3. PLANNING CONTEXT

The transportation system cannot be isolated from its environment. The physical environment and community directly influence transportation needs. In addition, these factors both constrain and provide opportunities for transportation systems to address travel needs. For example, the Chattahoochee River corridor constrains possible connections into neighboring Cobb County, focusing traffic along the Johnson Ferry Road corridor. Conversely, a redeveloping downtown area can provide density and infrastructure to better support walking and transit use, a transportation system opportunity. The unique characteristics and location of Sandy Springs within the Atlanta Region (shown in Figure 3.1) define the community context. In order to support the travel needs of the community, transportation facilities must be planned that build on and support this community context.

Figure 3.2 shows the transportation network within Sandy Springs as well as the zoning overlay districts within the city. Located in a growing area of the Atlanta Region, Sandy Springs must accommodate a variety of travel needs:

- First, residents must be able to travel within the community to satisfy their daily needs. The quality and ease of use for these trips is directly related to perceptions of quality of life. When congestion from longer trips affects local trip making, it is often perceived as a much greater impact than when the same disruption affects a commuter trip.

- Second, people traveling to and from Sandy Springs must be able to travel efficiently. Although it is desirable to maximize the interaction between land uses so that many activities can be handled within Sandy Springs, it is important to provide efficient travel routes to and from the city for the many residents and businesses that rely on regular travel outside the city.

- Third, traffic traveling around the region must be able to pass through Sandy Springs with minimal impact to the community. Sandy Springs contains three major transportation corridors vital to mobility throughout the Atlanta Region: I-285, SR 400, and the MARTA north-south rail line. The proximity of these major transportation corridors provides benefits to the city by facilitating travel to/from the city and providing regional access needed to support businesses. However, this proximity also contributes additional traffic that passes through Sandy Springs. One type of through traffic results from the need for residents of neighboring communities to travel across Sandy Springs to access the regional corridors. Other through traffic results from trips that are diverted to avoid congestion on the major regional facilities.

In order to be effective, transportation planning in Sandy Springs must build on community values and be supportive of local land use driven travel needs. Effective transportation planning must also seek to minimize the negative effects that result from outside pressures on the transportation infrastructure within the city.

Sandy Springs Transportation Master Plan

Location of Sandy Springs Within Atlanta Region

0 5 10 20 Miles

N

Figure 3.1

Legend

Road Network

- Interstate Highway
- State Route / U.S. Highway

Other Layers

- Chattahoochee River
- Lakes
- Sandy Springs City Limits
- Other Cities
- County Boundary

Source: GDOT, ARC, and Jacobs Carter Burgess

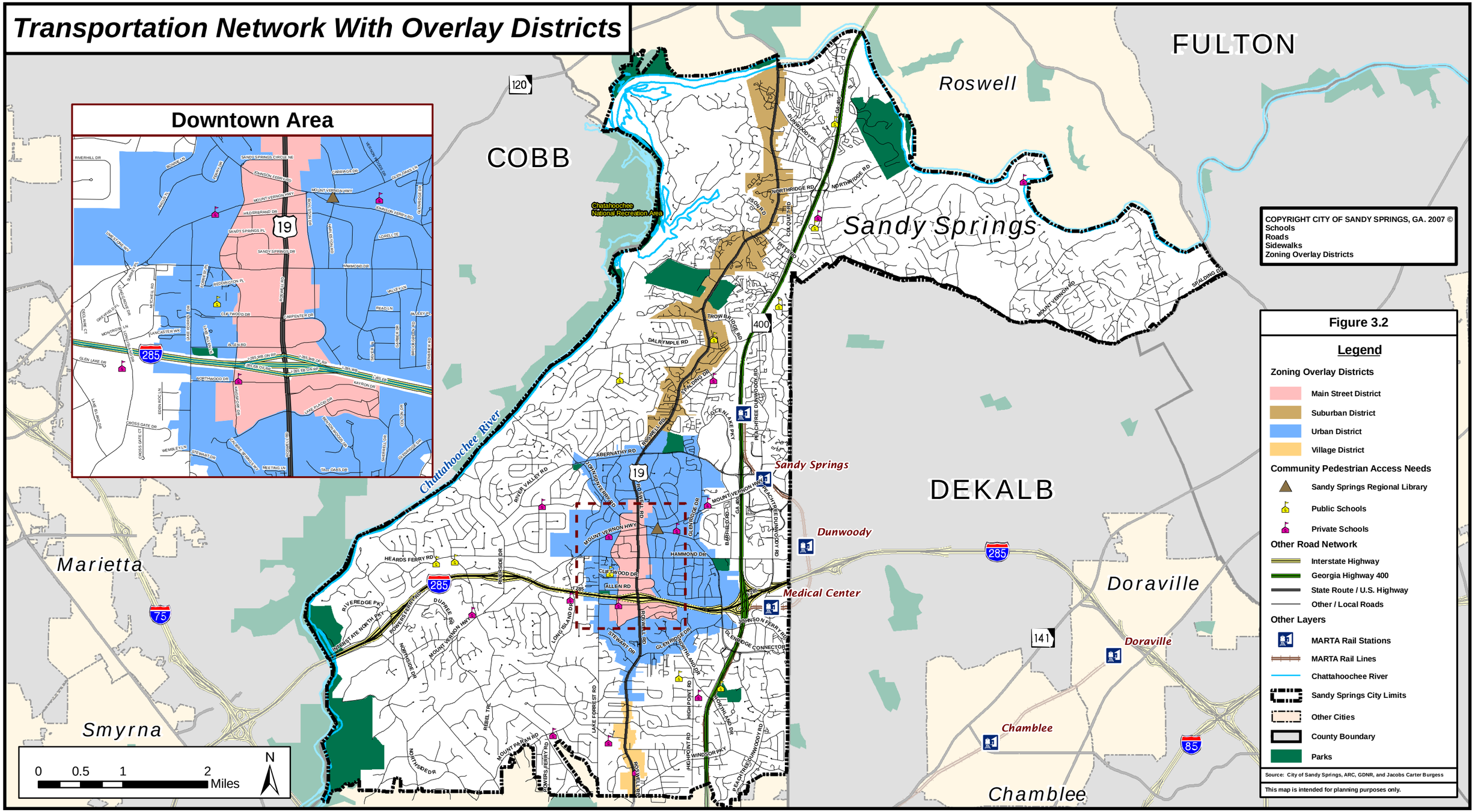
This map is intended for planning purposes only.

August 2008

JACOBS Carter Burgess

Sandy Springs Transportation Master Plan

Transportation Network With Overlay Districts



August 2008

Relation of Sandy Springs Planning to Atlanta Regional Commission

As shown in the previous figure, Sandy Springs is located within Fulton County. The city is part of the Atlanta Region, which encompasses 18 counties in the metropolitan Atlanta area. The Atlanta Regional Commission (ARC) serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC provides demographic and transportation forecasts for the region, extending to those areas designated as being in non-attainment for federal air quality standards. Therefore, the ARC travel demand model includes a 20-county area.

Related Plans and Documents

The Transportation Master Plan will be implemented in conjunction with related plans and programs, many addressing overlapping or complementary issues. To gain a better understanding of the planning activities currently underway, research was conducted on planning activities and available documents. The following is a summary of related transportation plans and programs that both affect and are shaped by the implementation of the Transportation Master Plan.

Sandy Springs Comprehensive Plan

In 2006, the City of Sandy Springs began preparing their first Comprehensive Plan. This plan is composed of three parts: Community Participation Program, Community Assessment and Community Agenda. The Community Participation Program provides a plan of public involvement opportunities, which enable citizen participation throughout the Comprehensive Plan process. Through the Community Assessment development process, stakeholders, the public and City officials established a future vision for the city. This vision helped to define community issues and identify solutions through the Community Agenda process. The Community Agenda provided policies and strategies to guide future land use and transportation decisions and to mitigate the impacts of growth. It included a five-year Capital Improvement Element, which serves as the short-term recommendation for the Transportation Master Plan. Figure 3.3 illustrates the projects included in this plan.

To strengthen the connection between land use and transportation planning, the Transportation Master Plan process was designed to interact with the Comprehensive Plan development. By examining the entire transportation system in the context of changing land uses, the effects of these changes on mobility, connectivity, and overall accessibility can be better understood. The Transportation Master Plan will build on policies and guiding principles developed in the comprehensive planning process.

Regional Transportation Plans and Programs

As the Atlanta Region's federally-designated MPO, ARC develops transportation plans and policies for the Atlanta Region. ARC's two primary transportation programming documents are the long-range **Regional Transportation Plan (RTP)** and the short-range **Transportation Improvement Program (TIP)**. These documents include a balanced mix of transportation projects related to all modes and system elements, including roadways, bridges, transit, and bicycle and pedestrian facilities. Consideration is also given to safety, transportation demand management and air quality.

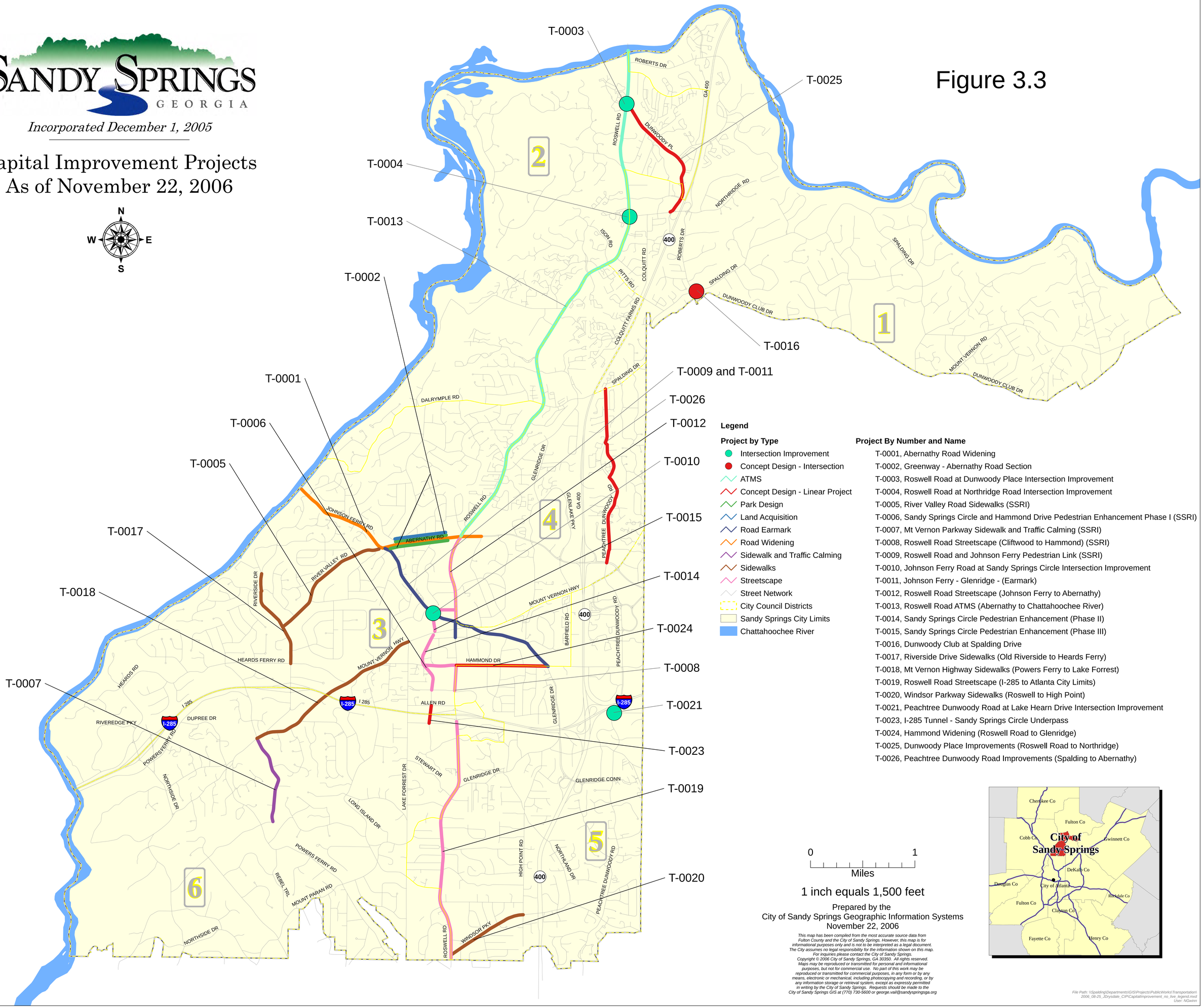
By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every 4 years in areas, such as Atlanta, which do not meet federal air quality standards. The current RTP, *Envision6*, was approved in late 2007. *Envision6* integrates land use, transportation and water planning and will cover through 2030.

SANDY SPRINGS
GEORGIA

Incorporated December 1, 2005

Capital Improvement Projects
As of November 22, 2006

Figure 3.3



Legend

Project by Type

- Intersection Improvement
- Concept Design - Intersection
- ATMS
- Concept Design - Linear Project
- Park Design
- Land Acquisition
- Road Earmark
- Road Widening
- Sidewalk and Traffic Calming
- Sidewalks
- Streetscape
- Street Network
- City Council Districts
- Sandy Springs City Limits
- Chattahoochee River

Project By Number and Name

T-0001, Abernathy Road Widening
T-0002, Greenway - Abernathy Road Section
T-0003, Roswell Road at Dunwoody Place Intersection Improvement
T-0004, Roswell Road at Northridge Road Intersection Improvement
T-0005, River Valley Road Sidewalks (SSRI)
T-0006, Sandy Springs Circle and Hammond Drive Pedestrian Enhancement Phase I (SSRI)
T-0007, Mt Vernon Parkway Sidewalk and Traffic Calming (SSRI)
T-0008, Roswell Road Streetscape (Cliftwood to Hammond) (SSRI)
T-0009, Roswell Road and Johnson Ferry Pedestrian Link (SSRI)
T-0010, Johnson Ferry Road at Sandy Springs Circle Intersection Improvement
T-0011, Johnson Ferry - Glenridge - (Earmark)
T-0012, Roswell Road Streetscape (Johnson Ferry to Abernathy)
T-0013, Roswell Road ATMS (Abernathy to Chattahoochee River)
T-0014, Sandy Springs Circle Pedestrian Enhancement (Phase II)
T-0015, Sandy Springs Circle Pedestrian Enhancement (Phase III)
T-0016, Dunwoody Club at Spalding Drive
T-0017, Riverside Drive Sidewalks (Old Riverside to Heards Ferry)
T-0018, Mt Vernon Highway Sidewalks (Powers Ferry to Lake Forrest)
T-0019, Roswell Road Streetscape (I-285 to Atlanta City Limits)
T-0020, Windsor Parkway Sidewalks (Roswell to High Point)
T-0021, Peachtree Dunwoody Road at Lake Hearn Drive Intersection Improvement
T-0023, I-285 Tunnel - Sandy Springs Circle Underpass
T-0024, Hammond Widening (Roswell Road to Glenridge)
T-0025, Dunwoody Place Improvements (Roswell Road to Northridge)
T-0026, Peachtree Dunwoody Road Improvements (Spalding to Abernathy)

0 1
Miles

1 inch equals 1,500 feet

Prepared by the
City of Sandy Springs Geographic Information Systems
November 22, 2006

File Path: \\Spalding\Departments\GIS\Projects\PublicWorks\Transportation\2006_08-25_JDrysdale_CIP\CapitalImprovement_no_live_legend.mxd
User: NGwinn

It is through the short-term TIP that federal funds are allocated for construction of those projects considered as the region's highest priorities. While updates are required every three years, ARC's goal is to update the TIP annually. Drawn from the shortest term projects in the RTP, TIP projects must be financially constrained and air quality conforming. The current six-year TIP covers fiscal years 2008-2013. The current TIP projects are shown in Figure 3.4 and listed in Table 3.1, while the longer range RTP projects are shown in Figure 3.5 and listed in Table 3.2.

State Transportation Plans and Programs

The Georgia Department of Transportation (GDOT) produces the **State Transportation Improvement Program (STIP)** annually as a requirement for receiving federal transportation project funds. A three-year multimodal program, the STIP includes highway, bridge, bicycle, pedestrian, safety, transportation enhancement and public transportation projects. The STIP contains all highway, public transit, and multimodal projects proposed for federal funding, as well as non-federally funded regionally significant transportation projects. All projects within the Atlanta Region are developed by ARC (the MPO) as part of its RTP/TIP process, with the approved TIP included in the STIP without modification. The current STIP covers fiscal years 2007-2009.

Introduced by Governor Perdue in 2004, the **Fast Forward Congestion Relief Program** aims to address congestion relief through a comprehensive six-year, $15.5 billion transportation program. Accelerating existing projects that offer congestion relief and economic growth, the program includes projects for additional capacity on highways as well as improvements to make the existing highway operate more efficiently. GDOT selected projects from within the STIP and CWP (Construction Work Program) that offer the most immediate benefits for congestion relief and additional capacity. Identified short-term projects include ITS, HERO expansion, ramp metering expansion, and signal timing and synchronization upgrades. Long-term congestion relief projects include expansion of HOV lanes and implementation of new transit corridors. Improvements to interstate capacity will also stimulate economic development statewide.

The program will help accelerate more than $500 million of congestion relief and improvements in the most congested corridors of the state – SR 400 and I-285. An important component of this program is improving access to the freeway network in addition to providing enhanced freeway crossing opportunities. This includes the Perimeter Center Parkway Bridge and the Hammond Drive ramp project, to be implemented as a part of GDOT's SR 400 collector-distributor road project from I-285 to Spalding Drive.

In addition to the Fast Forward program, Governor Perdue also began two other transportation and congestion related initiatives. The Regional Traffic Operations Task Force is focused on expediting traffic operational projects, promoting efficient intersection and signal system operations, and fostering coordination between jurisdictions when signal systems cross boundaries.

The second initiative, the multi-agency Congestion Mitigation Task Force, aims to cost effectively reduce congestion in the metro Atlanta air quality non-attainment area. The Task Force is comprised of board members of ARC, GDOT, the Georgia Regional Transportation Authority (GRTA) and the State Road & Tollway Authority (SRTA). At the final meeting in December 2006, the Mitigation Task Force approved three recommendations:

Sandy Springs Transportation Master Plan

ARC TIP Projects (2008-2013)

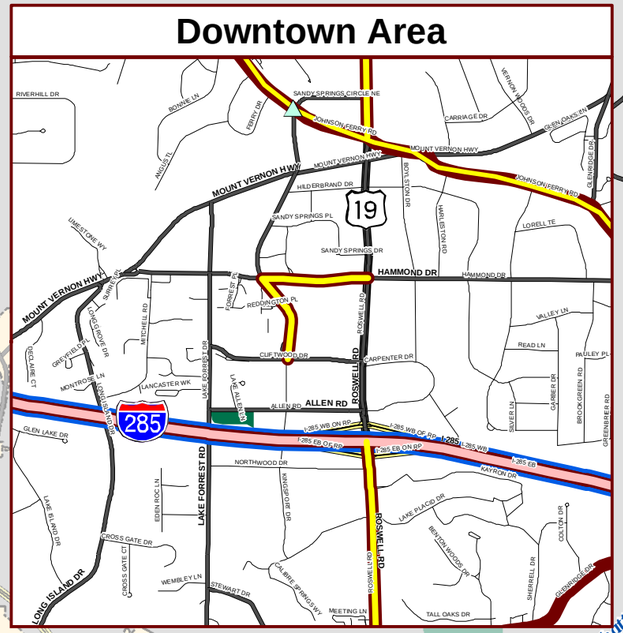


Figure 3.4

Legend

ARC TIP Projects (2008-2013)
- Bridge Upgrade
- HOV Lanes
- Roadway Operations Improvement
- I-285 North HOV Lanes
- Roadway Operations Improvement
- Roadway Capacity Enhancement
- I-285 North Bus Rapid Transit (BRT)
- Interchange Capacity Enhancement
- River Valley Road Multi-Use Trail
- Pedestrian Facility

Road Network
- Interstate Highway
- Georgia Highway 400
- Major Road
- Other Roads

Other Layers
- MARTA Rail Stations
- MARTA Rail Lines
- Chattahoochee River
- Sandy Springs City Limits
- Other Cities
- County Boundary
- Parks

Source: GDOT RC File (2006), GDOT, ARC, and Jacobs Carter Burgess

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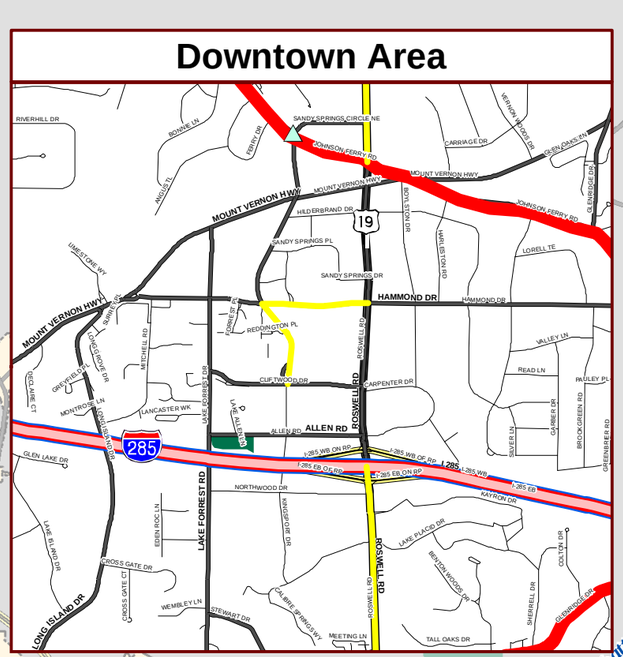
Sandy Springs Transportation Master Plan

ARC 2030 RTP Projects



Schools
Roads
Sidewalks
Zoning Overlay Districts

Figure 3.5

Legend

ARC 2030 RTP Projects
- Bridge Upgrade
- HOV Lanes
- Roadway Operations Improvement
- I-285 North HOV Lanes
- Roadway Operations Improvement
- Roadway Capacity Enhancement
- I-285 North Bus Rapid Transit (BRT)
- Interchange Capacity Enhancement
- River Valley Road Multi-Use Trail
- Pedestrian Facility

Road Network
- Interstate Highway
- Georgia Highway 400
- Major Road
- Other Roads

Other Layers
- MARTA Rail Stations
- MARTA Rail Lines
- Chattahoochee River
- Sandy Springs City Limits
- Other Cities
- County Boundary
- Parks

Source: GDOT RC File (2006), GDOT, ARC, and Jacobs Carter Burgess

This map is intended for planning purposes only.

August 2008

JACOBS Carter Burgess

Table 3.1
ARC 2008-2013 TIP - PROGRAMMED PROJECTS

ARC ID	GROUP	TYPE	LOCATION	STATUS	PROJECT DESCRIPTION	FROM	TO
AR-900	**Transit**	Transit Facility	Multi-Jurisdictional	Programmed	I-285 NORTH BUS RAPID TRANSIT (BRT)	CUMBERLAND/GALLERIA AREA IN COBB COUNTY	PERIMETER CENTER IN DEKALB COUNTY [FHWA AND BOND FUNDS
AR-H-300	**Roadway**	HOV Lanes	Multi-Jurisdictional	Programmed	I-285 NORTH HOV LANES	I-75 NORTH IN COBB COUNTY	I-85 NORTH IN DEKALB COUNTY
DK-334	**Roadway**	Roadway Operations	DeKalb County	Programmed	PERIMETER CENTER AREA (DEKALB COUNTY) FIBER OPTIC INTERCONNECTION ALONG SEVERAL CORRIDORS		
DK-AR-219A	**Roadway**	Interchange Capacity	DeKalb County	Programmed	I-285 NORTH	SR 400	NORTH SHALLOWFORD ROAD - INCLUDES ASHFORD-DUNWOODY ROAD INTERCHANGE
FN-011	**Roadway**	Roadway Capacity	Fulton County (North	Long Range	DUNWOODY PLACE	NORTHRIDGE ROAD	HIGHTOWER TRAIL
FN-055A	**Roadway**	Roadway Capacity	Fulton County (North	Programmed	PEACHTREE DUNWOODY ROAD	ABERNATHY ROAD/ PERIMETER CENTER WEST	SPALDING DRIVE
FN-023	**Roadway**	Roadway Operations	Fulton County (North	Programmed	JOHNSON FERRY ROAD	CHATTAHOOCHEE RIVER	ABERNATHY ROAD
FN-034	**Roadway**	Roadway Capacity	Fulton County (North	Programmed	ABERNATHY ROAD	JOHNSON FERRY ROAD	SR 9 (ROSWELL ROAD)
FN-043	**Roadway**	Roadway Capacity	Fulton County (North	Programmed	ABERNATHY ROAD	SR 9 (ROSWELL ROAD)	SR 400
FN-103B	**Roadway**	Roadway Operations	Fulton County (North	Programmed	GLENRIDGE DRIVE	SR 9 (ROSWELL ROAD)	JOHNSON FERRY ROAD
FN-129A	**Roadway**	Roadway Operations	Fulton County (North	Programmed	SR 9 (SOUTH ATLANTA STREET) SAFETY IMPROVEMENTS, PHASE 1	CHATTAHOOCHEE CIRCLE	ROBERTS DRIVE
FN-199	**Roadway**	Roadway Operations	Fulton County (North	Programmed	SR 9 ATMS	ABERNATHY ROAD	FORSYTH COUNTY LINE
FN-200	**Roadway**	Roadway Operations	Fulton County (North	Programmed	PERIMETER CENTER AREA (FULTON COUNTY) FIBER OPTIC SIGNAL INTERCONNECTION ALONG SEVERAL CORRIDORS		
FN-221	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Long Range	JOHNSON FERRY ROAD / GLENRIDGE DRIVE	ABERNATHY ROAD	HAMMOND DRIVE
FN-AR-100A	**Roadway**	Roadway Capacity	Fulton County (North	Programmed	SR 400	VICINITY OF HAMMOND DRIVE AND ABERNATHY ROAD	NORTH OF SPALDING DRIVE - ADDITION OF 4-LANE COLLECTOR/DISTRIBUTOR SYSTEM
DK-317	**Bicycle/Pedestrian**	Pedestrian Facility	DeKalb County	Programmed	PERIMETER CENTER AREA SIDEWALKS SOUTH OF I-285 NORTH		
FN-AR-BP052	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	RIVERSIDE DRIVE	HEARDS FERRY ROAD	OLD RIVERSIDE DRIVE / EDGEWATER DRIVE
FN-AR-BP067	**Bicycle/Pedestrian**	Multi-Use Bike/Ped Facility	Fulton County (North	Programmed	RIVER VALLEY ROAD	RIVERSIDE DRIVE	JOHNSON FERRY ROAD
FN-AR-BP082A	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	SR 9 (ROSWELL ROAD)	ATLANTA CITY LIMITS	MOUNT PARAN ROAD
FN-AR-BP082B	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	SR 9 (ROSWELL ROAD)	I-285 NORTH	MOUNT PARAN ROAD
FN-AR-BP083	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	HAMMOND DRIVE	GLENRIDGE DRIVE	DEKALB COUNTY LINE
FN-AR-BP091	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	WINDSOR PARKWAY	SR 9 (ROSWELL ROAD)	HIGH POINT ROAD
FN-AR-BP104	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	SR 9 (ROSWELL ROAD) PEDESTRIAN IMPROVEMENTS	ABERNATHY ROAD	JOHNSON FERRY ROAD
DK-323	**Bicycle/Pedestrian**	Pedestrian Facility	DeKalb County	Programmed	PERIMETER CENTER WEST PEDESTRIAN IMPROVEMENTS	MOUNT VERNON HIGHWAY	ASHFORD DUNWOODY ROAD
FN-AR-144	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	PEACHTREE-DUNWOODY ROAD PEDESTRIAN IMPROVEMENTS (NORTH)	I-285	ABERNATHY ROAD
FN-AR-204	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	HAMMOND DRIVE/SANDY SPRINGS CIRCLE PEDESTRIAN IMPROVEMENTS		
FN-AR-206	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	PEACHTREE-DUNWOODY PEDESTRIAN IMPROVEMENTS (SOUTH)	I-285	GLENRIDGE CONNECTOR
FN-AR-BP016A	**Bicycle/Pedestrian**	Pedestrian Facility	Fulton County (North	Programmed	MOUNT VERNON HIGHWAY	POWERS FERRY ROAD	LAKE FORREST ROAD

Table 3.2
ARC 2030 RTP - LONG RANGE PROJECTS

ARC ID	GROUP	TYPE	LOCATION	STATUS	PROJECT DESCRIPTION	FROM	TO
CO-334	**Roadway**	Roadway Operations	Cobb County	Long Range	ADVANCED TRANSPORTATION MANAGEMENT SYSTEM PROGRAM: PHASE V		
FN-103B	**Roadway**	Roadway Capacity	Fulton County (North	Long Range	GLENRIDGE DRIVE	SR 9 (ROSWELL ROAD)	JOHNSON FERRY ROAD
FN-227	**Roadway**	Roadway Operations	Fulton County (North	Long Range	HAMMOND DRIVE ATMS	MOUNT VERNON HIGHWAY	PEACHTREE DUNWOODY ROAD
FN-228	**Roadway**	Roadway Operations	Fulton County (North	Long Range	PEACHTREE DUNWOODY ROAD ATMS	WINDSOR PARKWAY	GLENRIDGE CONNECTOR
FN-229	**Roadway**	Roadway Operations	Fulton County (North	Long Range	ABERNATHY ROAD ATMS	SR 9 (ROSWELL ROAD)	SR 400

- Refining the current project selection process for the financially constrained Atlanta Regional Transportation Plan to increase the weighting of the congestion factor to 70 percent.
- That all four agencies develop and implement a technically consistent and transparent methodology for benefit/cost analysis.
- The Travel Time Index (TTI) be used to measure improvement in congestion, and that the regional TTI goal be 1.35 by 2030 for the Atlanta non-attainment area.

After receiving approval from ARC and GRTA, the Task Force recommendations and final report were forwarded to Governor Perdue. These recommendations were used in the region's most recent RTP, Envision 6.

Unified Planning Work Program

In all metropolitan regions over 50,000 persons, the MPO is responsible for the development of a Unified Planning Work Program (UPWP), in cooperation with the state and operators of publicly owned transit. The UPWP is an instrument for coordinating transportation and comprehensive planning in the metropolitan region to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts, coordinating all key decisions affecting growth and development among partner agencies. As the MPO for the Atlanta region, it is the responsibility of ARC to develop and maintain the UPWP for the 18-county planning area. The UPWP is developed annually through a cooperative process with the transportation planning partners in the Atlanta Region, including ARC, GDOT, the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR), GRTA, MARTA and ARC's member governments, including local government transit providers.

Livable Centers Initiative

The Livable Centers Initiative (LCI) program is sponsored by ARC to promote quality growth in the region by providing funds to create more opportunities for mobility and livability within existing employment areas. At Perimeter, LCI grants are used to create activity centers within the Fulton and DeKalb Perimeter areas that support the "smart growth" concept of live, work and play in the community. The Perimeter Community Improvement District (PCID) has successfully obtained over $6 million in LCI grant funds. Prior to incorporation as a city, the Sandy Springs community participated in an LCI study that included the area along Rowell Road from south of Glenridge Drive to north of Abernathy Road. The study area extended east to Glenridge Drive / Glenlake Parkway and west to beyond Lake Forest Drive / Johnson Ferry Road. This study resulted in many of the streetscape projects that are currently being implemented in the emerging town center north of I-285. This was followed by LCI funded study for expanding the grid network in this same area of the city. The LCI projects and those resulting from this grid study are shown in Figure 3.6. A follow-up to the LCI was also performed in 2005, entitled "Sandy Springs Central Business District Economic Analysis and Redevelopment Strategy," which examined potential redevelopment in the town center area. Recently, the City of Sandy Springs has received a grant to perform an LCI study along Roswell Road from I-285 to the City of Atlanta, which will allow a detailed transportation and land use study of this critical area of the city.

Community Improvement District Plans for Transportation

The PCID is a quasi-governmental entity made up of the Fulton and DeKalb Perimeter CIDs and comprised of private commercial properties zoned as Office/Industrial and Retail properties. A portion of the City of Sandy Springs is within the Fulton PCID, which is generally described as the commercial property located east of Barfield Road, north of the Glenridge Connector, west of the DeKalb/Fulton County line and south of the North Springs MARTA station. A self-taxing district, PCID uses additional property tax dollars to help accelerate transportation and infrastructure improvement projects, such as conducting environmental and engineering feasibility studies, funding new construction projects, upgrading already funded projects and maintaining existing transportation features, as well as for direct spending, such as traffic control officers. By implementing vital transportation enhancements coupled with land use and zoning strategies, PCID will enhance mobility and improve access to the Perimeter activity center.

PCID provides a private partnership tool to commit additional revenues to assist local and state governments and agencies, to unite other private business interests around a project and to increase the resources available for design and construction to accelerate projects. Currently, PCID is leveraging its investment of $16 million to match GDOT and federal funding sources. Figure 3.7 shows Perimeter CID improvement plans within the City of Sandy Springs.

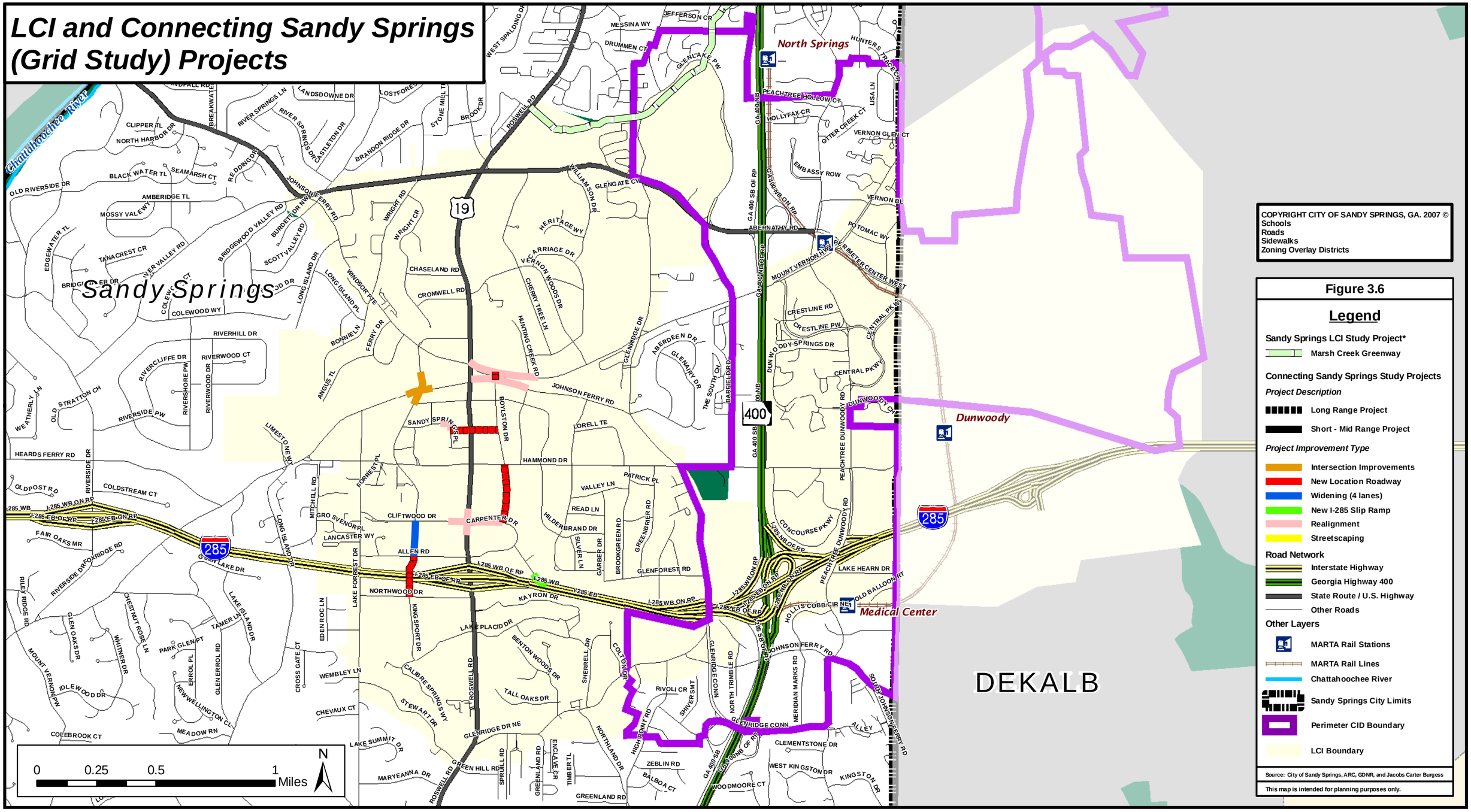
Transportation Improvements in City's Capital Improvement Plan

The City of Sandy Springs is actively pursuing projects included in the RTP and TIP, as well as local improvements through the City's Capital Improvement Plan. The current Capital Improvement Projects as of November 26, 2006, was shown in Figure 3.3. This plan currently includes 26 transportation projects for enhancing travel by automobile, bicycle, and pedestrian modes. The 2007 plan under consideration includes 29 projects and 5 ongoing transportation programs.

Transportation and Air Quality

Federal legislation requires that the transportation planning program evaluate the impacts of transportation on air quality. The Atlanta region is in non-attainment for ozone and particulate matter. Travel and transportation factors are a key part of on-road mobile source emissions inventory development. In order to maintain eligibility for federal transportation funds, the ARC RTP must demonstrate conformity with the emission budgets established in the State Implementation Plan (SIP) for air quality attainment. This is accomplished through air quality models using the output results from the regional travel demand model. A conformity determination demonstrates that the total emissions projected for a transportation plan and program recommendations are within the emissions limits (or budgets) established by the SIP. The City's responsibility regarding air quality would be to plan and implement projects that help the region achieve conformity.

LCI and Connecting Sandy Springs (Grid Study) Projects



Schools
Roads
Sidewalks
Zoning Overlay Districts

Figure 3.6

Legend

Sandy Springs LCI Study Project*

Marsh Creek Greenway

Connecting Sandy Springs Study Projects

Project Description

Long Range Project

Short - Mid Range Project

Project Improvement Type

Intersection Improvements
New Location Roadway
Widening (4 lanes)
New I-285 Slip Ramp
Realignment
Streetscaping

Road Network

Interstate Highway
Georgia Highway 400
State Route / U.S. Highway
Other Roads

Other Layers

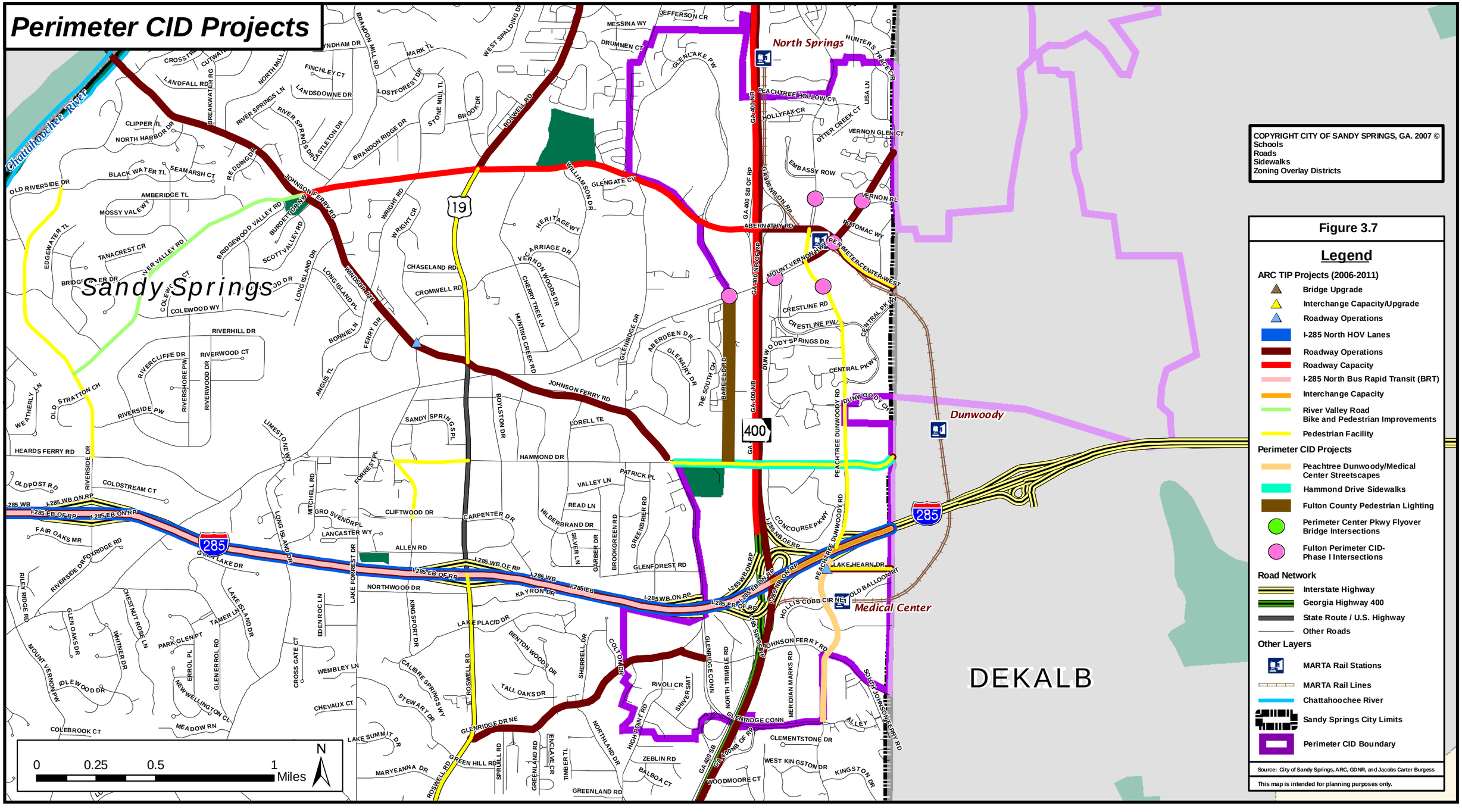
MARTA Rail Stations
MARTA Rail Lines
Chattahoochee River
Sandy Springs City Limits
Perimeter CID Boundary
LCI Boundary

Source: City of Sandy Springs, ARC, GDNR, and Jacobs Carter Burgess

This map is intended for planning purposes only.

Sandy Springs Transportation Master Plan

Perimeter CID Projects



Schools
Roads
Sidewalks
Zoning Overlay Districts

Figure 3.7

Legend

ARC TIP Projects (2006-2011)

- Bridge Upgrade
- Interchange Capacity/Upgrade
- Roadway Operations
- I-285 North HOV Lanes
- Roadway Operations
- Roadway Capacity
- I-285 North Bus Rapid Transit (BRT)
- Interchange Capacity
- River Valley Road Bike and Pedestrian Improvements
- Pedestrian Facility

Perimeter CID Projects

- Peachtree Dunwoody/Medical Center Streetscapes
- Hammond Drive Sidewalks
- Fulton County Pedestrian Lighting
- Perimeter Center Pkwy Flyover Bridge Intersections
- Fulton Perimeter CID-Phase I Intersections

Road Network

- Interstate Highway
- Georgia Highway 400
- State Route / U.S. Highway
- Other Roads

Other Layers

- MARTA Rail Stations
- MARTA Rail Lines
- Chattahoochee River
- Sandy Springs City Limits
- Perimeter CID Boundary

Source: City of Sandy Springs, ARC, GDNR, and Jacobs Carter Burgess

This map is intended for planning purposes only.

JACOBS Carter Burgess

Relationship to the Comprehensive Plan Process

In order to coordinate land use and transportation planning within the City of Sandy Springs, the Transportation Master Plan was developed in conjunction with the Comprehensive Plan. The relationship between these two planning processes was vital to the development of comprehensive and coordinated plans. This section details the data obtained on population, demographics and employment during the Comprehensive Plan process. This information was used to analyze existing conditions and project the future operations of the transportation network using the travel demand model.

Demographics

Understanding study area demographics provides an indication of the types of transportation infrastructure and services needed. For instance, transit is more likely to be needed or used by certain population groups, including low-income, elderly, young and/or non-white persons as well as those households without access to a vehicle. The geographic distribution of population groups is also a component for meeting federal environmental justice guidelines and regulations. These regulations require that any federally supported investment, whether planning study or road widening, not disproportionately impact minority and low-income communities. The investments also should allow environmental justice groups to fully share in the benefits. Table 3.3 illustrates the demographic characteristics of Sandy Springs and other relevant jurisdictions.

Table 3.3: Demographic Characteristics, 2000

Geographic Area			Percent			
	Population	Households	Non-white persons	Persons Below Poverty	Persons Age 65+	Persons Age 15-19
Georgia	8,186,453	3,006,369	34.9%	13.0%	9.6%	7.3%
10-County ARC Region	3,429,379	1,261,894	41.1%	9.5%	7.3%	6.8%
Fulton County	816,006	784,622	51.8%	15.7%	8.5%	6.8%
Sandy Springs	85,790	39,288	22.5%	6.5%	9.8%	4.7%

Source: US Census, ARC

Population Trends

A community's projected population change greatly impacts the future needs of its transportation network. Areas expecting high growth rates require significant infrastructure investments. Established areas may benefit from operational improvements, enhancement projects and maintenance investments. As Sandy Springs has approached the buildout of nearly all of its vacant land in recent years, the rate of population growth has slowed significantly. This trend will likely continue into the future. Table 3.4 illustrates the projected growth for the City of Sandy Springs, while Table 3.5 provides a comparison of population trends within the relevant jurisdictions.

Table 3.4: Projected Population Growth

City of Sandy Springs	2015	2020	2025	2030
Total Population[1]	92,348	94,035	95,722	97,409

[1]Source: Sandy Springs Comprehensive Plan

Table 3.5: Regional Population Trends

Area	1990-2000 % Change	2000-2005 % Change	2005-2030 % Change
10-County Region[1]	36.4%	4.4%	33.1%
Fulton County[1]	25.7%	10.9%	44.7%
Sandy Springs[2]	25.7%	3.4%	9.8%[3]

[1]Source: Table 1-3 of Focus Fulton Comprehensive Plan, Population Element
[2]Source: Derived from table 1-4 of Focus Fulton Comprehensive Plan, Population Element
[3]2030 Population estimate for Sandy Springs from Jerry Weitz & Associates, Inc. September 2006.

Due to the lack of vacant land and slowing population growth, redevelopment of existing parcels has become an increasingly popular trend. The active redevelopment occurring in Sandy Springs provides opportunities for land use changes that reflect community goals included in the comprehensive plan. The comprehensive plan encourages mixed used development in key areas, such as Town Center.

Employment Trends

Employment growth also must be considered in the transportation planning process. Changes in the amount and type of employment located in a region can greatly impact the transportation network due to the different travel characteristics associated with various employment categories. For instance, trips associated with retail establishments are more evenly distributed throughout the day than other categories and are higher in volumes. The finance, insurance and real estate business category generates work trips that create commute patterns which can result in congestion.

As shown in Table 3.6, employment opportunities in Sandy Springs are expected to increase over the life of the study. As employment growth outpaces population growth, the ratio of jobs per capita will exceed 1.0, meaning that there will be more jobs available in the city than residents. This can impact the transportation network by altering commute patterns.

Table 3.6: Sandy Springs Employment Forecasts

Employment Type[1]	2005		2030	
	Average Monthly Employment	Percent[2]	Average Monthly Employment	Percent[2]
Goods Producing Industries	**3,636**	**3.79%**	**11,134**	**6.01%**
Construction	1,850	1.93%	3,908	2.78%
Manufacturing	1,786	1.86%	7,226	5.13%
Service Producing Industries	**89,189**	**92.84%**	**114,434**	**81.32%**
Wholesale Trade	7,161	7.45%	10,424	7.41%
Retail Trade	9,792	10.19%	18,658	13.26%
Transportation, Communication & Utilities	7,742	8.06%	16,763	11.91%
Finance, Insurance & Real Estate	16,580	17.26%	12,487	8.87%
Other Services	47,914	49.88%	56,1002	39.87%
Unclassified	**987**	**1.02%**	**3,908**	**2.78%**
Government	**2,253**	**2.53%**	**15,156**	**10.77%**
TOTAL	**96,065**	**100%**	**140,724**	**100%**

Source: Georgia Department of Labor
[1]Note: Classification of employment changed between 1995 and 2005 from Standard Industrial Classification (SIC) to the North American Industrial Classification System (NAICS). Some categories are not directly comparable.
[2]Due to rounding, percentages may not total precisely 100.0%.

Travel Characteristics

Sandy Springs residents use many different modes of transportation to commute to work both within the county and to other surrounding counties. However, traditional car, truck or van is the choice of the large majority of workers not working at home, accounting for 91 percent of the 47,300 total workers over 16 years of age, or 43,260 people. Following car, truck, or van, the next most popular choice is public transit, serving 6 percent or 2,660 people. All other modes of transportation, including bicycles and walking, make up the remaining 3 percent. Table 3.7 displays the number and percentage of citizens utilizing each mode.

Table 3.7: Manner of Commute Comparison, 2000

Manner of Commute	Number of Citizens	Percentage
Total Workers over 16, Not Working at Home	**47,300**	**100.0%**
Car, Truck, Van	43,260	91.0%
Public Transit	2,660	6.0%
Walk	860	1.8%
Motorcycle	25	0.1%
Bicycle	35	0.1%
Other	460	1.0%

Source: US Census Transportation Planning Package 2000

When assessing existing conditions and determining future needs, it is not only important to examine commute modes but also to look at the trip termini for the city's commuters. Because of the central location of Sandy Springs, most of the city's workers are employed in the region. In 2000, 98.5 percent of the city's workers over age 16 worked within the state and of those, 67.6 percent worked within Fulton County. Table 3.8 contains the location of work from the year 2000.

Table 3.8: Location of Work, 2000

Location	Number of Citizens	Percentage
Total Workers, Over 16	49,790	--
In State	49,050	98.5%
In County	33,160	66.5%
Out of County	15,890	32.0%
Out of State	740	1.5%

Source: US Census Transportation Planning Package 2000

The distance traveled to work is also a major factor in determining commuting characteristics. The best statistic for distance traveled is average commute time to work. In 2000, over half of Sandy Springs residents had a commute that lasted less than 25 minutes, with 46.8 percent having a 10 to 24-minute drive. On the other hand, 11.3 percent of residents reported having a commute lasting 45 minutes or more.

Along with average commute time, the time leaving for work is another important factor because it shows peak AM traffic times as well as overall work patterns. For the most part, Sandy Springs residents work typical business hours, with 11.4 percent of workers leaving within the six o'clock hour, 33.9 percent leaving within the seven o'clock hour, 29.7 percent leave within the eight o'clock hour, and 10.7 percent leave within the nine o'clock hour.