

Appendix B:

Existing Conditions Technical Memorandum

Part 1: Existing Conditions

Part 2: Summary of Prior Plans and Studies

North Druid Hills Road Corridor Study



Existing Conditions Technical Memorandum

PART 1: Existing Conditions

City of Brookhaven

DECEMBER 2018



DRAFT FINAL REPORT APRIL 2019

Visioning Report Appendix B - Existing Conditions Technical Memorandum

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Introduction

As a component of the North Druid Hills Road Corridor Study, Gresham Smith conducted an assessment of existing conditions along the study corridor, including existing infrastructure, roadway characteristics and conditions, sidewalks and crosswalks, rights-of-way, transit, and current traffic volumes and movements, and a summary of crash data for the five most recent years. The limits of the study are SR 42/Briarcliff Road and SR 141/Peachtree Road. The length of the study corridor is approximately 2.6 miles. To prepare this assessment, the project team collected data from the City of Brookhaven, the Atlanta Regional Commission, the Georgia Department of Transportation (GDOT), and other relevant agencies; conducted a field visit; used online mapping tools; and reviewed previously completed plans and studies to identify recommendations for transportation or related projects along North Druid Hills Road within the study area limits.

This Technical Memorandum is divided into two parts: part 1 focuses on the physical conditions and characteristics of the study corridor itself and the immediate surrounding area; part 2 of the Existing Conditions Technical Memorandum summarizes the findings from the review of prior plans and studies. A **photo inventory** from the field visit the project team conducted on August 28, 2018 is provided in the **Appendix**. Part 1 of this memo is organized topically, with general or corridor-wide information and characteristics grouped into categories, followed by roadway characteristics organized geographically from north to south. A brief description of each topic is provided below.

1. **Demographics:** The demographics section provides basic population and demographic information with a summary of data on income, race, and ethnicity.
2. **Land Use, Zoning, and Character Areas:** The land use, zoning, and character area section describes overarching characteristics of areas along and adjacent to the study corridor in terms of current land uses, zoning, the character areas described in the City's Comprehensive Plan, and known activity centers or points of interest.
3. **Pending and Planned Development:** The pending and planned development section provides a high-level summary of new development and redevelopment projects that are currently underway along North Druid Hills Road that may have an impact on future vehicular and non-motorized traffic along the corridor.
4. **Pedestrian and Bicycle Facilities:** The pedestrian and bicycle facilities section summarizes the current state of sidewalk, crosswalks, and bike facilities along the study corridor. Maps illustrate where sidewalk and crosswalks are present.
5. **Transit:** The transit section provides an overview of bus and rail service available within the corridor study limits and surrounding area. A brief description of bus routes and service hours is provided along with a summary of data on how many people board and disembark buses at stops along the study corridor.
6. **Transportation Projects:** The transportation projects section provides a high-level overview of transportation projects along North Druid Hills Road that are either already in progress or likely to begin in the near term. Descriptions include implications for vehicular and pedestrian traffic along North Druid Hills Road.
7. **Roadway Characteristics:** The roadway characteristics section provides a general description of North Druid Hills Road within the boundaries of the study area, including information about the posted speed limit, configuration of lanes, functional classification, and other items.

8. **Crash History:** The crash history section summarizes crash data for the five-year period from January 1, 2013 through December 31, 2017, noting overarching trends and patterns at key intersections.
9. **Traffic Data:** The traffic data section provides an overview of current traffic conditions, including new traffic count data and vehicular movements along the corridor.
10. **Environmental Screening:** The environmental screening section summarizes the findings from a screening-level survey of ecological, archaeological, and historical resources present along the study corridor.
11. **School Carpool Traffic:** The school carpool traffic section summarizes information gathered through a combination of surveys of parents and guardians who drive students to and from the schools along the study corridor as well as interview of staff members who supervise and oversee school carpool and busing.

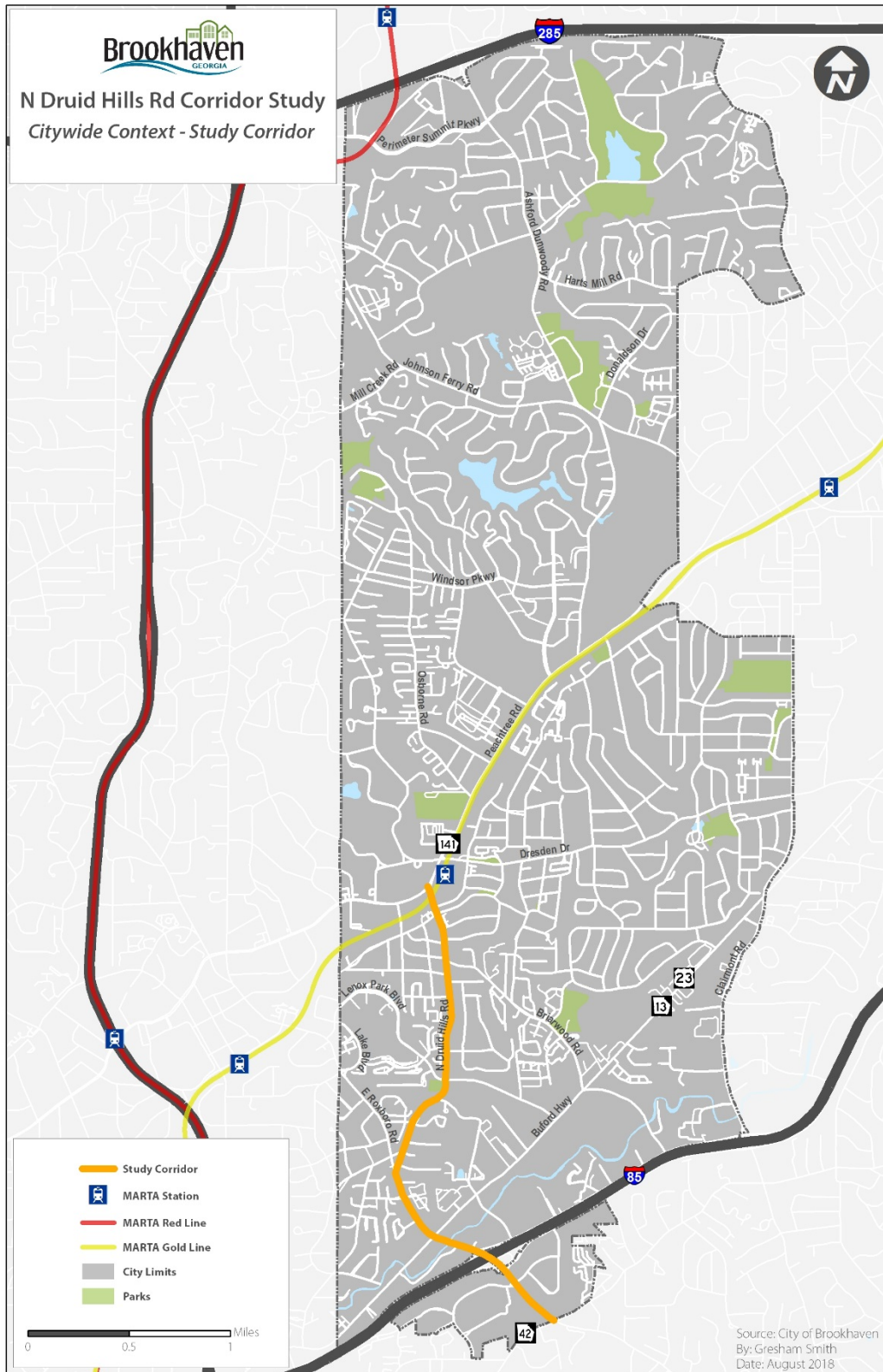


FIGURE 1. NORTH DRUID HILLS ROAD WITHIN THE CITY OF BROOKHAVEN

Demographics

Demographics

According to data from the U.S. Census Bureau 2013-2016 American Community Survey 5-year estimates, Brookhaven's total population is approximately 51,567 people. The median age of the City's population is 33.4 years, younger than in DeKalb County as a whole (35.2 years). Roughly 8.7 percent of the population is age 65 or older, while 23.8 percent is age 19 or under.

In terms of race and ethnicity, Brookhaven is nearly three-quarters white (71%) and about 10 percent black. Roughly 24 percent of the City's population identifies as Hispanic or Latino. Compared to DeKalb County and the Atlanta-Sandy Springs-Roswell Metro Area (a designation assigned by U.S. Census bureau which does not correspond to the Atlanta region or metro area for transportation planning purposes), Brookhaven is slightly less diverse, with a higher proportion of white residents, lower proportion of black residents, and similar proportion of Asian residents. Brookhaven has a higher proportion of Hispanic and/or Latino residents than both the County and Metro Area.

Income and Earnings

Median annual household income in Brookhaven is \$71,743. Approximately 5.4 percent of the City's households receive Supplemental Nutrition Assistance Program (SNAP) benefits, while about 10.5 percent of all families and 15 percent of all individual earn income below the federal poverty level. The median household income in DeKalb County is \$52,623 and approximately 16 percent of households receive SNAP benefits. Poverty levels in Brookhaven are more favorable than in DeKalb County as a whole, where roughly 14 percent of all families and 19 percent of all individuals earn income less than the federal poverty level. Similarly, annual household income is higher in Brookhaven than in the Atlanta-Sandy Springs-Roswell Metro Area (\$59,183). Poverty levels are slightly lower in Brookhaven than in the Metro Area (11 percent of all families and 15 percent of all individuals).

Commute to Work

Approximately eight percent of all households, or roughly 1,700 households, within Brookhaven do not have access to personal vehicles, meaning that they rely on other forms of transportation, including public transit, biking, walking, and perhaps rideshare or taxis for day-to-day transportation. A majority of workers age 16 years and over, about 73 percent or 21,854 individuals, drive alone to work each day. This compares similarly to the working age population in DeKalb County, where approximately 72 percent of workers drive alone. A slightly lower percentage of Brookhaven workers carpool (7.5 percent) than workers in DeKalb County (10.8 percent) and a slightly greater proportion of Brookhaven workers take public transportation (8.5 percent) compared to DeKalb County workers as a whole (7.9 percent). Consistent with averages throughout the Atlanta region, about 3.1 percent of workers combined walk to work (1.3 percent) and take other means of transportation to work (1.8 percent), including bicycles. Compared with the Atlanta-Sandy Springs-Roswell Metro Area, fewer workers in Brookhaven drive alone to work; however, fewer Brookhaven workers also carpool to work, while more Brookhaven workers use public transportation to get to work.

Environmental Justice

The project team determined that based upon the City's overall demographics, an environmental justice survey may be necessary. The population within the City generally consists of a lower proportion of minority residents than surrounding DeKalb County: the non-white population in Brookhaven is approximately 28.9%, while the non-white population of DeKalb County is approximately 65%. However, a substantial proportion of the corridor study area population, approximately 24.2%, is of Hispanic origin or Latino descent. This represents a higher

proportion of Hispanic and/or Latino residents than live in DeKalb County as a whole (approximately 8.7% of the County population). While the median household income for the City of Brookhaven as a whole is \$71,743 according to the 2012-2016 American Community Survey conducted by the U.S. Census Bureau, more than 10% of all families, 18% of families with children, and 15% of all people earn income below the poverty level. Median household income is considerably higher in Brookhaven than in DeKalb County, which is approximately \$52,000 per year, and poverty rates are slightly higher in DeKalb County than in the City of Brookhaven.

Land Use, Zoning, and Character Areas

Within the City of Brookhaven, North Druid Hills Road traverses Council Districts 3 and 4. The southern end of the corridor, from the city limits to just north of Druid Knoll Drive, near Curtis Drive is within District 4, which also continues along the east side of the corridor up to Briarwood Road. District 3 is along the northern portion of the corridor and the west side of the corridor to Druid Knoll Drive.

Character Areas

As described in the summary of prior plans and studies, the North Druid Hills Road Corridor straddles several character areas, including Peachtree Corridor Overlay District, Brookhaven Heights-Brookhaven Fields, Lenox Park, Roxboro, and Buford Highway Corridor. The two ends of the study corridor, near Peachtree Road and south of Buford Highway are more commercial in nature, featuring a mix of multi-story buildings, a variety of commercial uses, and primarily automobile-oriented development. Near Buford Highway there are several strip-style shopping centers and hotels. The vision for both character areas in the future is to become more walkable with pedestrian-friendly development patterns and features. The character of the area south of Buford Highway is denser and contains a mix of commercial, institutional, and residential uses. This area is home to the Children's Healthcare of Atlanta (CHOA) campus development, currently under construction, as well as to Executive Park, home to, among other things, Emory Clinic at Executive Park – an Emory-employed member of the Emory Healthcare Network that provides a variety of medical services. The southern end of the corridor, near SR 42/Briarcliff Road is characterized by automobile-oriented shopping centers featuring fast-casual style restaurants and other commercial businesses.

The character areas in the center of the study corridor are more residential in nature, containing primarily single-family residential but also some multi-family uses. Brookhaven Heights-Brookhaven Fields is comprised of two historic neighborhoods and Roxboro contains the historic Roxboro Forest neighborhood as well as newer residential properties. Lenox Park is a master-planned development on the site of a former country club, containing both single- and multi-family residential areas as well as a large office park. The long-term vision is for Lenox Park to evolve into a more vibrant area with more neighborhood commercial development like coffee shops and restaurants.

Zoning

The zoning classifications currently applied to parcels along the North Druid Hills Road corridor are in keeping with the general characteristics of the character areas - single- and multi-family residential zoning dominate the area stretching from Childers Road to SR 141/Peachtree Road, while the southern portion of the corridor is zoned for a mix of institutional, local and general commercial, industrial, and mixed-use (office-commercial-residential) uses. The parcels between Sylvan Circle and Apple Valley Road as well as between the MARTA rail line and the north side of Peachtree Road are zoned for the Peachtree Road Overlay Districts 1 and 2. Current zoning classifications as of August 2018 are shown in Figure 2.

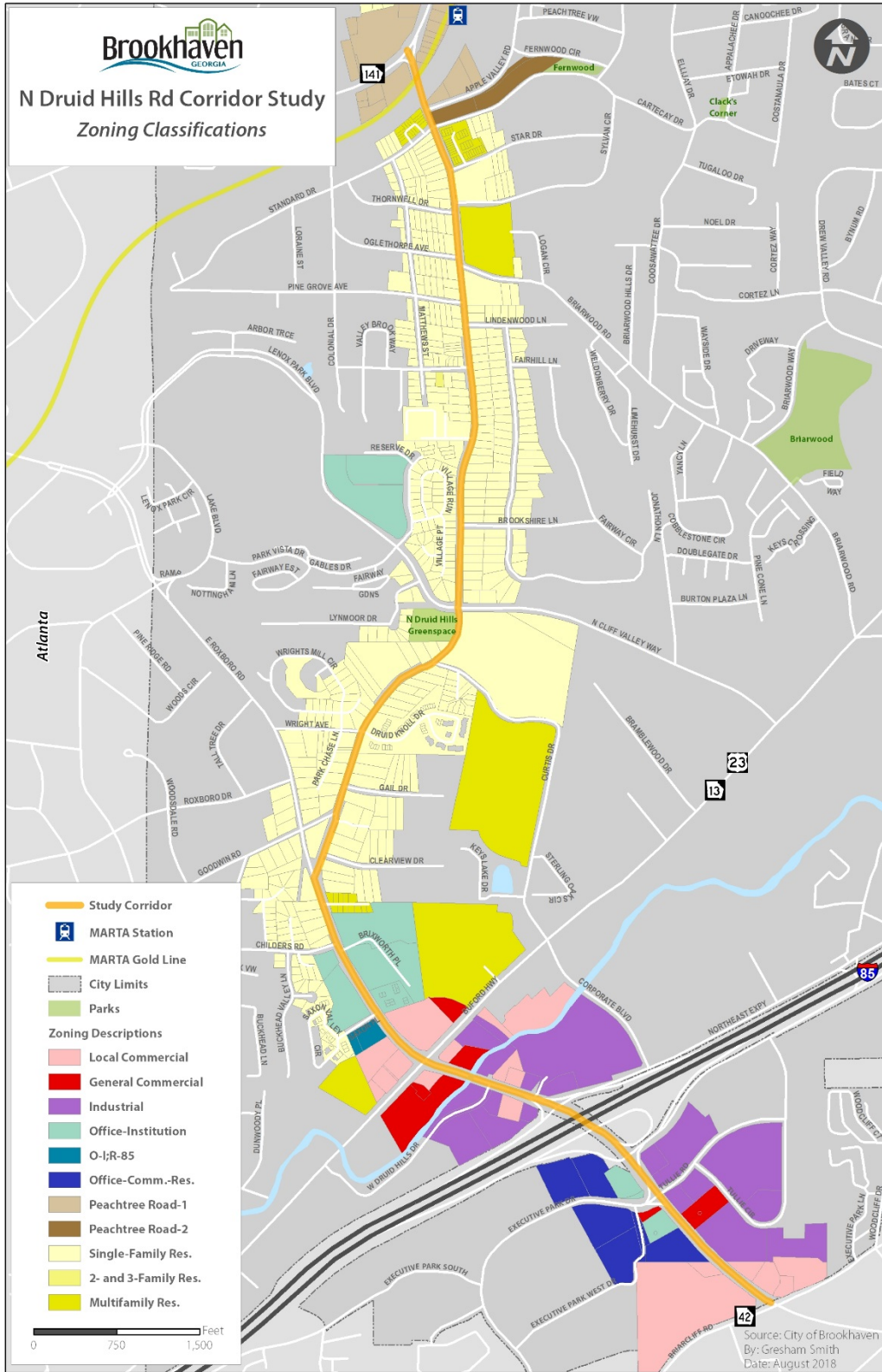


FIGURE 2. CURRENT ZONING – PARCELS THAT FALL WITHIN 100 FEET OF THE STUDY CORRIDOR

Activity Nodes and Focal Points

There are several points of interest and activity nodes along the corridor. These include a range of sites and venues, such as places of worship, schools, commercial shopping centers, libraries, and the MARTA station at SR 141/Peachtree Road. There are also four hotels located along the study corridor: three in the southern portion of the corridor, including one off of West Druid Hills Road and two near the intersection of SR 13/Buford Highway; and one at the northern end of the corridor, near SR 141/Peachtree Road. Activity nodes are shown on the map in Figure 3.

Listed from north to south, activity nodes and focal points include:

- Brookhaven Plaza shopping center (home to Stein Mart)
- Brookhaven-Oglethorpe MARTA Station
- Extended Stay America
- The Brookhaven Branch of the DeKalb County Public Library
- Brookhaven Baptist Church
- Brookhaven United Methodist Church
- Cross Keys High School (and Woodward Elementary School, located on Curtis Drive just southeast of Cross Keys High School)
- Congregation Or VeShalom Synagogue
- Red Rood PLUS+ and Hampton Inn
- The Salvation Army Atlanta Temple Corps and Salvation Army Southern Territory Headquarters
- DoubleTree by Hilton
- Children's Healthcare of Atlanta
- Executive Park
- Brighten Park shopping center (home to The Fresh Market and Starbucks)
- Village at Druid Hills (home to Walgreen's and Mattress Firm)

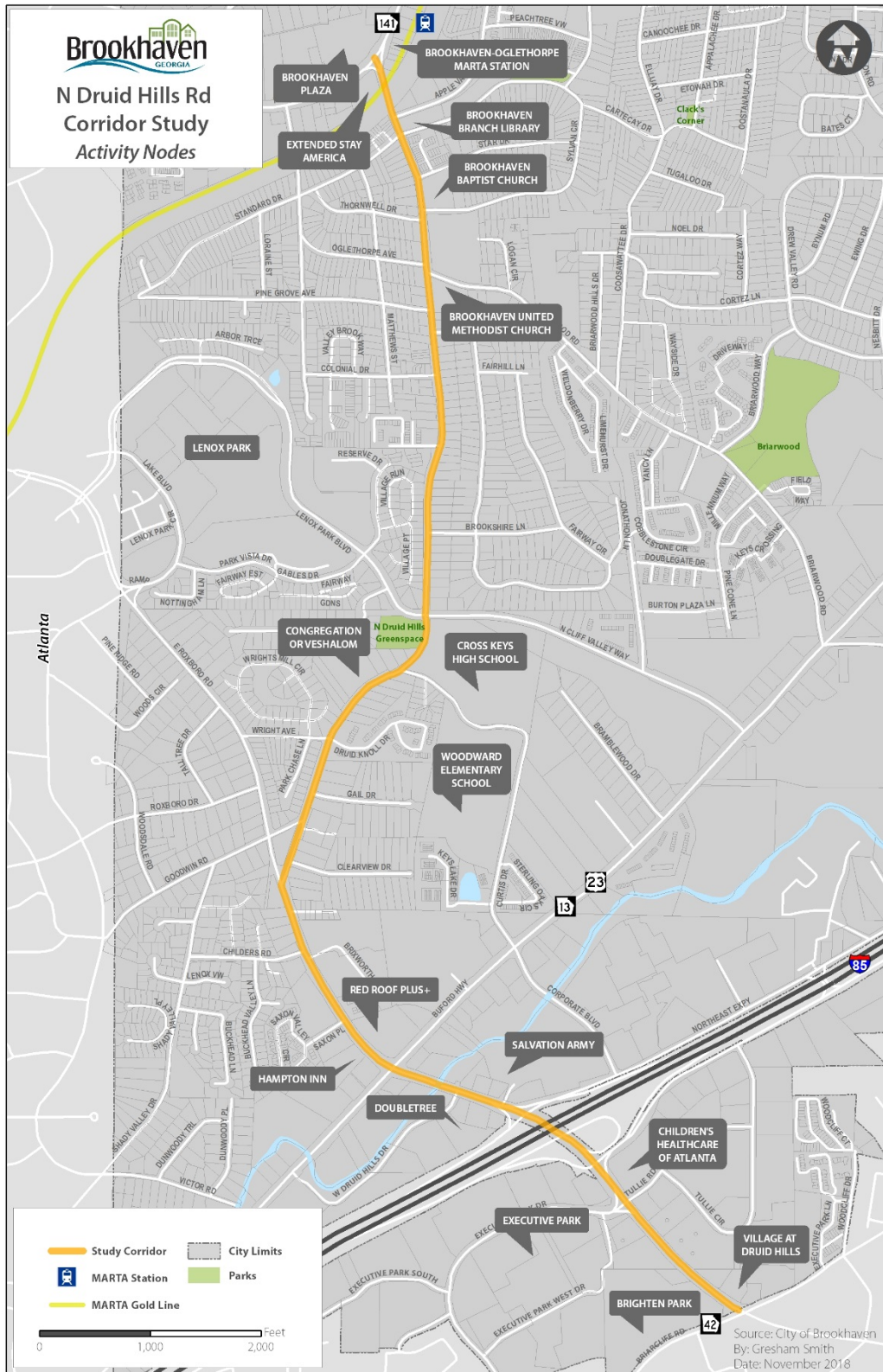


FIGURE 3. ACTIVITY NODES AND FOCAL POINTS ALONG THE STUDY CORRIDOR

Pending and Planned Development

Several real estate development projects are planned and/or underway along the North Druid Hills Road corridor. These include redevelopment of several sites for single-family attached residential development, commercial developments, and office developments – primarily in the southern portion of the corridor. Brief descriptions of these projects are listed below and active developments, according to data from Brookhaven Community Development as of May 18, 2018 are shown in Figure 4.

Under Construction/In Development

HALSTEAD (1330 NORTH DRUID HILLS ROAD)

The project known as Halstead, located at the site of the former Boys & Girls Club, is planned as a townhome development with 54 units, including townhomes, eight detached single-family lots, and one “manor house” on 6.2 acres. The “manor house” is a ten-unit condominium building with residences ranging from 900 to 1,400 square feet, in an effort to provide more affordable housing. The main entrance of this development will be off of Briarwood Road, with fire access provided along Sylvan Road. It will be a gated community, although it will feature a publicly accessible pocket park.

ARRINGTON PLACE

Arrington Place is a new single-family development located at approximately 1475 North Druid Hills Road, along Arrington Lane, Adler Drive, and Garrison Street. It consists of 28 units in attached townhome structures.

CHILDREN’S HEALTHCARE OF ATLANTA

Children’s Healthcare of Atlanta is building a master-planned campus at North Druid Hills Road near I-85, and Tullie Circle, proposed to replace the existing facility at Egleston on Clifton Road and the previously on-site administrative offices. The 72-acre project is proposed to include:

- A 576-bed hospital;
- 608,000 square feet (SF) of office space;
- 789,233 SF of medical office space;
- 50,000 SF of retail space;
- A 150-room hotel; and
- 6,611 parking spaces, as required by code, in a series of parking decks.

The project proposes access off of several roads, including North Druid Hills Rd (also SR 42 in this area), Briarcliff Rd (also SR 42 south of North Druid Hills Rd), and the I-85 Access Road. The site plan proposes two driveways on North Druid Hills Rd: one will be at the signalized intersection at Tullie Rd (opposite Executive Park Dr), while the other is proposed for the location of the existing driveway, adjacent to the Burger King. This second driveway will be right-in/right-out only, with a raised median. It also proposes to include sidewalk or walkways on both sides of the roads where feasible within the site and sidewalk will be provided along North Druid Hills Rd. The site will include several outparcel developments, gardens and greenspace, as well as a plaza.

PARK CHASE

Park Chase is a single-family residential neighborhood currently in the final phases of construction. Approved in 2014, the development project featured 26 single-family homes located between North Druid Hills Road, Wright Avenue, E. Roxboro Road, and Goodwin Road. The developed is situated on 6.25 acres with primary access off of Wright Avenue and a newly-built road, Park Chase Lane.

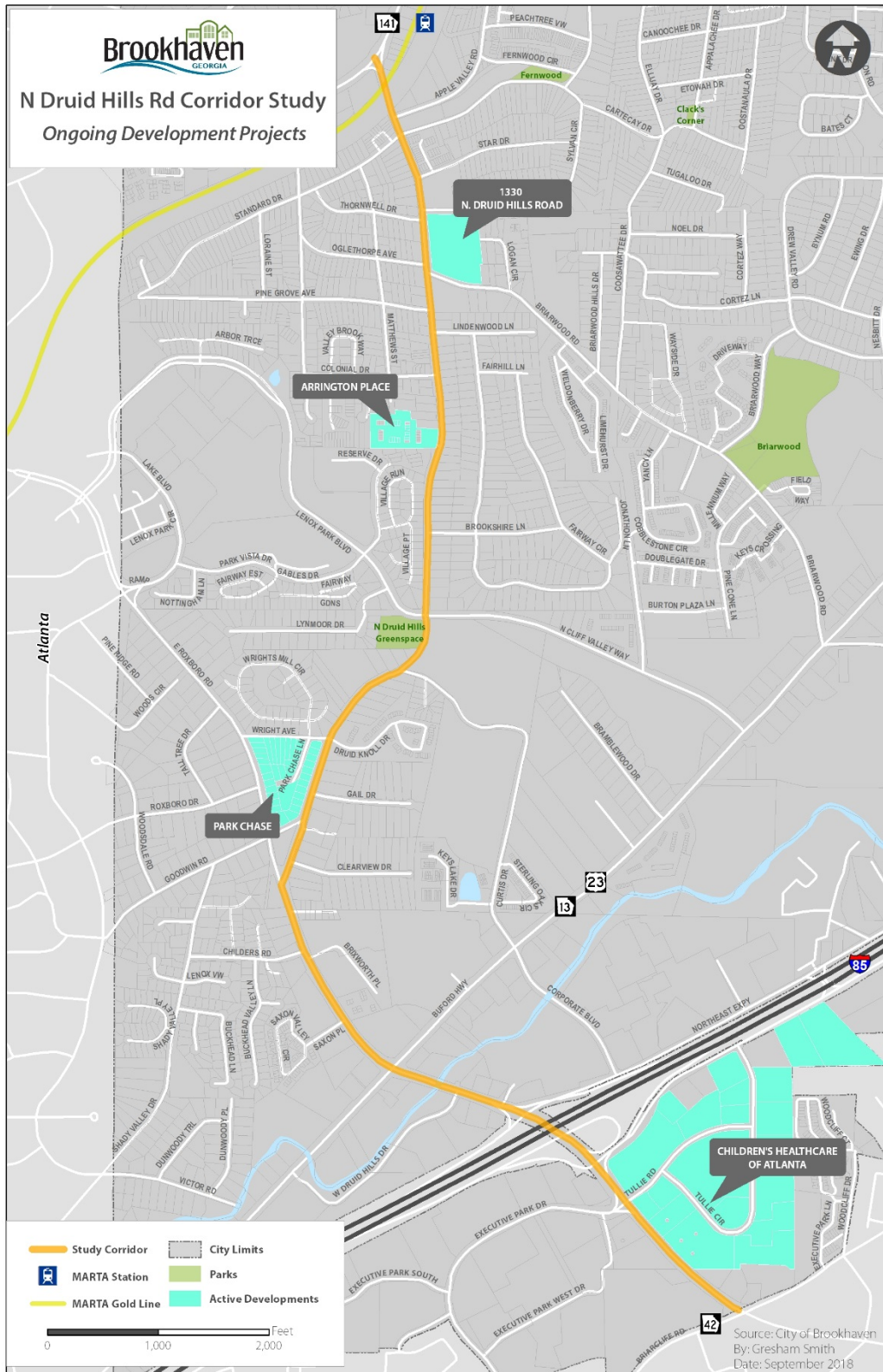


FIGURE 4. ACTIVE AND ONGOING DEVELOPMENT PROJECTS ALONG THE STUDY CORRIDOR, AS OF MAY 2018

Pedestrian and Bicycle Facilities

Sidewalk

Sidewalk is present on both sides of the road along most of North Druid Hills Road within the City of Brookhaven. In total, there is 4.12 miles or 21,773 feet of sidewalk along the study corridor. According to the City's Geographic Information System (GIS) data, most of the sidewalk along North Druid Hills Road is approximately four feet wide. The newer segments, including those between Lenox Park Boulevard and Colonial Drive are five feet wide – the City's current standard.

EAST SIDE

Sidewalk is nearly continuous on the east side of North Druid Hills Road, with one small segment set back from the road, outside of the public right-of-way, in front of the school at Brookhaven United Methodist Church, between Lindenwood Lane and Briarwood Road. In this segment, the sidewalk does continue along the church property, however, it is not fully connected: the ramps from the sidewalk north and south of this segment lead into a street-side parking area, forcing pedestrians to either walk in the parking area, or to have to step up to access the sidewalk along the church property. There is a small ramp in the northern corner of the lot, but it does not likely meet Americans with Disabilities Act (ADA) standards, as it is too narrow. The sidewalk on this side of the road has little to no buffer from the United Methodist Church property to SR 141/Peachtree Road. South of the church, there is a narrow buffer alongside the sidewalk to the southern city limit at SR 42/Briarcliff Road.

WEST SIDE

Along the west side of North Druid Hills Road, there are three relatively short gaps in sidewalk. These are located between 1267 North Druid Hills Road and Thornwell Drive, between Oglethorpe Avenue and Arrington Lane, and along the triangle between Goodwin Road and E. Roxboro Road. In the northern gap from 1267 North Druid Hills Road and Thornwell Drive, there are a number of obstacles alongside the road, including utility poles, mailboxes, a speed limit sign, and a few trees. This segment is also slightly sloped, with most of the houses at a higher elevation than the road. A retaining wall is present in front of several homes south of 1277 North Druid Hills Road. The northernmost segment of sidewalk, from SR 141/Peachtree Road to 1267 North Druid Hills Road, has no buffer strip. The segment between Thornwell Drive and Oglethorpe Avenue has fairly wide buffer strip, approximately 18 to 24 inches wide. In this segment, there is a drainage structure that appears not to be constructed properly and that encroaches on the road. During the project team's field visit, blocks of concrete from the structure were observed in the roadway.

The newly-constructed segment of sidewalk, between Colonial Drive and Arrington Lane, has a moderate buffer strip, while the segment south of Arrington Lane to just south of Lenox Park Boulevard has no buffer, although there is a painted shoulder in the roadway. From Lenox Park Boulevard to Goodwin Road there is a varying-width buffer strip measuring approximately 12 to 24 inches. In the southern segment, from E. Roxboro Road to SR 42/Briarcliff Road, there is a moderately wide buffer.

Existing sidewalk and its estimated width is shown in Figure 5.

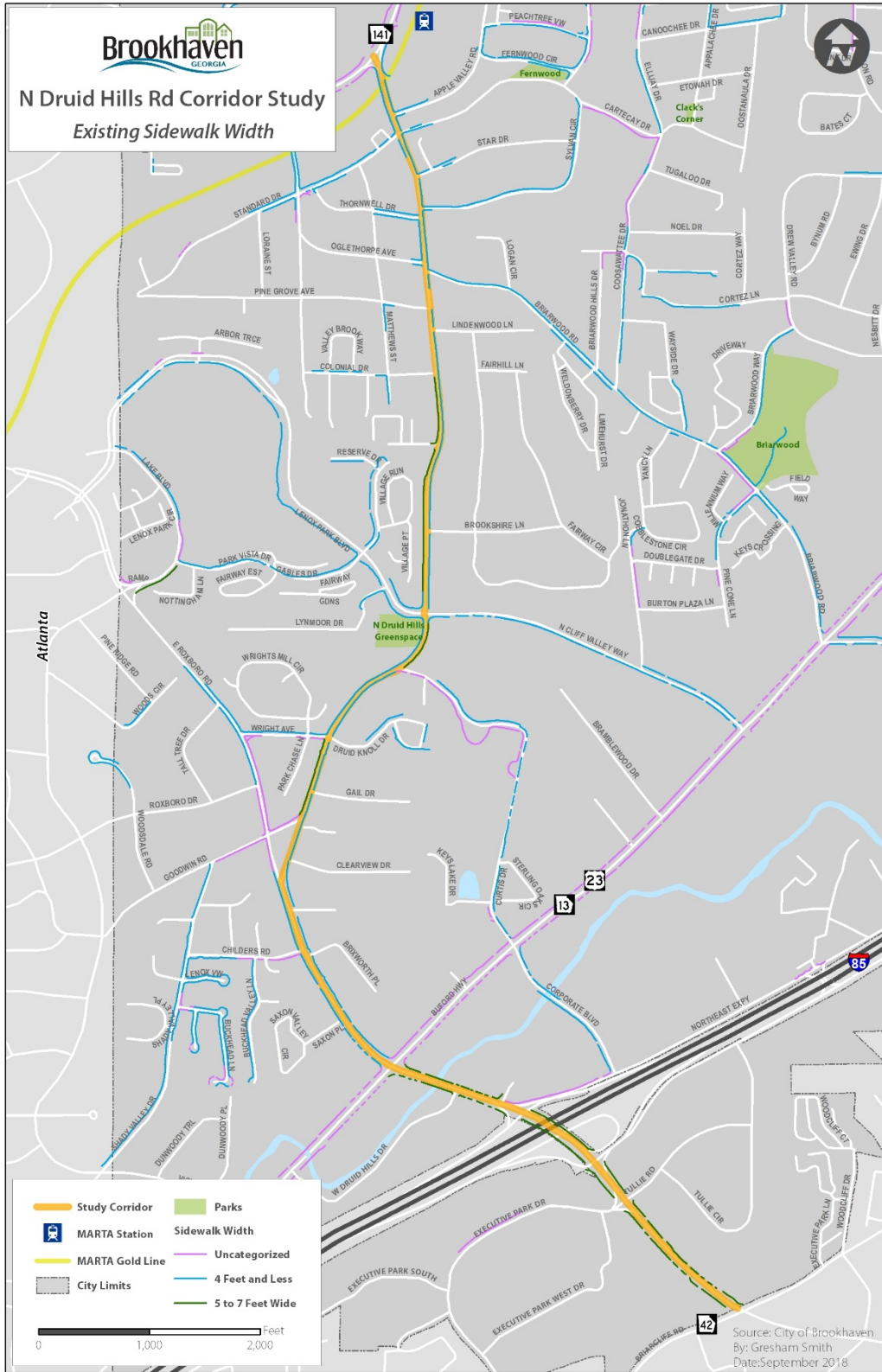


FIGURE 5. EXISTING SIDEWALK BY WIDTH, AS OF AUGUST 2018

Crosswalks and Curb Ramps

Crosswalks are present on at least one leg of all but two signalized intersections along the study corridor. A map showing the location of marked crosswalks along North Druid Hills Road is provided in Figure 6. Despite the number of side streets and intersections along the study corridor, there are few opportunities for pedestrians to cross at marked crosswalks. There are two nearly one-mile stretches of road between crosswalks across North Druid Hills Road: between Apple Valley Road and N. Cliff Valley Way/Lenox Park Boulevard (0.9 miles) and between Curtis Drive and SR 13/Buford Highway (0.8 miles). Sidewalks and bus stops exist on both sides of North Druid Hills Road through both segments, with just a few small gaps in sidewalk. The lack of crosswalks makes it difficult for residents and visitors to access destinations and transit services along the corridor. The table below lists all legs of each intersection and indicates the presence and absence of marked crosswalks. Several intersections are also missing or in need of upgrades to the curb ramps. Additional details about condition of crosswalks and curb ramps is provided in the Field Visit Notes and Observations in the Appendix.

TABLE 1. CROSSWALK AND CURB RAMPS ALONG NORTH DRUID HILLS ROAD

Road Name	South	West	North	East	X-Walk Condition	Ramps
SR 42/Briarcliff Rd	Yes	Yes	Yes	Yes	Good	Yes
Executive Park Dr / Tullie Rd	Yes	Yes	No	Yes	Good	Yes
I-85 NB Ramp / I-85 Frontage Rd NB	No	Yes	Yes	Yes	Worn in RT slip lane to NB Frontage Rd	Yes
I-85 SB Ramp / I-85 Frontage Rd SB	No	Yes	Yes	Yes	Good	Yes
West Druid Hills Rd / Salvation Army	No	Yes	Yes	Yes	Fair	Yes
SR 13 / Buford Hwy	Yes	Yes	Yes	Yes	Good	Yes
Saxon Pl ¹	No	No	No	N/A	N/A	No
Childers Rd / Brixworth Pl ^{2,3}	No	Yes	No	No	Good	Yes, on Childers
Ashton Bluff ^{1,2}	No	No	No	No	N/A	Yes
E. Roxboro Rd ¹	No	No	No	No	N/A	No
Clearview Dr ¹	No	N/A	No	No	N/A	No
Goodwin Rd / Goodwin Pl ³	No	No	No	No	N/A	Yes, on east and new ramp in NW corner
Gail Dr ¹	No	N/A	No	Yes	Worn	Yes
Druid Knoll Dr / Wright Ave	No	Yes	No	No	Good	Missing in NW corner
Curtis Dr ¹	Yes	N/A	No	Yes	Good	Missing in SW corner
N Cliff Valley Way / Lenox Park Blvd	Yes	Yes	Yes	Yes	Good	Partially missing in SW corner (no ramp pointing to North Druid Hills Rd)
Brookshire Ln ¹	No	N/A	No	Yes	Good	Missing in NE corner
Arrington Ln ¹	No	Yes	No	N/A	Good	Yes
Colonial Dr ¹	No	No	No	N/A	N/A	No
Lindenwood Ln ¹	No	N/A	No	Yes	Fair	No
Pine Grove Ave ¹	No	No	No	N/A	N/A	No
Briarwood Rd ^{1,3}	No	No	No	Yes	Good	Yes
Oglethorpe Ave ^{1,3}	No	No	No	No	N/A	N/A
Thornwell Dr ¹	No	No	No	N/A	N/A	No
Sylvan Cir ¹	No	N/A	No	No	N/A	No
Star Dr ¹	No	N/A	No	Yes	Good	Missing in SE corner, ramp in NE corner damaged
Standard Dr / Sylvan Cir	No	No	No	No	N/A	Missing except in SE corner
Apple Valley Rd ¹	No	N/A	Yes	Yes	Fair	Yes
SR 141 / Peachtree Rd	Yes	Yes	Yes	Yes	Good	Yes

Notes: ¹ indicates three-legged intersection only; ² indicates private road; ³ indicates offset roads that meet at intersection, though they do not function as single intersection

Bicycle Facilities

There are currently no dedicated bicycle facilities along North Druid Hills Road within the study limits. The City's Bicycle, Pedestrian, and Trail plan recommends several bicycle-related projects along the study corridor and adjacent roadways, including multi-use paths and shared bike/roadway lanes, known as "sharrows."

There are several bicycle and pedestrian projects that were proposed as part of the city's Bicycle, Pedestrian, and Trail Plan, approved in 2016, within the vicinity of the study corridor. Many of these projects are included in a list of sidewalk projects approved by the City Council in the summer of 2018. Specific projects and recommendations are detailed in Part 2 of the Existing Conditions Technical Memo – Summary of Prior Plans and Studies. They include a multi-use path along the east side of North Druid Hills Road, along the length of the study corridor and filling in sidewalk gaps along the west side of North Druid Hills Road. The approved list also includes several projects on roads that intersect North Druid Hills Road, such as:

- Filling sidewalk gaps and expanding sidewalk along the east side of Curtis Drive to a multi-use path, continuing along Corporate Boulevard
- Installing a multi-use path along Oglethorpe Avenue
- Filling sidewalk gaps and installing a multi-use path on the along the south/west side of Briarwood Road
- Adding a multi-use path to the north/west side of Apple valley Road
- Installing a multi-use path along the east side of East Roxboro Road
- Filling in sidewalk gaps along the north side of Executive Park Drive and expanding to a multi-use path along the south side of Executive Park Drive and Tullie Road
- Completing sidewalk along Colonial Drive

Approved sidewalk projects along or intersecting North Druid Hills Road are shown in Figure 7.

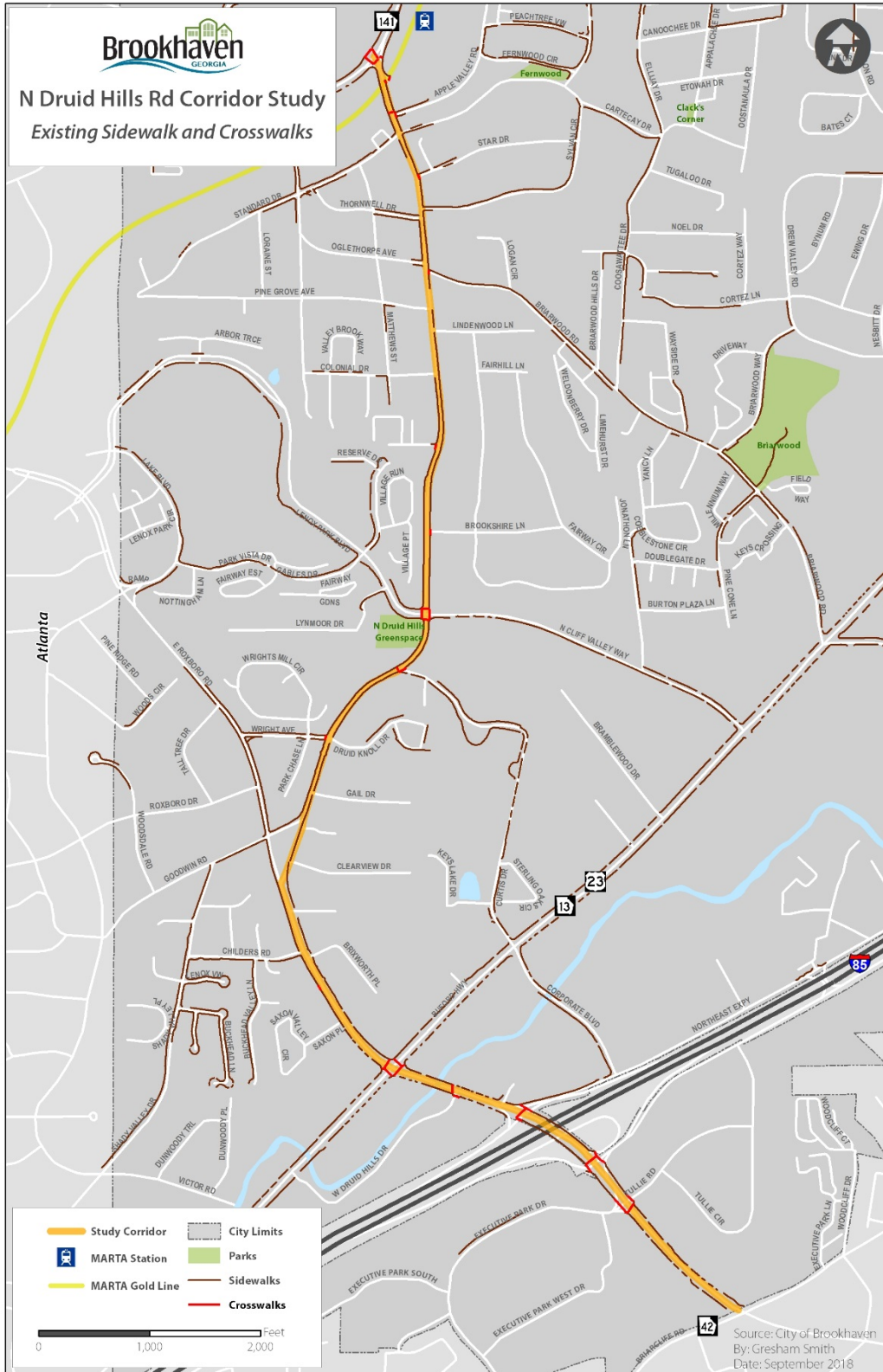


FIGURE 6. EXISTING SIDEWALK AND CROSSWALKS, AS OF AUGUST 2018

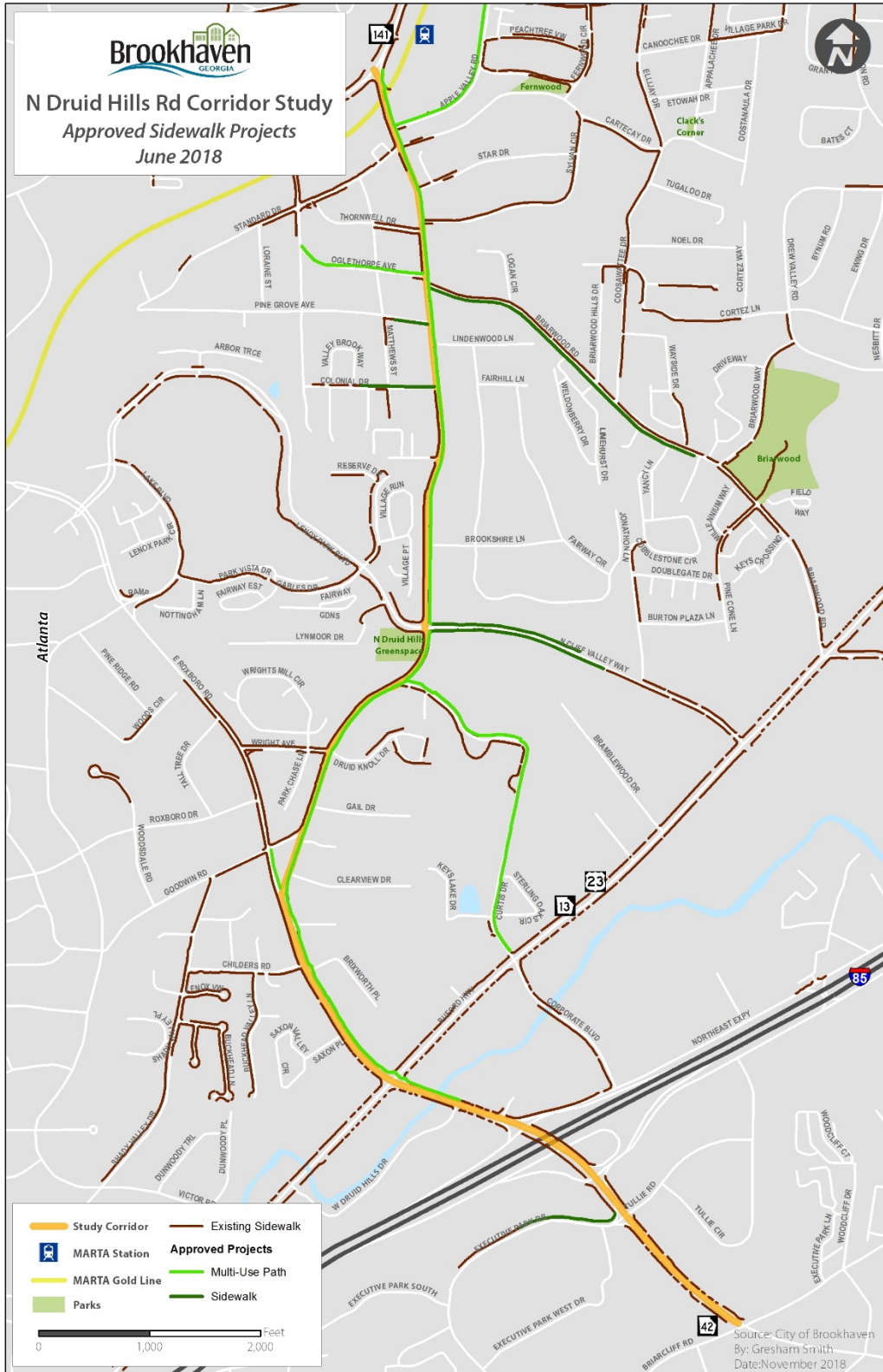


FIGURE 7. APPROVED SIDEWALK PROJECTS NEAR STUDY CORRIDOR (JUNE 2018)

Transit

The City of Brookhaven is served by the Metropolitan Atlanta Rapid Transit Authority (MARTA) which provides both bus and heavy rail service within the City limits. Bus service is provided along the length of the North Druid Hills Road corridor, while rail service is available at the northern terminus of the study corridor.

Heavy Rail

The Brookhaven-Oglethorpe University rail station is on MARTA's gold rail line, which runs between the Doraville station and Hartsfield-Jackson Atlanta International Airport (Airport station). The Brookhaven station is situated on the south side of SR 141/Peachtree Road, between North Druid Hills Road and Dresden Drive. On weekdays, trains run approximately every 20 minutes from 4:45 AM until 5:45 AM, and then approximately every 10-12 minutes until 8:00 PM, when it returns to 20-minute headways until 1:20 AM. Weekend service is approximately every 20 minutes, from 6:00 AM to 1:00 AM.

Bus Routes and Stops

Bus service in the area of the study corridor is operated by MARTA. Following the agency's Comprehensive Operations Analysis (COA), service improvements and route alignments were implemented in late 2017 and early 2018. Route 33, which previously served SR 42/Briarcliff Road has since been discontinued and merged with other routes. Route 16, which previously served LaVista Road and Executive Park has been consolidated with other routes and the Executive Park area is now served by Route 30. As of August 2018, bus service in the study area vicinity is as follows and as shown in Figure 8. Service hours along these routes vary considerably.

Two MARTA bus routes operate along portions of the study corridor:

- **Route 8** runs the length of the study corridor, between Kensington and Brookhaven MARTA rail stations, primarily along North Decatur Road, Valley Brook Road, and North Druid Hills Road. Within the study corridor, Route 8 travels from SR 42/Briarcliff Road to SR 141/Peachtree Road, where it enters the MARTA Station. Upon exiting the station, the bus uses Apple Valley Road and turns left (southbound) on North Druid Hills Road for the return trip. Buses run approximately every 45 minutes on weekdays between 5:20 AM and 12:15 AM. Weekend service is every 55 minutes between 5:30 AM and 10:07 PM.
- **Route 47** operates north-south between the Brookhaven and Chamblee MARTA rail stations, primarily along Briarwood Road, I-85 Frontage Road North and South, Chamblee Tucker Road, and others. The bus follows Briarwood Road from SR 13/Buford Highway and heads north on North Druid Hills Road to SR 141/Peachtree Road, the Brookhaven MARTA Station, Dresden Drive, and Apple Valley Road, before heading southbound on North Druid Hills Road and Briarwood Road. Route 47 buses operate every 45 minutes from 6:00 AM to 11:41 PM on weekdays, with similar headways on weekends, beginning at 6:00 AM and end at 10:10 PM.

Three other MARTA bus routes operate along routes that cross North Druid Hills Road:

- **Route 25** operates between the Brookhaven and Doraville MARTA rail stations along Peachtree Road and Peachtree Industrial Boulevard. Within the study area, there are stops located along SR 141/Peachtree Road and at the MARTA rail station at the north end of the corridor. Buses run approximately every 45 minutes on weekdays starting at 5:40 AM and ending at 11:15 PM. Weekend service is similar, but ends at 10:30 PM.
- **Route 30** operates east-west between Lindbergh MARTA rail station and Ranchwood Drive at Weems Road, primarily along Sidney Marcus Boulevard, Chantilly Drive, Executive Park Drive,

Briarcliff Road, and LaVista Road. Within the study corridor, stops for this route are located along Executive Park Drive and North Druid Hills Road between Executive Park Drive and SR 42/Briarcliff Road. Weekday service on route 30 varies somewhat throughout the day with buses every 35-40 minutes between 4:49 AM and 9:00 AM, then every hour until 2:47 PM, when service frequency increases again for the afternoon peak period. After 6:00 PM buses run once per hour, until 11:50 PM. Weekend service runs every hour from 5:00 AM to midnight.

- **Route 39** operates along SR 13/Buford Highway. It is MARTA's highest ridership route and has been proposed for upgraded service in the form of Arterial Rapid Transit (ART) with more frequent service. Stops for route 39 are located in the northeast and southeast corners of the intersection of SR 13/Buford Highway and North Druid Hills Road. Buses on Route 39 operate every 20 to 25 minutes from 5:00 AM until 1:20 AM every day of the week.
- **Route 110** operates between Arts Center, Buckhead, and Brookhaven MARTA rail stations along several roads, including SR 141/Peachtree Road. Within the study area, there are stops along SR 14/1Peachtree Road near and also at the MARTA station. Service is provided every 20 minutes on weekdays from 5:15 AM to 1:10 AM and on weekends from 5:30 AM to 1:10 AM.

BUS BOARDINGS AND ALIGHTINGS

MARTA provided boarding and alighting data for bus routes from August 5, 2017 through December 8, 2017. To match routes to the timeframe for the boarding data, a previous version of MARTA's bus route network was used (effective as of February 2017). This routing includes service for routes that have since changed, including 16 and 33.

As one might expect, the bus stops with the highest number of boardings and alightings are those where multiple routes intersect, such as at SR 141/Peachtree Road, SR 13/Buford Highway, and SR 42/Briarcliff Road. The stops along the portion of North Druid Hills Road between SR 42/Briarcliff Road and Executive Park Drive/Tullie Road also have relatively high numbers of riders getting on and off of buses, likely due to the proximity of the commercial, office, and institutional uses in the area. Outside of these locations, the highest number of people getting on and off of buses is at the intersection of North Cliff Valley Way/Lenox Park Boulevard, near Cross Keys High School. This is followed closely by the stops located near Childers Road and Brixworth Place. These stops see moderately high boardings and alightings in both northbound and southbound directions, with slightly more getting on northbound than getting off in this location. There are also more boardings at Sylvan Circle than there are alightings.

Maps showing boarding and alighting data at stops along North Druid Hills Road are provided in Figure 9 and Figure 10.

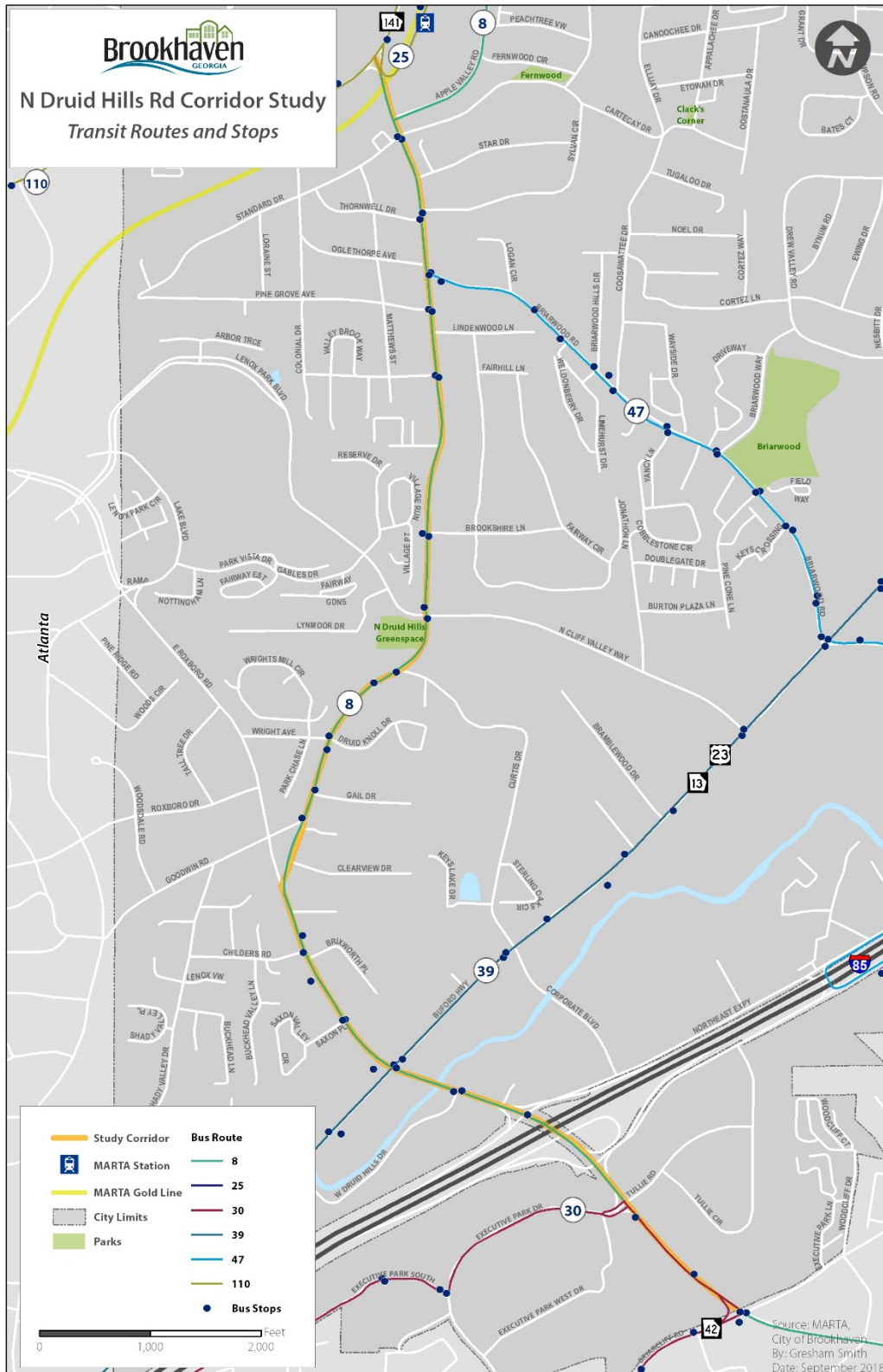


FIGURE 8. CURRENT MARTA BUS ROUTES AND STOPS, AS OF AUGUST 2018

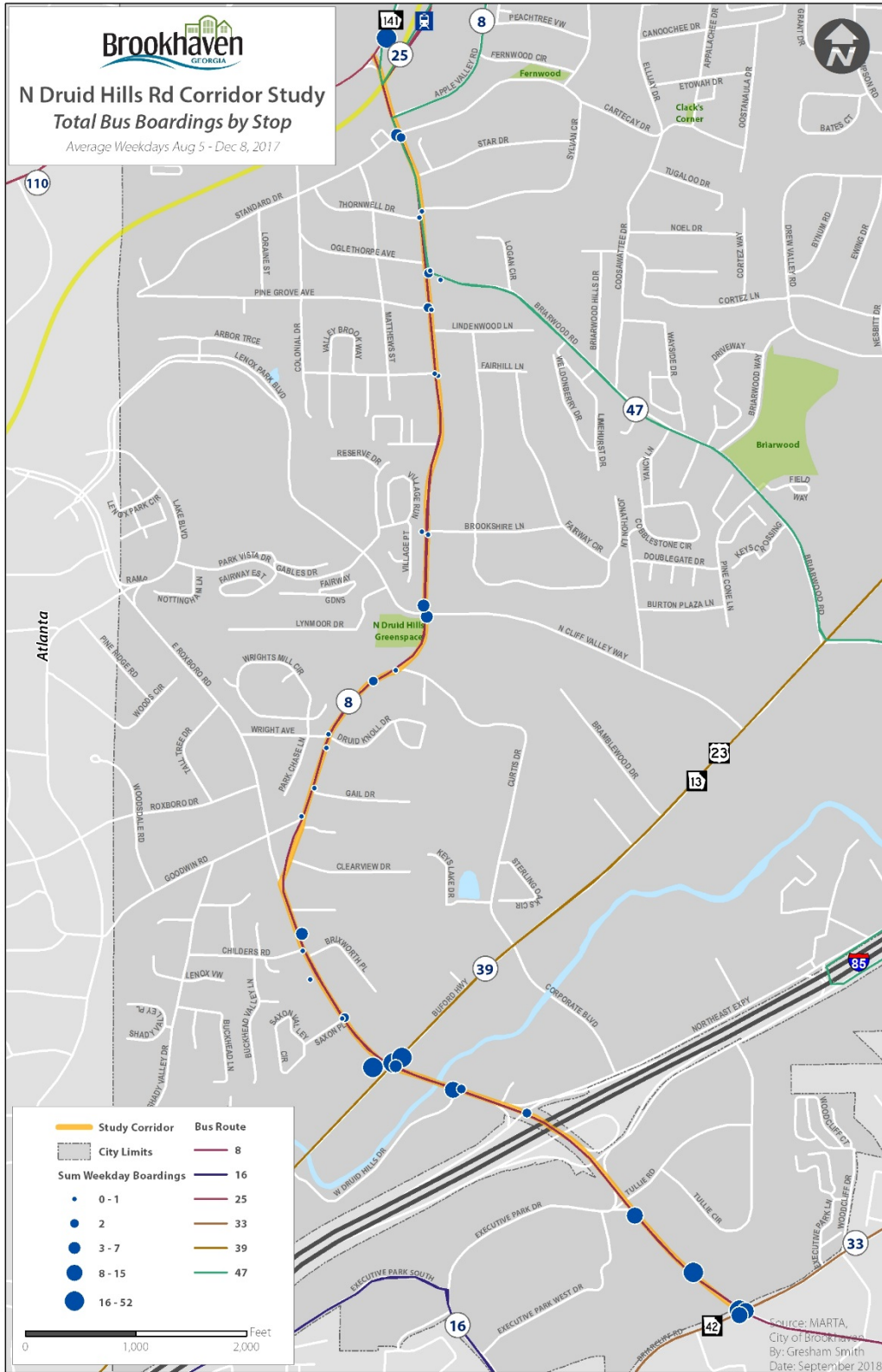


FIGURE 9. BUS BOARDINGS BY STOP ALONG NORTH DRUID HILLS ROAD, AS OF DECEMBER 2017.

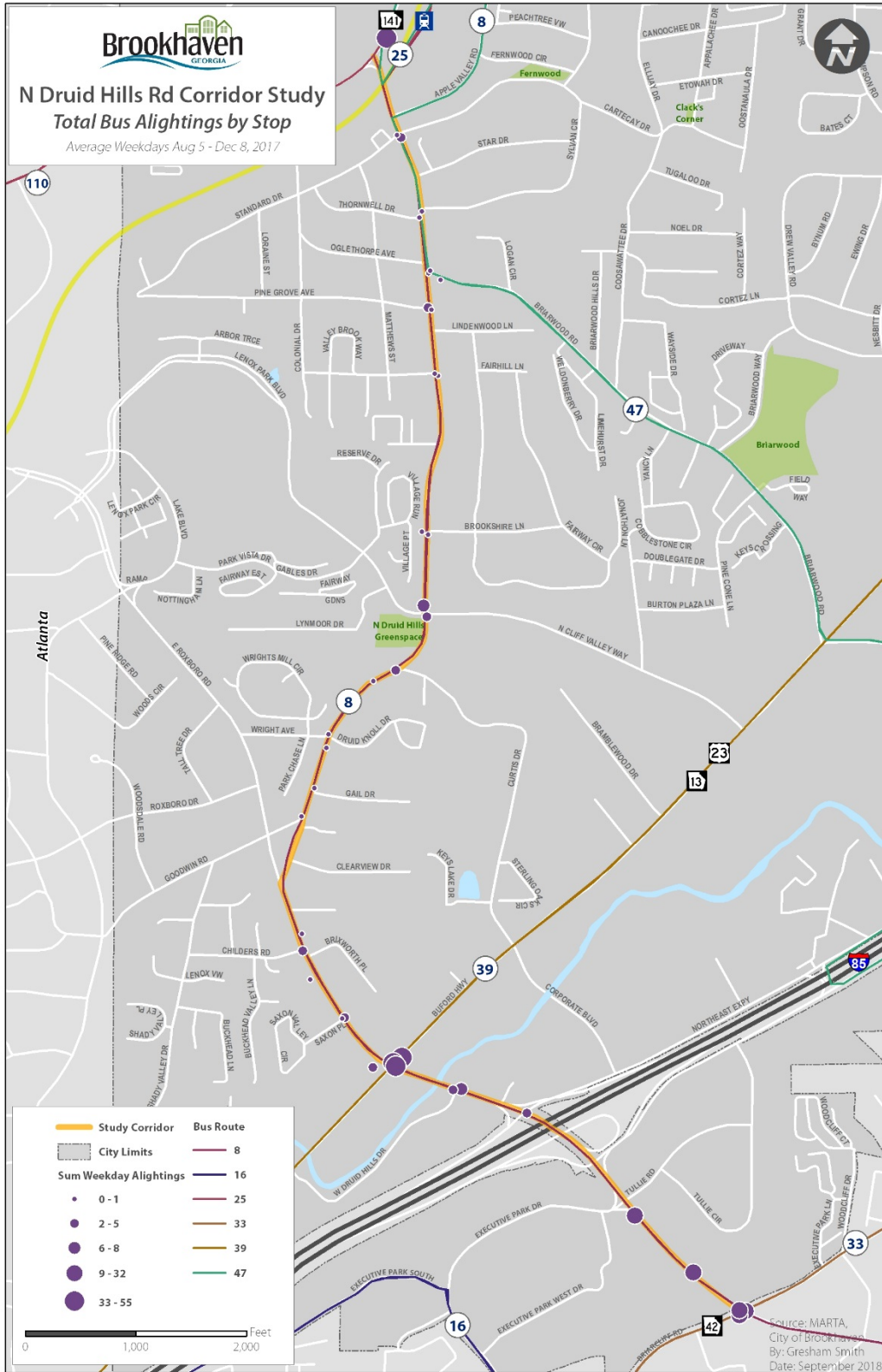


FIGURE 10. BUS ALIGHTINGS BY STOP ALONG NORTH DRUID HILLS ROAD, AS OF DECEMBER 2017

Transportation Projects

Pending and Planned Projects

GDOT PI #0010326: SR 141 FROM NORTH DRUID HILLS ROAD TO ASHFORD DUNWOODY ROAD – LCI

This project consists of approximately 1.38 miles of concrete sidewalk including curb cut ramps, ADA compliant driveways, and crosswalks along the SR 141/Peachtree Road corridor from North Druid Hills Road to Ashford Dunwoody Road. The existing sidewalk along the west side of the corridor is to be removed and replaced. Minimal work including spot specific sidewalk and curb cut ramps and landscaping is proposed along the east side. The proposed sidewalk has a nominal width of eight feet with a six-foot sidewalk width proposed in areas with narrower existing right-of-way. Additional improvements along the project corridor includes landscaping strips, decorative brick paver strips, benches, trash receptacles, bus shelters, and pedestrian/street lighting.

GDOT PI #0016054: I-85 AT SR 42

There is a programmed construction project to implement improvements to the interchange at I-85 and North Druid Hills Road, PI #0016054. To identify improvements to be constructed as part of this project, GDOT is currently conducting an Interchange Modification Report (IMR), as noted in the summary review of prior plans and studies. It is anticipated that this IMR will take into consideration the recommendations made as part of the Children's Healthcare of Atlanta DRI project and will make recommendations for adjacent intersections, including at SR 13/Buford Highway, at West Druid Hills Drive, and at Executive Park Drive/Tullie Road.

GDOT PI #0015919: I-85 NORTHBOUND FROM SR 42 TO SR 155

In addition, there is a programmed operational improvement project to address weaving along the frontage road near the northbound exit ramp for the interchange of I-85 and SR 155/Clairmont Road, just north of North Druid Hills Road. This project is currently in the preliminary engineering phase.

PEACHTREE CREEK GREENWAY AND TRAILHEAD

As part of the Peachtree Creek Greenway project, a trailhead is proposed at a site just south of the creek, adjacent to the Salvation Army on the north/east side of North Druid Hills Road. The existing loop driveway for the Salvation Army is being abandoned to make room for the driveway to the trailhead. The driveway will feature one entrance lane and two exit lanes. The exit lanes will be left-turn only onto southbound North Druid Hills Road and a right/through lane for access to northbound North Druid Hills Road and West Druid Hills Drive. The project will repurpose the existing far left northbound lane (it is left-turn only onto West Druid Hills Drive) to create a short left-turn-only lane into the trailhead parking lot, with appropriate striping and marking. The Regional Traffic Operations Program (RTOP) is planning to add a signal head at West Druid Hills Drive for southbound traffic on North Druid Hills Road to be able to turn left into the new trailhead parking lot.

The site plan for the design was at 90 percent completion in July 2018. The proposed design includes 23 parking spaces, planting beds, a trailhead plaza, wall and guardrail at the rear of the site. It will be accessible via the driveway and a stairwell from North Druid Hills Road, at the south end of the bridge. In addition, the project will include restriping the existing crosswalk across North Druid Hill Road and installing a new crosswalk across the south leg of the intersection, along with upgrades to pedestrian signals, signs, and associated improvements.

BRIARWOOD ROAD AT NORTH DRUID HILLS ROAD

The redevelopment project at the site of the former Boys & Girls Club at 1330 North Druid Hills Road is proposed to be called Halstead and is being developed by Ashton Woods. The project proposes modifications to the

configuration along Briarwood Road, including to the intersection at North Druid Hills Road. The new configuration is expected to include two westbound lanes separated by a raised pedestrian refuge concrete island: a right-turn lane and left-turn lane for access to northbound and southbound North Druid Hills Road, as well as the eastbound lane. A double yellow centerline will separate eastbound and westbound traffic to the east property line. The gated driveway entrance to the property will be located off of Briarwood Road. Fire access will be provided from Sylvan Circle.

In terms of pedestrian elements, the project will include a five-foot sidewalk on the north/east side of Briarwood Road, and it will construct the recommended ten-foot MUP along the east side of North Druid Hills Road from the Bicycle, Pedestrian, and Trail Plan along the frontage of Halstead. A crosswalk will be striped across Briarwood Road, and a new ten-foot wide crosswalk will be installed across North Druid Hills Road north of the intersection, connecting to the concrete island. Pedestrian push-button signal poles and signs will be installed in the southeast corner, in the concrete median, in the northeast corner, and on the west side of North Druid Hills Road at the crosswalk.

Roadway Characteristics

The North Druid Hills Road corridor within the City of Brookhaven is approximately 2.6 miles long, stretching between SR 42/Briarcliff Road and SR 141/Peachtree Road. The road is primarily an east-west corridor, although within Brookhaven city limits, it has a primarily north-south orientation. North Druid Hills Road is classified as a principal arterial from SR 42/Briarcliff Road to SR 13/Buford Highway, where it is also SR 42. North of SR 13/Buford Highway, North Druid Hills Road is a minor arterial. Roadway classification is shown in Figure 11.

South of SR 13/Buford Highway, North Druid Hills is a five- and six-lane roadway with turn lanes at intersections. From SR 13/Buford Highway to E. Roxboro Road, North Druid Hills Road is a five-lane road with a two-way center left-turn lane. Between E. Roxboro Road and SR 141/Peachtree Road, North Druid Hills Road is primarily a two-lane road with right-turn and left-turn lanes in some locations. Most side streets do not fully cross North Druid Hills Road, resulting in many three-legged or T-shaped intersections along the corridor. The four-way intersections are at Sylvan Circle/Standard Drive (where Sylvan Circle is one way eastbound), Lenox Park Boulevard/North Cliff Valley Way, SR 13/Buford Highway, Executive Park Drive/Tullie Road, and SR 42/Briarcliff Road.

Speed Limit

The posted speed limit ranges from 35 miles per hour (MPH) to 45 MPH. From SR 42/Briarcliff Road to SR 13/Buford Highway, the posted speed limit is 35 MPH; north of SR 13/Buford Highway the posted speed limit increases to 45 MPH; then north of Childers Road, it decreases to 35 MPH again. There is one school zone with a posted speed limit of 25 MPH near the middle of the corridor, around Cross Keys High School. The southern end of the school zone is approximately at the north end of the right-turn lane north of Druid Knoll Drive (at approximately 1704 North Druid Hills Road). The northern end of the school zone is a bit north of Lenox Park Boulevard/North Cliff Valley Way, at approximately 1554 North Druid Hills Road.

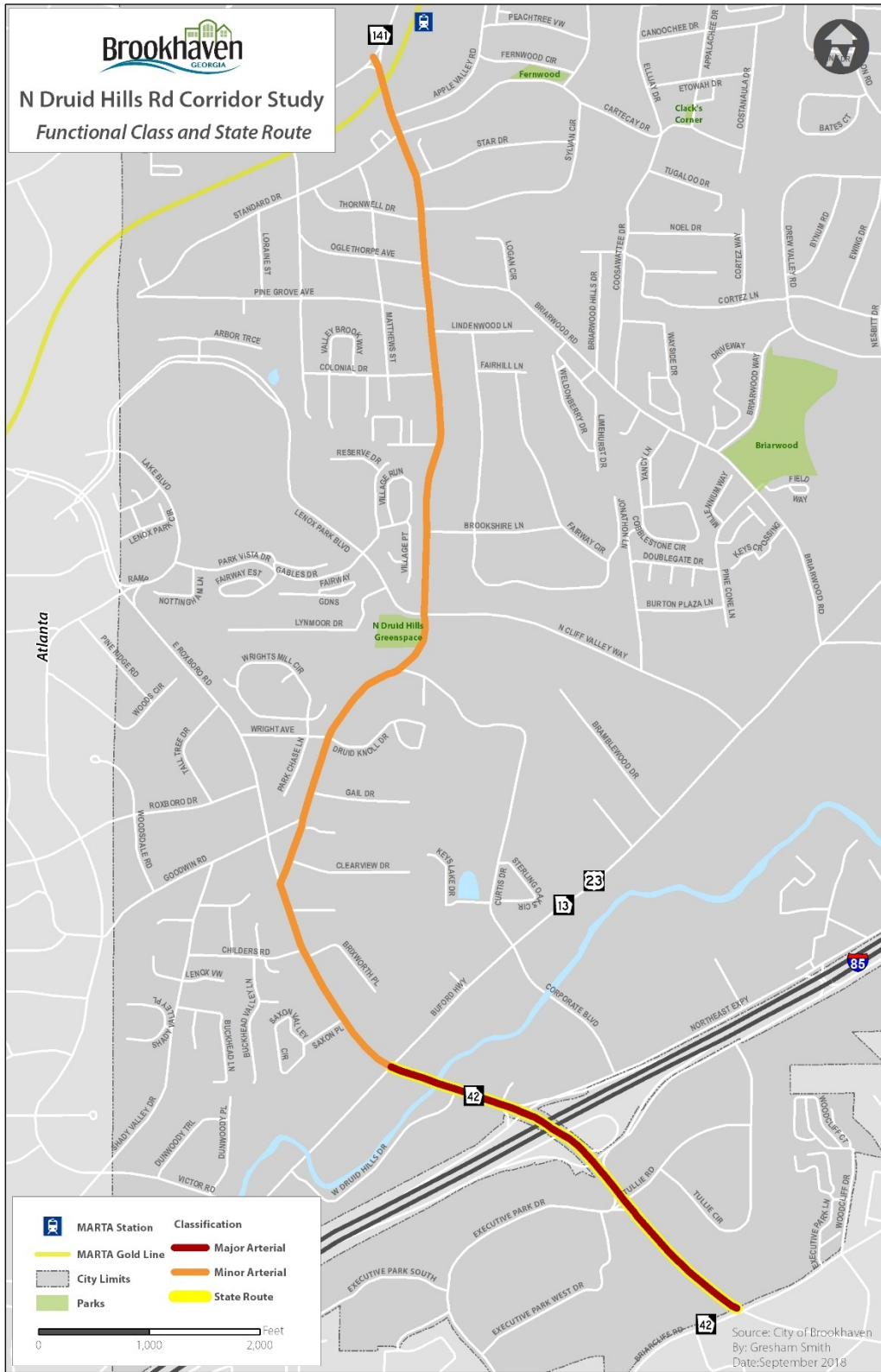


FIGURE 11. CLASSIFICATIONS OF THE STUDY CORRIDOR

Signalized Intersections

There are 13 signalized intersections along the study corridor, including SR 42/Briarcliff Road, which is outside of the city limits. Most of these exist along the southern half of the corridor, and many are along the State Route portion of North Druid Hills Road, south of SR 13/Buford Highway. The signal at SR 42/Briarcliff Road intersection is outside of the city limits, and thus outside of the study area boundary, though the intersection is described generally within the context of this report. All traffic signals along the study corridor except East Roxboro Road and Goodwin Road have pedestrian signalization for at least one leg of the intersections. Signalized intersections are listed below and shown in Figure 12.

1. SR 42/Briarcliff Road
2. Executive Park Drive/Tullie Road
3. I-85 NB ramp/I-85 Access Road NB
4. I-85 SB ramp/I-85 Access Road SB
5. West Druid Hills Drive
6. SR 13/Buford Highway
7. East Roxboro Road
8. Goodwin Road
9. Curtis Drive
10. Lenox Park Boulevard/North Cliff Valley Way
11. Briarwood Road
12. Apple Valley Road
13. SR 141/Peachtree Rd

Traffic signals from SR 13/Buford Highway to SR 42/Briarcliff Road are actively managed as part of Zone 1 of GDOT's Regional Traffic Operations Program (RTOP), a joint program of local governments and GDOT. Zone 1 of RTOP also includes the traffic signals at the intersections of North Druid Hills Road at Apple Valley Way and at SR 141/Peachtree Road.

Lane Widths and Right-of-Way

The width of travel lanes along North Druid Hills Road varies considerably, from 10 to 18 feet, according to data obtained from GDOT and project team observations. On the state route portion of North Druid Hills Road, south of SR 13/Buford Highway, they range from 12 to 18 feet wide. Along the city street portion of the road north of SR 13/Buford Highway, lanes vary from 10 to 20 feet wide, mostly in the 12 to 15 feet range. The width of the paved roadway surface ranges from as narrow as approximately 24 feet in the area near Curtis Drive to as wide as approximately 72 feet near Executive Park Drive/Tullie Road.

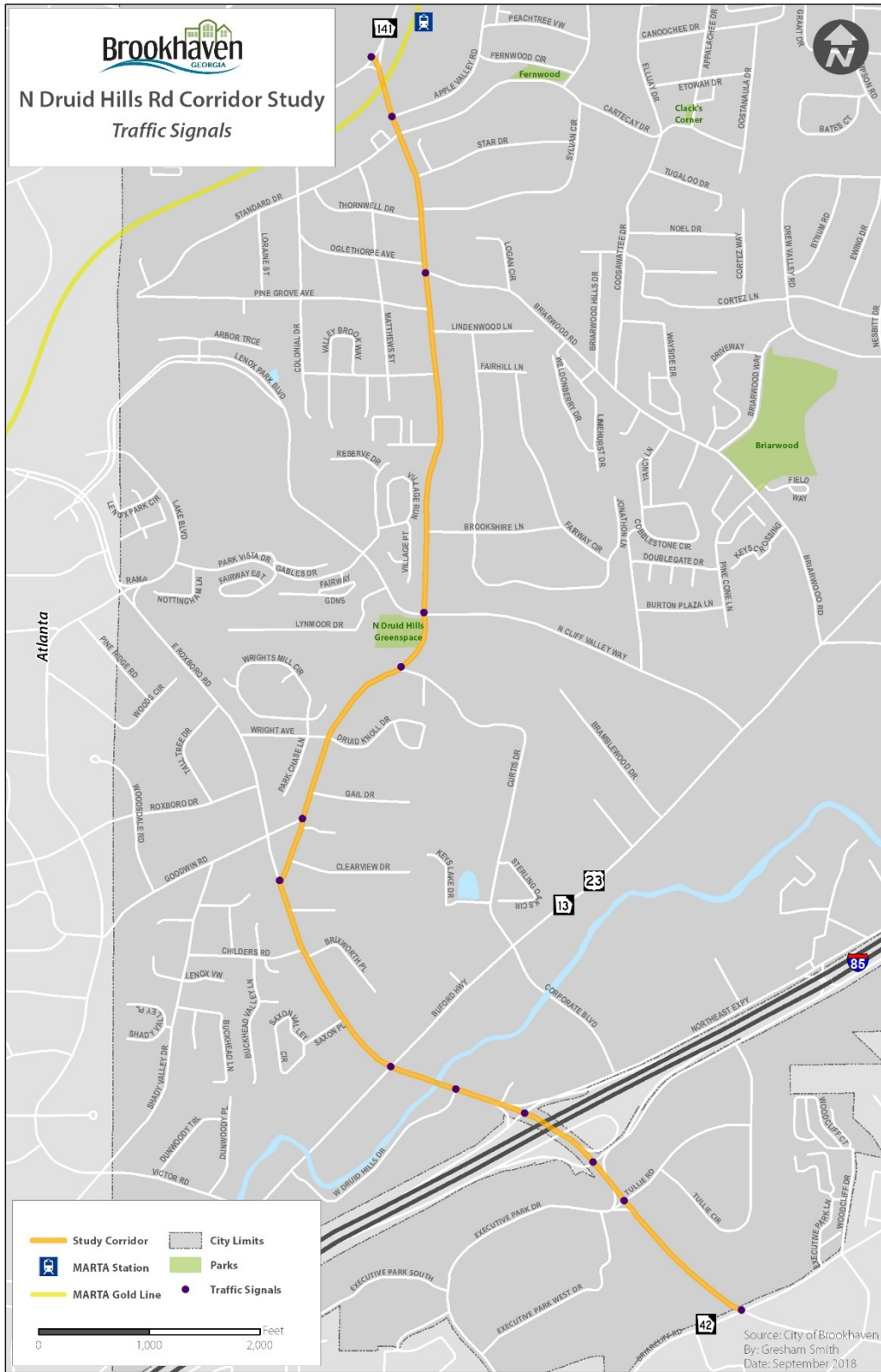


FIGURE 12. SIGNALIZED INTERSECTIONS ALONG NORTH DRUID HILLS ROAD

Right of Way

To estimate the approximate width of the public right-of-way (ROW), the project team measured the distance between parcel lines along the length of the corridor at intervals between each intersecting road or cross street. The width of the ROW along North Druid Hills Road fluctuates widely. In some locations it is very narrow, whereas in other areas it is considerably wider. The narrowest segments of the corridor are near Star Drive/Sylvan Circle, between Oglethorpe Avenue and Lindenwood Lane, near 1657 North Druid Hills Road, and near Lenox Woods at Clearview Drive. The corridor widens significantly south of East Roxboro Road and Childers Place, with the widest segment near Executive Park Drive/Tullie Road.

TABLE 2. ESTIMATE PUBLIC RIGHT-OF-WAY ALONG STUDY CORRIDOR

Segment From*	Segment To	Est. ROW (ft)
SR 141/Peachtree Rd	Apple Valley Rd	74
Apple Valley Rd	Standard Dr/Sylvan Cir	54
Standard Dr/Sylvan Cir	Star Dr	74
Star Dr	Sylvan Cir	50
Thornwell Dr	Oglethorpe Ave	75
Oglethorpe Ave	Briarwood Rd	61
Briarwood Rd	Pine Grove Ave	61
Pine Grove Ave	Lindenwood Ln	60
Lindenwood Ln	South of Colonial Dr	80
South of Colonial Dr	Arrington Ln	60
Arrington Ln	Brookshire Ln	71
Brookshire Ln	Lenox Park Blvd/N Cliff Valley Way	68
Lenox Park Blvd/N Cliff Valley Way	1657 North Druid Hills Rd (south of Curtis Dr)	50
1657 North Druid Hills Rd (south of Curtis Dr)	North of Wright Ave (Devereux Commons)	80
North of Wright Ave (Devereux Commons)	Wright Ave	56
Wright Ave	North edge of Lenox Woods (South of Gail Dr)	78
North edge of Lenox Woods (South of Gail Dr)	South edge of Lenox Woods (between Goodwin Pl and Clearview Dr)	99
South edge of Lenox Woods (between Goodwin Pl and Clearview Dr)	Clearview Dr	60
E. Roxboro Rd	Childers Rd	84
Childers Rd	Saxon Pl	101
Saxon Pl	SR 13/Buford Hwy	101-109
SR 13/Buford Hwy	I-85 SB Ramp/Frontage Rd SB	103-137
I-85 SB Ramp/Frontage Rd SB	I-85 NB Ramp/Frontage Rd NB	139
I-85 NB Ramp/Frontage Rd NB	Tullie Rd/Executive Park Dr	145
Tullie Rd/Executive Park Dr	SR 42/Briarcliff Rd	100

*Note: These segments are organized north to south

There are some sections of the study corridor that are constrained by landscaping and vegetation (trees) and by small structures like mail boxes. In a few locations, there are structures (houses, sheds, garages) that are located within 50 feet of the centerline of the corridor.

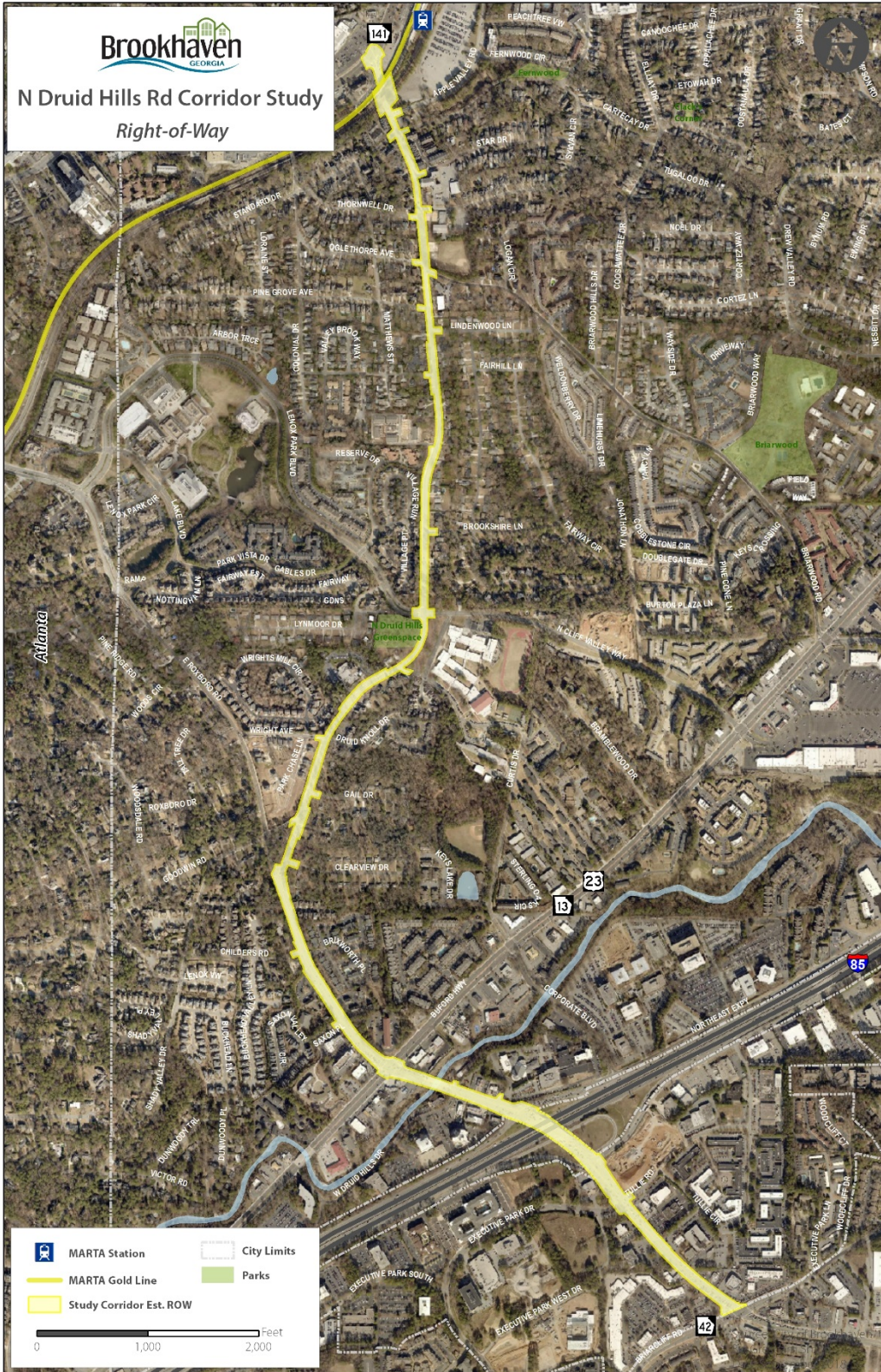


FIGURE 13. ESTIMATED PUBLIC RIGHT-OF-WAY ALONG NORTH DRUID HILLS ROAD

Crash History

According to data obtained from the GDOT crash database, over the five-year period from January 1, 2013 through December 31, 2017, there were a total of 2,479 crashes along North Druid Hills Road and at the intersections along the corridor, excluding the I-85 on and off ramps.¹ The summary data provided below is based on reports submitted by law enforcement agencies. Nearly half of all crashes (43%) were rear end collisions, while slightly more than one-third were angle collisions (39%). Sideswipe crashes between vehicles traveling in the same direction represented about 13% of all collisions, with the remaining six or seven percent being a combination of head-on collisions, sideswipes between vehicles traveling in opposite directions and other types of crashes. A breakdown of crashes by type is shown in the table below.

TABLE 3. CRASHES BY TYPE ALONG STUDY CORRIDOR (2013-2017)

Year	Crash Type							Total
	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not a Collision with Motor Vehicle	Not Specified	
2013	191	13	207	71	8	18	2	510
2014	182	10	202	61	6	11	0	472
2015	213	5	227	56	2	13	0	516
2016	186	10	239	58	1	17	1	512
2017	183	5	192	70	3	12	4	469
Total	955	43	1067	316	20	71	7	2479
<i>Percent of Total</i>	39%	2%	43%	13%	1%	3%	0%	-

The vast majority of crashes along the study corridor resulted in property damage only (78%); however, 22% of crashes resulted in injuries, and two crashes were fatal. The table below shows the number of property damage, injury, and fatal crashes by year. One fatal collision occurred near Curtis Drive very early in the morning in dark, wet roadway conditions in 2016 and the other fatal collision involved a pedestrian crossing North Druid Hills Road near Executive Park Drive in the early morning in dark, dry roadway conditions in 2015.

TABLE 4. CRASHES BY SEVERITY ALONG STUDY CORRIDOR (2013-2017)

Year	Severity			Total
	PDO	Injury	Fatal	
2013	411	99	0	510
2014	381	91	0	472
2015	390	125	1	516
2016	377	134	1	512
2017	378	91	0	469
Total	1937	540	2	2479
<i>Percent of Total</i>	78%	22%	0%	-

An assessment of contributing factors reveals that following too close and failure to yield were the most common factors in all crashes along the study corridor. Following too close was a factor in 941 crashes (38%)

¹ Note: Due to the extremely high volume of crashes along and at the I-85 interchange and based on the quality of the data, it was difficult to separate crashes at the intersections with North Druid Hills Road from those farther back on the ramps and at the bottom of each ramp. In total, there appears to have been more than 1800 crashes at the I-85 Interchange at North Druid Hills Road during the five-year period analyzed.

while failing to yield was a factor in 600 crashes (24%). Other somewhat common factors include changing lanes improperly (11.5%) and improper turning (5%). Less common factors also noted in the crash database include driver distraction, disregard for stop signs or signals, and drivers under the influence.

Crash Rates

Crash rates by severity were also calculated for the study corridor and compared to the statewide average crash rates for roads of the same functional classification. North Druid Hills Road is classified as both an urban minor arterial, in the portion north of SR 13/Buford Highway (segment length of 1.90 miles), and as an urban principal arterial, in the state route portion of the corridor, from SR 13/Buford Highway south (segment length of 0.80 miles). This distinction is important when comparing the overall crash rate along the study corridor to the statewide average. Furthermore, the 1.90 mile segment from SR 141/Peachtree Road to SR 13/Buford Highway experiences a dramatic increase in traffic volumes south of East Roxboro Road, therefore the urban minor arterial segment can be divided into two segments to more accurately compare crash rates based on roadway characteristics throughout the corridor: one from SR 141/Peachtree Road to East Roxboro Road and another from East Roxboro Road to SR 13/Buford Highway.

As shown in the two tables below, the overall crash rate on the urban minor arterial portion of the corridor is higher than the statewide average; however, the fatal crash rate for this portion of the corridor is lower than the statewide average. The urban minor arterial segment north of East Roxboro Road has an overall average crash rate of 1257 crashes per 100 million vehicle miles (100 MVM). South of East Roxboro Road, it has an average rate of 1382 crashes per 100 MVM, compared to a statewide average for urban minor arterials of 594 crashes per 100 MVM. The comparison for the injury crash rate is similar: for the minor arterial portion of the study corridor north of East Roxboro Road the injury crash rate is 320 injury crashes per 100 MVM, and the injury crash rate is 272 injury crashes per 100 MVM south of E Roxboro Road. The statewide average injury crash rate for urban minor arterials is 144 injury crashes per 100 MVM. The rate of fatal crashes along both urban minor arterial segments of the study corridor is 0.00 per 100 MVM, compared to a statewide average for urban minor arterials of 1.35. So, while there appears to be a slightly higher overall crash rate along this portion of the study corridor, the rate of fatal collisions is significantly lower than across the state as a whole.

Year	Crashes			Crashes Per 100 Million Vehicle Miles ¹		
	Total	Injury	Fatal	Total	Injury	Fatal
2013	105	31	0	1245 (543)	368 (130)	0.00 (1.17)
2014	82	22	0	973 (601)	261 (145)	0.00 (1.21)
2015	120	30	0	1423 (637)	356 (156)	0.00 (1.68)
2016	111	28	1	1316 (-)	332 (-)	11.86 (-)
2017	112	24	0	1328 (-)	285 (-)	0.00 (-)
Total	530	135	1			
Average	106	27	0	1257 (594)	320 (144)	0.00 (1.35)

Note: (1) The number in parentheses represents the statewide average crash rates for urban minor arterials

Length in Miles 1.50
AADT 15,400

FIGURE 14. CRASH RATES FOR THE URBAN MINOR ARTERIAL PORTION OF THE STUDY CORRIDOR NORTH OF E ROXBORO ROAD

Year	Crashes			Crashes Per 100 Million Vehicle Miles ¹		
	Total	Injury	Fatal	Total	Injury	Fatal
2013	100	19	0	1946 (543)	370 (130)	0.00 (1.17)
2014	68	13	0	1323 (601)	253 (145)	0.00 (1.21)
2015	56	13	0	1090 (637)	253 (156)	0.00 (1.68)
2016	60	13	0	1167 (-)	253 (-)	0.00 (-)
2017	73	13	0	1420 (-)	253 (-)	0.00 (-)
Total	357	71	0			
Average	71	14	0	1382 (594)	272 (144)	0.00 (1.35)

Note: (1) The number in parentheses represents the statewide average crash rates for urban minor arterials

Length in Miles 0.40
AADT 35,200

FIGURE 15. CRASH RATES FOR THE URBAN MINOR ARTERIAL PORTION OF THE STUDY CORRIDOR SOUTH OF EAST ROXBORO ROAD

For the portion of the study corridor that is an urban principal arterial, from SR 13/Buford Highway south to SR 42/Briarcliff Road, the overall crash rate is considerably higher than that of the statewide average for the same type of roadway – 2174 crashes per 100 MVM along the study corridor, compared to 593 crashes per 100 MVM for the statewide average. The injury crash rate along this portion of North Druid Hills Road, 458 injury crashes per 100 MVM, is also higher than the statewide average for urban principal arterials, 138 injury crashes per 100 MVM. Even given this overall higher crash rate, the rate of fatal crashes along this portion of the study corridor is significantly lower than the statewide average for urban principal arterials: 0.00 fatal crashes per 100 MVM over the past five years, compared to a statewide average of 1.19 fatal crashes per 100 MVM.

Year	Crashes			Crashes Per 100 Million Vehicle Miles ¹		
	Total	Injury	Fatal	Total	Injury	Fatal
2013	305	49	0	2085 (608)	335 (141)	0.00 (1.18)
2014	322	56	0	2201 (589)	383 (134)	0.00 (1.15)
2015	340	82	1	2324 (583)	561 (138)	6.84 (1.24)
2016	341	93	0	2331 (-)	636 (-)	0.00 (-)
2017	284	54	0	1941 (-)	369 (-)	0.00 (-)
Total	1592	334	1			
Average	318	67	0	2174 (593)	458 (138)	0.00 (1.19)

Note: (1) The number in parentheses represents the statewide average crash rates for urban principal arterials

Length in Miles 0.80
AADT 50,100

FIGURE 16. CRASH RATES FOR THE URBAN PRINCIPAL ARTERIAL PORTION OF THE STUDY CORRIDOR SOUTH OF SR 13/BUFORD HIGHWAY

Injury and Fatal Crashes

INJURY CRASHES

Of the 540 crashes that resulted in injuries, approximately half (48%) were angle crashes and approximately 40% were rear-end crashes. The vast majority of injury crashes occurred during daylight (402 or 74%) and on dry roadway surfaces (447 crashes or 83%). In terms of vehicle maneuvers involved in injury crashes, approximately 30% involved at least one stopped vehicle (165 crashes) and slightly more involved left-turn movements (199

crashes or 37%). Among the most common contributing factors in injury crashes are failure to yield (201 crashes or 37%) and following too close (194 crashes or 36%). Driver distraction was reported as a contributing factor in 43 crashes (8.5%) and drivers under the influence were reported in 16 crashes (3%),

FATAL CRASHES

There were two fatal crashes that occurred along the study corridor between 2013 and 2017. Details from the reports filed by police are summarized below.

The first fatality involved a pedestrian crossing North Druid Hills Road near Executive Park Drive around 4:15 AM on July 2, 2015. The vehicle was traveling west on North Druid Hills Road and the pedestrian was walking south across North Druid Hill Road. The vehicle was in motion and the driver reported not seeing the pedestrian until it was too late to stop the vehicle. The pedestrian was not in a crosswalk although this part of the roadway is lighted.

The second fatality occurred around 2:45 AM on December 7, 2016 in cloudy, wet roadway conditions at the intersection of Curtis Drive. The driver was reported as being under the influence of drugs, medication, or alcohol and had been being pursued by the police. The vehicle was traveling east on North Druid Hills Road and struck the curb on the north edge of the roadway, causing the vehicle to exit the roadway and travel across Curtis Drive, where the vehicle struck the residence at 1660 North Druid Hills Road. The driver later succumbed to his injuries at the hospital.

Figure 16 shows the locations of injury crashes by type and the location of fatal crashes along the study corridor.

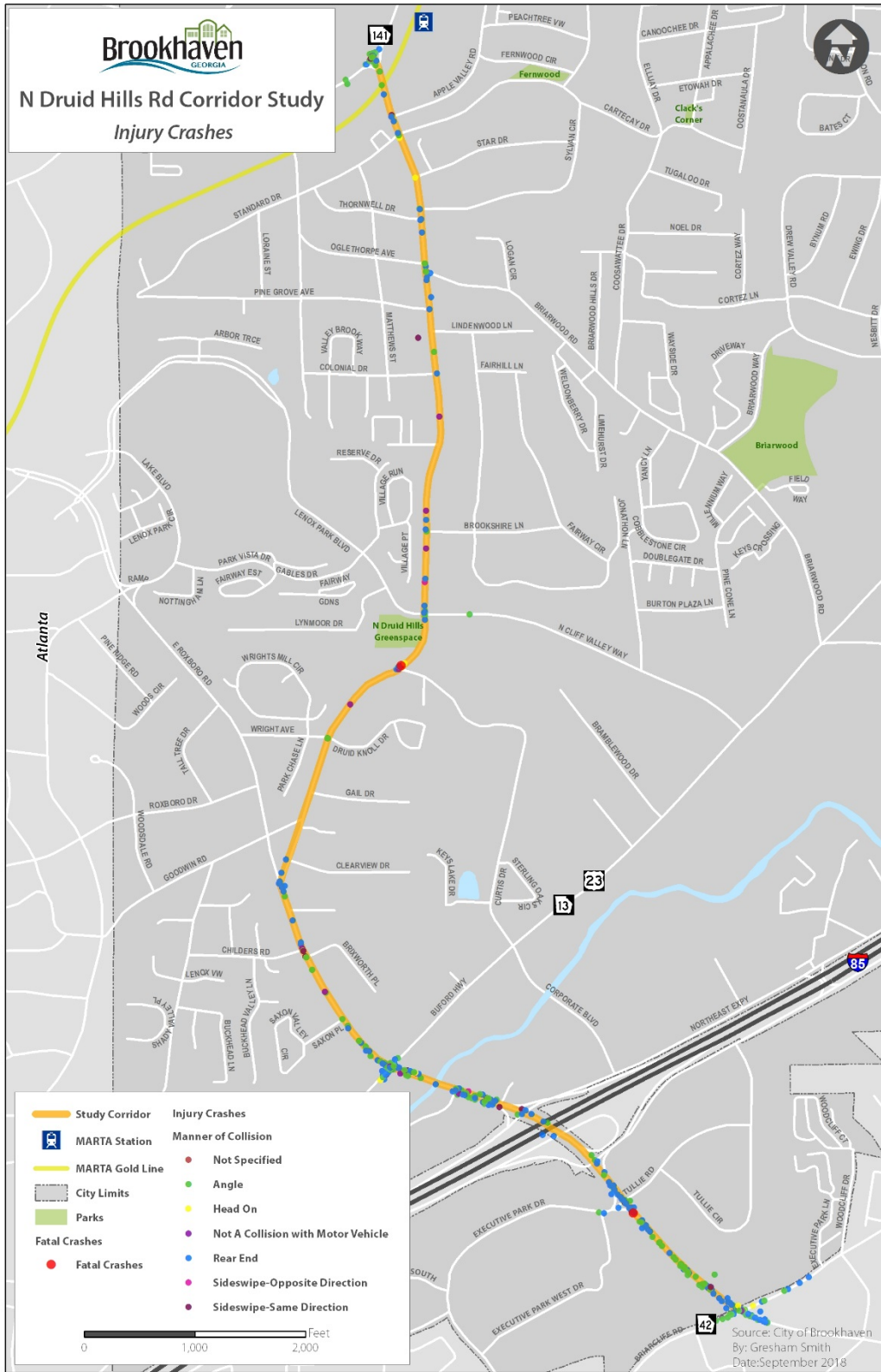


FIGURE 17. INJURY AND FATALITY CRASHES ALONG THE STUDY CORRIDOR (2013-2017)

Bicycle and Pedestrian Crashes

Over the course of the timeframe examined, six crashes occurred involving bicyclists and pedestrians. These occurred in every year except 2017 and at all times of day and night. Statistics about these crashes are provided in the table below and Figure 17 shows the location of bicycle and pedestrian crashes. Of the six bicycle and pedestrian crashes, four resulted in injuries to four people, and one was fatal. They were evenly split between occurring on the roadway at an intersection or just away from the intersection. Three occurred in dark conditions and at night or in the early morning, while three took place in the middle of the day.

TABLE 5. BICYCLE AND PEDESTRIAN CRASHES ALONG STUDY CORRIDOR (2013-2017)

Intersection	Year	Time	Location	Light	Surface	Maneuver
SR 141 / Peachtree Rd	2013	9:20 PM	Roadway – Non Intersection	Dark - Lighted	Dry	Changing Lanes
W. Druid Hills Dr	2014	1:52 AM	Roadway Intersection	Dark - Not Lighted	Dry	Straight
Executive Park Dr	2015	4:14 AM	Roadway – Non Intersection	Dark - Not Lighted	Dry	Straight
SR 141 / Peachtree Rd	2016	1:46 PM	Roadway Intersection	Daylight	Dry	Turning Left
SR 42 / Briarcliff Rd	2016	2:15 PM	Roadway – Non Intersection	Daylight	Dry	Entering/Leaving Driveway
SR 42 / Briarcliff Rd	2016	11:40 AM	Roadway Intersection	Daylight	Dry	Straight

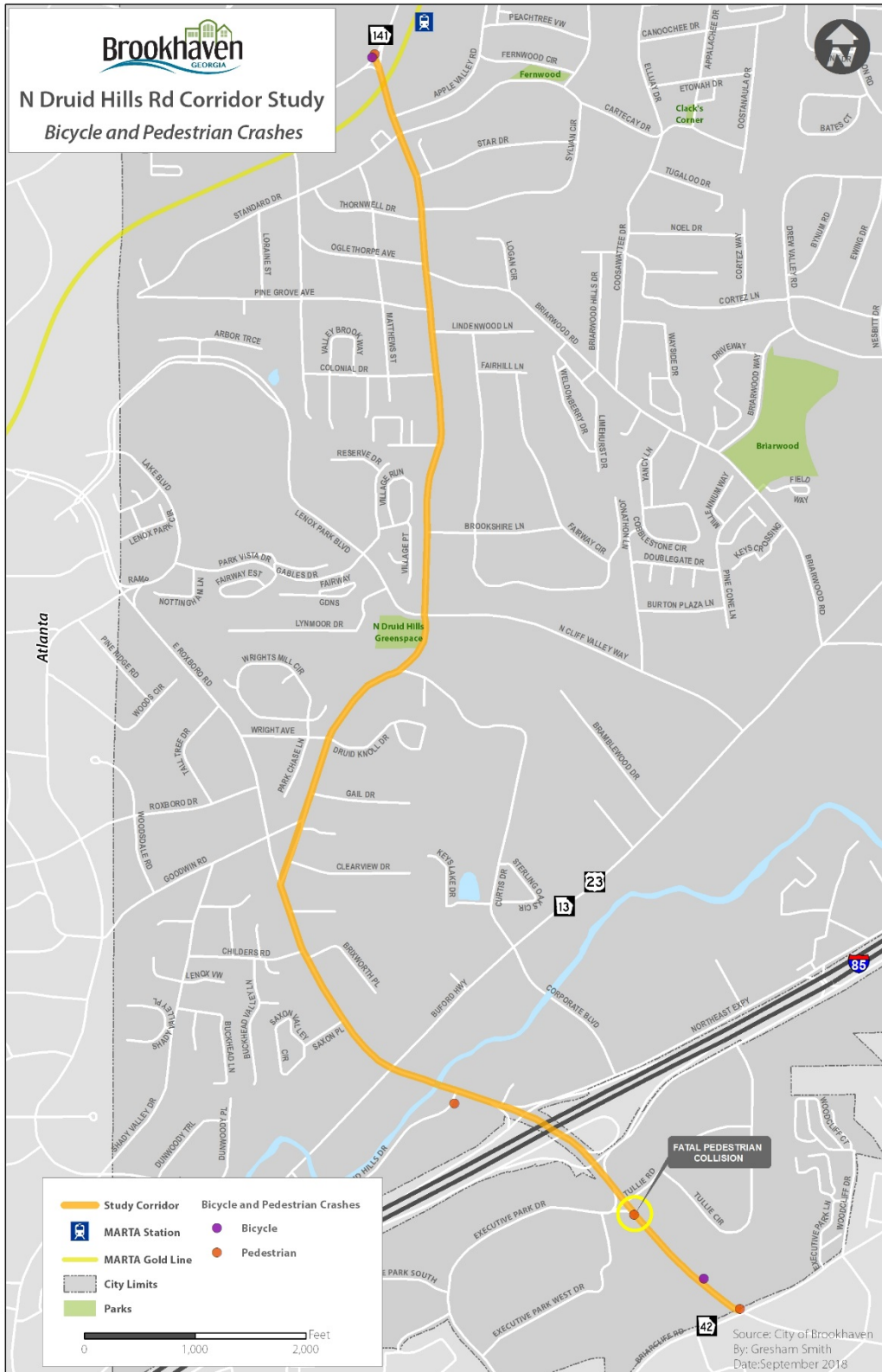


FIGURE 18. BICYCLE AND PEDESTRIAN CRASHES ALONG THE STUDY CORRIDOR (2013-2017)

Crashes at Key Intersections

The majority of crashes along the study corridor occurred at intersections. This section provides a summary of crash trends and patterns at key intersections along the study corridor. For the purposes of this study, the intersection crash assessment focuses on the city street portion of North Druid Hills Road, as opposed to the state route portion from SR 13/Buford Highway south, given that any major changes to the corridor south of SR 13/Buford Highway are likely to be driven by recommendations resulting from GDOT's interchange modification report (IMR) project and implementation of the plans at the Children's Healthcare of Atlanta site. Crash locations at key intersections were determined using both geo-coded reference points and database entries where one intersecting road is North Druid Hills Road and the other is the particular side street or intersecting road.

As might be expected given the higher volumes of traffic along major roads, the intersections with the highest number of crashes along the corridor include SR 13/Buford Highway and SR 141/Peachtree Road, followed by West Druid Hills Drive and Lenox Park Boulevard/North Cliff Valley Way. The table below shows a breakdown of crashes by type at key intersections.

TABLE 6. CRASHES BY TYPE AT KEY INTERSECTIONS ALONG STUDY CORRIDOR (2013-2017)

Intersection	Type							Total
	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not a Collision with Motor Vehicle	Not Specified	
SR 141 / Peachtree Rd	112	6	78	28	4	8	2	238
Apple Valley Rd	8	1	10	1	0	0	0	20
Briarwood Rd	22	1	17	2	-	3	-	45
Lenox Park Blvd / N. Cliff Valley Way	15	2	34	2	1	2	-	56
Curtis Dr	2	4	12	2	-	2	-	22
E. Roxboro Rd	2	1	36	6	-	-	-	45
SR 13 / Buford Hwy	145	10	200	59	2	8	2	426
W. Druid Hills Dr	37	-	49	14	-	3	-	103

SR 141/PEACHTREE ROAD

In total, 238 crashes occurred at the intersection of North Druid Hills Road and SR 141/Peachtree Road, representing about 9.5% of all crashes along the study corridor. Fifty-six crashes (24% of all crashes at this intersection) resulted in injuries to 89 people at this intersection. No fatal collisions occurred at this intersection during the period examined. The vast majority of crashes at this intersection occurred in dry roadway conditions (204 crashes of 86%) and during daylight (166 crashes or 70%). Nearly half of all crashes at this intersection were angle crashes (112 or 47%), while approximately one-third were rear end crashes (78 crashes or 33%). Following too close and failure to yield were the most common contributing factors.

Of the 238 crashes at this intersection, one involved a pedestrian and one involved a bicycle. The pedestrian collision involved a southbound vehicle on SR 141/Peachtree Road that struck a pedestrian attempting to cross the road while changing lanes around 9:00 PM. The bicycle collision involved an eastbound vehicle turning left onto North Druid Hills Road from SR 141/Peachtree Road that struck a bicyclist that attempted to cross North Druid Hills Road not in a crosswalk, while the vehicle had a green signal. The cyclist was cited with failure to yield.

APPLE VALLEY ROAD

A total of 20 crashes occurred at the intersection of North Druid Hills Road and Apple Valley Road between 2013 and 2017. Of these, roughly 50% were rear end crashes and roughly 40% were angle crashes. The remaining two collisions were a head-on crash and a sideswipe between vehicles traveling in the same direction. Six crashes resulted in injuries to eight people, representing about 30% of all crashes at this intersection. The majority of crashes at this intersection occurred on dry roadway conditions (14 crashes or 70%) and during daylight (16 crashes or 80%). Following too close and failure to yield were the most common contributing factors. Seven of the crashes at this intersection involved at least one stopped vehicle and eight involved one or more turning vehicles.

BRIARWOOD ROAD

A total of 45 crashes occurred at the intersection of North Druid Hills Road and Briarwood Road between 2013 and 2017. Of these, approximately half were angle crashes (22 crashes or 49%), while slightly more than one-third were rear-end crashes (17 crashes or 38%). The remaining collisions include one head-on crash, two sideswipes between vehicles traveling in the same direction, and three collisions not with motor vehicles. Most crashes at this location resulted in property damage only; however, 14 crashes (31%) resulted in injuries to 23 people.

The vast majority of crashes at Briarwood Road occurred on dry roadway surfaces (39 crashes or 87%) and during daylight (31 crashes or 69%). Ten crashes occurred at dusk or in dark lighted conditions (e.g. at night with streetlights on). Nearly half of crashes at this location involved at least one vehicle turning left. Following too close and failure to yield were listed as contributing factors in approximately 15 crashes each, accounting for the most common factors at this location. Several crashes at this intersection were due to drivers who lost control of their vehicle (one), drivers under the influence (two), and driver distraction (two).

LENOX PARK BOULEVARD/NORTH CLIFF VALLEY WAY

A total of fifty-six crashes occurred at the intersection of North Druid Hills Road and Lenox Park Boulevard/North Cliff Valley Way between 2013 and 2017. Nearly two-thirds of these were rear-end crashes (34 crashes or 61%) and slightly more than one-fourth of them were angle crashes (15 crashes or 27%). The remaining crashes includes two head-on collisions, three sideswipe collisions, and two collisions not with motor vehicles. Most crashes at this intersection resulted in property damage only; however, 15 crashes (27%) resulted in injuries to 23 people, including one rear-end crash that injured six people in a crash between westbound vehicles on North Cliff Valley Way approaching North Druid Hills Road.

The vast majority of crashes occurred on dry roadway surfaces (50 crashes or 89%) and most took place during daylight (41 crashes or 73%). Twelve crashes were reported to have occurred in dark lighted conditions (9 crashes or 16%) and dark conditions without lighting (three crashes or 5%). Thirty-three crashes (58%) involved at least one stopped vehicle. The most common contributing factor reported was following too close, although several crashes were also attributed to distracted drivers (seven crashes). Four crashes each were partly attributed to: disregard for the traffic signal, driver condition or drivers under the influence, failure to yield, and improper turns.

CURTIS DRIVE

A total of 22 crashes occurred at the intersection of North Druid Hills Road and Curtis Drive between 2013 and 2017. The most prevalent type of crash at this location was rear-end collisions, which accounted for more than half of all crashes (12 crashes or 55%). Four crashes were head on (18%), while two each (9%) were angle, sideswipe-same direction, and collisions not with motor vehicles. This intersection has a slightly higher proportion of injury crashes compared to other intersections along the study corridor. While the majority of crashes were property-damage-only (12 crashes or 55%), nine crashes resulted in injuries to 17 people (41%),

and one crash was fatal. Six injury crashes at this intersection were rear-end collisions, while two were head-on crashes, and two were crashes with the curb or other fixed objects.

About half of all crashes at this intersection during the timeframe examined involved at least one stopped vehicle. Three crashes each were attributed to negotiating a curve and left-turn maneuvers. More than half of crashes at this location were also attributed to following too close. Three crashes listed distracted drivers as a contributing factor and two crashes appear to have involved vehicles driving on the wrong side of the road – in both cases, the primary vehicle was traveling along North Druid Hills Road.

Crashes at this intersection mostly occurred on dry roadway surfaces (16 crashes or 73%) although roughly one-fourth were on wet surfaces (six crashes or 17%). More than half of crashes at this intersection occurred during daylight (13 crashes or 59%); however, nine were reported to have occurred either at dusk or in dark conditions, both with (27%) and without lighting (9%).

EAST ROXBORO ROAD

In total, during the five-year period from 2013 to 2017, 45 crashes occurred at the intersection of North Druid Hills Road and East Roxboro Road. These were primarily rear-end collisions (36 crashes or 80%), although there were several instances of sideswipes between vehicles traveling in the same direction (six crashes or 13%), two angle crashes, and one head-on collision. For the most part, crashes at East Roxboro Road resulted in property damage only (39 crashes or 87%). Six of the crashes resulted in injuries to seven people. Most crashes at this intersection occurred on dry roadway surfaces (39 crashes or 87%) and during daylight (40 crashes or 89%). Slightly more than half of crashes at this location involved at least one stopped vehicle (23 crashes or 51%) and following too close was the most commonly cited contributing factor, noted in the reports for 30 crashes (67%).

SR 13/BUFORD HIGHWAY

The intersection at SR 13/Buford Highway and North Druid Hills Road had by far the highest number of crashes of any of the intersections examined along the study corridor. In total, 426 crashes occurred at this intersection between 2013 and 2017. Slightly fewer than half of these were rear-end crashes (200 or 47%), while just over one-third were angle crashes (145 crashes or 34%). There were also 59 sideswipe crashes between vehicles traveling in the same direction (14%), and a small number of head-on collisions (10), collisions not with motor vehicles (8), sideswipes between vehicles traveling in opposite directions (2), or type not specified (2).

Crashes at this intersection mainly resulted in property damage only (351 crashes or 82%), although 75 crashes resulted in injuries to 100 people. Injury crashes were primarily angle and rear-end collisions, accounting for 30 or more injury crashes each. Approximately 84% of crashes at this intersection occurred on dry roadway surfaces (357 crashes) with 67 taking place on wet road surfaces (16%). While most crashes at this intersection also occurred during daylight, the proportion of daylight crashes is lower at this location than at others examined along the study corridor. Slightly fewer than two-thirds of all crashes at SR 13/Buford Highway were during daylight (263 crashes or 62%), while crashes in dark lighted conditions accounted for nearly one-third (130 crashes or 31%).

An assessment of vehicle maneuvers at this intersection shows that more than one-third of crashes involved at least one stopped vehicle (149 crashes or 35%) while 98 crashes (23%) involved at least one vehicle turning left, and 71 crashes (17%) involved changing lanes. The most common factor cited as contributing to crashes at this location was following too close, which was cited in approximately one-third of crashes (141 crashes or 33%). Other common factors include failure to yield (69 crashes or 16%) and changing lanes improperly, which was cited in reports for 52 crashes (12%) – a rate that is proportionately higher at this location than at other

intersections examined along the study corridor. Driver distraction was cited in 25 crashes and driving under the influence was reported in 16 crashes.

WEST DRUID HILLS DRIVE

At West Druid Hills Drive and North Druid Hills Road, there were a total of 103 crashes between 2013 and 2017. Similarly to other intersections along the study corridor, rear-end and angle crashes were the most common types. These accounted for 49 (48%) and 37 (36%) crashes respectively. Sideswipes between vehicles traveling in the same direction was also somewhat common, accounting for 14 crashes in total (14%). Approximately 80% of crashes resulted in property damage only (82 crashes), while 21 crashes resulted in injuries to 28 people at this intersection. Most crashes also occurred on dry road surfaces (84 crashes or 82%) and during daylight conditions (81 crashes or 79%). Approximately one-fifth of crashes happened on wet roads (19 crashes or 18%) and in dark conditions with lighting (18 crashes or 17%).

About one-third of crashes at this intersection involved at least one stopped vehicle (31 crashes or 30%) and slightly fewer crashes involved left-turn maneuvers (25 crashes or 24%), and 17 crashes involved vehicles changing lanes (17%). Following too close was the most commonly cited contributing factor, accounting for 41 crashes (40%). Failure to yield was a factor in 22 crashes, while changing lanes improperly was a factor in 14 crashes at this intersection.

Existing Traffic Data

Existing Year Traffic Volumes and Capacity Analysis

Traffic volume along the study corridor varies widely, depending upon the location, cross streets, and proximity to the I-85 interchange. Data summarized below was taken from the GDOT Traffic Analysis & Data Application (TADA) during the summer of 2018. In the vicinity of Brookshire Lane, the annual average daily traffic (AADT) was reported to be 15,040, based on actual counts taken in 2012, and 15,400 in 2016, based on estimated count data. The traffic volumes along North Druid Hills Road increases significantly in the southern portion of the corridor, south of E Roxboro Road. Near Childers Road, the AADT was reported to be 35,030 in 2012, based on actual counts taken, and 35,200 in 2016, based on estimated count data. Farther south, the AADT was estimated at nearly 54,000 south of I-85 in 2016 and reported to be 48,500, based on actual counts taken in 2015, just north of SR 42/Briarcliff Road. Throughout all of the counts and estimates, the percentage of total traffic represented by trucks hovered just around two percent.

To paint a picture of existing capacity and operations along the corridor, the project team performed a traffic analysis of each of the 23 intersections along the study corridor, including those at the northern and southern limits of the study area, SR 141/Peachtree Rd and SR 42/Briarcliff Rd. Figure 19 and Figure 20 schematically depicts the existing lane configurations at these intersections and the traffic control present at each intersection. Existing AM and PM peak hour turning movement counts were obtained from RTOP and by Reliable Traffic Data Services. The raw count data was collected from multiple sources and normalized to provide a consistent baseline of Existing (Year 2018) data.

Based on the existing lane configurations and traffic control presented in Figure 19 and Figure 20, and the existing traffic volumes, peak hour traffic operations were analyzed at the study area intersections using the methodologies outlined in the 2010 Highway Capacity Manual (HCM) and the Synchro 9.2 software program. According to the HCM, there are six levels of service (LOS) by which the operational performance of an intersection may be described. These levels of service range between LOS "A" which indicates a relatively free-flowing condition and LOS "F" which indicates operational breakdown.

For signalized intersections, LOS is defined in terms of a weighted average control delay for all traffic movements at the intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 7 below summarizes the LOS criteria for signalized intersections, as described in the 2010 HCM (Transportation Research Board, 2010).

TABLE 7. LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Control Delay (sec/veh)	General Description
A	< or = 10 seconds	Free Flow
B	> 10 seconds and < 20 seconds	Stable Flow (slight delays)
C	> 20 seconds and < 35 seconds	Stable flow (acceptable delays)
D	> 35 seconds and < 55 seconds	Approaching unstable flow
E	> 55 seconds and < 80 seconds	Approaching intersection capacity unstable flow, unfavorable progression
F¹	> 80 seconds	Forced flow, poor progression

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

¹If the volume-to-capacity (v/c) ratio exceeds 1.0 LOS F is assigned.

For unsignalized intersections (minor street stop controlled intersections) LOS criteria is defined in terms of the average control delay for each minor-street movement as well as major-street left-turns. Major-street through vehicles are assumed to experience zero delay, because of minimal conflicts in operation. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of gaps in the conflicting traffic stream. LOS A indicates excellent operations with minimal delay to motorists, while LOS F exists when there are insufficient gaps of acceptable size to allow vehicles on the minor street to cross safely, resulting in long delays and long queues. Table 8 shows LOS criteria for unsignalized intersections.

TABLE 8. LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Control Delay (sec/veh)	General Description
A	< or = 10 seconds	Minimal Delay
B	> 10 seconds and < 15 seconds	Occasional Delay
C	> 15 seconds and < 25 seconds	Moderate Delay
D	> 25 seconds and < 35 seconds	Noticeable Delay
E	> 35 seconds and < 50 seconds	Delay approaching tolerance
F¹	> 50 seconds	Delay exceeding tolerance

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

¹If the volume-to-capacity (v/c) ratio exceeds 1.0 LOS F is assigned.

The results of the intersection levels of service and delay analysis for the existing conditions are summarized in Table 9. As shown in this table, all study area intersections operate at a level of service (LOS) "D" or better in the AM and PM peak hours with the exception of one intersection during the AM peak and three intersections during PM peak:

- North Druid Hills Road **at I-85 Frontage Rd Northbound/Northbound Ramps** – AM: LOS E (61.2 second delay)
- North Druid Hills Road **at Standard Drive/Sylvan Circle** – PM: LOS E (41.8 second delay)
- North Druid Hills Road **at Sylvan Circle** – PM: LOS E (37.5 second delay)
- North Druid Hills Road **at Wright Avenue/Druid Knoll Drive** – PM: LOS E (49.8 second delay)

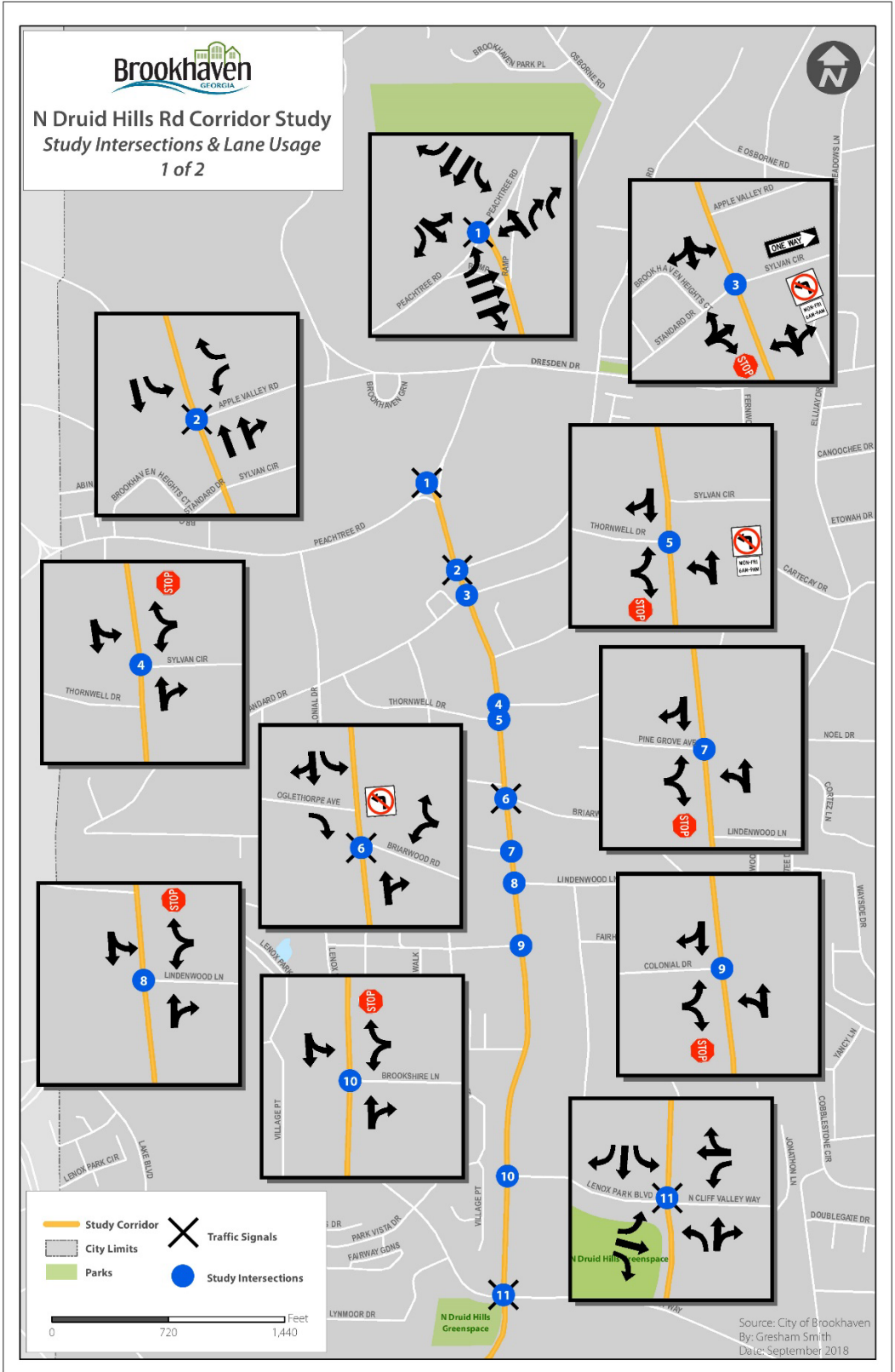


FIGURE 19. LANE USE CONFIGURATION IN THE NORTHERN PORTION OF THE STUDY CORRIDOR

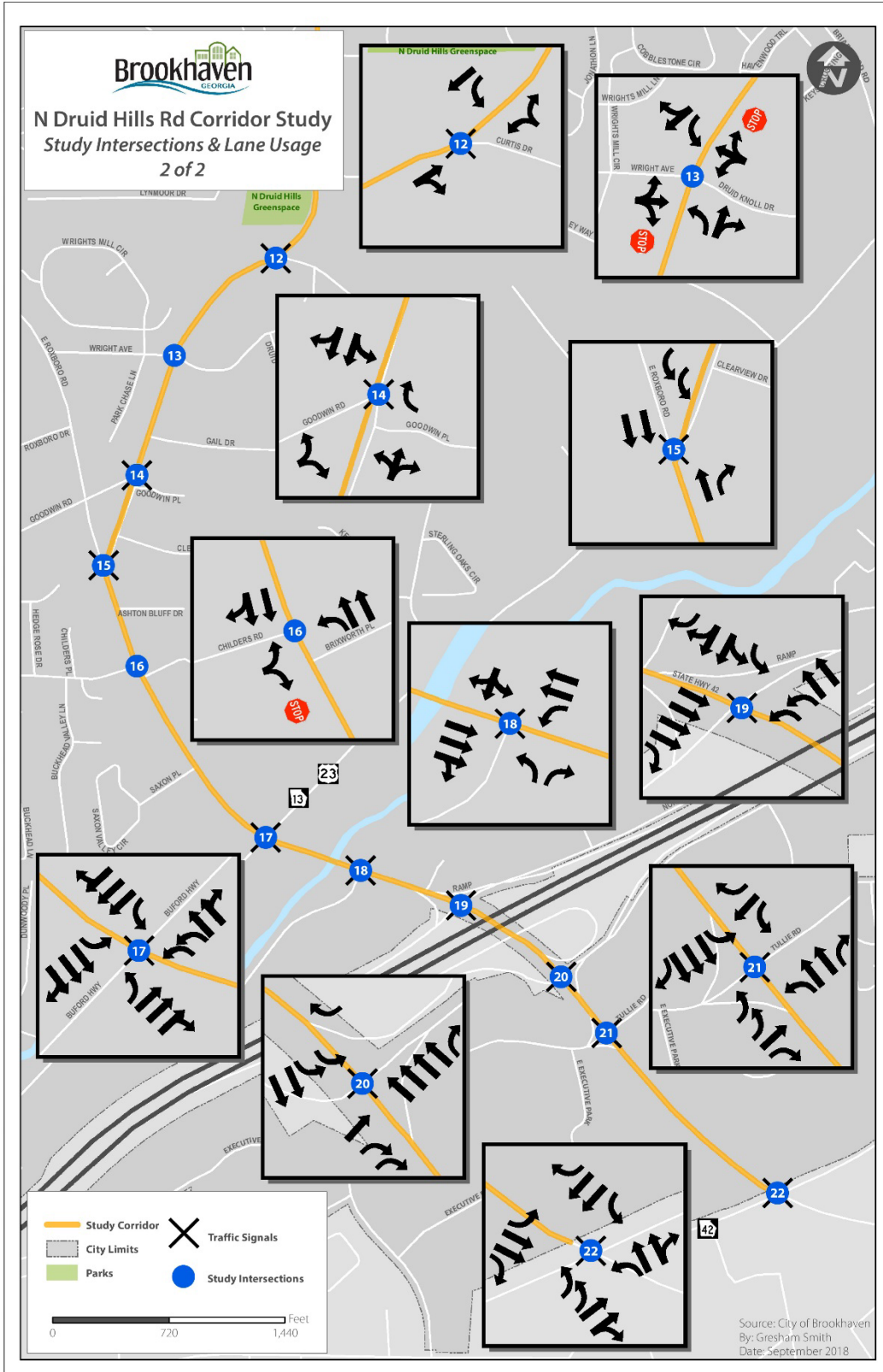


FIGURE 20. LANE USE CONFIGURATION IN THE SOUTHERN PORTION OF THE STUDY CORRIDOR

TABLE 9. EXISTING (YEAR 2018) LEVELS OF SERVICE

Study Area Intersection	Intersection Control Type	Existing 2018	
		AM LOS Delay (s)	PM LOS Delay (s)
North Druid Hills Rd @ SR 141/Peachtree Rd	Signal	C 31.7	D 40.3
North Druid Hills Rd @ Apple Valley Rd	Signal	C 24.3	B 10.7
North Druid Hills Rd @ Standard Dr/Sylvan Cir	Minor Stop	C 23.3	E 41.8
North Druid Hills Rd @ Sylvan Cir	Minor Stop	D 32.9	E 37.5
North Druid Hills Rd @ Thornwell Dr	Minor Stop	C 19.7	C 23.1
North Druid Hills Rd @ Oglethorpe	Minor Stop	C 15.5	C 17.9
North Druid Hills Rd @ Briarwood Rd	Signal	D 35.9	D 35.1
North Druid Hills Rd @ Pine Grove Ave	Minor Stop	C 19.1	C 18.1
North Druid Hills Rd @ Lindenwood Ln	Minor Stop	C 15.2	C 19.4
North Druid Hills Rd @ Colonial Dr	Minor Stop	C 16.5	B 13.4
North Druid Hills Rd @ Brookshire Ln	Minor Stop	B 14.3	C 19.7
North Druid Hills Rd @ Lenox Park Blvd/N Cliff Valley Way	Signal	D 35.5	C 34.3
North Druid Hills Rd @ Curtis Dr	Signal	B 14.3	A 8.4
North Druid Hills Rd @ Wright Ave/Druid Knoll Dr	Minor Stop	D 26.8	E 49.3
North Druid Hills Rd @ Goodwin Rd/Goodwin Pl	Signal/Minor Stop	A 2.2	A 3.1
North Druid Hills Rd @ E Roxboro Rd	Signal	B 14.5	B 13.1
North Druid Hills Rd @ Childers Rd	Minor Stop	C 21.5	B 15.1
North Druid Hills Rd @ SR 13/Buford Hwy	Signal	C 17.6	C 23.5
North Druid Hills Rd @ W Druid Hills Dr	Signal	C 33.8	E 55.3
North Druid Hills Rd @ I-85 Frontage Rd (Southbound ramps)	Signal	A 4.1	A 4.5
North Druid Hills Rd @ I-85 Frontage Rd (Northbound ramps)	Signal	D 35.4	D 36.5
North Druid Hills Rd @ Executive Park Dr/Tullie Rd	Signal	E 58.5	D 37.8
North Druid Hills Rd @ Briarcliff Rd	Signal	A 9.8	C 20.3

*Unsignalized intersections show results for worst movement

Environmental Screening

As part of this study, Edwards-Pitman Environmental, Inc. completed an environmental screening of the corridor, looking at ecology, archaeology, and history. A summary of the findings from the screening is provided below. As is typical for environmental screenings, the area of assessment is a 100-foot buffer of the study corridor for ecology and history, and a 1-kilometer buffer for archaeology.

Ecology

STREAMS

Within the study corridor there is one jurisdictional perennial stream and one jurisdictional intermittent stream.

Perennial Stream

The perennial stream is North Fork Peachtree Creek, a Jurisdictional Water of the U.S. and buffered state water that flows northeast to southwest and is fully impaired, meaning it is not in good ecological health. The creek crosses North Druid Hills Road between West Druid Hills Drive and SR 13/Buford Highway. On the date it was surveyed, September 18, 2018, the creek was approximately one foot deep with normal water flow and was 10 to 20 feet wide near the study corridor. The creek has a 10 to 25-foot wide vegetated buffer on each bank, which generally consists of kudzu, blackberry, water oak, willow oak, mimosa, Bradford pear, poison ivy, and tulip polar among other species. The creek substrate consists of sand, silt, cobble, and gravel.

Intermittent Stream

The intermittent stream, also a Jurisdictional Water of the U.S. and buffered state water that flows south to north, adjacent to North Druid Hills Road. The stream is somewhat impaired, approximately 60 feet long from pipe to pipe and one to 1.5 feet wide. On the date of the survey, it was approximately one to two inches deep, with moderate water flow. The stream substrate consists of sand, silt, and cobble. It has a 10 to 25-foot wide vegetated buffer that consists of English ivy, white oak, hackberry, and autumn olive.

Implications

The results of the screening indicate that impact to the Waters of the U.S. would require a General Permit from the United States Army Corps of Engineers (USACE) and would require mitigation if stream impacts exceed 100 linear feet for jurisdictional streams or 0.1 acre for jurisdictional wetlands.

The North Druid Hills Road corridor is located within a warm-water watershed; warm-water intermittent streams are protected by a 25-foot state buffer on either side of the channel from the point of wretched vegetation. If a future project encroaches upon the state mandated buffer for either stream, a state stream buffer variance, in accordance with the National Pollutant Discharge Elimination System (NPDES) permit under section 402 of the Clean Water Act would be required. However, there is a 50-foot exemption area for construction of a roadway drainage structure and a 100-foot exemption for bridges, and if the impact(s) only occur within the exemption area, a buffer variance would not be required.



FIGURE 21. IDENTIFIED STREAMS WITHIN ENVIRONMENTAL SCREENING STUDY CORRIDOR BUFFER

PROTECTED SPECIES

Based upon research of the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC), there are three protected species within DeKalb County: federally threatened little amphianthus (*Amphianthus pusillus*), federally endangered dwarf sumac (*Rhus michauxii*), and federally endangered black-spored quillwort (*Isoetes melanospora*). There is no Critical Habitat designated within DeKalb County. Based upon the screening-level field survey conducted for this study it does not appear that these protected species would be of concern during any likely project development; however, more intensive field surveys may identify habitat for these species.

Archaeology

The project team conducted a scan of previously recorded sites and surveys with the Georgia Archaeological Site File to identify archaeological resources within the survey boundary (buffer surrounding study corridor) as well as within one kilometer of the study corridor. The archaeology scan revealed no archaeological sites within the North Druid Hills Road corridor study buffer and one archaeological site within a one-kilometer boundary of the corridor.

The previously recorded archaeological site (site 9DA342) is located approximately 70 meters east of the southern terminus of the corridor study area. Based upon the information provided, it appears to have been identified in an amateur investigation; no specific information regarding the site is recorded, including material identified, cultural affiliation, or eligibility for the National Register of Historic Places (National Register).

The environmental screening report provides additional details about the findings from the survey of previously recorded sites and surveys.

History

The project team conducted research to identify historic resources within close proximity of the study corridor. The screening consisted of research of DeKalb County tax assessor's records for all properties adjacent to the study corridor to ascertain each property's date of construction. Property records were also reviewed for numerous properties beyond the study corridor buffer, in proximity to North Druid Hills Road, to establish approximate boundaries of potential historic districts in the vicinity of the study area. The team also consulted the National Park Service's inventory of National Register-listed properties in DeKalb County and the Georgia Department of Natural Resources Archaeological and Historical Resources GIS database (GNARHGIS), as well as the Atlanta Regional Commission (ARC) Historic District database to identify any previously surveyed historic resources along the corridor.

The team grouped identified historic resources into three categories: 1) those requiring individual evaluation for National Register eligibility; 2) those that appear to be part of larger National Register-eligible historic districts; and those that are already listed on the National Register. Properties and structures older than 50 years (constructed in or prior to 1968) would generally be recognized as "historic" by National Register evaluation standards in 2018. To identify resources that appear to be part of larger historic districts, the project team evaluated properties and structures constructed in or prior to 1969, in accordance with the period of significance for certain types of mid-twentieth century domestic architecture established in *The Ranch House in Georgia: Guidelines for Evaluation*.

FINDINGS

The history screening revealed no National Register-listed historic resources along the survey corridor. No historic resources were identified in the GNAHRGIS or the ARC historic district database. Fifty historic resources

were identified within close proximity of the corridor based upon information from the DeKalb County tax assessor records. These resources include Cross Keys High School, which was built between 1955 and 1960; a potential historic neighborhood district comprised of homes dating to 1954-1968; and several individual residential and commercial properties as well as two churches, constructed between 1915 and 1968. The potential historic district is situated east of North Druid Hills Road and is bounded to the north by Briarwood Road, to the east by the rear parcel lines of the properties fronting Fairway Circle, and to the south by North Cliff Valley Way. The historic commercial properties are primarily mid-twentieth century buildings used for gas stations, offices, and shopping centers. The individual historic resources are listed in the table below and shown in the environmental screening report included in the appendix.

An environmental screening does not make any assumptions about the eligibility of these properties for listing on the National Register – their eligibility remains undetermined at this time. Additional research and documentation through a full survey would be needed to fully assess the eligibility of each property or structure. The preliminary research conducted as part of this study indicates that many of the historic resources along and adjacent to the study corridor appear to be part of an early-to-mid-twentieth century single-family housing development, in the area bounded by Briarwood Road, North Druid Hills Road, rear parcel lines along Fairway Circle, and North Cliff Valley Way. Their location within a more cohesive districts increases the likelihood that they could be eligible for the National Register.

TABLE 10. POTENTIAL HISTORIC RESOURCES ALONG STUDY CORRIDOR

Address	Resource Type	Year Built	Parcel ID
1626 N Druid Hills Rd (<i>Cross Keys High School</i>)	Educational	1955-1960	1819801046
1257 Goodwin Rd	Residential	1951	18 199 08 006
1896 E Roxboro Rd	Residential	1954	18 199 09 001
2911 Buford Hwy	Commercial	1964	18 155 03 007
2941 Buford Hwy	Commercial	1957	18 155 04 004
2036 N Druid Hills Rd	Commercial	1958	18 155 04 002
2081 N Druid Hills Rd	Commercial (auto shop)	1960	18 156 04 002
1 Executive Park Dr	Commercial	1965	18 156 03 008
2240 N Druid Hills Rd	Commercial (restaurant)	1968	18 156 07 010
2235 N Druid Hills Rd	Business	1967	18 156 06 005
2289 N Druid Hills Rd	Commercial (gas station)	1967	18 153 01 004
2304 N Druid Hills Rd	Commercial	1966	18 153 06 001
1251 N Druid Hills Rd	Residential	1951	18 239 11 014
1267 N Druid Hills Rd	Residential	1940	18 239 11 012
1273 N Druid Hills Rd	Residential	1949	18 239 11 011
1277 N Druid Hills Rd	Residential	1945	18 239 11 010
1289 N Druid Hills Rd	Residential	1940	18 239 11 008
1391 N Druid Hills Rd	Residential	1946	18 200 06 001
1399 N Druid Hills Rd	Residential	1948	18 200 06 017
1295 N Druid Hills Road	Residential	1940	1823911007
1294 N Druid Hills Rd (<i>Brookhaven Baptist Church</i>)	Church	1955	1823805016
1366 N Druid Hills Rd (<i>Brookhaven Methodist Church</i>)	Church	1955	1820102030
1403 N Druid Hills Rd	Residential	1915	1820006013
1649 N Druid Hills Rd	Residential	1963	1819915027

(Continued on next page)

POTENTIAL HISTORIC RESOURCES ALONG STUDY CORRIDOR (CONTINUED)

Address	Resource Type	Year Built	Parcel ID
2081 N Druid Hills Rd	Commercial	1960	1815604002
2036 N Druid Hills Rd	Commercial	1958	1815504002
1885 N Druid Hills Rd	Residential	1961	1815508013
1877 N Druid Hills Rd	Residential	1960	1815508012
1869 N Druid Hills Rd	Residential	1960	1815508011
1863 N Druid Hills Rd	Residential	1942	1815508010
1844 N Druid Hills Rd	Residential	1951	1819910015
1836 N Druid Hills Rd	Residential	1951	1819910014
1828 N Druid Hills Rd	Residential	1951	1819910013
1277 Goodwin Rd	Residential	1959	1819912001
1814 N Druid Hills Rd	Residential	1951	1819916014
1806 N Druid Hills Rd	Residential	1951	1819916013
1141 Goodwin Pl	Residential	1951	1819916012
1140 Goodwin Pl	Residential	1947	18 199 16 011
1776 N Druid Hills Rd	Residential	1950	18 199 16 010
1744 N Druid Hills Rd	Residential	1951	18 199 11 014
1704 N Druid Hills Rd	Residential	1947	18 199 11 011
1690 N Druid Hills Rd	Residential	1947	18 199 11 009
1684 N Druid Hills Rd	Residential	1947	18 199 11 008
1678 N Druid Hills Rd	Residential	1947	18 199 11 007
1668 N Druid Hills Rd	Residential	1947	18 199 11 006
1660 N Druid Hills Rd	Residential	1947	18 199 11 005
1657 N Druid Hills Rd	Residential	1956	18 199 15026
1653 N Druid Hills Rd	Residential	1953	18 199 15025

Underground Storage Tanks/Hazardous Materials

There are five gas stations along the study area corridor, located at: 2375 North Druid Hills Road (near SR 42/ Briarcliff Road), 2289 North Druid Hills Road, 2080 North Druid Hills Road, 2055 North Druid Hills Road; and 2911 Buford Highway. Other sites that indicated the possibility of underground storage tanks include Pep Boys Auto Service at 2081 North Druid Hills Road, Hi-Speed Car Wash at 2024 North Druid Hills Road, Hi-Speed Oil Change & Detail at 2965 Buford Highway, and the Brookhaven-Oglethorpe MARTA station. It is recommended that if right-of-way is required to implement an individual project, a Phase I UST/HazMat Site Assessment should be performed prior to acquisition for the project.

School Carpool Traffic

Overview

As part of the community outreach for this study, the project team conducted outreach at Woodward Elementary School, located adjacent to the study corridor, along Curtis Drive. The intent of this outreach was to determine whether people experience congestion or other issues along the corridor at/near the schools, and identify whether these issues can be attributed to operational deficiencies along North Druid Hills Road, or are directly related to potential circulation issues on school property.

The school outreach was comprised of two components:

- Carpool Intercept Surveys: The project team conducted an oral survey of parents/guardians in the afternoon carpool, to determine whether they experience traffic issues along North Druid Hills Road in the vicinity of the school, near Curtis Drive or North Cliff Valley Way/Lenox Park Boulevard.
- Staff Interviews: The project team spoke with staff at the school who manage morning and afternoon carpool, and gathered information on traffic congestion or other operational deficiencies they observe.

CARPOOL INTERCEPT SURVEYS

The survey was conducted during afternoon carpool from approximately 2:00 pm to 2:30 pm on Wednesday, October 3, 2018. It was observed that most of the vehicles arrived from North Druid Hills Road, with a smaller number arriving via Buford Highway. Before school dismissal began, cars began to queue in the school driveway. Most fit in the school driveway, but some were lined up along Curtis Drive. As the dismissal proceeded, vehicles moved forward, but cars remained queued along Curtis Drive up to 20 minutes, ending at the railing adjacent to the curve in the roadway.

Based on the responses received, traffic delays during morning drop-off present a greater issue compared to traffic delays during afternoon pick-up. These delays more often represent re-occurring events rather than unexpected delay that may arise from a crash or other unanticipated event. During morning drop-off, delays occur most often at Curtis Drive and North Cliff Valley Way/Lenox Park Boulevard, and the primary reason is buses or cars queuing on school property, followed by general congestion. During afternoon pick-up, delays occur most often at Curtis Drive, and the primary reason is buses or cars queuing on school property.

During the survey, respondents brought up additional concerns. Many cited that speeding is a problem along Curtis Drive. One respondent noted that when cars queue along Curtis Drive for carpool, some drivers who are using Curtis Drive as a pass-through route become aggressive, honking or yelling at the waiting vehicles ahead of them. The respondents also noted additional concerns outside the study area along Buford Highway, including traffic congestion between 5:00 and 6:00 pm; delays at the intersections with Clairmont Road and North Cliff Valley Way, and delays along Buford Highway between these intersections, which one person attributed to the presence of numerous crosswalks along Buford Highway; and that school buses sometimes block traffic along Buford Highway.

STAFF INTERVIEWS

The project team spoke with a faculty member at Woodward Elementary who oversees morning carpool operations at the school. The faculty member said that in the morning, there is no traffic at the school that impacts North Druid Hills Road, and that traffic on North Druid Hills Road does not impact traffic operations at the school. He said that most of the traffic issues he observes in the morning occur along Buford Highway. In addition to general traffic congestion, vehicles sometimes temporarily back up on Buford Highway when the crossing guard stops traffic for school children to cross the corridor.

The project team also spoke to two campus supervisors at Cross Keys High School who manage morning and afternoon carpool operations. The faculty members said that in the morning, there is substantial traffic congestion along North Cliff Valley Way, sometimes extending from North Druid Hills Road to Buford Highway. They pointed to the timing of the traffic signal at North Cliff Valley Way and North Druid Hills Road as the primary cause of this congestion, stating that in the morning, the green-light phase only allows about seven vehicles to travel through the intersection from North Cliff Valley Way. The faculty members have observed that when the vehicles queues are shorter, motorists will sometimes speed along North Cliff Valley Way to reach the intersection at North Druid Hills Road before the signal turns red again. These issues have been observed primarily between 8 and 9:30 am. The faculty members also cited traffic congestion along Curtis Drive in the

morning. They stated that this is primarily because no right turn is allowed from Curtis Drive during the red-phase of the traffic signal at North Druid Hills Road. The faculty members also stated that despite the presence of school zone signs and crossing guards, drivers will sometimes speed along Curtis Drive, particularly doing downhill towards Woodward Elementary School. They suggested that the school zone speed limit on Curtis Drive be reduced to 15 miles per hour, and that the school zone signage should be enhanced (more flashing lights, install radar to display speed, etc.).

Narrative Summary of Survey Results

1. *Do you encounter reoccurring delays on North Druid Hills Road during most morning drop-offs?*

Of the 11 people who answered the question, 45 percent responded yes, 36 percent responded no, and 18 percent said it was not applicable.

2. *Do you ever encounter unexpected delays on North Druid Hills Road during morning drop-offs?*

Of the 10 people who answered the question, 20 percent responded yes, 70 percent responded no, and 10 percent said it was not applicable.

3. *If yes, at which of these locations do you experience traffic congestion?*

Both Curtis Drive and North Cliff Valley Way/Lenox Park Boulevard received seven responses each. For Curtis Drive, the primary reason cited was buses or cars queuing on school property, followed by general congestion. For North Cliff Valley Way/Lenox Park Boulevard, the primary reason cited was general congestion, followed by buses or cars queuing on school property. In the "Other" category, Buford Highway received 2 responses, and Cheshire Bridge Road received one.

4. *Do you encounter reoccurring delays on North Druid Hills Road during most afternoon drop-offs?*

Of the 12 people who answered the question, 75 percent responded yes and 25 responded no.

5. *Do you ever encounter unexpected delays on North Druid Hills Road during afternoon drop-offs?*

Of the 10 people who answered the question, 20 percent responded yes and 80 percent responded no.

6. *If yes, at which of these locations do you experience traffic congestion?*

Curtis Drive received 10 responses, and North Cliff Valley Way/Lenox Park Boulevard received five responses. For each location, the primary reason cited was buses or cars queuing on school property, followed by general congestion. In the "Other" category, Buford Highway received three responses, and Cheshire Bridge Road received one.

North Druid Hills Road Corridor Study



Existing Conditions Technical Memorandum

PART 2: Summary of Prior Plans and Studies

City of Brookhaven

DECEMBER 2018



DRAFT FINAL REPORT APRIL 2019

Visioning Report Appendix B - Existing Conditions Technical Memorandum

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Overview

The North Druid Hills Road Corridor Study builds upon a number of prior planning efforts. To provide context and serve as a foundation for this study, the following plans and studies were reviewed. Studies and plans are summarized in chronological order:

- North Druid Hills Livable Centers Initiative Study (2009)
- Buford Highway Improvement Plan and Economic Development Strategy (2014)
- City of Brookhaven Comprehensive Parks and Recreation Master Plan (2014)
- City of Brookhaven Comprehensive Transportation Plan (2014)
- DeKalb County Comprehensive Transportation Plan (2014)
- Peachtree Creek Greenway Master Plan (2016)
- City of Brookhaven Bicycle, Pedestrian and Trail Plan (2016)
- Brookhaven-Peachtree Livable Centers Initiative Study & Action Plan Update (2016)
- MARTA Comprehensive Operations Analysis (2016)
- Traffic Calming Plan for Brookhaven Heights – Brookhaven Fields (2016)
- City of Brookhaven Comprehensive Plan 2034 Community Work Program 2018-2022 (2017)
- ARC Regional Transportation Plan (2017)
- City of Brookhaven Transportation and Streetscape Improvements Traffic Engineering Study (2017)
- Children’s Healthcare of Atlanta (CHOA) Development of Regional Impact Review (2018)
- City of Brookhaven Adopted Future Sidewalk Lists (2018)

Summaries of each plan and study are provided in subsequent sections.

Summary of Prior Plans and Studies

North Druid Hills LCI (2009)

The North Druid Hills Livable Centers Initiative (LCI) study was commissioned by DeKalb County and Commissioner Jeff Rader in conjunction with the Atlanta Regional Commission (ARC) to improve quality of life in the North Druid Hills Road corridor and to foster development of a unique identity for the area by connecting transportation improvements and land use recommendations. The study area is in northern DeKalb County, in present-day Brookhaven – at the time this was unincorporated DeKalb County – along North Druid Hills Road, bounded by Buford Highway and the rail line east of Clairmont Road. Most of the study area does not overlap with the North Druid Hills Road Corridor Study.

The goals of the LCI study were to:

- Make walking and bicycling a convenient and safe choice through complete networks.
- Improve traffic flow along North Druid Hills Road by addressing access, safety, connectivity, mode choice, and street hierarchy.
- Adopt street hierarchy requirements with specific treatment, access management, open space, and building design standards.
- Encourage compatible infill development and redevelopment of underutilized buildings and parcels as well as dated office complexes.

Building upon the community input, several goals and principles were developed to guide the conceptual plan for the study area. These include making North Druid Hills Road more pedestrian friendly and enhancing the visual quality and character of the corridor with a median, streetscape, and signalization improvements. Other notable goals include creating gateways at critical entry points and nodes, providing diverse housing types, attracting a mix of business and office types, and promoting Lifelong Communities throughout the corridor. The key recommendation from the study that addresses North Druid Hills road is to “make [the road] more pedestrian friendly and provide facilities for bicycle commuters.”

Several projects were recommended along North Druid Hills Road or at intersections with other roads along the corridor within the North Druid Hills Road Corridor study boundaries. These are listed in the table on the following page. Many of these projects have been superseded or replaced by other projects since the time of the LCI study.

TABLE 1. RECOMMENDED PROJECTS FROM THE NORTH DRUID HILLS LCI STUDY

Project ID	Location	Description
T1-A	North Druid Hills Road – Buford Highway to Briarcliff Road	Raised and planted median with 6-ft sidewalks and 5-ft planted buffers and 4-ft on-street bike lanes
T4	Cliff Valley Way – I-85 Frontage Road underpass to North Druid Hills Road	Upgrade Cliff Valley Way. Realignments at Knob Hill Drive, Childerlee Ln. Upgrade Knob Hill and Mt Mariah Road. Sidewalk, buffers, and bike lanes on all roads.
T8	I-85 Frontage Road – 3,700 feet south of North Druid Hills Road to Briarwood Road	Modifications to I-85 access road and additional ramps for Chantilly Drive, Executive Park Drive. Conversions of access roads to two-way operations.
T15	Buford Highway – South Executive Park Ring Road (proposed) to Corporate Boulevard	Six-foot sidewalk with five-foot planted buffer and relocation of utilities and obstacles
T20	North Druid Hills Road at Buford Highway	Transit transfer hub

Buford Highway Improvement Plan and Economic Development Strategy (2014)

The Buford Highway Improvement Plan and Economic Development Strategy was prepared for the City of Brookhaven by The Jaeger Company in partnership with Urban Partners and the Cranston Engineering Group to “provide an attractive, safe, and trafficable environment with an emphasis on pedestrian accessibility and an action plan to stimulate the area to its full potential and long range sustainability” (page 1). The study identifies public projects and civic infrastructure needed to promote and stimulate redevelopment and provides guidelines for development characteristics to help realize the purpose of the study and contribute to the success of the corridor and the City. The plan documents an inventory of existing conditions and provides general recommendations and specific study area redevelopment opportunities, concepts, and an implementation strategy.

The plan includes general recommendations related to improvements of the streetscape and pedestrian amenities along Buford Highway that aim to make the corridor more comfortable for pedestrians by increasing the number of crossings, narrowing travel lanes, and providing a landscaped median. It also recommends separated on-street bike lanes and an off-street multi-use trail system, pedestrian-scale lighting, transit shelter improvements, and other potential improvements to enhance the look and feel of the corridor. Several specific groupings of parcels were identified as having potential for redevelopment, including several at the intersection with North Druid Hills Road:

- The Red Roof Inn at the corner of Buford Highway and North Druid Hills Road - The site has the potential for striking skyline views of downtown Atlanta and the plan suggests luxury condominiums at this location.
- The corner of Buford Highway and North Druid Hills Road at Peachtree Creek – This site is one of the most visible along Buford Highway and is a key gateway location due to its proximity to I-85. The plan suggests that redevelopment into a prominent hotel with conference facilities could help establish the international theme for Buford Highway.

- The three-parcel grouping that currently contains the car wash and auto maintenance facility could benefit from repositioning of the immediate corner parcel which is less active than the others, while maintaining the existing uses.

In addition to specific redevelopment strategies, the Plan outlines several transportation projects, including a road diet and streetscape project; improve access to public transportation and improve transportation choices along the corridor; and construct the North Fork Greenway Connector Trail from Buford Highway.

Comprehensive Parks and Recreation Master Plan (2014)

The City's Parks and Recreation Master Plan was prepared for the City of Brookhaven in 2014, as the City took over operation of parks within the city limits from DeKalb County. The plan was adopted on September 9, 2014 by City Council. It contains a community profile, summary of demographics, and an assessment and recommendations for programming as well as for individual facilities and citywide greenway development. The plan groups recommendations into three tiers: phase one projects are to be implemented within 24 months; tier two projects within 60 months (five years); and tier three projects within 120 months (ten years).

In addition to general recommendations that would improve park facilities and make them more attractive to users, several recommendations relate to multi-modal transportation and point to a need for greater connectivity across and throughout the City:

- Develop a network of small neighborhood parks throughout the city connected by a community greenway system
- Create more walking trails in existing parks
- Create major east-west greenway corridors that will begin a regional trail system connecting with surrounding communities – highest priority is along the North Fork of Peachtree Creek
- Create north-south greenway corridors connecting community parks and neighborhoods to the proposed regional greenway
- Improve sidewalk and bicycle lanes throughout the city to provide access to greenways, parks, and public transportation
- Greenways should have a minimum 14-foot paved surface where space allows to better accommodate different user groups
- Good directional signage and rules should be provided at all trailhead access points
- Create more non-vehicular access routes to MARTA Station to promote healthier lifestyles for community residents

The Plan also includes site-specific park master plans, including plans for Briarwood Park and Fernwood Park, the two parks closest to North Druid Hills Road. The site plan for Fernwood Park includes an expanded nature trail, seating and trailhead access off of Fernwood Circle, a boardwalk, and native grass meadow. Recommendations for this park include creating a paved sidewalk connection to the then-proposed mixed-use development at the MARTA station and considering expansion of the park to include the greenspace parcels closer to the MARTA station. The Briarwood Park Plan proposes a nature trail, multi-use trail, play area, and outdoor classroom and outdoor education garden, along with expanded parking and a renovation to the pool facilities.

Recommendations for Briarwood Park are numerous and include repair to existing facilities, developing a formal trail loop with connections to the surrounding neighborhoods and Americans with Disabilities Act (ADA)-compliant access routes. Both facilities are likely to generate additional bicycle and pedestrian traffic as these plans are implemented.

The plan also discusses and recommends strategies for acquisition and design of greenways, pedestrian walks and trails, and for combined vehicular/pedestrian/bicycle routes, based on a number of resources, including the American Association of State Highway Transportation Officials (AASHTO). It differentiates between “on-road systems” – sidewalks, bike routes, bike lanes, and off-street paths constructed within the public right-of-way of a road - and “off-road systems” – multi-use paths developed in rights-of-way shared with utilities or acquired exclusively for development of greenway trails. It provides illustrations of examples of typical cross-sections for various multi-modal facilities, including guidance for sidewalks, shared-use trails, and bike lanes. Specifically, the plan recommends that bike lanes should have a minimum width of four feet, sidewalks should be five-to-six feet, and that shared-use trails should be 12 feet wide with minimum two-foot shoulders and a minimum of five feet of cleared area outside the shoulder, depending on what is adjacent to the trails.

Comprehensive Transportation Plan (2014)

The Brookhaven Comprehensive Transportation Plan (CTP) was completed in 2014. As the city’s first-ever CTP, it establishes a long-term, multimodal transportation vision for the City of Brookhaven. The plan identifies needs and deficiencies in the transportation network and presents a series of recommendations to improve the transportation system in the short-term, mid-term, and long-term. The following is a summary of both key issues and recommendations from the plan pertaining to the North Druid Hills Road corridor.

The CTP identifies North Druid Hills Road as a Priority Corridor, meaning that it carries substantial local and cross-regional traffic, is heavily traveled by residents and visitors, connects Brookhaven to adjacent communities, and that it serves to support economic activity, emergency response, and other critical functions for the City and region. In terms of community priorities, the input received as part of the CTP indicates that the community considers North Druid Hills Road from Peachtree Road to the southern city limit (at the time, I-85) as a medium priority overall, as compared to other corridors throughout the city. Some of the issues, concerns, and opportunities noted are listed below:

- The CTP identifies further study of the intersection of North Druid Hills Road and Peachtree Road as a high priority activity for the future; it was intended to be addressed in the MARTA Station Area Study Special Project (recommended CTP Project #1.3.2 and 1.5.2).
- Intersection and safety concerns were identified at North Druid Hills Road and the MARTA Station bus driveway. This intersection is identified as one of many where improvements are needed.
- North Druid Hills Road plays an important role within the City due to its function in collecting and distributing traffic to and from I-85 via the interchange.
- Concerns were identified regarding the congestion and roadway level of service (LOS) along North Druid Hills Road. Traffic analysis at the time indicated that the segment between Peachtree Road and East Roxboro Road operated at LOS F, while the segment between the city limit (I-85) and East Roxboro Road operated at LOS C. Traffic projections for the year 2040 indicated that both segments would experience significant congestion into the future, operating at LOS F.
- Traffic congestion during peak morning commute times is common at the intersection of Buford Highway and North Druid Hills Road; traffic analysis indicates that conditions would worsen by 2040, from LOS D to LOS F. Similarly, conditions at this intersection during peak afternoon commute times were also projected to worsen from LOS D to LOS E by 2040.

Recommendations Related to North Druid Hills Road

- The CTP recommends a Visioning/Scoping study for North Druid Hills Road, to be followed by subsequent concept development for individual recommended projects. *(Note: this is being executed via the subject study, the North Druid Hills Road Corridor Study.)*

DeKalb County Comprehensive Transportation Plan (2014)

In 2014, DeKalb County adopted a countywide Comprehensive Transportation Plan, designed to identify transportation investment priorities for the next 25 years. The plan is intended to improve the lives of local residents and create an environment for businesses and institutions to thrive; the vision of the Plan is to “improve mobility for all people, enhance quality of life, facilitate economic vitality, and focus on implementation.” Each of these phrases translate directly into goals that guide development of the plan.

The Recommendations Report is the summary document resulting from the planning process. It provides an overview of the process, resulting recommendations, and implementation action steps. Potential projects were evaluated in three rounds; final recommendations are grouped into four categories: roadway (corridor), roadway (intersection), bicycle, and pedestrian. The final recommendations are prioritized in three tiers, based on available funding and local sponsorship. Several projects along North Druid Hills Road were included in the Tiered County Projects and in the list of City Projects, as shown in the table on the following page.

General recommendations relevant to the North Druid Hills Road Corridor Study include the following:

- In assessing active transportation needs, the CTP identifies North Druid Hills Road as a Second Tier Priority Bicycle Network from Briarcliff Road to Peachtree Road.
- In keeping with what was, at the time, the regional bicycle and pedestrian plan – ARC’s Bicycle Transportation and Pedestrian Walkways Plan - the DeKalb County CTP set a goal for North Druid Hills Road to achieve Bicycle Level of Service (LOS) B and C: LOS B is the goal from Briarcliff Road to East Roxboro and from North Cliff Valley Way to Peachtree Road, while LOS C is the goal between East Roxboro and North Cliff Valley Way.
- North Druid Hills Road is included as a recommended truck route along the entirety of its length, including the portion within the City of Brookhaven

TABLE 2. RECOMMENDED PROJECTS FROM DEKALB COUNTY CTP ALONG NORTH DRUID HILLS ROAD

Tier	Project ID	Description
2A	0055	Advanced Traffic Management System (ATMS) between Buford Highway and Lavista Road
2B	5083	Multi-modal Corridor Improvements from Buford Highway to US 78, including a median (center turn lane or landscaped), bike and pedestrian accommodations, and operational recommendations at key intersections
2C	1358	I-85 North Druid Hills Connector and North Druid Hills/I-85 Access Road modifications <i>(also in City of Brookhaven projects)</i>
City Projects	1230	North Druid Hills Road Bicycle and Pedestrian Improvements, approximately from East Roxboro Road to Peachtree Road
City Projects	1946	Briarwood Road Pedestrian Improvements, including repair of damaged sidewalks and improvements to crossings at the intersection of Briarwood Road and North Druid Hills Road

City Projects	2792	North Druid Hills Road Pedestrian Improvements, including installation of sidewalk and improvement of pedestrian crossings approximately from EAST Roxboro Road to Peachtree Road
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Peachtree Creek Greenway Master Plan + Pending Projects (2016)

Completed in October 2016, the Peachtree Creek Greenway Master Plan “coalesces the desires of Brookhaven residents, City and DeKalb County officials, local businesses and non-profits to realize the development of a multi-purpose linear park along the North Fork of Peachtree Creek.” The Plan lays out the proposed details for a nearly three-mile linear park, envisioned as a series of nature trails, paved multi-use greenway, and promenade with public spaces and amenities.

The plan document provides an overview of the project process and approach to development of the plan, and an implementation strategy. The Greenway study area traverses the width of the Brookhaven City limits, roughly parallel to Buford Highway and I-85, following the north fork of Peachtree Creek from the southwest corner of the City near Shady Valley Drive to the southeast corner along Clairmont Road. The plan describes a series of guiding principles and project objectives that were developed in consultation with residents, stakeholders, and local officials, provides a preliminary framework for the Greenway, and a Final Greenway Master Plan, including: a final alignment, typical cross-sections, proposals for trailheads, parks and green spaces, and a future vision for what the build-out of the corridor could become over time.

The Plan’s Implementation Strategy calls for build-out of the greenway in six segments. Two of those segments are adjacent to North Druid Hills Road: Segment 2 - Buford Highway Bridge Over Peachtree Creek to North Druid Hills Road and Segment 3 – North Druid Hills Road to Corporate Boulevard. The Greenway is proposed to cross under the Buford Highway bridge on the south side of Peachtree Creek and immediately cross the creek on a new bridge to the north side, adjacent to an existing shopping center, where it will follow an existing sewer easement parallel to the creek. At North Druid Hills Road, the trail will cross the creek again on a new bridge. In Segment 3, from North Druid Hills Road, the base trail will be on the south side of Peachtree Creek. A new trailhead will be constructed at the site of the Salvation Army.

The plans for Phase I of the trail and the trailhead at the Salvation Army were at 90 percent completion at the time the North Druid Hills Road Corridor Study got underway (summer 2018). The existing Salvation Army driveway will be substantially demolished with a new driveway to be constructed off of North Druid Hills Road at the traffic signal for West Druid Hills Road. The driveway will feature one entrance lane and two exit lanes. The exit lanes will be left-turn only onto southbound North Druid Hills Road and a right/through lane for access to northbound North Druid Hills Road and West Druid Hills Drive. The project will repurpose the northbound dual left-turn lanes onto SR 13/Buford Highway to create a short southbound left-turn-only lane into the trailhead parking lot, with appropriate striping and marking. A planned partnership between the Greenway and the Regional Traffic Operations Program (RTOP) is anticipated to update the signal system to be able to turn left into the new trailhead parking lot. Improvements will also be made to pedestrian signals, crosswalks, signs and pavement markings.

Bicycle, Pedestrian, and Trail Plan (2016)

The Brookhaven Bicycle, Pedestrian, and Trail Plan was prepared in an effort to create a more balanced transportation network by increasing access to pedestrian and bicycle facilities. The plan was adopted by the Brookhaven City Council in April 2016. This objective of the plan is to develop a vision for a future bicycle, pedestrian and trail network to be enjoyed by all residents and visitors to the City. It describes existing

conditions throughout the City and spells out an overall vision for a network of sidewalks, trails, lanes, and paths to facilitate transportation and recreation. Chapter 4 of the plan provides details on the existing conditions, demand for bicycle and pedestrian facilities, and potential suitability of key roadways to host such facilities.

The attraction analysis (Figure 4.1 in the plan) shows North Druid Hills as attracting more bicyclists and pedestrians in the northern portion of the corridor, closer to the MARTA station and in the southernmost portion, near Briarcliff Road. The portion of the corridor between Briarwood Road and Buford Highway shows low to moderate levels of attraction. The demand analysis (Figure 4.2 in the plan) shows areas with highest demand for biking and walking on the west side of the corridor between East Roxboro Road and I-85 with moderately high levels of demand on the east side of the corridor between Buford Highway and Briarwood Road and moderate levels of demand north of Briarwood Road up to Peachtree Road on both sides of North Druid Hills Road. The combined suitability (Figure 4.4 – Overall Active Transportation Corridor Analysis in the plan) shows that North Druid Hills Road exhibits moderate to high suitability north of Colonial Drive and south of Saxon Pl. The more residential areas between show low to moderate suitability. The plan identifies North Druid Hills Road as one of several target corridors (Figure 4.5 in the plan) for bicycle and pedestrian facilities between East Roxboro Road and Apple Valley Road.

Chapter 5 of the plan lists a series of recommended short-, mid- and long-term projects. Recommended projects located along and intersecting with N Druid Hills Road are listed in the following tables.

TABLE 3. RECOMMENDED PROJECTS FROM THE BICYCLE, PEDESTRIAN AND TRAIL PLAN ALONG NORTH DRUID HILLS ROAD

Project ID	Location	Description
104 MT	North Druid Hills Road – Curtis Drive to Briarwood Road	Sidewalk along the west side; Multi-Use Path (MUP) along the east
105 MT	North Druid Hills Road – Briarwood Road to Peachtree Road	Fill gaps and expand sidewalk along the east side of the road to MUP
151 MT	North Druid Hills Road – Peachtree Creek to Briarwood Road	Widen sidewalk along the east side of the road to MUP

TABLE 4. RECOMMENDED PROJECTS FROM THE BICYCLE, PEDESTRIAN AND TRAIL PLAN THAT INTERSECT NORTH DRUID HILLS ROAD

Project ID	Location	Description
103 MT	Roxboro Road	Multi-Use Path (MUP) along the east side to Goodwin Road and from Goodwin Road to North Druid Hills Road
106 MT	Curtis Drive, Corporate Boulevard – Peachtree Creek to North Druid Hills Road	Fill sidewalk gaps and expand sidewalk along the east side of the roads to MUP
108 ST	Colonial Drive, Oglethorpe Avenue	Sharrows
108 LT	Colonial Drive, Oglethorpe Avenue	Add MUP
109 ST	Briarwood Road – Buford Highway to North Druid Hills Road	Fill sidewalk gaps along south/west

109 LT	Briarwood Road – Buford Highway to North Druid Hills Road	Fill sidewalk gaps and expand sidewalk along south/west to MUP
111 LT	Sylvan Cir	Add MUP in greenspace near Sylvan Circle, including access to Apple Valley Road
112 ST	Apple Valley Road	Add sidewalk to north/west
115 ST	Peachtree Road	Fill in sidewalk gaps
115 MT	Peachtree Road	Widen sidewalk to MUP along north side of the road
158 ST	Executive Park Drive	Fill in sidewalk gaps and add sharrows
158 MT	Executive Park Drive	Expand sidewalk along the south side of the road to MUP
163 MT	I-85 Frontage Road North	Fill sidewalk gaps
163 LT	I-85 Frontage Road North	Expand sidewalk along north side of the road to MUP, crossing I-85 at underpass
164 MT	Tullie Road, Tullie Cir	Install MUP
179 MT	Colonial Drive	Complete sidewalk and add sharrows
185 ST	Standard Drive	Add sharrows
190 ST	North Cliff Valley Way	Add buffered bike lanes in existing roadway

Brookhaven-Peachtree LCI Study & Action Plan Update (2016)

Completed in December 2016, the Brookhaven-Peachtree Livable Centers Initiative (LCI) Study Ten-Year Implementation Strategy Update provides an update to and context and history for the Livable Centers Initiative (LCI) study, first initiated in 2005. The LCI program is an initiative of the Atlanta Regional Commission; its purpose is to promote greater livability in activity centers by identifying redevelopment opportunities and developing projects and programs to enhance walkability and improve non-motorized transportation options. The Brookhaven-Peachtree LCI envisions the Brookhaven-Peachtree study area's future as a dynamic, mixed-use and pedestrian-oriented center, and the LCI studies and reports serve as guides regarding economic development, quality of life improvements, and redevelopment opportunities.

The 2016 Brookhaven-Peachtree LCI Plan Update summarizes the accomplishments over the prior ten years and lists projects that were proposed as part of the original LCI Plan and as part of the then-active MARTA station redevelopment project, also commonly referred to at the time as the MARTA Transit-Oriented Development (TOD) project. Several projects from the LCI Study that **have been completed** include:

- **Peachtree Road (SR 141) from North Druid Hills Road to Bellaire Drive – Roadway and Sidewalk Enhancements** - improvements to the roadway and sidewalks as part of a private development, with sidewalk gaps to be filled in using local funds.
- **Dresden Drive from Peachtree Road to Thompson Road – Sidewalk and Bike Enhancements** - this project was identified as a mid-term project in the Brookhaven Bicycle, Pedestrian and Trail Plan and was partially completed as part of a private development. The City has proposed to install bike lanes along this portion of Dresden Drive.
- **Peachtree Road (SR 141) from Ashford Dunwoody Road to North Druid Hills Road – Roadway and Sidewalk Enhancements** - this project was part of the Peachtree Pedestrian Streetscape

project and was in the design stage of implementation at the time of the LCI Update (December 2016). Some portions of the project were implemented as part of private developments.

- **Neighborhood Traffic Calming/Sidewalk Improvements in Brookhaven Heights, Brookhaven Fields, Ashford Park, Osborne, Hermance** (Caldwell, Oglethorpe, Pine Grove, Colonial, Thornwell, and Briarwood) **project** - traffic calming measures have been implemented on all streets listed except Osborne Road. Subsequent to this LCI Study Update, the City Council worked with the community to explore traffic calming measures in Brookhaven Heights (see page 12 of this technical memorandum). This project also sought to include miscellaneous sidewalk improvements to fill gaps along the listed streets.

The 2016 LCI Update also lists projects that **have not yet been completed**, in an effort to facilitate completion of the original plan. Two projects that were included in the LCI Study had not yet been completed at the time of the Update. These include:

- **North Druid Hills Road from Peachtree Road to Colonial Drive – Sidewalk and Bicycle Enhancements** - this project was identified as a mid-term project in the City's Bicycle, Pedestrian and Trail Plan and is being considered as part of this North Druid Hills Road Corridor Study.
- **Apple Valley Extension to Caldwell Road** -although this was proposed as part of the LCI Study, it has not been identified as a project or priority in the Comprehensive Transportation Plan or other plan.

The LCI Update cites barriers to project implementation including the location of freight and transit rail corridor along the east side of Peachtree Road. This rail corridor bisects the study area and results in limited street crossings and limited overall connectivity. In addition, the LCI study summarizes issues and needs relevant to the North Druid Hills Road Corridor Study. For example, it notes that some neighborhoods within the LCI Study area have limited or insufficient pedestrian facilities.

MARTA Comprehensive Operational Analysis (2016)

MARTA's Comprehensive Operational Analysis (COA) recommends a range of types of bus service, including Arterial Rapid Transit (ART), frequent local, supporting local, community, and express service. ART is the highest-level bus tier, consisting of an enhanced bus rapid transit-style vehicle with frequent, fast service, and fewer stops supported by delay-reduction techniques. Supporting local bus routes are intended to complete the transit network, providing access to residential and commercial areas with less frequent service. All routes serving North Druid Hills Road are proposed to be supporting local service, except for Route 39 Buford Highway, which is recommended for ART.

Recommendations pertinent to the North Druid Hills Road Corridor Study are listed below.

- Several routes serving parts of the North Druid Hills Road corridor are proposed to have segments eliminated or for consolidation with other route alignments:
 - **Route 8** – Proposed to realign away from North Druid Hills along Buford Highway and Briarwood Road; North Druid Hills Road would continue to be served by Route 16 between Buford Highway and East Roxboro Road. (Realignments are also proposed for the route segment near N. Clarendon Avenue and N. Decatur Road).
 - **Route 16** – Proposed to extend service north to Lenox Station via Roxboro Road, with service along Executive Park Drive provided by Route 33; the discontinued portion of Executive Park Drive is within walking distance of the revised Route 16 and Route 33 alignments (up to ½ mile using existing pedestrian or roadway infrastructure). **As of**

August 2018, this recommendation has been implemented and near the North Druid Hills Road corridor, within Executive Park and along Briarcliff Road, Route 16 has been replaced by Route 30.

- **Route 25** – The alignment is proposed to be consolidated along Peachtree Industrial Boulevard, away from Johnson Ferry Road; the portion previously served between Brookhaven-Oglethorpe Station and Lenox Station will be provided by Route 110 with service to Buckhead Station.
- **Route 33** – The route is proposed to be consolidated with productive segments of Route 47, which is recommended for discontinuation. The new Route 33 will be I-85 Frontage Road, providing service between Chamblee Station and Lindbergh Center Station via I-85 Frontage Road between Clairmont Road and Chamblee Tucker Road. **As of August 2018, Route 33 is no longer in service. Parts of I-85 Frontage Road are served by Route 47 and Executive Park is served by Route 30.**
- **Route 47** – The route is proposed to be discontinued, and portions of its alignment will be served by Route 33.
- **Route 39**, which is MARTA's highest ridership route, operates along Buford Highway and is recommended to be replaced by Arterial Rapid Transit for the length of its route, between Lindbergh Station and Doraville Station, including where it intersects North Druid Hills Road. This would ideally mean 10 minute service frequencies on weekdays and 15 minutes frequencies on weekends, with service continuing to operate from 5:00 AM to 1:00 AM.

Traffic Calming Plan for Brookhaven Fields-Brookhaven Heights (2016)

To address concerns about neighborhood cut-through traffic in Brookhaven Heights and Brookhaven Fields, City staff and officials worked with citizens and stakeholders from the two neighborhoods to form a working group and to host a series of meetings to explore potential options for addressing the concerns. Ultimately, a draft traffic calming plan for the neighborhood was developed and modified in response to community concerns. The modified traffic calming plan was unanimously approved during the August 9, 2016 City Council Meeting (RES 2016-08-02). The following section is a summary of the traffic calming plan for Brookhaven Heights Traffic Calming District TC15-12, which is bounded roughly by the railroad right-of-way to the north, North Druid Hills Road to the east, property lines south of Lenox Ridge Ct and Lenox Walk to the south, and the edge of the neighborhood where Standard Drive meets Pine Grove Avenue to the west.

- Conduct a “before” and “after” traffic study to help evaluate the effectiveness of the plan and measures implemented.
- Install 12 new speed humps – along Colonial Drive, Pine Grove Avenue, Matthews Street, Thornwell Drive, and Standard Drive (in addition to the 25 existing speed humps)
- Install 19 new bump outs – along Standard Drive, Thornwell Drive, and Pine Grove Avenue
- “No Left Turn” during morning peak hours on North Druid Hills Road northbound at Standard Drive
- “No Left Turn” during morning peak hours on North Druid Hills Road northbound at Thornwell Drive
- Implement partial closure (right-in/right-out) at Oglethorpe Avenue and North Druid Hills Road
- Design and install a roundabout at Oglethorpe Avenue and Colonial Drive
- Painted narrowing lanes on the bridge over Colonial Drive to make the road appear narrower
- Install three new Four Way Stop signs at the intersections of Pine Grove Avenue, Thornwell Drive, and Oglethorpe Avenue on Matthews Street to replace existing Two Way Stop signs

- “No Right Turn” during morning peak hours on Pine Grove Avenue eastbound at North Druid Hills Road

Comprehensive Plan 2034: Community Work Program 2018-2022

The Brookhaven Comprehensive Plan was adopted by City Council on June 21, 2016. Comprehensive Plan 2034 serves to document and guide the long-term vision for the City’s future. It includes an overall set of goals, identifies needs and opportunities, and recommendations for plan implementation. It contains six substantive elements that cover key topics, including land use, community facilities and resources, economic development, population, housing, and transportation.

Chapter 3 describes community goals and distinguishes distinctive character areas within the City to guide future growth and development. The plan identifies several geographic priority areas, including the Buford Highway Corridor and the Peachtree Corridor Overlay District, both of which are near the North Druid Hills Road Corridor. In addition to the geographic areas, the plan identified transportation investments as a priority. Specifically, improving walkability and connectivity are key goals of the comprehensive plan. While many of the community goals in the plan are interrelated, two touch directly on the topic of transportation:

- **Land Use + Transportation Coordination:** Achieve greater walkability, bikeability, and overall mobility for day-to-day activities through transportation and land use coordination.
- **Transit Oriented Design:** Pursue Transit Oriented Development (TOD) as a key strategy to shaping the city’s future.

The North Druid Hills Road corridor falls within several character areas, including the Buford Highway Corridor, Roxboro, Lenox Park, Brookhaven Heights-Brookhaven Fields, and the Peachtree Corridor Overlay District. Improving walkability, bikeability, and overall mobility in all of Brookhaven’s character areas is important and should be considered an inherent component of the vision for each of the character areas and the long-term vision of the City. A brief summary of the character areas through which North Druid Hills Road runs is provided below. Details on the goals, characteristics, and implementation strategies for the character areas can be found in Chapter 3 of the Comprehensive Plan.

- **Peachtree Corridor Overlay District:** a diverse area featuring a mix of multi-story, multi-family, commercial, hotel, public-institutional, and industrial land uses. The vision is for the area to continue to transition into a pedestrian-friendly urban boulevard with medium-density, multi-story, mixed-use development around the MARTA Station. It also includes an improved Brookhaven Park with more accessible, inviting open space to serve as the City’s preferred location for citywide events.
- **Brookhaven Heights – Brookhaven Fields:** the name for this area is derived from the names of the two historic neighborhoods that comprise it. It is mainly single-family residential with some institutional uses. The vision is to maintain, preserve, and enhance the existing single-family residential character with limited infill development as appropriate.
- **Lenox Park:** Lenox Park is a large master-planned development built in the 1980s and 1990s on the site of a former country club that is self-contained with multi- and single-family residential development and a large office park. The vision is for this area to evolve into a more vibrant environment with more destinations such as restaurants, coffee shops, neighborhood commercial, and services.
- **Roxboro:** this is a stable single-family residential area that includes the historic Roxboro Forest neighborhood and newer residential areas. The vision is for the area to maintain, preserve, and

enhance the existing single-family residential character with limited infill development as appropriate and to better incorporate parks and open space to serve local residents.

- **Buford Highway Corridor:** the Buford Highway Corridor is characterized as a diverse automobile-oriented area that contains a variety of uses such as commercial strip development, low-rise apartment complexes, large office complexes, and new townhome communities. The vision is for this corridor to transform from an automobile-oriented suburban corridor into a denser, more walkable urban corridor that features compact pedestrian-friendly development.

Subsequent to the adoption of the plan, several five-year Work Programs have been developed, outlining the status of ongoing projects and recommending new projects to achieve the goals of the overall plan. The Community Work Program (CWP) was developed through a process of gathering input and feedback from stakeholders and the public, City staff and officials, and the project team on identified needs and opportunities. Each need and opportunity that was prioritized has a corresponding action item with corresponding timeframe and responsible party. The 2018-2022 Work Program contains several recommendations for projects and activities pertinent to the North Druid Hills Road Corridor Study, as shown in the table on the following page.

TABLE 5. RELEVANT ACTIVITIES FROM THE 2018-2022 COMMUNITY WORK PROGRAM

Project ID	Description	Status	Timeframe
1.4.3	Implement recommendations of the Comprehensive Transportation Plan that promote walkability and bikeability	Underway	2018-2020
1.9.2	Conduct an update for the Peachtree-Brookhaven LCI Study including a review of the existing overlay district regulations and necessary changes	Complete	
2.4.1	Enter into discussion with the local electric and communications provider to discuss costs and options for burying utilities.	Not Started	N/A
2.4.2	As part of Zoning Ordinance and Code Review, provide policies for burying utilities along specific corridors.	Underway	2018
2.7.1	Develop a coordination program or MOU with school boards or system personnel to share information on school siting, forecasts, joint use of facilities, infrastructure plans, bus routes, and safe routes to school	Ongoing	2018
2.8.1	Undertake a historic and archaeological resource survey (including cemeteries)	Not Started	2018
2.9.1	Implement recommendations related to emergency services from the CTP	Ongoing	2018-2022
4.1.2	Complete strategic lighting and landscaping for City Rights of Way	Not Started	N/A
4.1.3	Establish a "Gateway" monument program	Ongoing	N/A

The Atlanta Region’s Plan (2017)

The Atlanta Region’s Plan, developed by the Atlanta Regional Commission for the 20-county Atlanta Metro area, serves as the overall plan to guide multiple aspects of growth and development for the region. It is considered a long-range blueprint spelling out the investments that will be made over the next 20 years to ensure metro Atlanta’s future success and improve quality of life. The Atlanta Region’s Transportation Plan is one component of the regional plan. Adopted in 2017, the Plan was guided by an Atlanta Region’s Plan Policy Framework, which the Atlanta Regional Commission adopted in August 2015. The framework outlines six goals, including “Ensuring a comprehensive transportation network” and “Developing walkable, vibrant communities.” The Atlanta Region’s Plan includes \$85 billion for investments in transportation infrastructure through 2040 and spells out several transportation-related action items, focused on maintenance and operations, improving options for non-single-occupant vehicle travel, and expanding the transportation system:

- Maintain and operate the existing transportation system to provide for reliable travel
- Improve transit and non-single occupant vehicle options to boost economic competitiveness and reduce environmental impacts
- Strategically expand the transportation system, while supporting local land use plans
- Foster the application of advanced technologies to the transportation system
- Promote accessible and equitable transportation
- Support the reliable movement of freight and goods

Highlights of the plan include construction of a managed toll lane network on key highway corridors; expanding the region’s transit network including in Clayton County, the Clifton Corridor, I-20 East, and GA 400; maintaining and improving roads, buses, rail cars, and bridges; and capacity improvement projects. It also allocates funding for transportation projects resulting from completed Livable Centers Initiative (LCI) studies, supports and promotes equitable transit-oriented development, and recommends the development and completion of a regional-scale trail network, community-scale biking and walking networks, and first- and last-mile connections to regional transit services. Specifically, the plan allocates \$1.9 billion for pedestrian and bicycle infrastructure throughout the region by 2040.

The Atlanta Region’s Plan including a Regional Transportation Plan (RTP) project list was approved in September 2018. Projects along and near the North Druid Hills Road corridor are listed in the following table.

TABLE 6. REGIONAL TRANSPORTATION PLAN (RTP) PROJECTS ALONG NORTH DRUID HILLS ROAD

Project ID	Name	Location	Status
DK-376 <i>(PI 0010326)</i>	SR 141 (Peachtree Road) Pedestrian Improvements	SR 141/Peachtree Road from North Druid Hills Road to Ashford Dunwoody Road	Programmed - CST anticipated in 2021
DK-381 <i>(PI 0016053)</i>	Peachtree Creek Greenway Trail Phase II	From City of Atlanta to North Druid Hills Road	Programmed - CST anticipated in 2022
DK-382 <i>(PI 0016054)</i>	I-85 North Interchange Improvements	At SR 42 (North Druid Hills Road)	Programmed – PE anticipated in 2019

Transportation and Streetscape Improvements Traffic Engineering Study (2017)

In 2017, the City of Brookhaven commissioned a traffic study that focuses on using existing and future traffic data to determine appropriate transportation improvements along several segments of roadway and several key intersections. The limits of the study include North Druid Hills Road from Buford Highway to Peachtree Road, including seven intersections at Buford Highway, East Roxboro Road, Curtis Drive, North Cliff Valley Way, Colonial Drive, Briarwood Road, and Apple Valley Road. The study focused on current traffic conditions (2016) as well as for future scenarios in 2022 and 2042 during both morning and afternoon peak periods. The report describes existing conditions at each key intersection, including functional classification, posted speed limit, adjacent and connecting roadways, transit service, and elements of the pedestrian and bicycle environment, such as presence or absence of sidewalks, condition of sidewalk, buffers, and widths. For each intersection, recommendations are offered for consideration by the City based upon the current and future traffic analysis as well as an examination of three years-worth of crash data.

The findings from this study are particularly relevant to the traffic study portion of the North Druid Hills Road Corridor Study; while the results are being incorporated into the traffic study, a brief synopsis of findings is provided below:

- Sidewalks are present on most legs of the study area intersections along North Druid Hills Road. Most intersections have some buffer between sidewalks and the travel lanes, except Apple Valley Road. Generally speaking, sidewalk at these intersections is between three and six feet wide, with wider sidewalks at Apple Valley Road, North Cliff valley Way, and Buford Highway.
- Crosswalks are present across North Druid Hills Road at Apple Valley Road, North Cliff Valley Way, Curtis Drive, and Buford Highway. Crosswalks are present across the following roads that intersect North Druid Hills Road: Apple Valley Road, Briarwood Road, North Cliff Valley Way, Curtis Drive, and Buford Highway.
 - Crosswalks markings are faded and could be improved at Apple Valley Road, North Cliff Valley Way, and Curtis Drive.

Summary of Recommendations:

- **Apple Valley Road at North Druid Hills Road** – This intersection operates under satisfactory conditions in current and future years and an examination of crashes at this location do not reveal any trends. No specific improvements are recommended.
- **Briarwood Road/Oglethorpe Avenue at North Druid Hills Road** – This intersection operates under satisfactory conditions currently and is expected to continue to do so into the future, although conditions are recommended to be monitored. The crash analysis reveals a trend of angle crashes and the study recommends consideration of a partial closure of Oglethorpe Avenue or a reconfiguration of the intersection to correct the skew and relocate the signal.
- **Colonial Drive at North Druid Hills Road** - This intersection operates under satisfactory conditions in current and future years and an examination of crashes at this location do not reveal any trends. No specific improvements are recommended.
- **North Cliff Valley Way/Lenox Park Boulevard at North Druid Hills Road** – This intersection has a high delay in the morning peak hour and capacity issues may be remedied through converting the through-right lane on southbound North Druid Hills Road to a through-lane, with the addition

of a right turn bay. Other recommendations include adjustments to signal timing and phasing and removal of vegetation and low-hanging power lines on all approaches.

- **Curtis Drive at North Druid Hills Road** - This intersection operates under satisfactory conditions in current and future years and an examination of crashes at this location do not reveal any trends. No specific improvements are recommended.
- **East Roxboro Road at North Druid Hills Road** - This intersection operates under satisfactory conditions in current and future years and no improvements are recommended to address capacity. The crash history reveals a trend of rear-end crashes, particularly for northbound traffic on North Druid Hills Road. Recommendations to mitigate this trend include installing signs or warning beacons to indicate a traffic signal ahead in the northbound lanes and moving the northbound stop bar closer to the signal.
- **Buford Highway at North Druid Hills Road** - This intersection experiences congestion during morning peak hours, which could be mitigated through the installation of an additional through-lane for North Druid Hills Road northbound and an additional receiving lane. Additional recommendations include improvements to signal phasing and timing adjustments. The crash history reveals a trend of rear-end crashes in every direction at this intersection as well as crashes involving left-turn movements.

Children's Healthcare of Atlanta Development of Regional Impact Review (2018)

Under the Georgia Planning Act of 1989, any large-scale development or redevelopment that is likely to impact neighboring jurisdictions, is subject to review as a Development of Regional Impact (DRI). The Atlanta Regional Commission (ARC) is responsible for conducting these reviews in the ten-county metro Atlanta area. The purpose is to foster communication and coordination between local governments and relevant agencies and to assist with identifying potential impacts of these large-scale projects.

The Children's Healthcare of Atlanta (CHOA) Master Plan for its campus at North Druid Hills Road near I-85 is a DRI. The project is located in the City of Brookhaven, at the present-day intersections of Tullie Circle and Tullie Road at North Druid Hills Road and I-85 Frontage Road. The project is proposed as a master-planned healthcare campus, intended to replace the existing CHOA Egleston campus on Clifton Road and the administrative offices on-site. The 72-acre project is proposed to include:

- A 576-bed hospital;
- 608,000 square feet (SF) of office space;
- 789,233 SF of medical office space;
- 50,000 SF of retail space;
- A 150-room hotel; and
- 6,611 parking spaces, as required by code, in a series of parking decks.

The project proposes access off of several roads, including North Druid Hills Road (also SR 42 in this area), Briarcliff Road (also SR 42 south of North Druid Hills Road), and the I-85 Access Road. The site plan proposes two driveways on North Druid Hills Road: one will be at the signalized intersection at Tullie Road (opposite Executive Park Drive), while the other is proposed for the location of the existing driveway, adjacent to the Burger King. This second driveway will be right-in/right-out only, with a raised median. It also proposes to include sidewalk or walkways on both sides of the roads where feasible within the site and sidewalk will be provided along North Druid Hills Road. The site will include several outparcel developments, gardens and greenspace, as well as a plaza.

The DRI makes recommendations for each intersection from SR 42/Briarcliff Road to SR 13/Buford Highway, which are briefly summarized in the following section. An Interchange Modification Report (IMR) study is currently being conducted and managed by the Georgia Department of Transportation (GDOT) for the interchange at I-85 and North Druid Hills Road. It is expected that the IMR will take into consideration the recommendations from the DRI and that the IMR will supersede the DRI, being the final recommendations to be acted upon and implemented.

Summary of Recommendations:

- **SR 13/Buford Highway at North Druid Hills Road** – The DRI recommends adding right-turn lanes in the eastbound and westbound directions along SR 13/Buford Highway based on the No-Build analysis. Additionally, based on the Build conditions of the DRI, it recommends addition of a northbound right-turn lane along North Druid Hills Road and an additional left-turn lane in both the eastbound and westbound directions along SR 13/Buford Highway.
- **I-85 SB Ramp at North Druid Hills Road** – The DRI does not have any recommendations for the No-Build condition at this intersection. For the Build alternative, it recommends providing an additional westbound receiving lane along I-85 southbound on-ramp to allow for a free-flow southbound right-turn lane from North Druid Hills Road. Also, based on the Build conditions, it recommends an additional westbound left-turn lane and right-turn lane on the I-85 southbound off-ramp, where the approach would consist of two left-turn lanes, two through lanes, and two right-turn lanes.
- **I-85 NB Ramp at North Druid Hills Road** – Based on the No-Build conditions of the DRI, it recommends restriping the eastbound approach to consist of two exclusive right-turn lanes and one shared left/through/right-turn lane along the I-85 northbound off-ramp. For the Build alternative, it recommends an additional eastbound through lane along the I-85 off-ramp so that the approach consists of three right-turn lanes, one through lane, and one shared through/left-turn lane. Also, based on the Build conditions, it recommends two additional northbound right-turn lanes along North Druid Hills Road, so that the approach consists of four through lanes and three right-turn lanes.
- **Tullie Road/Executive Park Drive at North Druid Hills Road** – The DRI recommends adding an eastbound left-turn lane along Executive Park Drive based on the No-Build analysis. Additionally, based on the Build conditions of the DRI, it recommends an additional left-turn lane and through lane to the northbound and southbound directions along North Druid Hills Road. Also based on the Build conditions, it recommends an additional westbound left-turn and right-turn lane along Tullie Road.
- **SR 42/Briarcliff Road at North Druid Hills Road** – The DRI recommends adding a southbound and a northbound through lane to each approach along North Druid Hills Road based on the No-Build conditions. Also, based on the Build conditions, it recommends an additional southbound left-turn lane along North Druid Hills Road and an additional westbound left-turn lane along SR 42/Briarcliff Road is recommended.

Adopted Future Sidewalk Lists (2018)

The City of Brookhaven Mayor and Council adopted lists of planned future sidewalk and multi-use path projects within the public right-of-way on June 28, 2018. These lists are based in large part on the City's Bicycle,

Pedestrian and Trail Plan (adopted in April 2016). Several segments of sidewalk and multi-use trail are planned for the North Druid Hills Road Corridor, within Council District 4.

A multi-use path is planned for the east side of North Druid Hills Road, stretching from the future entrance to the Peachtree Creek Greenway, opposite West Druid Hills Road, to SR 141/Peachtree Road. This multi-use path project is divided into multiple future projects, based upon the projects recommended in the Bicycle, Pedestrian and Trail Plan:

- 104-MT: Expand sidewalk and install **multi-use path from Goodwin Road to Curtis Drive**
- 105-MT: Expand sidewalk to **multi-use path from Curtis Drive to Peachtree Road**
- 151-MT: Widen eastern sidewalk to **multi-use path from the entrance of the future Peachtree Creek Greenway (opposite West Druid Hills Road) to North Cliff Valley Road**

These projects also call for filling in gaps in the existing sidewalk network on the west side of North Druid Hills Road:

- 104-MT: **Sidewalk** along the **west side** of the road **from Goodwin Road to Curtis Drive**
- 105-MT: Fill gaps in **sidewalk** along the **west side** of the road **from Curtis Drive to Peachtree Road**

The approved future sidewalk lists also include projects along roadways that intersect North Druid Hills Road and will provide for additional pedestrian connectivity with surrounding areas and neighborhoods. These are:

- 106-MT: Fill gaps and expand sidewalk to **multi-use path along the east side of Curtis Drive**, from Buford Highway to North Druid Hills Road
- 108-LT: Add a **multi-use path** along the **north side of Oglethorpe Avenue from North Druid Hills Road to Colonial Drive**
- 109-ST: Fill gaps in sidewalk along the **south/west side of Briarwood Road, from the entrance to Twin Keys Apartment Homes to North Druid Hills Road**
- 112-LT: Add a multi-use path to the north/west side of Apple Valley Road from North Druid Hills Road to E Osborne Road
- 158-ST: Fill gaps in **sidewalk** on the **north side of Executive Park Drive from 7 Executive Park Drive to North Druid Hills Road**
- 179-MT: Complete **sidewalk** along the **north side of Colonial Drive from 2219 Colonial Drive to North Druid Hills Road**

Newly approved projects that have been added since the completion of the Bicycle, Pedestrian & Trail Plan adjacent to the North Druid Hills Road Corridor include:

- New sidewalk along both sides of North Cliff Valley Way from 1330 North Cliff Valley Way to North Druid Hills Road
- New sidewalk along the south side of Pine Grove Avenue between 1197 Pine Grove Avenue and North Druid Hills Road