- Tier 2 Intersection (Yellow dot)



Intersections by Highest Number of Crashes

Intersection	KA Crashes	Other Crashes	Total Crashes
Roswell Rd @ I-285 W Off Rp To Roswell Rd	0	463	463
Roswell Rd @ Abernathy Rd	0	377	377
Roswell Rd @ I-285 E Off Rp To Roswell Rd	1	368	369
Roswell Rd @ Hammond Dr	1	358	359
Northridge Rd @ Dunwoody Pl/ SR 400 S Off Rp To Northridge Rd	1	345	346
Abernathy Rd @ Peachtree Dunwoody Rd	2	229	231
Roswell Rd @ Cliftwood Dr/ Carpenter Dr	2	215	217
Roswell Rd @ Northridge Rd	2	212	214
Hammond Dr @ Peachtree Dunwoody Rd	2	201	203
Roswell Rd @ Dunwoody Pl/ Hannover Park Rd	1	196	197

The top intersections of the HII based on average annual crash cost include the following:

- Roswell Rd @ I-285 W Off Rp To Roswell Rd - \$6.6 million
- Roswell Rd @ Cliftwood Dr/Carpenter Dr* - \$5.7 million
- Roswell Rd @ Trowbridge Rd - \$5.7 million
- Roswell Rd @ I-285 E Off Rp To Roswell Rd - \$5.6 million
- Northridge Rd @ Dunwoody Pl/Sr 400 S Off Rp To Northridge Rd - \$5.5 million
- Roswell Rd @ Abernathy Rd* - \$5.0 million
- Roswell Rd @ Glenridge Dr* - \$5.0 million
- Northridge Rd @ Roberts Dr/Sr 400 N Off Rp To Northridge Rd - \$4.7 million
- Roswell Rd @ Lake Placid Dr - \$4.6 million
- Roswell Rd @ Grogans Ferry Rd/Hampton Dr* - \$4.2 million

*Intersection Improvement Project completed between 2018 and 2022

Sandy Springs Safety Action Plan

Overrepresented Crash Types

Excluding Crashes along I-285 & SR 400



What kinds of crashes happen more often in Sandy Springs compared to the region and the state?

The most overrepresented (●) crashes in Sandy Springs compared to counties within the Atlanta Regional Commission (ARC) and the state of Georgia are shown on this chart:

	Atlanta Region		Statewide	
	All	KA	All	KA
Distracted Driving	●	●	●	●
Impaired Driving	●	●	○	●
Pedestrian	○	●	○	●
AM Peak	●	●	●	●
PM Peak	●	○	●	○
55+ Older Driver Related	●	●	●	●

When crashes occur in Sandy Springs, they are more likely to result in a serious or fatal injury if they involve any of the following:

- Single Vehicle (**36% KA** vs. 8% All)
- Pedestrian (**18% KA** vs. 1% All)
- Aggressive Driving (**11% KA** vs. 3% All)
- Motorcycle (**11% KA** vs. 0.5% All)
- Distracted Driving (**41% KA** vs 51% All)
- Impaired Driving (**11% KA** vs. 2% All)

The most overrepresented fatal and serious injury crash conditions are:

- Dark-Not Lighted (**12% KA** vs. 5% All)
- Sunday (**12% KA** vs. 8% All)
- Dark-Lighted (**15% KA** vs. 14% All)
- State Roads (**36% KA** vs. 32% All)

Sandy Springs Safety Action Plan

Normalized Crash Rates

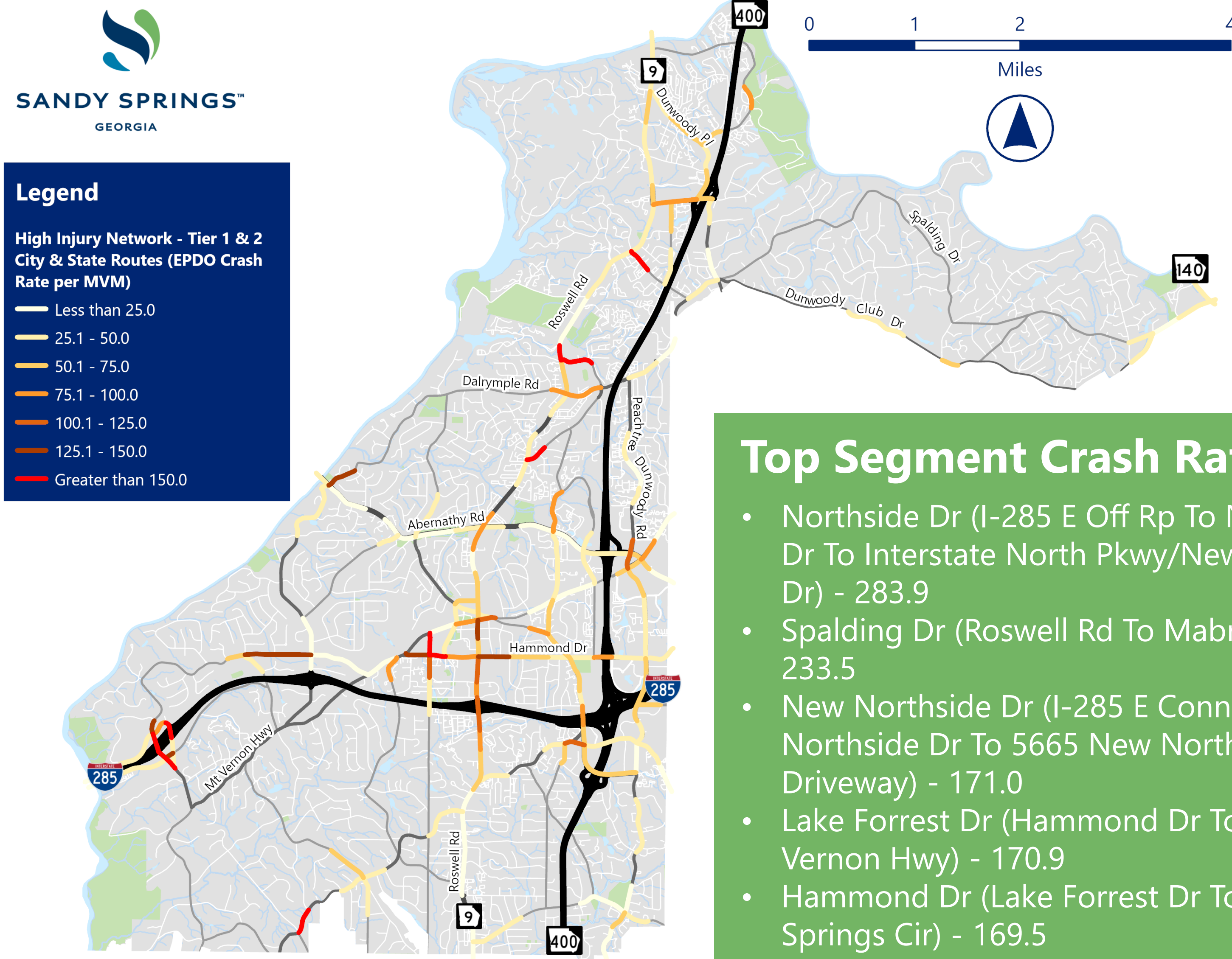
Excluding Crashes along I-285 & SR 400



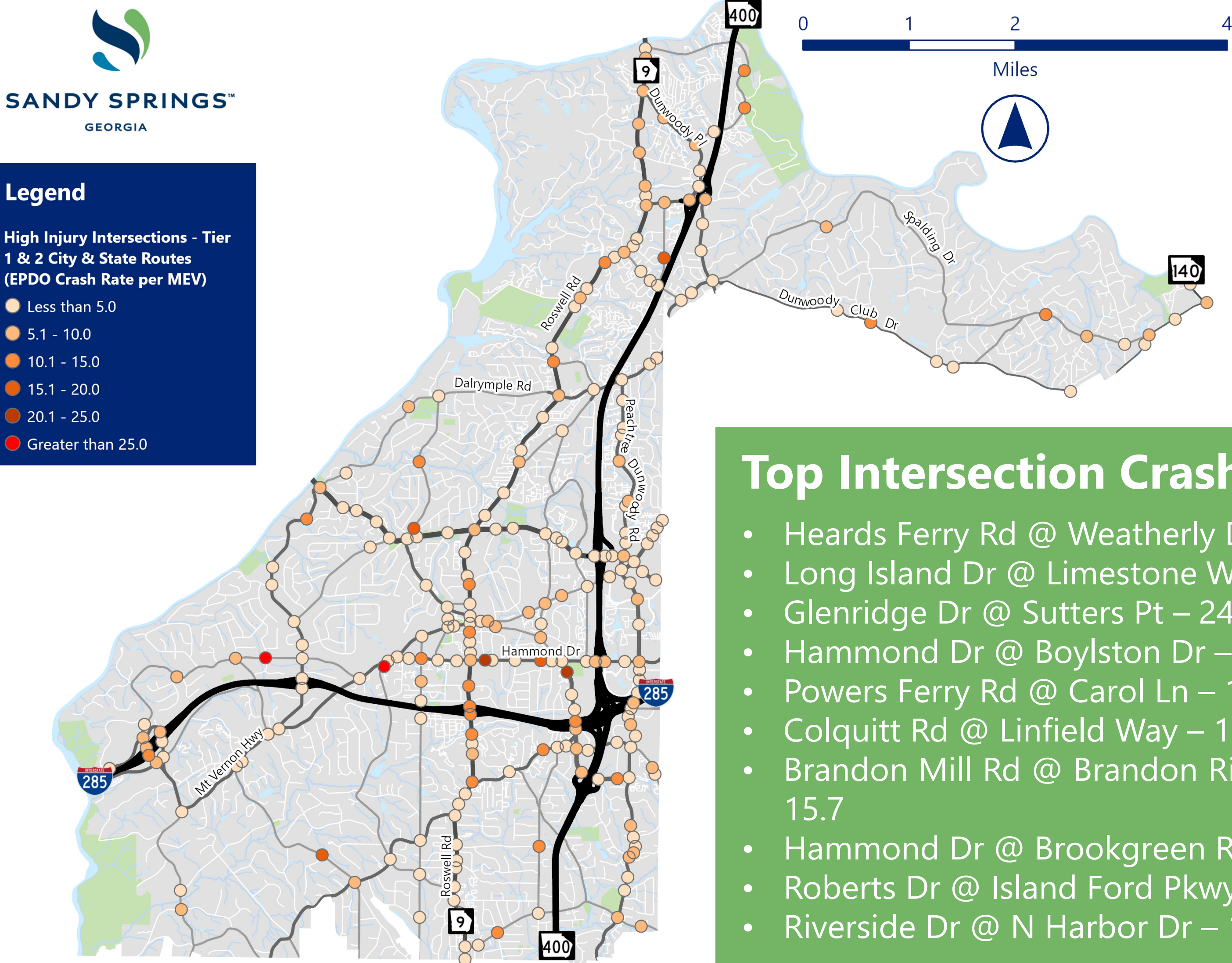
About EPDO Crash Rates
 The high injury network (HIN) and high injury intersection (HII) from the two previous boards were normalized based on traffic volumes and the conversion of injury crashes to equivalent property damage only (EPDO) crashes based on crash cost by severity.

Segment Crash Rates
 Segment crash rates in the map on the bottom left correspond to Tier 1 and Tier 2 HIN roadway segments. Crash rates are expressed in terms of the number of equivalent property damage only (EPDO) crashes per million vehicle miles (MVM) traveled for the five-year period between 2018 and 2022.

Intersection Crash Rates
 Intersections crash rates in the map on the bottom right correspond to Tier 1 and Tier 2 HII locations. Crash rates are expressed in terms of the number of equivalent property damage only (EPDO) crashes per million entering vehicles (MEV) for the five-year period between 2018 and 2022.



- Top Segment Crash Rates**
- Northside Dr (I-285 E Off Rp To Northside Dr To Interstate North Pkwy/New Northside Dr) - 283.9
 - Spalding Dr (Roswell Rd To Mabry Rd) - 233.5
 - New Northside Dr (I-285 E Conn Rp To New Northside Dr To 5665 New Northside Dr Driveway) - 171.0
 - Lake Forrest Dr (Hammond Dr To Mount Vernon Hwy) - 170.9
 - Hammond Dr (Lake Forrest Dr To Sandy Springs Cir) - 169.5



- Top Intersection Crash Rates**
- Hears Ferry Rd @ Weatherly Dr – 58.6
 - Long Island Dr @ Limestone Way – 30.0
 - Glenridge Dr @ Sutters Pt – 24.2
 - Hammond Dr @ Boylston Dr – 21.3
 - Powers Ferry Rd @ Carol Ln – 19.0
 - Colquitt Rd @ Linfield Way – 18.6
 - Brandon Mill Rd @ Brandon Ridge Dr – 15.7
 - Hammond Dr @ Brookgreen Rd – 15.2
 - Roberts Dr @ Island Ford Pkwy – 14.8
 - Riverside Dr @ N Harbor Dr – 14.8