

# Appendix C:

## Public Forum Summaries and Comments

**C-1: Virtual Public Forum - (July 13, 2021)**

C-2: Public Open House – Draft Recommendations (September 29, 2021)

C-3: Virtual Public Forum – Updated Traffic Study Data Needs and Assumptions (March 3, 2022)

C-4: Public Open House – Draft Recommendations and Considerations (April 14, 2022)

## Summary of First Virtual Public Forum

July 13, 2021

7:00 – 8:30 PM

### Overview

On Tuesday, July 13, 2021 at 7:00 PM, the City of Brookhaven hosted a virtual public forum for the Dresden Drive Intersection Improvement Analysis. The event was conducted virtually through Zoom and Facebook Live due to public health and social distancing concerns stemming from the COVID-19 pandemic. At this meeting, the project team presented findings from the existing conditions assessment and preliminary analysis from the traffic study for the intersections of Dresden Drive at Apple Valley Road, Dresden Drive at Ellijay Drive/Caldwell Road, and Dresden Drive at Clairmont Road. The project team also utilized live interactive polling to gather feedback from participants on their experiences traveling at the three intersections and potential improvements for each location. In addition to project team members, there were approximately 28 people who attended the meeting via Zoom, and more than 250 viewers via Facebook.

This report provides an overview of the material presented and a summary of questions and comments that were received. Comments were accepted “live” during the virtual public forum through Zoom and Facebook Live, and electronically to the study team. A video of the recorded presentation is available on [Facebook Live](#) or [YouTube](#) for viewing at any time. A copy of the slide presentation is attached to this summary.

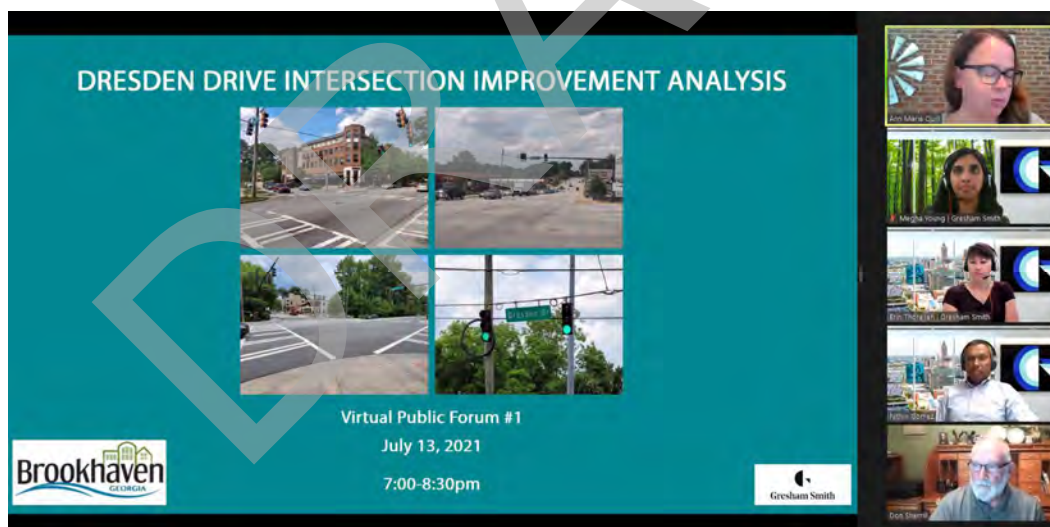


FIGURE 1: SCREENSHOT OF THE OPENING SLIDE WITH PROJECT TEAM MEMBERS TO THE RIGHT

### Presentation

Don Sherrill, Public Works Director for the City of Brookhaven, welcomed participants and thanked them for their interest in the Dresden Drive Intersection Improvement Analysis. Don discussed that this Intersection Improvement Analysis stems from a recommendation from the 2020 Comprehensive Transportation Plan (CTP) Update to complete a thorough safety and operations analysis for these intersections. A request for proposals (RFP) was issued in February 2021, and after a competitive bidding process, the City selected Gresham Smith to conduct the analysis.

Following team member introductions, Don turned the presentation over to Erin Thoresen, senior transportation planner with Gresham Smith, to provide an overview of the project and to present findings from the existing conditions assessment, including existing land uses and character areas, transportation projects and developments, pedestrian and bicycle infrastructure, intersection characteristics, and traffic calming measures in the vicinity of the study intersections. Land use along the Dresden Drive corridor consists of single- and multi-family residential zoning dominating the study area, and there are mixed-use developments coming to the corridor such as Dresden Village. The project team is considering programmed transportation projects such as a LED street light conversion along the corridor, pedestrian crosswalk upgrades at existing rapid rectangular flashing beacon (RRFB) locations near Village Place Brookhaven, and signal and communication upgrades and pedestrian improvements as part of the GDOT-sponsored Automated Transportation Management System (ATMS) project at the three intersections (PI# 0013138). The intersections are in close proximity to destinations such as the Brookhaven-Oglethorpe MARTA Station, but there are some locations where bicycle and pedestrian accommodations are lacking or missing altogether. This presentation was based upon the draft existing conditions assessment; once this is finalized, the existing conditions assessment will be published on the City's website.

As an icebreaker exercise during this part of the presentation, participants were asked to describe Dresden Drive in three words using the Menti interactive polling application; results are presented below.



FIGURE 2: RESULTS FOR POLLING QUESTION #1

Following the presentation on existing conditions, Erin continued by providing an overview of the Traffic Study Technical Memorandum findings, including a five-year crash history, and existing (2021) level-of-service and delay, and future (2046) level-of-service and delay if no improvements are made for each intersection. The following observations were presented by the project team:

- Five-Year Crash History
  - The Apple Valley Road intersection had 49 crashes between 2015 and 2019, with 12 crashes resulting in injury (24 percent).
    - There were 26 rear-end crashes (53 percent) at this intersection which accounted for a little over half the crashes in the past five years.

- There was also a pedestrian crash which resulted in serious injury and one bicycle crash which did not result in injury.
  - The Ellijay Drive/ Caldwell Road intersection had 50 crashes between 2015 and 2019 with nine crashes resulting in injury (18 percent).
    - There were 27 rear-end crashes (54 percent) at this intersection which accounted for a little over half the crashes in the past five years.
    - There was also a pedestrian crash which did not result in injury at this intersection.
  - The Clairmont Road intersection had 151 crashes between 2015 and 2019, with 38 resulting in injury and one fatal crash.
    - Among these crashes, there were 72 rear-end crashes (48 percent) and 57 angle crashes (38 percent).
    - The fatal crash at the Clairmont Road intersection involved a pedestrian. All study intersections currently operate at acceptable level-of-service (LOS) during peak periods (LOS D or better), but experience multiple operational issues such as queuing during peak hours.
- Capacity and Level-of-Service (LOS)
  - The traffic growth rate was projected based on historic trends, Atlanta Regional Commission (ARC) travel demand model and population forecasts, and approved/anticipated developments.
    - Without any improvements, it is projected there will be greater delay and congestion (LOS E) at the Apple Valley Road and Clairmont Road intersections during the afternoon peak period 25 years from now in 2046.
    - The Ellijay Drive/Caldwell Road intersection is projected to continue to operate at an acceptable LOS but with greater delay.

Erin turned over the presentation to Gresham Smith colleague Megha Young to present a summary of issues and concerns stemming from the technical analysis by the project team. Common themes emerging from the technical analysis include the following:

- Sidewalk gaps and missing crosswalks create safety issues for those walking along and across Dresden Drive.
- Intermittent congestion and delay at some intersections (e.g., for left turns at Ellijay Drive/Caldwell Road) are projected to become worse if no improvements are made.
- Sight distance issues and a lack of lighting at Clairmont Road contribute to unsafe conditions.
- Ongoing and anticipated new development, particularly at the Apple Valley Road and Ellijay Drive/Caldwell Road intersections, point to the need for safety and operational improvements.

Megha also discussed the findings from two intercept surveys conducted on May 27, 2021, during a weekday afternoon, and on June 12, 2021 during a Saturday morning in conjunction with the Brookhaven Farmer's Market. The project team spoke with a total of 26 people during these two opportunities. Emerging themes include the following:

- Pedestrian traffic is primarily local – people who live in the area and walk for recreation or to visit local businesses.
- Concerns about speeding and congestion at intersections; sidewalk gaps; and lack of crosswalks at Ellijay Drive across Dresden Drive.
- Most people surveyed said that vehicles do not stop at flashing beacon crosswalks, making it dangerous to cross Dresden Drive.



Participants were then polled about other issues and concerns they have observed at these three intersections. Some common themes include the following:

- **Speeding** – Drivers travel too fast on Dresden Drive and Apple Valley Road to support walkability in the area.
- **Bicycle and Pedestrian Infrastructure** – Participants noted that traveling on foot or by bicycle on Dresden Drive is not a safe or comfortable experience. There are not adequate bike facilities for cyclists to safely ride. Sidewalk is missing on the north side of Dresden Drive and there is no crosswalk at Ellijay Drive to cross Dresden Drive. Participants also noted that the three RRFB crosswalks at Village Place are not visible to drivers and therefore dangerous for pedestrians. One participant stated that the safety of pedestrians and cyclists should be prioritized over traffic efficiency/convenience.
- **Parking** – Some participants mentioned there was not enough parking while other participants requested that parking be kept to a minimum to foster a more walkable environment along Dresden Drive, especially in the vicinity of Village Place.
- **Sight Distance for Drivers** – Participants mentioned poor sight distance at the Apple Valley Road intersection's southbound right-turn lane. Several participants also pointed out that it is difficult to pull out of side streets and driveways due to the inability to see past vehicles parked on the street. On-street parking also makes it difficult to see pedestrians walking along Dresden Drive.
- **Development/Redevelopment** – Some participants were concerned about the pace of development and redevelopment in the area.
- **Truck Traffic** – One participant mentioned that trucks travel too fast on Apple Valley Road north of Dresden Drive. There was also concern expressed about trucks entering the Ashford Park neighborhood.

Megha then provided an overview of preliminary, potential ideas that the project team is considering for each intersection, pending further analysis and evaluation. Potential ideas presented during the virtual public forum are as follows:

- **Apple Valley Road Intersection**
  - Fill sidewalk gaps and extend the existing sidewalk
  - Examine the feasibility of a single-lane roundabout
  - Add protected left turns (solid green arrow) with flashing yellow arrows
  - Install dual left-turn lanes on northbound Apple Valley Road (to westbound Dresden Drive)
  - Install a dedicated left-turn lane on southbound Apple Valley Road (to eastbound Dresden Drive)
- **Ellijay Drive/Caldwell Road Intersection**
  - Fill sidewalk gaps and extend the existing sidewalk
  - Explore adding crosswalks and pedestrian signals across Dresden Drive at Ellijay Drive
- **Clairmont Road Intersection**
  - Extend the existing sidewalk along Dresden Drive
  - Upgrade traffic signals to include flashing yellow arrows for left turns
  - Extend the eastbound right-turn lane on Dresden Drive (to southbound Clairmont Road)
  - Prohibit right turns on red from eastbound and westbound Dresden Drive (due to sight distance issues)
  - Evaluate the need for no loading/no parking signage along Clairmont Road
  - Work with the City of Chamblee and property owners to mitigate driveway turning conflicts

Participants were then polled to gather feedback about which ideas most resonate with them. Results from this question are presented in Figure 3. New crosswalks and pedestrian signals generated the most interest among participants, followed by filling sidewalk gaps and extending sidewalk.

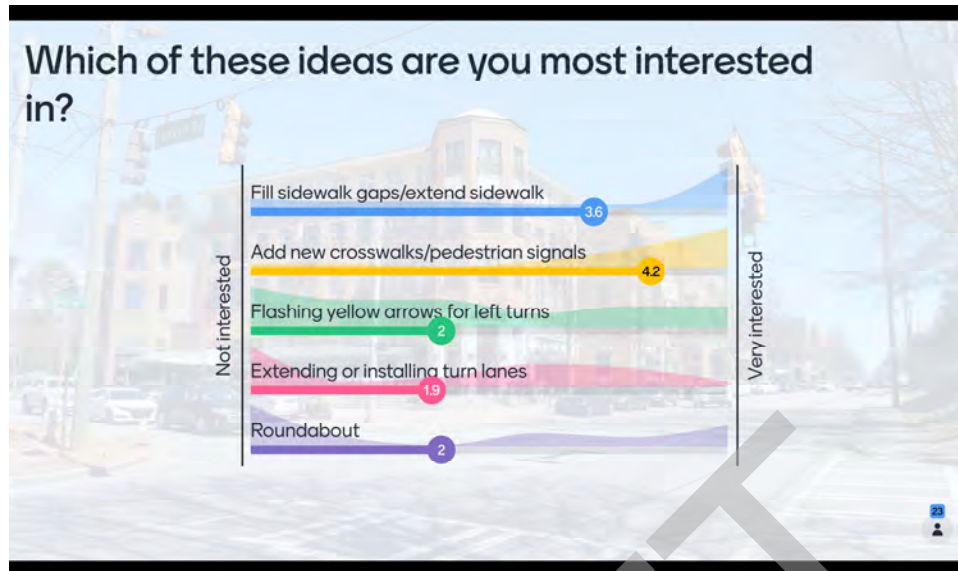


FIGURE 3: INTEREST AMONG PARTICIPANTS BY PROJECT TYPE

The last polling question served as an opportunity for participants to share their ideas to address safety and operations at the intersections. Input generated from this polling question includes the following:

- Improve the condition of **sidewalks and crosswalks**.
- Prioritize bicycle use and consider installing a protected or unprotected bicycle lane.
- Install **high-intensity activated crosswalk (HAWK) beacons** at Camille Drive and Fernwood Circle to promote safe and visible pedestrian crossings across Dresden Drive.
- Explore a **left turn protected signal at Dresden Drive and Apple Valley Road** to facilitate safer left turns onto Apple Valley Road.
- A roundabout at the Apple Valley Road intersection was not supported among several participants.
- Explore truck restrictions along Dresden Drive and on Apple Valley Road north of Dresden Drive.
- Explore **methods to improve safety along Dresden Drive** such as reducing the speed limit, installing raised crosswalks, and improving visibility of existing RRFB crosswalks at Village Place.
- **Reduce traffic on residential streets** adjacent to Dresden Drive, not just those which intersect Dresden Drive.
- Designate **rideshare pick-up and drop-off points** along Dresden Drive.
- **Narrow lane widths** to help reduce speeding along Dresden Drive.
- **Eliminate on-street parking** along Dresden Drive or **consider implementing angle parking** to reduce conflicts between cyclists, passengers in the parked cars, and motorists.
- There were mixed opinions in reference to past discussions that would utilize the property at 1382 Dresden Drive to create a **new roadway connection between Green Meadows Lane and Ellijay Drive** and re-align the intersection at Ellijay Drive. Per City Council resolution on May 4, 2021, this property will likely be used for greenspace, instead; the project team, therefore, is not evaluating the new roadway connection as part of this study.

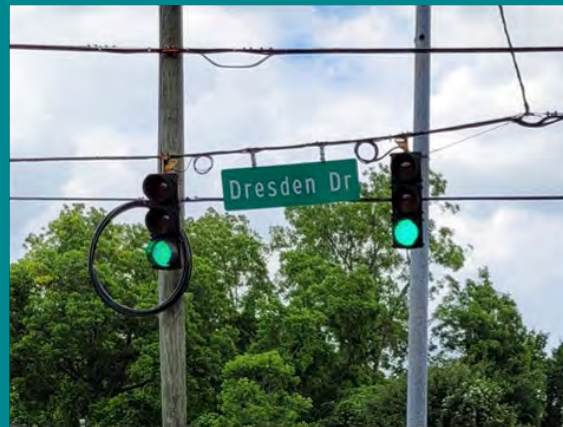
At the conclusion of the presentation, Megha outlined additional opportunities for community members to share feedback and learn about the progress of the study. These include a City Council work session on July 27, 2021 to present progress, key findings, and community input to-date; a second public forum in September 2021 to present draft preliminary recommendations; and a final City Council presentation in November 2021 to present the draft final recommendations and report prior to adoption.

## Summary of Questions and Comments

Participants were invited to submit questions or comments during the meeting via the Zoom chat feature or Facebook Live comment feature. Following the presentation, City of Brookhaven Communications Manager, Ann Marie Quill, served as moderator, presenting the questions for the project team to answer. Some participants also submitted verbal comments and questions via the Zoom platform. Respondents submitted a range of comments and questions addressing the intersections and the scope of the project. Recurring themes that emerged from the comments submitted and addressed by the project manager are summarized as follows.

- **Development Assumptions** - The project team was asked about development assumptions in the request for proposals (RFP) and if those have changed. Gresham Smith Project Manager Nithin Gomez clarified that these assumptions were used, vetted and updated in accordance with the City for consideration in the traffic study. Each approved development project was assigned a traffic growth rate based upon approved traffic studies and trip generation rates consistent with the methodology from the Institute of Transportation Engineers (ITE) Trip Generation Manual. These assumptions will be included in the traffic study, which will be posted to the City's website once finalized.
- **Crash Data** - The project team was asked about how crash data was collected for this study. Nithin explained that when crashes occur within the City, the Brookhaven Police Department or other responding law enforcement agencies create crash reports, which are then submitted to the Georgia Department of Transportation (GDOT). The project team accessed crash data for the study intersections through GDOT's Georgia Electronic Accident Reporting System (GEARS).
- **Bicycle Infrastructure** - Participants requested that more emphasis be placed on bicyclists not just these intersections, but also in the surrounding neighborhoods. It was noted that the Brookhaven Bike Alliance has prioritized the redesign of Dresden Drive as bike-friendly corridor in a 2019 poll.
- **Zoning** - Sidewalks and multi-use path requirements vary by zoning district, and two of the three study intersections are within the Peachtree Overlay District, which has specific regulations by zoning class for multimodal infrastructure. The project team is aware of this and will consider these requirements in developing preliminary recommendations.
- **Sidewalk vs. Multi-Use Paths** - Several comments discussed the standards for sidewalks vs. multi-use paths and use by bicycles. GDOT and the City of Brookhaven follow the minimum width guidelines of ten feet (10') for shared-use or multi-use paths established by the American Association of State Highway Transportation Officials (AASHTO). These facilities can be used by all forms of non-motorized transportation, including pedestrians, cyclists, and skaters.
- **Traffic Considerations** - Participants noted the need to reflect what is happening in the surrounding neighborhoods and along Peachtree Road (SR 141) as inputs for this study. Beyond the developments, participants asked about the type of data the project team used to inform 2046 future traffic volumes for the intersections. Nithin discussed that the anticipated annual background growth in traffic was based on both historical traffic trends, as well as future population and traffic predictions in the study area. Historical growth rates were calculated based on historical traffic count data obtained from GDOT at multiple count stations in the vicinity of the study area.
- **Community Engagement** - There was a question about the community engagement that had been conducted for this Intersection Improvement Analysis. In addition to project team conducting two intercept survey sessions, this virtual public forum is part of the engagement process. The project team will host additional opportunities for engagement prior to the completion of the analysis in November 2021. Furthermore, the project team was provided with a copy of a presentation given to City Council members John Park and Madeleine Simmons on October 5, 2020 by representatives of Brookhaven Fields and Ashford Park. The team will review this information for incorporation into the Intersection Improvement Analysis. City Council representative John Park for District 2 also had some remarks regarding a desire for a more granular look at what can be done in the neighborhoods beyond the intersections. Councilman Park also encouraged any residents with concerns to reach out to him.

# DRESDEN DRIVE INTERSECTION IMPROVEMENT ANALYSIS



Virtual Public Forum #1

July 13, 2021

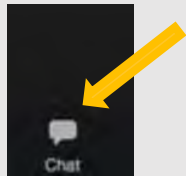
7:00-8:30pm





# Housekeeping

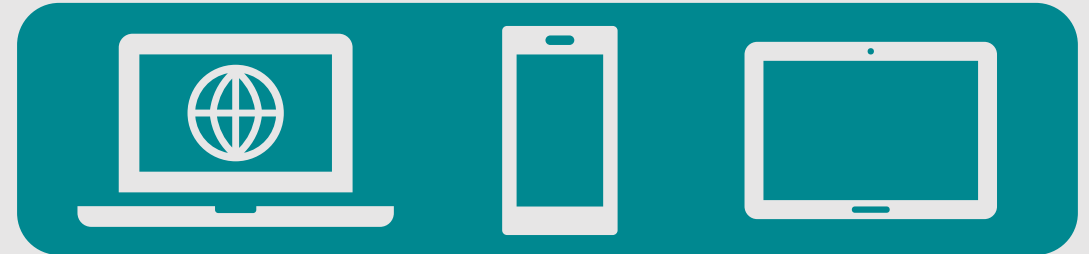
## Zoom Webinar Controls



Submit questions using Chat icon at the bottom of your screen; we will address these at the end of the presentation.

Please note, this meeting is being recorded.

## Join the Interactive Poll!



On your device or browser, go to [MENTI.COM](https://www.menti.com)

Input code 8148 3294

We will be asking questions throughout the presentation

*(Note: live polling is only available during the meeting)*

# Agenda

- Study Overview
- Summary of Existing Conditions
- Traffic Study Findings
- Potential Ideas for Consideration
- Next Steps
- Q&A

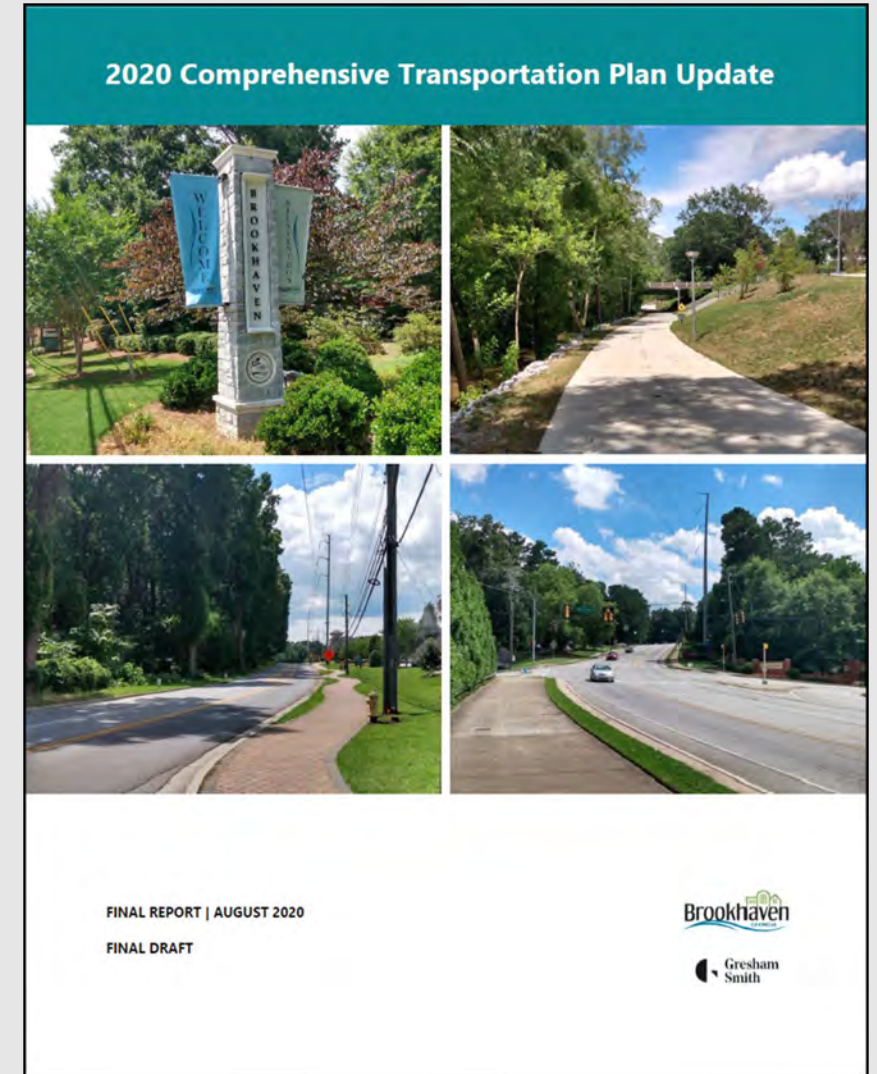




# Study Overview

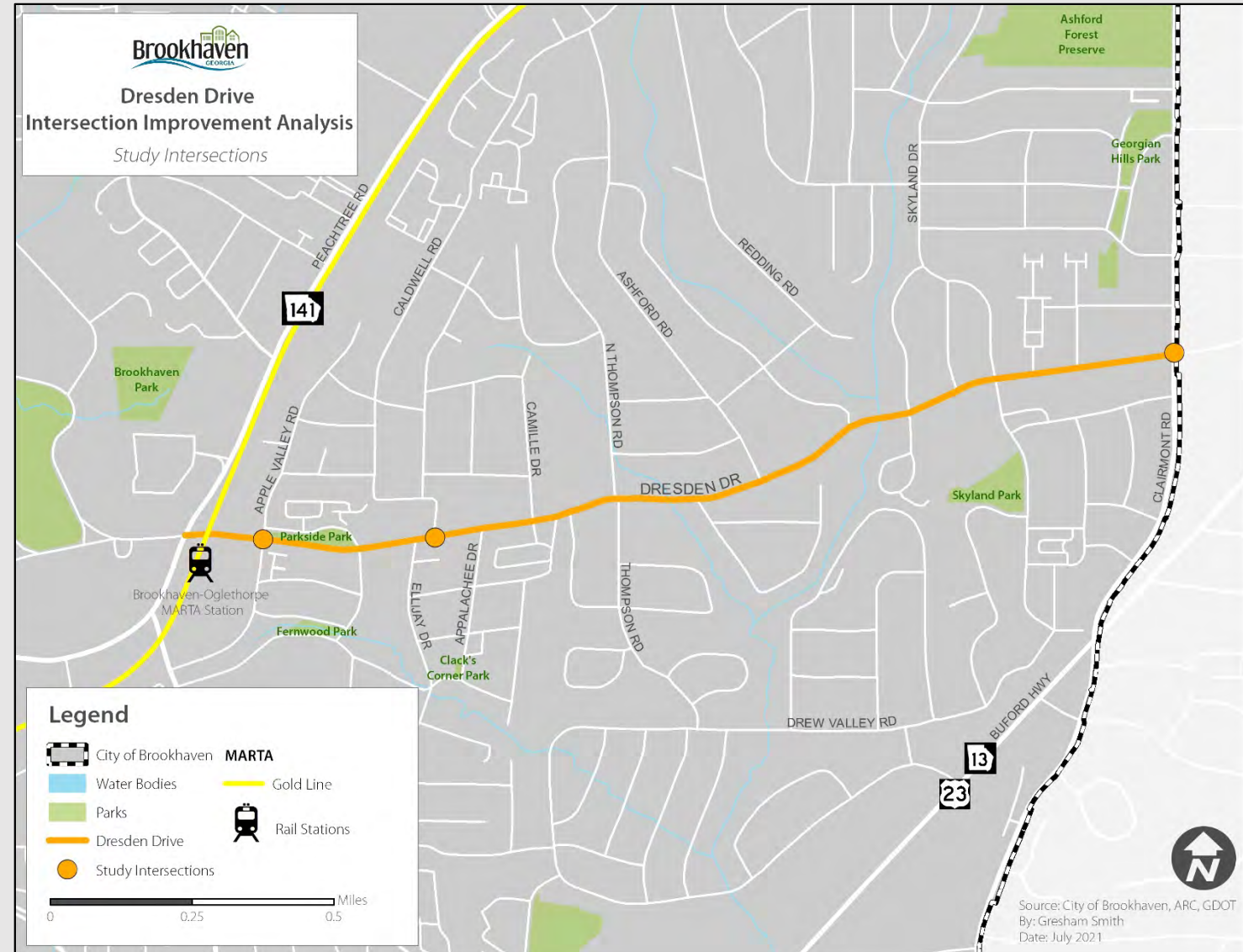
# Background

- Significant vehicle and pedestrian activity that is anticipated to increase with new development and redevelopment along Dresden Dr
- Relatively high frequency of crashes
- **2020 Comprehensive Transportation Plan (CTP) Update - Intersection Study for Three Locations along Dresden Dr (Project 2020-I-1)**
  - Conduct safety operations analysis to identify specific improvements or conceptual designs to reduce crashes, injuries, and fatalities
    - Dresden Dr @ Apple Valley Rd
    - Dresden Dr @ Caldwell Rd/Ellijay Dr
    - Dresden Dr @ Clairmont Rd

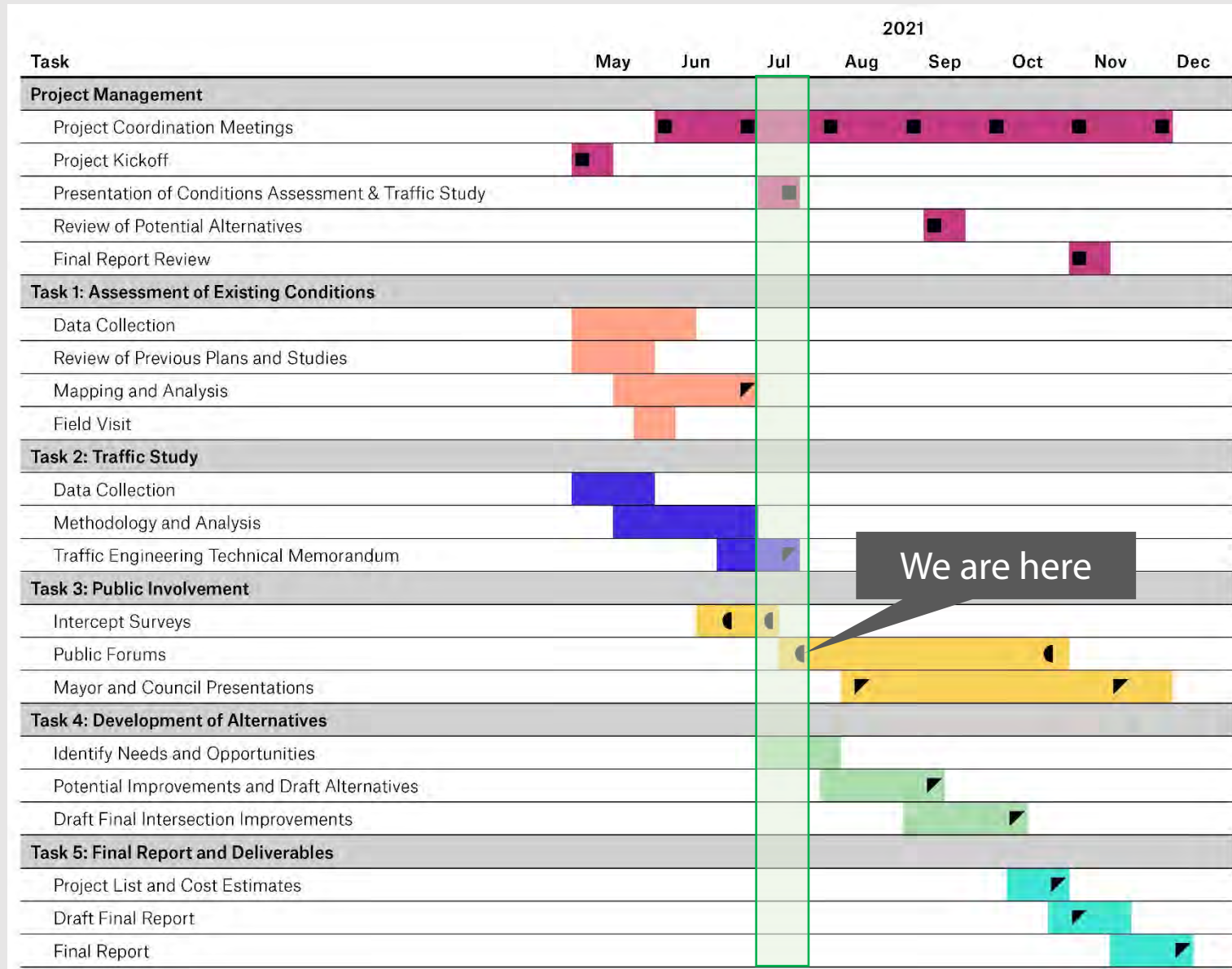


# Study Objectives

- Evaluate existing and forecast future traffic based on known and planned developments in the area
- Evaluate existing conditions, signals, and pedestrian facilities for safety and efficiency
- Recommend intersection improvements for optimal traffic movement
- Recommend additional or revised traffic calming measures in adjacent neighborhoods that can be accessed from Caldwell Rd and Ellijay Dr based on an evaluation of future traffic



# Study Timeline





# When you think of Dresden Drive, what three words come to mind?



# Summary of Existing Conditions



# Existing Conditions Analysis



Prior Plan Review



Land Use, Zoning, and Character Areas



Pending and Planned Development



Pedestrian and Bicycle Facilities



Transit Network and Facilities



Programmed Transportation Projects



Intersection Characteristics



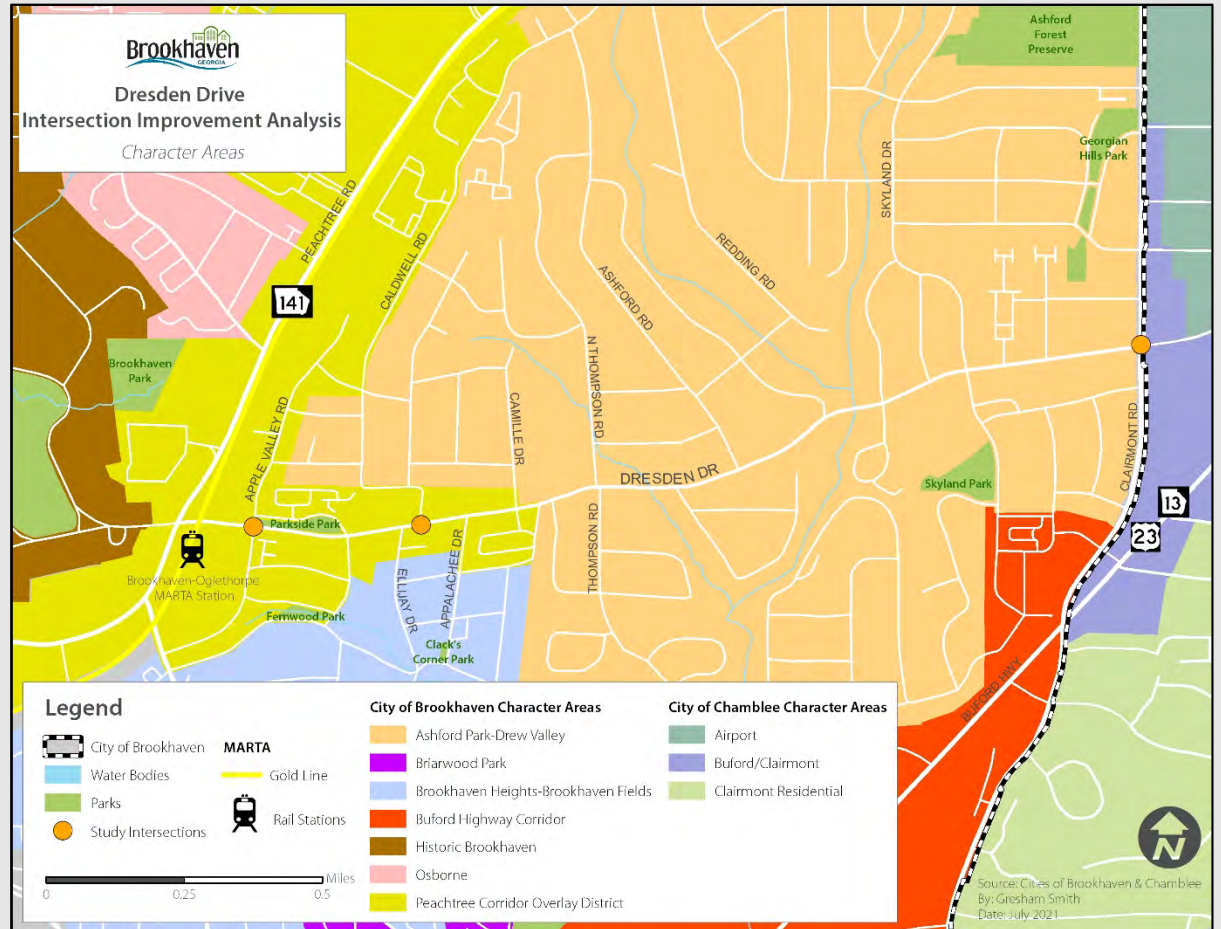
Traffic Calming



Environmental Screening

# Existing Land Use and Character Areas

- Currently, corridor is mostly single-family residential, with a mix of residential and commercial uses around Apple Valley Rd and Ellijay Dr/Caldwell Rd (Peachtree Rd overlay district) and neighborhood commercial uses at Clairmont Rd
- Character areas will help ensure that historic Ashford Park and Drew Valley neighborhoods retain their character as future of Peachtree Corridor Overlay District continues to evolve (e.g., City Centre Master Plan)



# Transportation Projects & Developments

## Transportation Projects

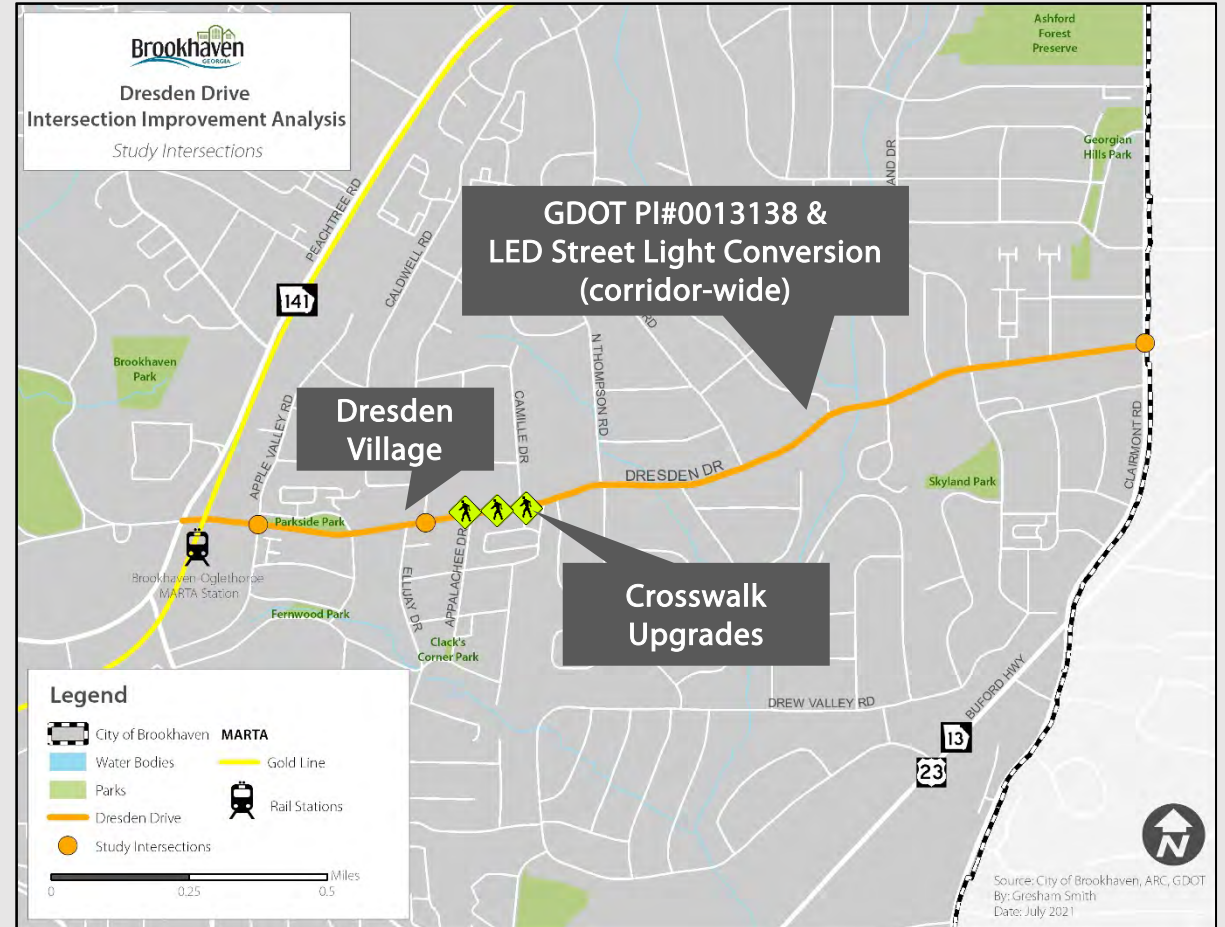
- Street Light Conversion to LED
- Pedestrian Crosswalk Upgrades at existing RRFB locations
  - Camille Dr, Apalachee Dr, and Village Place Brookhaven entrances
  - Lighted crosswalk signs, in-pavement lighting, and restriping crosswalks and center lines
- GDOT PI#0013138 - Ashford Dunwoody Rd & Dresden Dr Automated Transportation Management System (ATMS)
  - Signal upgrades and pedestrian improvements at Ellijay Dr/Caldwell Rd
  - Communications upgrades at Apple Valley Rd and Clairmont Rd

## Ongoing Development

- Dresden Village

## Other Considerations

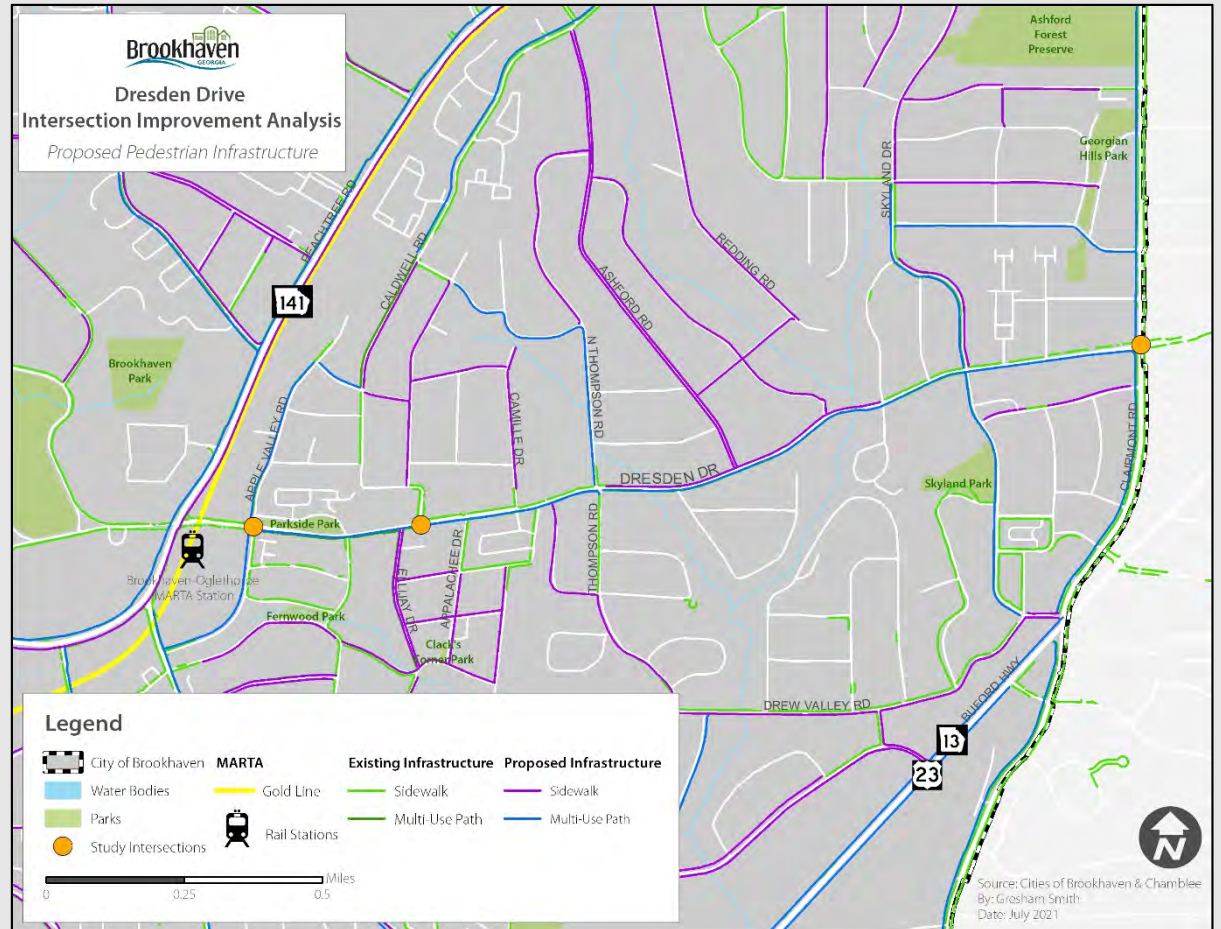
- Ongoing City Centre Master Plan and potential redevelopment at Brookhaven-Oglethorpe MARTA Station
- Apple Valley Entertainment District (visioning)
- 1382 Dresden Dr (likely future greenspace)





# Pedestrian Infrastructure

- Close proximity between destinations (including MARTA station, residences, shops, and restaurants) point to the need for safe and comfortable facilities for walking and crossing
- Wide sidewalks in areas with newer development, but sidewalk gaps along corridor make connectivity challenging
- Curb ramps missing in several locations
- No crosswalk or pedestrian signal across Dresden Dr at Ellijay Dr
- Four flashing beacon crosswalks east of Caldwell Rd, but drivers do not always stop when signal is flashing







**Dresden Drive  
Intersection Improvement Analysis**  
*Apple Valley Rd Intersection*



**Legend**

Tax Parcels



Source: DeKalb County  
(2019 Imagery)  
By: Gresham Smith  
Date: July 2021



# Dresden Drive Intersection Improvement Analysis

*Ellijay Dr/Caldwell Rd Intersection*



### Legend

Tax Parcels



Source: DeKalb County  
(2019 Imagery)  
By: Gresham Smith  
Date: July 2021



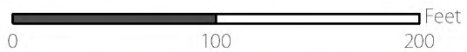
# Dresden Drive Intersection Improvement Analysis

Clairmont Rd Intersection



## Legend

Tax Parcels



Source: DeKalb County  
(2019 Imagery)  
By: Gresham Smith  
Date: July 2021

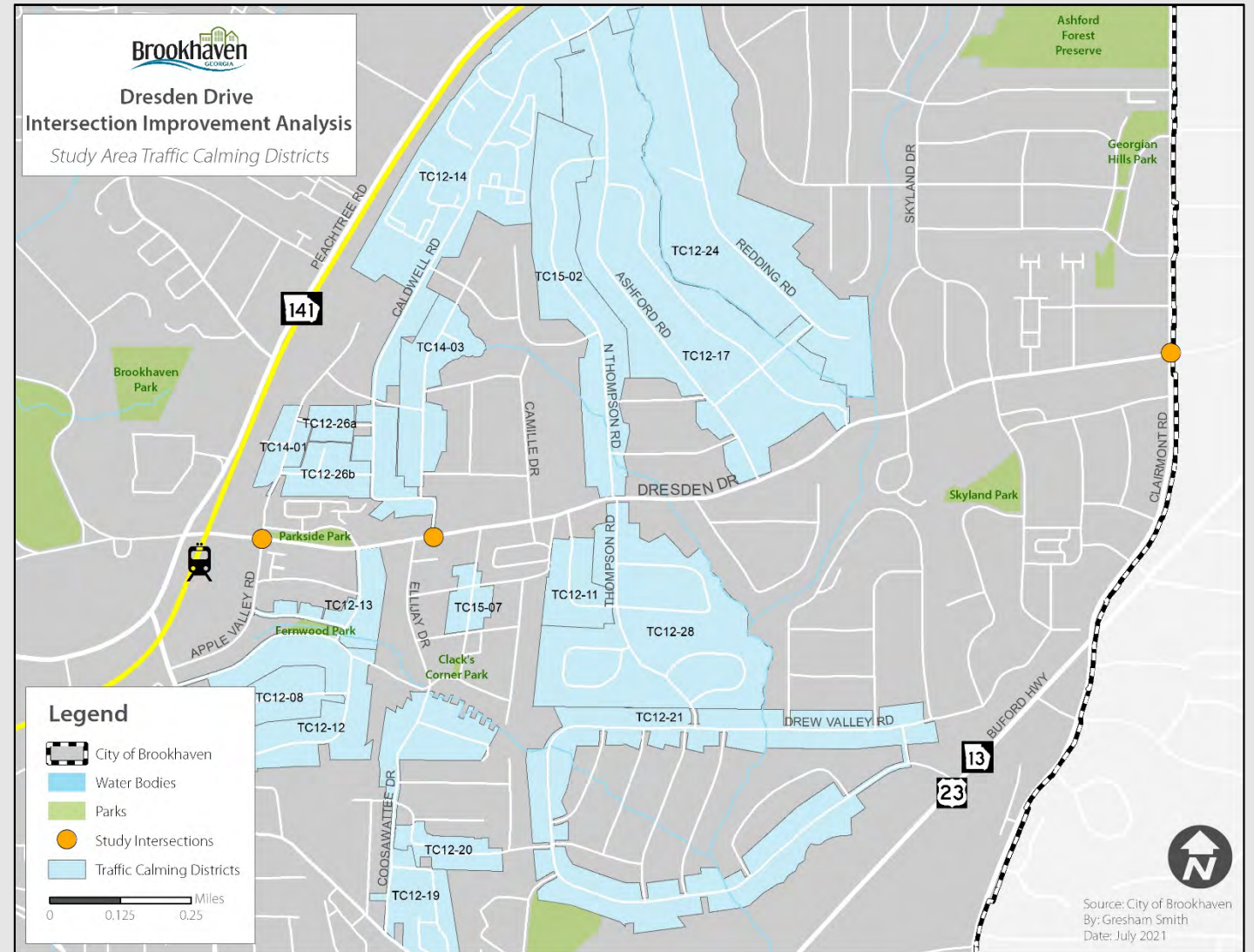


# Traffic Calming

- Measures include:
  - Speed humps
  - Turn restrictions (right-turn only)
  - Center islands
  - Curb extensions
  - Signage



Example of traffic calming near Dresden Dr



# Traffic Study Findings

# Traffic Study



5-Year Crash History



Existing Traffic Conditions



Future Traffic Conditions





# Dresden Drive Intersection Improvement Analysis

2015-2019 Crashes by Severity



Intersection	PDO	Injury	Fatal	Total Crashes
Apple Valley Rd	37 (76%)	12 (24%)	0 (0%)	49

Crash Type	#	%
Angle	16	33%
Head On	1	2%
Rear End	26	53%
Sideswipe – Same Direction	2	4%
Sideswipe – Opposite Direction	0	n/a
Not a Collision with a Motor Vehicle	4	8%
Not Specified	0	n/a

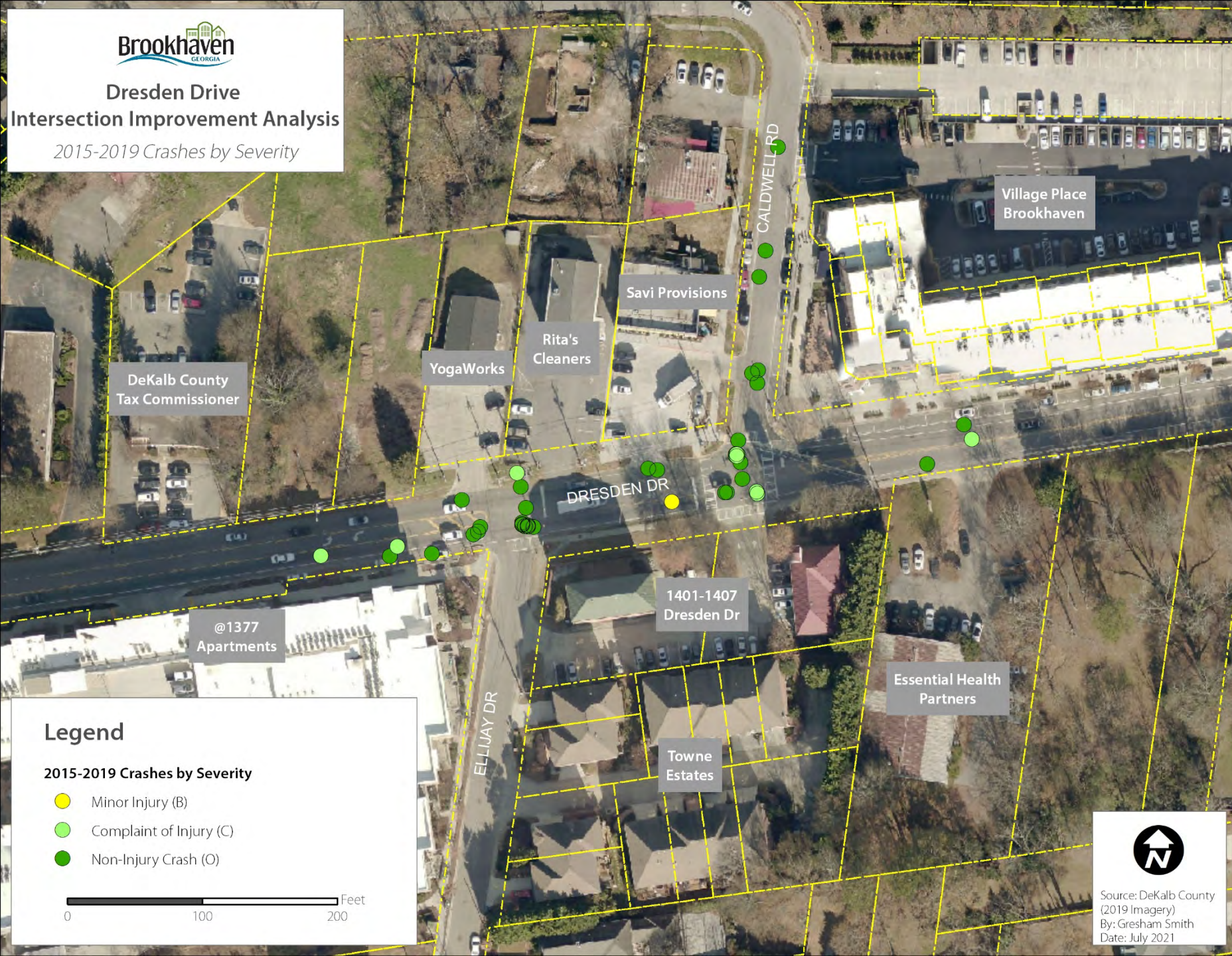
1 pedestrian crash  
(serious injury)

1 bicycle crash (non-injury)



# Dresden Drive Intersection Improvement Analysis

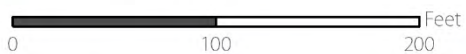
2015-2019 Crashes by Severity



## Legend

### 2015-2019 Crashes by Severity

- Minor Injury (B)
- Complaint of Injury (C)
- Non-Injury Crash (O)



Source: DeKalb County (2019 Imagery)  
By: Gresham Smith  
Date: July 2021

Intersection	PDO	Injury	Fatal	Total Crashes
Ellijay Dr/ Caldwell Rd	41 (82%)	9 (18%)	0 (0%)	50

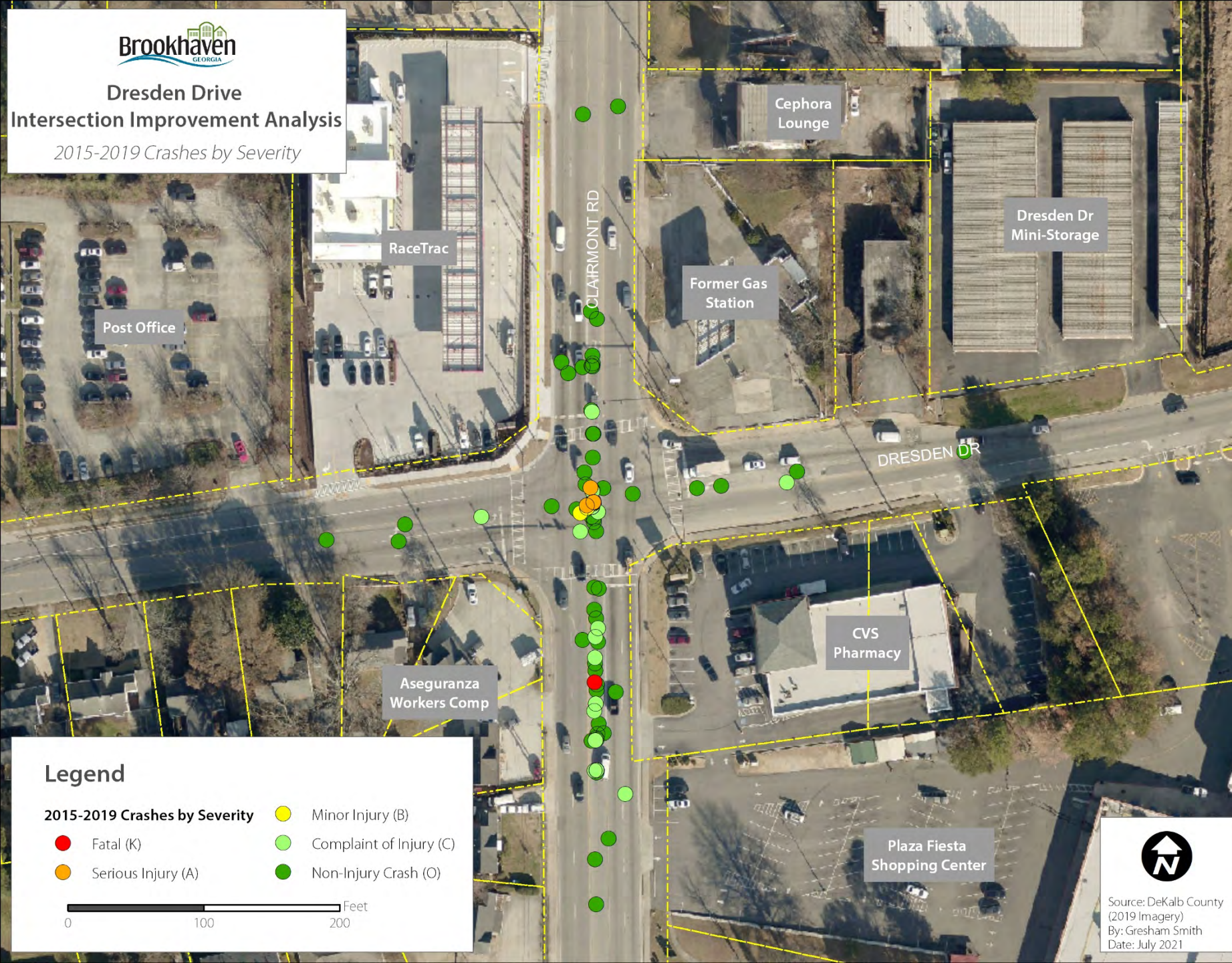
Crash Type	#	%
Angle	12	24%
Head On	2	4%
Rear End	27	54%
Sideswipe – Same Direction	5	10%
Sideswipe – Opposite Direction	2	4%
Not a Collision with a Motor Vehicle	2	4%
Not Specified	0	n/a

1 pedestrian crash  
(non-injury)



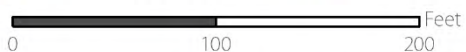
# Dresden Drive Intersection Improvement Analysis

2015-2019 Crashes by Severity



### Legend

- 2015-2019 Crashes by Severity**
- Fatal (K)
  - Serious Injury (A)
  - Minor Injury (B)
  - Complaint of Injury (C)
  - Non-Injury Crash (O)



Source: DeKalb County  
(2019 Imagery)  
By: Gresham Smith  
Date: July 2021

Intersection	PDO	Injury	Fatal	Total Crashes
Clairmont Rd	112 (74%)	38 (25%)	1 (1%)	151

Crash Type	#	%
Angle	57	38%
Head On	2	1%
Rear End	72	48%
Sideswipe – Same Direction	12	8%
Sideswipe – Opposite Direction	2	1%
Not a Collision with a Motor Vehicle	4	3%
Not Specified	2	1%

1 pedestrian crash (fatality)



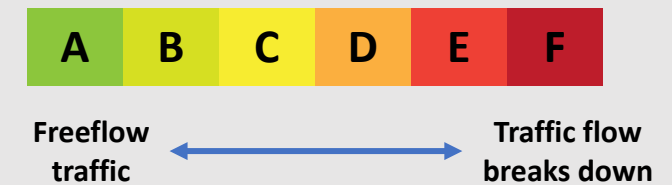
# Existing Traffic Conditions (2021)

- New traffic counts were collected; due to ongoing impacts of pandemic, these were checked against historical data from approved traffic studies and sources such as GDOT.
- All study intersections currently operate at acceptable LOS (LOS D or better) during peak periods, but experience multiple operational issues



*Level of Service (LOS) is a measure of the amount of delay that a traveler experiences at an intersection.*

	Intersection	Existing (2021)	
		AM LOS Delay (S)	PM LOS Delay (S)
1	Apple Valley Rd	B (12.5)	C (22.0)
2	Ellijay Dr	A (6.0)	A (10.6)
3	Caldwell Rd	A (9.6)	A (6.8)
4	Clairmont Rd	C (32.7)	D (37.0)



# Future Traffic Conditions (2046) – Without Improvements

Traffic growth rate was projected based on historic trends, ARC travel demand model and population forecasts, and approved/anticipated developments. Without any improvements...

- Greater delay and congestion (LOS E) at Apple Valley Rd and Clairmont Rd intersections projected during afternoon peak period
- Ellijay Dr and Caldwell Rd intersections projected to operate at acceptable LOS, but with greater delay

	Intersection	Future (2046) – No Build	
		AM LOS Delay (S)	PM LOS Delay (S)
1	Apple Valley Rd	C (22.7)	E (69.0)
2	Ellijay Dr	A (6.8)	B (17.7)
3	Caldwell Rd	B (11.7)	A (7.9)
4	Clairmont Rd	D (45.3)	E (59.6)

*Level of Service (LOS) is a measure of the amount of delay that a traveler experiences at an intersection.*



# Summary of Issues & Concerns



# Technical Analysis and Field Review

- Sidewalk gaps and missing crosswalks create safety issues for those walking along and across along Dresden Dr
- Intermittent congestion and delay at some intersections (e.g., for left turns at Ellijay Dr/Caldwell Rd) are projected to become worse if no improvements are made
- Sight distance issues and lack of lighting at Clairmont Rd contribute to unsafe conditions
- Ongoing and anticipated new development, particularly at Apple Valley Rd and Ellijay Dr/Caldwell Rd intersections, point to the need for safety and operational improvements



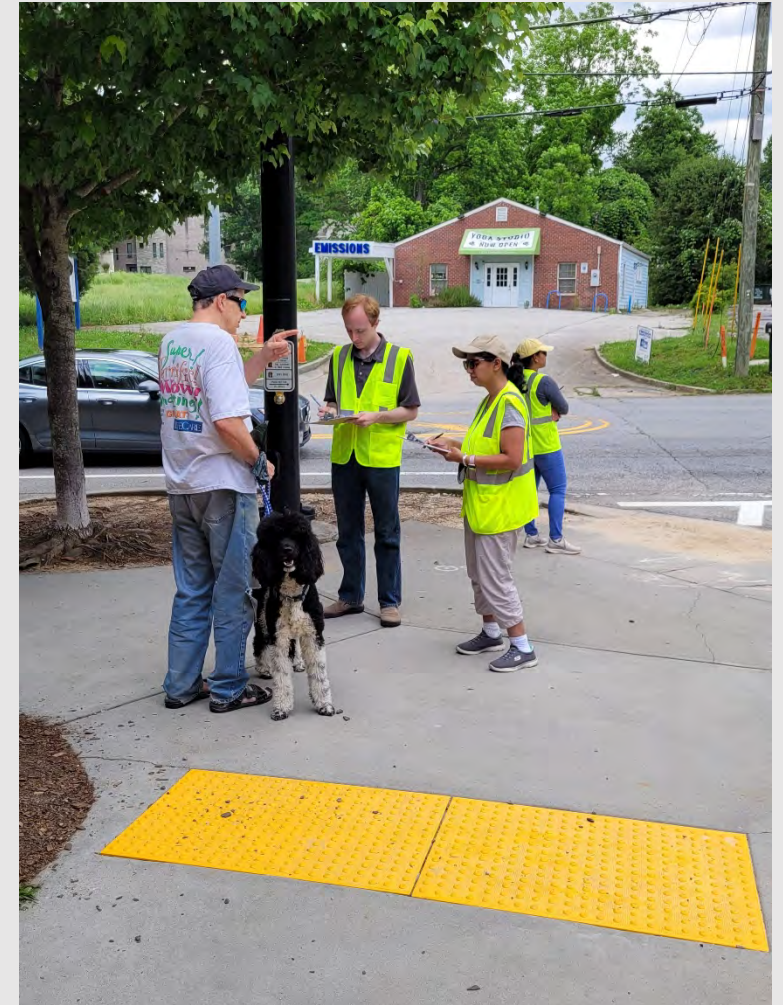
# Intercept Survey Findings

## Overview

- 26 surveys administered on May 27 (weekday afternoon) and June 12 (weekend morning)

## Common Themes

- Pedestrian traffic is primarily local – people who live in the area and walk for recreation or to visit local businesses
- Concerns about speeding and congestion at intersections; sidewalk gaps; and lack of crosswalks at Ellijay Dr across Dresden Dr
- Most people surveyed said that vehicles do not stop at flashing beacon crosswalks, making it dangerous to cross Dresden Dr





# What other issues or concerns have you observed at these three intersections?

Drivers drive too fast to support a walkable village/downtown area. The sidewalks are only "walkable" close to the city but between locations they are quite poor.

Flooding

Dangerous of bicyclist recreational and commuters. The bike lanes too narrow. Cars travel too fast. Intersections would benefit from roundabouts instead of lights.

Too much development. Crime increasing.

City does not understand the area and proposing plans not in line with the tax payer's direction

Speeding, inadequate parking

poor bike and ped access, and impossible to get to by bike if you live on the north side of Peachtree

Not safe to cross, cars running the lights

They do not seem to be the problem. The problems on Dresden are: 1) at Peachtree, 2) pedestrian crossings at other corners in the Village area: the little blinking lights are insufficient



# What other issues or concerns have you observed at these three intersections?

There is no crosswalk at Ellijay and no side walk on the Northside old Dresden. There is no consideration for bicycle facilities.

High vehicle speeds. Too many grates and plates that are a danger to cyclists and scooters.

poor sight distance at Apple Valley SB RT, not pedestrian friendly, signage/pavement markings need updating and refreshing, sidewalk connectivity/gap fill

People speed over the 25 mph on Apple Valley. Too much traffic on Apple Valley. Dim lighting on Dresden.

Residents at Fernwood Park (72 units) were ignored when they voiced concerns about the Marta redevelopment. Brookhaven later changed the law to not have to get resident feedback for Marta development.

Peachtree View, between Apple Valley Road and Ellijay, is the narrowest road in DeKalb county and can't handle the traffic it has now and it will only get worse.

No space for bikes

Due to the parked cars, it is hard to see past them to turn in a vehicle or cross as a pedestrian

Where is the bicycle analysis??? No designated bike lanes or other accommodations!



# What other issues or concerns have you observed at these three intersections?

overall not real bad.....

Don't see how connecting Elijay with green meadows addresses any of these issues

No one sees the blinking pedestrian crosswalks and it makes it dangerous to cross

Poor visibility pulling out of parking lots onto Dresden due to parked cars on Dresden.

Development will continue with city center. Traffic calming measured and left turn signal needed at Dresden and Apple Valley

Keep parking to a minimum so it fosters a walking area

Limited number of responses

It's trying to create a cute walkable area with ample free parking and no traffic congestion. That's impossible.

Too many large trucks (Tractor trailers) entering Ashford Park



# What other issues or concerns have you observed at these three intersections?

Speeding cars

Too much free on street parking, not enough protected bike infra

Drivers (me included) don't always see the flashing lights.

Brookhaven uses county-wide sales tax for roads. If folks don't want "outsiders" using "their" roads to drive and park, they should privatize their infrastructure and install gated access.

The experience of traveling by foot or bicycle while not extraordinarily dangerous (as evidenced by the small number of pedestrian injuries and fatalities) is unpleasant in often harrowing.

Too much overflow parking on street from Arnette's chop shop on Apple Valley rd as this restaurant requires too much parking

Too many storage units on Apple valley road catering to landscaping vendors who speed up and down the road

Please prioritize the safety of humans over their efficiency and convenience. A few moments delay might frustrate, but this is temporary. Injuries can be life long, fatalities are permanent, and each may affect the entire community for years to come.

Bikes/ pedestrians and dogs can't share any sidewalk

# Potential Ideas for Consideration



# Potential Ideas for Consideration

- **Apple Valley Road Intersection**
  - Fill sidewalk gaps/extend existing sidewalk
  - Examine feasibility of single-lane roundabout
  - Protected left turns (solid green arrow) with flashing yellow arrows
  - Dual left turn lanes on northbound Apple Valley Rd (to westbound Dresden Dr)
  - Dedicated left turn lane on southbound Apple Valley Rd (to eastbound Dresden Dr)



# Potential Ideas for Consideration

- **Ellijay Drive/Caldwell Road Intersection**
  - Fill sidewalk gaps/extend existing sidewalk
  - Explore adding crosswalk and pedestrian signal across Dresden Dr at Ellijay Dr



# Potential Ideas for Consideration

- **Clairmont Road Intersection**
  - Extend existing sidewalk along Dresden Dr
  - Upgrade traffic signals to include flashing yellow arrows for left turns
  - Extend eastbound right-turn lane on Dresden Dr (to southbound Clairmont Rd)
  - Prohibit right turns on red from eastbound and westbound Dresden Dr (due to sight distance issues)
  - Evaluate need for no loading/no parking signage along Clairmont Rd
  - Work with City of Chamblee and property owners to mitigate driveway turning conflicts





# Which of these ideas are you most interested in?





# What other ideas do you have to address safety and/or operations?

MAKE THE WALKWAYS better, increase bikeway possibilities, make it slower - introduce more lights and more crosspaths

To stop speeding cars on Dresden

Left turn signal turning onto Apple Valley at Dresden by Grindhouse

Put cars on road diet with 8.5 to 9.5 lanes. Take remainder for bikes.

Install protected bike lanes in congested area, and then proper width bike lanes. Make walkable including a pedestrian bridge from MARTA station. Ask yourself this - would you let your kids walk or bike there? Improve until the answer is yes.

We need to give designated road space to bicycles. This is a MAJOR bicycle corridor. Pedestrian links need to be widened and installed where missing as well. This needs to accommodate ALL road users--which limits car congestion and increases safety

A round about would be horrendous. Do you all live in this area? How is a round about a problem solve for anything-terrible idea

All road projects need to consider bicycles. It never seems to be a priority. Narrower lanes would slow traffic and allow for bike lanes.

Disallow the huge tractor trailer vehicles that drive up and down Apple Valley rd



# What other ideas do you have to address safety and/or operations?

improve sidewalk conditions throughout the corridor refresh pavement markings and repave for peds and vehicles protect ped crossings - look at midblock crossings along the corridor (near Ashford, Winding and S. Bamby)

A not so popular idea/would cost Brookhaven quite a bit - consolidate business driveways to eliminate conflict points (ex. Savi on Dresden and the doctors office on the south side of the Caldwell intersection.)

I know the study/project scope is only for intersection improvements, but the entire road from Peachtree to Clairmont needs a protected two-way cycle track on the south side of the road. A MUP is not going to be safe.

realign Caldwell to get rid of the bend in the road by cutting through the recently acquired Rita's property. This would remove the Caldwell/Elijay intersections and combine them into one. Re-do the insufficient ped access at Caldwell @ Dresden

Rideshare services stopping in front of kaleidoscope just north of Dresden intersection for drop offs and pickups

Find a way to stop speeding drivers.

Lessen traffic on neighboring streets to Dresden, not just those that intersect with Dresden

No parking on Dresden. Hard to park while people are driving on Dresden.

Raised/level crosswalks in the village area



# What other ideas do you have to address safety and/or operations?

Reduce speed limit to 25 from Peachtree to Caldwell

Use the RITA lot for a cut-through 4 way intersection

Remove street parking as they often park over limited bike lane.

Agree limited sight distance north side of Claremont/Dresden intersection is an issue especially with high speed traffic heading south

Enforce the speed limit and possibly lower it.

Do not use RITA as a cut through. Bad idea

Eliminate parking

Definitely agree with embedding flashing crosswalk lights into pavement across width of road.

Can we PLEASE focus more on complete street use? In particular, pedestrians and bike riders? Your study shows that car congestion is not a major issue. Overall road use and road safety IS the issue, and neighborhood users are underserved!



# What other ideas do you have to address safety and/or operations?

Clearly articulate who is the priority: those patronizing local businesses or those cutting through Brookhaven to get somewhere else?

Preserve our neighborhoods- slow development as current density is causing flooding, neighborhood streets being used as cut through- make sure you are listening to those who live close to Dresden

Existing crosswalk flashing lights don't work AT ALL. I don't even notice them when I drive down Dresden.

No to cut through from ellijay to green meadows

require The storage units to have their vehicles exit onto Caldwell road to ease the flow on Apple Valley road

The whole road needs to be 10ft car lanes at a maximum. 11.5-12ft lanes will always encourage speeding, which makes the intersections unsafe.

Route large trucks through a different corridor. Limit size/weight and direction of access.

consider a full traffic light to replace the HAWK crossing lights at Camille. And a traffic light or at least a HAWK signal at Fernwood Circle, by the church

Passengers entering and exiting vehicles that are parallel parked along Dresden are at risk and pose a hazard for other drivers and bicyclists, especially at night. These spots should be angled in, as in a parking lot, or eliminated altogether.

# Future Public Involvement Opportunities

- **City Council Work Session – July 27, 2021**
  - Present progress, key findings, and community input to-date
- **Second Public Forum – September 2021**
  - Present draft preliminary recommendations to community and solicit feedback
- **City Council Presentation – November 2021**
  - Present draft final recommendations and report





# Project Contacts

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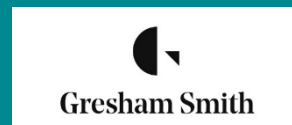
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# Appendix C:

## Public Forum Summaries and Comments

C-1: Virtual Public Forum - (July 13, 2021)

**C-2: Public Open House – Draft Recommendations (September 29, 2021)**

C-3: Virtual Public Forum – Updated Traffic Study Data Needs and Assumptions (March 3, 2022)

C-4: Public Open House – Draft Recommendations and Considerations (April 14, 2022)



## Public Forum Open House - Summary

September 29, 2021 | 7:00 – 8:30 PM

### Brookhaven City Hall

The City of Brookhaven hosted a Public Forum Open House for the Dresden Drive Intersection Improvement Analysis on Wednesday, September 29, 2021 at 7:00 PM. The open house was held in-person at Brookhaven City Hall, as the team felt it was important to provide an opportunity for dialog and exchanges of information and to be able to answer questions from participants in real-time. In keeping with public health best practices and City protocol in light of the ongoing COVID-19 pandemic, participants were strongly encouraged to wear facemasks and maintain social distance while inside the building. Since the meeting was conducted as an open house, attendees were encouraged to arrive at any time during the 90-minute window and were free to browse materials at their own pace. Display boards were spaced out around the room and team members and City staff were present to answer questions and discuss the materials presented. In addition to the project team and City staff, approximately 35 people attended the Public Forum Open House, and another ten people submitted comments via email.

The purpose of the Public Forum Open House was to present draft recommendations for improvements to the three intersections being evaluated as part of this study and to solicit feedback and comments from community members. Materials presented include an overview of the study and its purpose, key findings from an assessment of existing conditions, information about ongoing transportation projects near the study intersections, and draft recommendations for each of the study intersections as well as for potential future neighborhood traffic calming. Display boards presented during the Public Forum Open House are included as an attachment to this summary and are also available on the study webpage at:



*A project team member talks with attendees during the September 29, 2021 Public Forum Open House*

<https://www.brookhavenga.gov/publicworks/page/dresden-drive-intersection-improvement-study>.

The following sections provide a brief overview of the materials presented during the Public Forum Open House. A summary of key themes from community comments and feedback is also provided.

#### **Study Overview**

The first display board provides an overview of the Dresden Drive Intersection Improvement Analysis and how this study relates to the City's Comprehensive Transportation Plan Update from 2020. It also briefly discusses how two of the study intersections fall within the boundaries of the Peachtree Road Overlay district and within the study area for the City's ongoing visioning effort for a City Centre Master Plan. It shows the location of the study intersections – Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road – within the Dresden Drive corridor, and summarizes the purpose of the intersection improvement analysis.

#### **Existing Conditions and Prior Activities**

The next board provides a brief synopsis of key findings from the team's assessment of existing conditions, including the gaps in the sidewalk network, intermittent traffic congestion and delay experienced at signalized

intersections, the lack of sufficient lighting at the Clairmont Road intersection, and the need for continued safety and operational improvements as the area west of Village Place Brookhaven continues to develop. It also summarizes three ongoing transportation projects, which will have positive impacts on the study intersections:

- **Dresden Drive Street Light Improvements** - The City is working with Georgia Power to improve lighting along the Dresden Drive corridor and convert all existing street lights to more energy-efficient LED.
- **Dresden Drive ITS Improvements (GDOT PI# 0013138)** - This GDOT-sponsored project will expand the ITS network along Dresden Drive from Peachtree Road (SR 141) to Clairmont Road. This includes signal upgrades and pedestrian improvements at the Ellijay Drive/ Caldwell Road intersection as well as communications upgrades at the Apple Valley Road and Clairmont Road intersections.
- **Pedestrian Crosswalk Upgrades** - The City of Brookhaven received Local Maintenance and Improvement Grant (LMIG) funding to upgrade three existing rapid-flashing beacons at Camille Drive, Apalachee Drive, and the Village Place Brookhaven entrance. Improvements will include new lighted crosswalk signs, in-pavement lighting, and new pavement markings. *Note: Contractor bids were due to the City of Brookhaven on September 30, 2021, and it is anticipated that this project will be completed by the end of the year.*

Attendees who viewed this board were curious about details of the ongoing transportation projects, particularly the upgrades to the flashing beacon crosswalks. They generally expressed positive feedback about the ongoing and planned improvements.

### Draft Intersection Recommendations

The next three display boards provide conceptual intersection-level diagrams and bullet-point descriptions of draft proposed improvements for each of the three study area intersections. Each board also includes a list of potential benefits that are anticipated from the recommended improvements.

- **Apple Valley Road** – Proposed recommendations at this intersection including additional turn lanes with accompanying traffic signal phasing changes, leading pedestrian intervals to give people walking a few seconds to enter the crosswalk before vehicles are given a green signal, and new wide sidewalk and multi-use path segments. The sidewalk and multi-use path recommendations are consistent with the City's Bicycle, Pedestrian and Trail Plan (BPTP), as well as the Peachtree Road Overlay district requirements. A midblock crossing is also recommended near Sunland Drive, so that people on foot can cross from one side of Apple Valley Road to the other.
- **Ellijay Drive/Caldwell Road** – Proposed recommendations at this intersection are intended to complement the ongoing ITS project, which is making several improvements at this intersection: new fiber cable; new traffic signals with retroreflective backplates and flashing yellow arrows for left turns; moving signal poles; new pedestrian crossing signals; pedestrian warning strips at curb ramps; and repaving and restriping pavement markings, among other things. Recommendations proposed as part of this study include a new crosswalk and pedestrian signals across the east leg of the intersection at Ellijay Drive, and extending the sidewalk on the north side of Dresden Drive west from Caldwell Road to the new proposed crosswalk at Ellijay Drive.
- **Clairmont Road** – At this intersection, the team recommends extending the eastbound right-turn lane; adding right-turn arrows for eastbound and westbound right-turns and prohibiting right-turns on red due to sight distance issues; adding flashing yellow arrows for all left-turn; and several steps to improve access management and lighting at the intersection. A new segment of multi-use path is proposed for the south side of Dresden Drive, consistent with the City's BPTP and approved sidewalk list for this district.



### **Draft Traffic Calming Recommendations**

As part of the intersection improvement analysis, the project team was tasked with evaluating existing traffic calming measures and proposing new or revised measures for neighborhood streets that can be accessed through the Ellijay Drive/Caldwell Road intersection, between Briarwood Road to the south and Redding Road to the north. In conducting a network analysis, the team identified streets where no traffic calming measures are currently in place and considered which of these streets might be used as cut-throughs to access other collector streets or neighborhood streets. It is recommended that the City consider installing traffic calming measures consistent with its existing Traffic Calming Program on a number of neighborhood streets, which are shown and listed on the display board, as presented in the attachment to this summary.

### **Community Comments and Key Themes**

Attendees were asked to fill out comment forms on-site during the meeting, but also had the opportunity to provide written comments via email until October 10, 2021. This section summarizes some of the common themes among the comments that were submitted.

#### **Apple Valley Road Intersection**

- Left turns from Apple Valley to Dresden Drive are not the key issue here (several comments pointed to the intersection at Peachtree Road, which is outside of the scope of this study).
- The improvements favor vehicular traffic over walking and biking.
- Dual northbound left turn lanes are too much for this intersection (several people expressed concern that this will draw more traffic from North Druid Hills Road).
- Sharrows are not needed on Parkside Drive and are not likely to be used.
- People expressed support for protected left-turn phases.
- People would like to see more bike infrastructure at this intersection; specifically several comments suggested that instead of adding turn lanes, the recommendations should focus on reducing or narrowing vehicle lanes and adding bike lanes on Apple Valley Road, or should prioritize biking and walking rather than driving in this area.

#### **Ellijay Drive/Caldwell Road Intersection**

- Several comments touched on the issue with the shared center left-turn lane between the intersections, suggesting other options, including: making it one-way (rather than two-way) so that people can only turn left onto Caldwell Road, providing left-turn arrows for turning from Dresden Drive onto Ellijay Drive, and considering side-by-side left-turn lanes.
- Add proper bike lanes to Dresden Drive in this area, particularly in the westbound direction.
- Concerns with limited sight distance caused by on-street parking and rideshare services blocking traffic, especially near Ellijay Drive and the Valenza/Haven parking lot.
- Support for adding the new crosswalk at the east leg of Ellijay Drive, aligning crosswalks, and making it safer to cross Dresden Drive.

#### **Clairmont Road Intersection**

- Very few intersection-specific comments were provided.

### **Additional Neighborhood Traffic Calming**

- Several people expressed concern about cut-through traffic in Brookhaven Fields and on Sunland Drive.
- People generally support traffic calming – to help people cross Dresden Drive and to reduce neighborhood cut-through traffic. Suggestions were made to increase signage indicating traffic calming, making sure traffic calming devices are bicycle-friendly.
- Some comments indicate that speed humps do not calm traffic.
- Location specific comments were made regarding several locations:
  - Caldwell Road: more center islands, extend traffic calming past Redding Road, replace medians as they are detrimental to cyclists.
  - Add speed humps to Sunland Drive.
  - Make E Osborne a two-way street (to deter using Sunland Drive as a cut-through).

### **Other / General Comments**

- Not enough is being done to provide safe, comfortable facilities for bicyclists. There is strong interest in encouraging more of a “complete streets” approach within Brookhaven, which requires more of a comprehensive and network-driven approach. Several comments stated a desire for prioritizing multi-modal safety and connectivity, as well as in having bike lanes along the length of Dresden Drive. The draft recommendations favor car travel over biking and walking, and do not do enough to provide facilities for cyclists.
- Participants would like to have sidewalks along the full length of Dresden Drive.
- Several people suggested that bike lanes should be provided along Dresden Drive instead of the multi-use path.
- A more comprehensive study is needed to look at all of Dresden Drive as well as other streets like Redding Drive, North Druid Hills Road, and the intersection of Peachtree Road at Dresden Drive.
- Several participants expressed support for the improved flashing beacon crosswalks.



# Intersection Improvement Analysis Overview

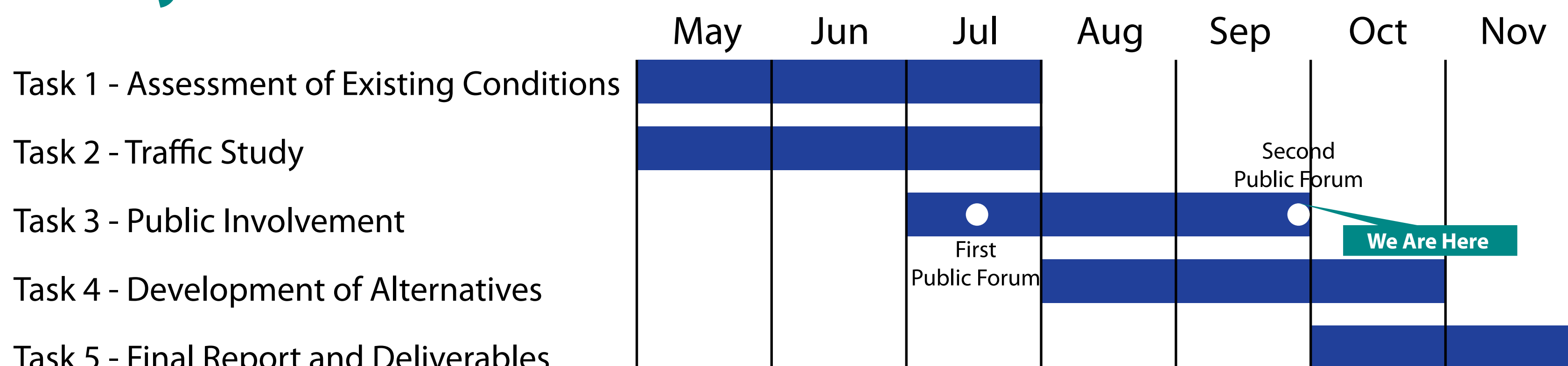
## Context and Relation to Other Plans and Studies

In early 2021, the City of Brookhaven initiated an evaluation of three intersections along Dresden Drive, based on recommendations from the City's 2020 Comprehensive Transportation Plan Update. That plan recommended a safety and operations analysis to identify specific improvements to reduce crashes and injuries and to improve operations at the intersections of Dresden Drive and Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road.

Part of the reason for conducting this study is the high level of pedestrian activity along parts of Dresden Drive, especially in the western portion of the corridor, around Village Place at Brookhaven and closer to the MARTA Station near Apple Valley Road. The intersections at Apple Valley Road and Ellijay Drive/Caldwell Road both fall within the boundaries of the Peachtree Road Overlay (PRO) district and within the study area for the ongoing City Centre Master Plan. Recommendations for these intersections should align with PRO requirements as well as findings and recommendations of the Master Plan, as appropriate.

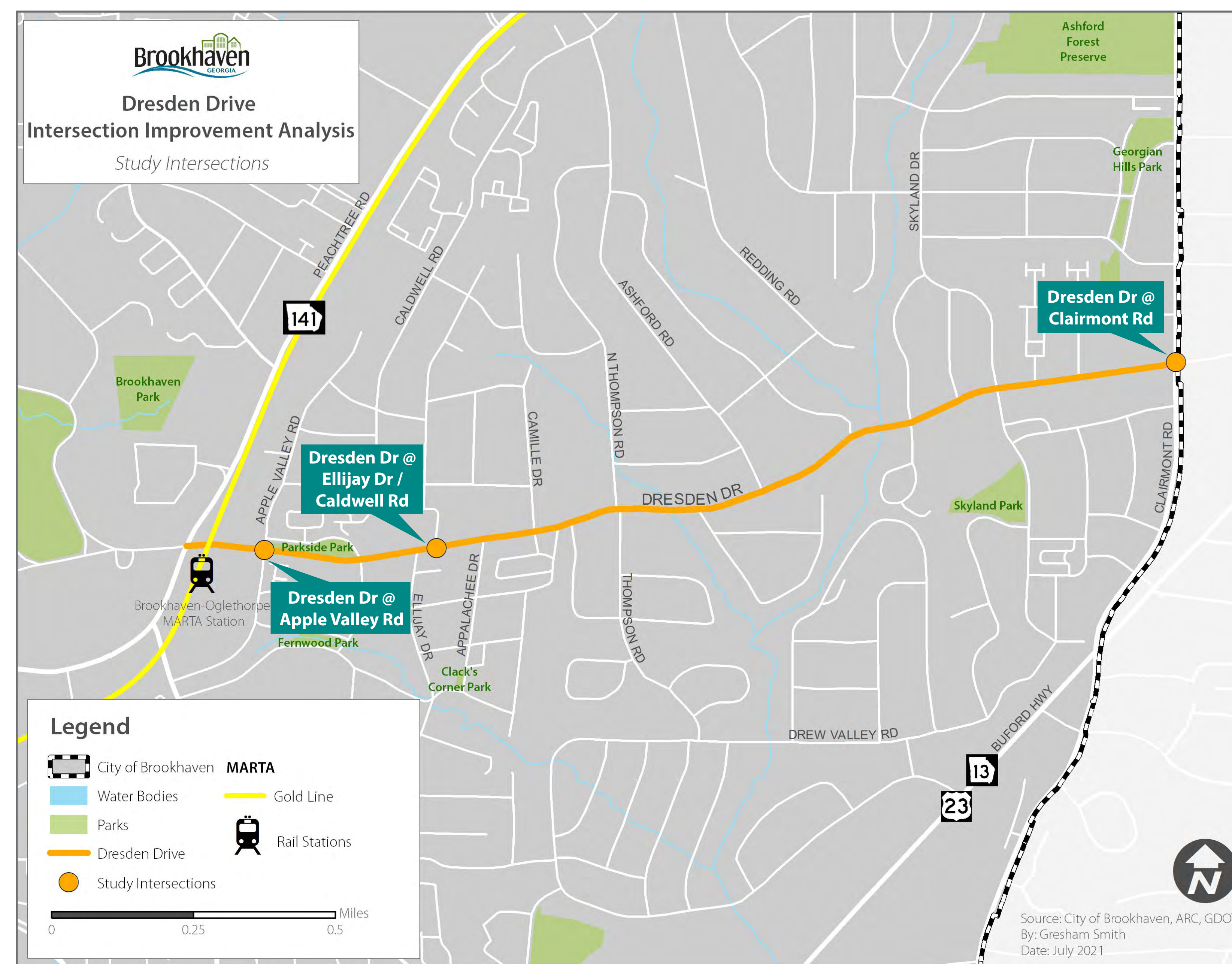
Dresden Drive is the primary east-west corridor connecting Peachtree Road (SR 141) and Clairmont Road. In addition to evaluating safety and operations at each of the intersections, the study is also assessing traffic calming options for streets that can be accessed from Caldwell Drive between Dresden Drive and Redding Road and from Ellijay Drive between Dresden Drive and Briarwood Road. The map to the right shows the location of Dresden Drive and the study intersections within the City of Brookhaven.

## Study Process



The project webpage is located on the City's website at <https://www.brookhavenga.gov/publicworks/page/dresden-drive-intersection-improvement-study>.

It can also be accessed through the QR Code on the right.



## Study Purpose

The City of Brookhaven is undertaking an operational and safety analysis for three intersections on Dresden Drive - Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road. The purpose of the study is to identify improvements to help serve projected vehicular traffic while providing safe and comfortable facilities for pedestrians, cyclists, and transit users. The primary objectives of the study are to:

- Evaluate existing and forecast future traffic based on known and planned developments in the area
- Evaluate existing conditions, signals, and pedestrian facilities for safety and efficiency
- Recommend intersection improvements for optimal traffic movement
- Provide recommendations for additional or revised traffic calming measures in the neighborhoods north and south of Dresden Drive accessed from the Caldwell Road/Ellijay Drive intersection based on an evaluation of future traffic impacts



# Summary of Existing Conditions and Prior Activities

## Existing Conditions Findings

The project team assessed existing conditions at the three study intersections along Dresden Drive, examining existing infrastructure, roadway characteristics and conditions, sidewalks and crosswalks, rights-of-way, transit service, existing traffic operations, and crash data for the five most recent years with complete, available data. The final draft of the Existing Conditions Technical Memorandum is available on the project webpage or through the QR code. Key findings include:



- **Sidewalk gaps and missing crosswalks** create safety issues for those walking along and across along Dresden Drive
- **Intermittent congestion and delay** at some intersections (e.g., for left turns at Ellijay Drive/Caldwell Road) are **projected to become worse** if no improvements are made
- **Sight distance issues and lack of lighting at Clairmont Road** contribute to unsafe conditions
- **Ongoing and anticipated new development**, particularly near Apple Valley Road and Ellijay Drive/Caldwell Road, point to the **need for safety and operational improvements**

## Transportation Projects

### Dresden Drive Street Light Improvements

The City is working with Georgia Power to improve lighting along the Dresden Drive corridor and convert all existing street lights to LED.

### Dresden Drive ATMS (GDOT PI# 0013138)

This GDOT-sponsored project will expand the ITS network along Dresden Drive from Peachtree Road (SR 141) to Clairmont Road. This includes signal upgrades and pedestrian improvements at the Ellijay Drive/Caldwell Road intersection as well as communications upgrades at the Apple Valley Road and Clairmont Road intersections.

### Pedestrian Crosswalk Upgrades

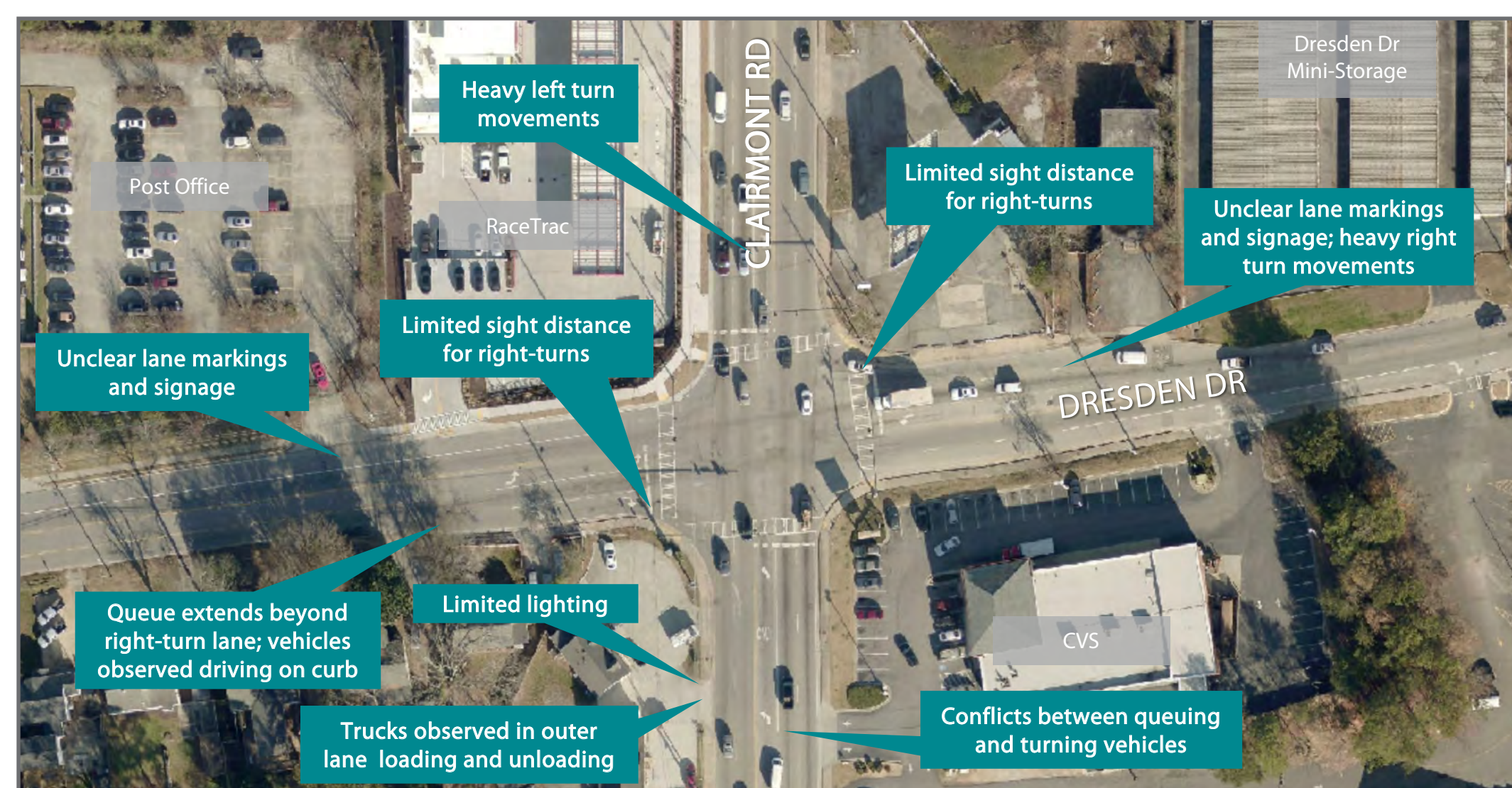
The City of Brookhaven received Local Maintenance and Improvement Grant (LMIG) funding to upgrade three existing rapid-flashing beacons (RRFBs) at Camille Drive, Apalachee Drive, and the Village Place Brookhaven entrance. Improvements will include new lighted crosswalk signs, in-pavement lighting, and restriping pavement markings.



Dresden Drive at Apple Valley Road



Dresden Drive at Ellijay Drive/Caldwell Road



Dresden Drive at Clairmont Road

## First Virtual Public Forum

On July 13, 2021, the City of Brookhaven hosted a virtual public forum during which the project team presented findings from the existing conditions assessment and preliminary analysis from the traffic study for the intersections. The team also used real-time interactive polling to gather feedback from participants on their experiences traveling at the three intersections and potential improvements for each location. In addition to project team members, approximately 28 people attended the meeting via Zoom and more than 250 viewed the livestream via Facebook.

Participants submitted a range of comments and questions addressing the intersections and the scope of the project. Participants were not concerned about traffic congestion at the intersections but instead desired more of a focus on bicycle and pedestrian infrastructure at the intersections as well as within the surrounding neighborhoods.

## Intercept Surveys

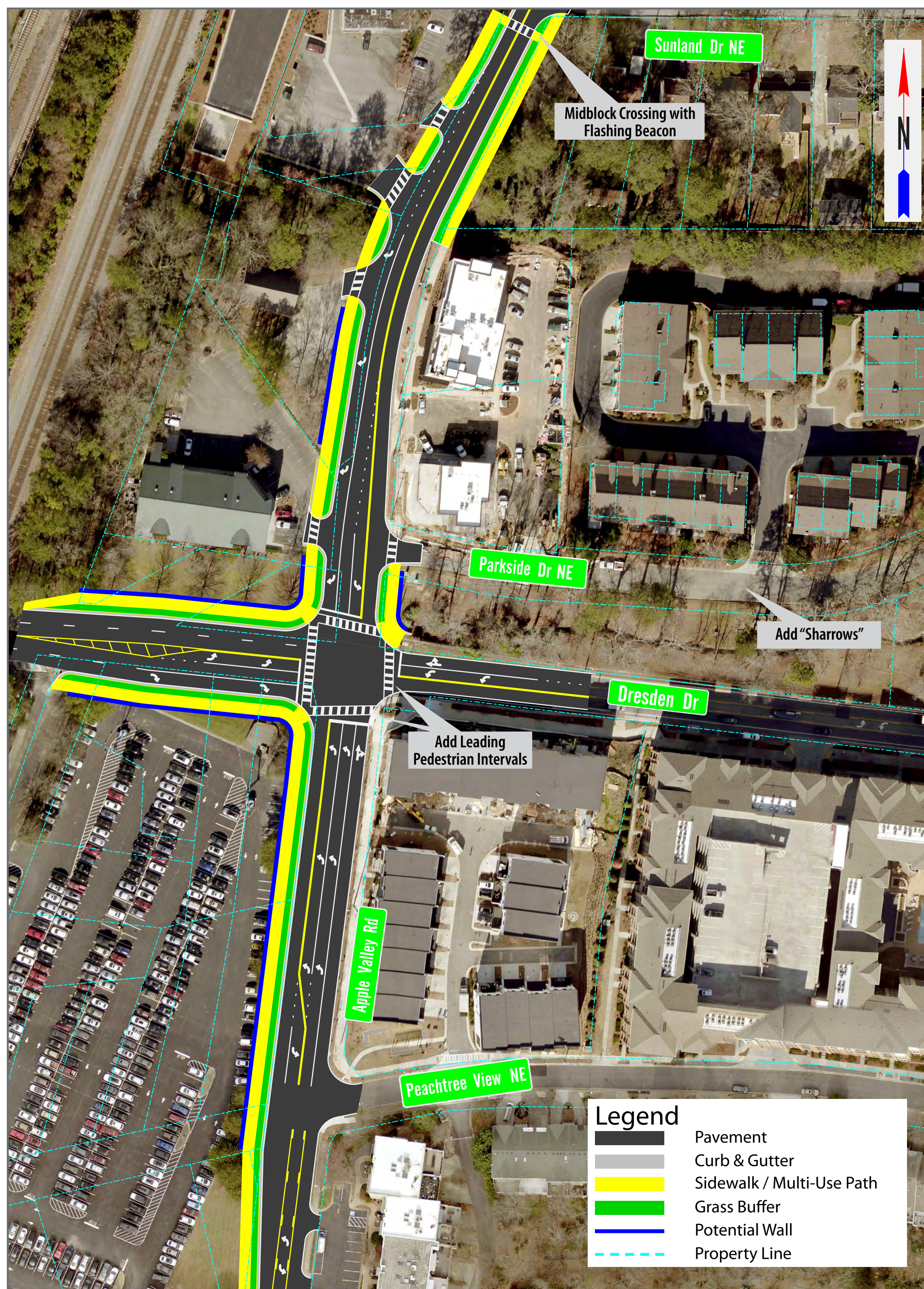
The project team visited the study intersections on two different occasions - a Wednesday at lunchtime and a Saturday morning - and asked people about their experience navigating the study intersections. In total, the team surveyed 26 people. Most participants were local residents out getting exercise with their dogs or kids, or visiting the farmer's market or local restaurants.



Most people reported feeling comfortable walking along Dresden Drive, but expressed concerns about crossing the road, particularly at the flashing beacon crosswalks east of Village Place - they reported that drivers often don't stop when the lights are flashing, either because they're not paying attention or because the lights are difficult to see in the daytime. They also expressed concerns about the increasing volume of traffic and difficulty parking, and indicated that local residents try to walk for short trips in the area.



# Draft Recommendations - Apple Valley Road Intersection



Note: Images are for conceptual representations only. Details will be worked out during design phase.

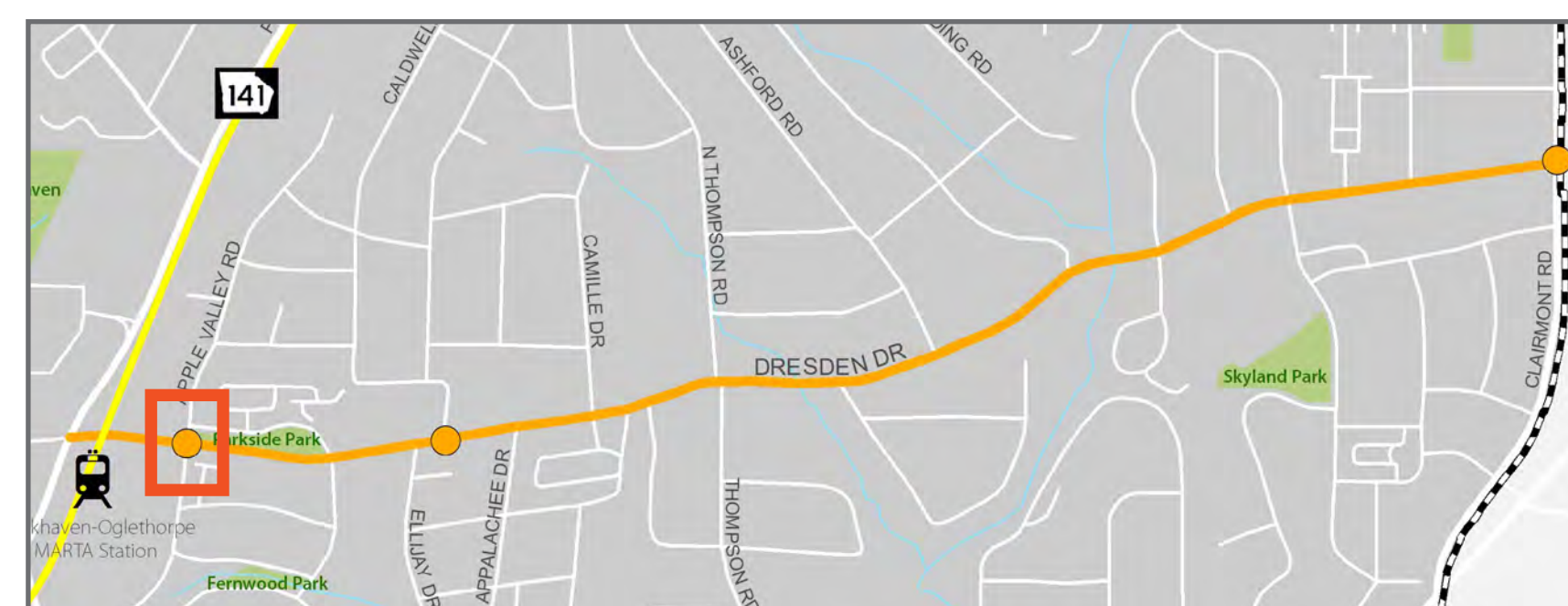
## Intersection Improvements

- Install an additional northbound left-turn lane with left-turn arrow (protected-only phasing)
- For all other left-turn movements, install left-turn arrows with flashing yellow arrows
- Install a dedicated southbound left-turn lane
- Add right-turn arrows for eastbound and southbound right-turns
- Add leading pedestrian interval for crosswalks across south and east legs
- Install shared lane markings (“sharrows”) along Parkside Drive
- Extend the sidewalk along the east side of Apple Valley Road to connect to Parkside Drive and install a crosswalk across Parkside Drive
- Add a midblock crossing with rapid-flashing beacon south of Sunland Drive to connect the east and west sides of Apple Valley Road

*Note: This area lies within the Peachtree Road Overlay (PRO) district and should meet minimum requirements for landscape zone, pedestrian zone, and streetscape elements. Implementation should align with guiding principles and recommendations from the City Centre Master Plan.*

## Potential Benefits

- Increases capacity and reduces delay for northbound left-turns
- Provides dedicated storage for southbound left-turns and increases capacity of the southbound approach
- Provides dedicated signal phase for left-turn movements from Dresden Drive
- Improves safety for bicyclists and pedestrians crossing the intersection
- Fills sidewalk gaps, improving connectivity and pedestrian access to Parkside Park

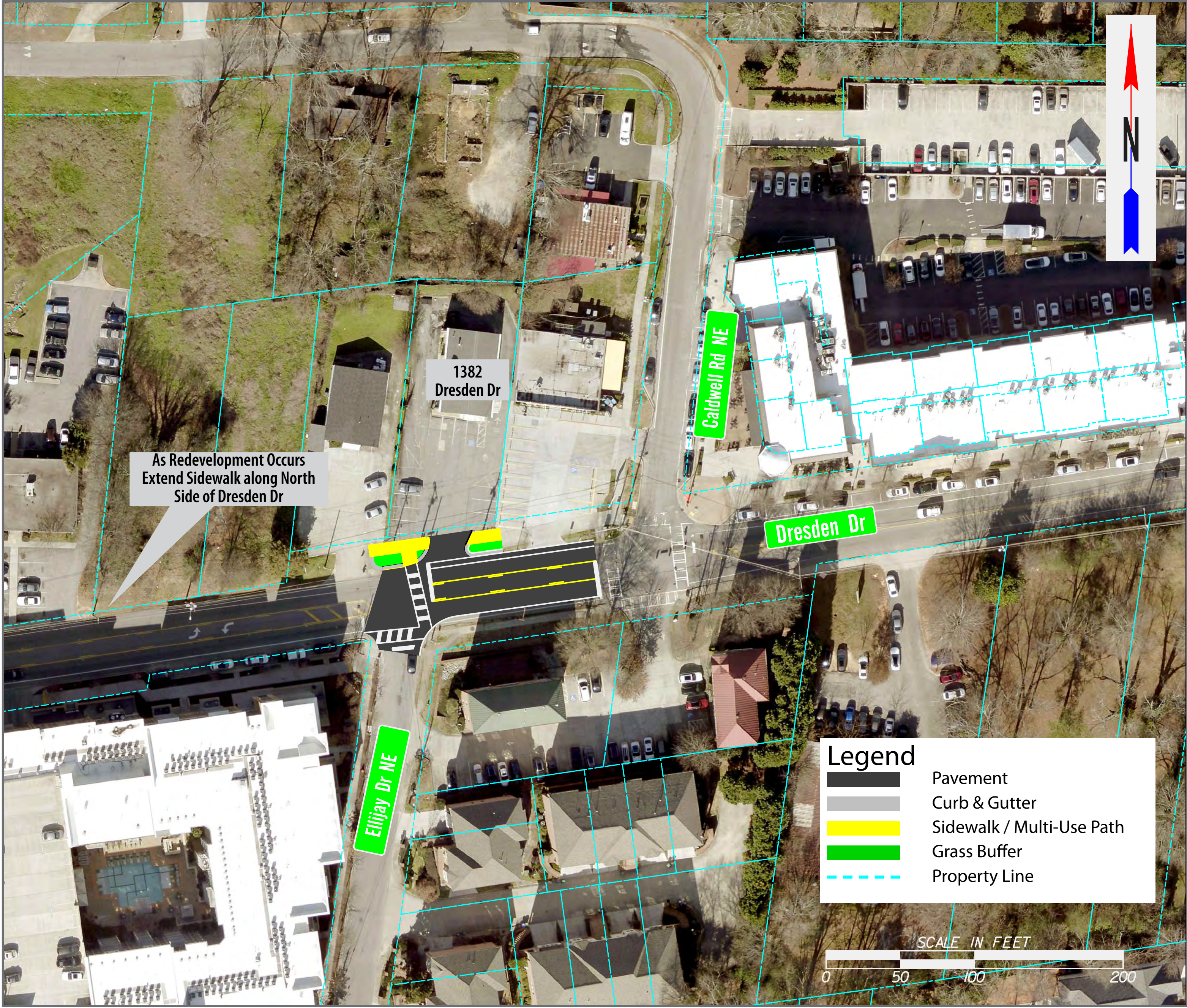




## Recommended Intersection Improvements

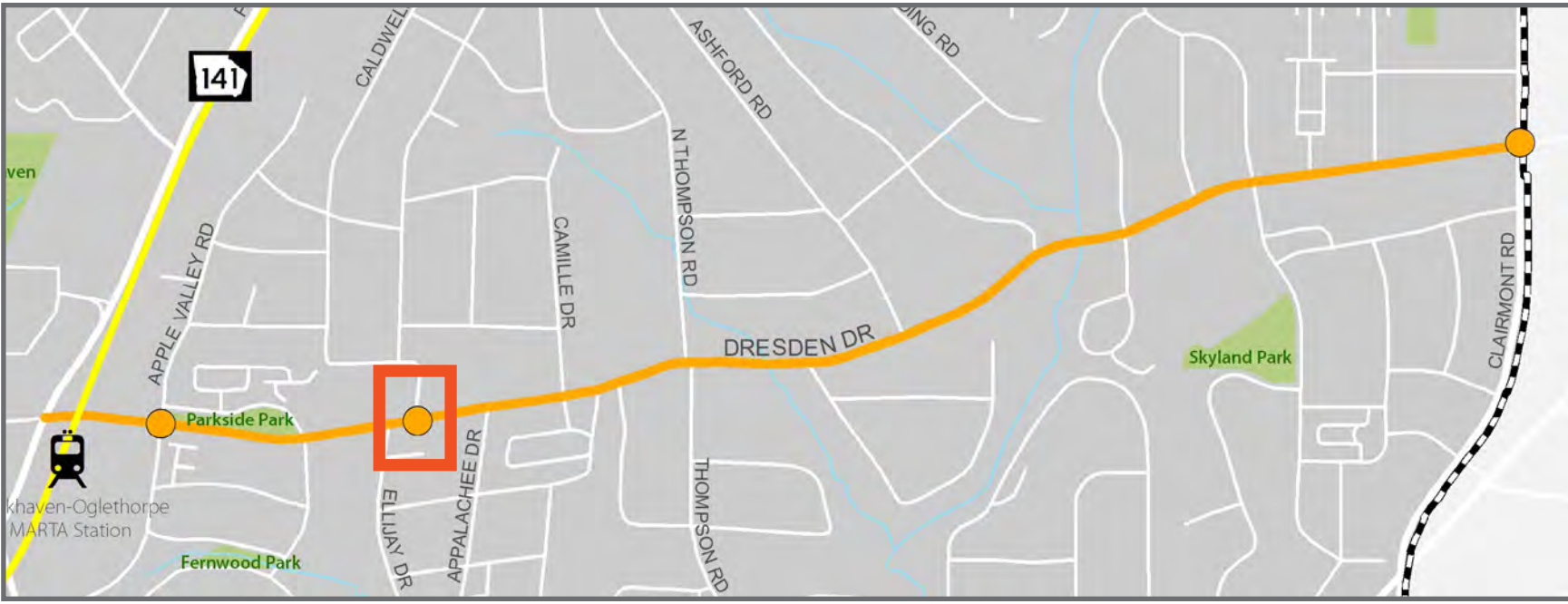
- Install crosswalk across the east leg of the Ellijay Drive intersection
- Add pedestrian signals on the east leg of the Ellijay Drive intersection, for the new crosswalk
- Mill, repave, and restripe pavement markings between Ellijay Drive and Caldwell Road
- Extend sidewalk along the north side of Dresden Drive west of Caldwell Road to meet the proposed crosswalk on the east leg of the Ellijay Drive intersection

*Note: This project should be coordinated with Dresden Village development and future re-purposing of 1382 Dresden Drive (formerly Rita's Cleaners). Other ITS and pedestrian improvements at this location are being completed as part of the Ashford Dunwoody Road & Dresden Drive ITS System Expansion Project (GDOT PI# 0013138). This area lies within the Peachtree Road Overlay (PRO) district and should meet minimum requirements for landscape zone, pedestrian zone, and streetscape elements.*



## Potential Benefits

- Provides full pedestrian access at the Ellijay Drive intersection, in addition to the Caldwell Road intersection
- Fills gaps in sidewalk, improving connectivity and pedestrian access



Note: Images are for conceptual representations only. Details will be worked out during design phase.



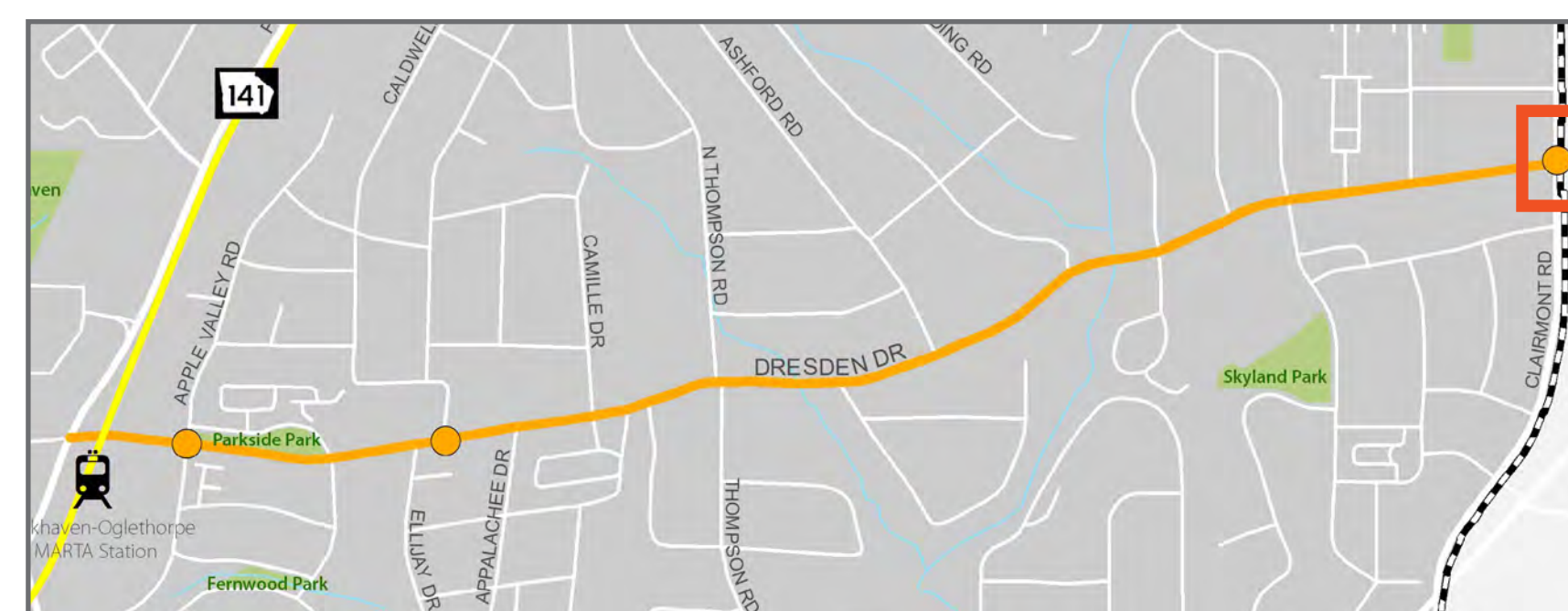
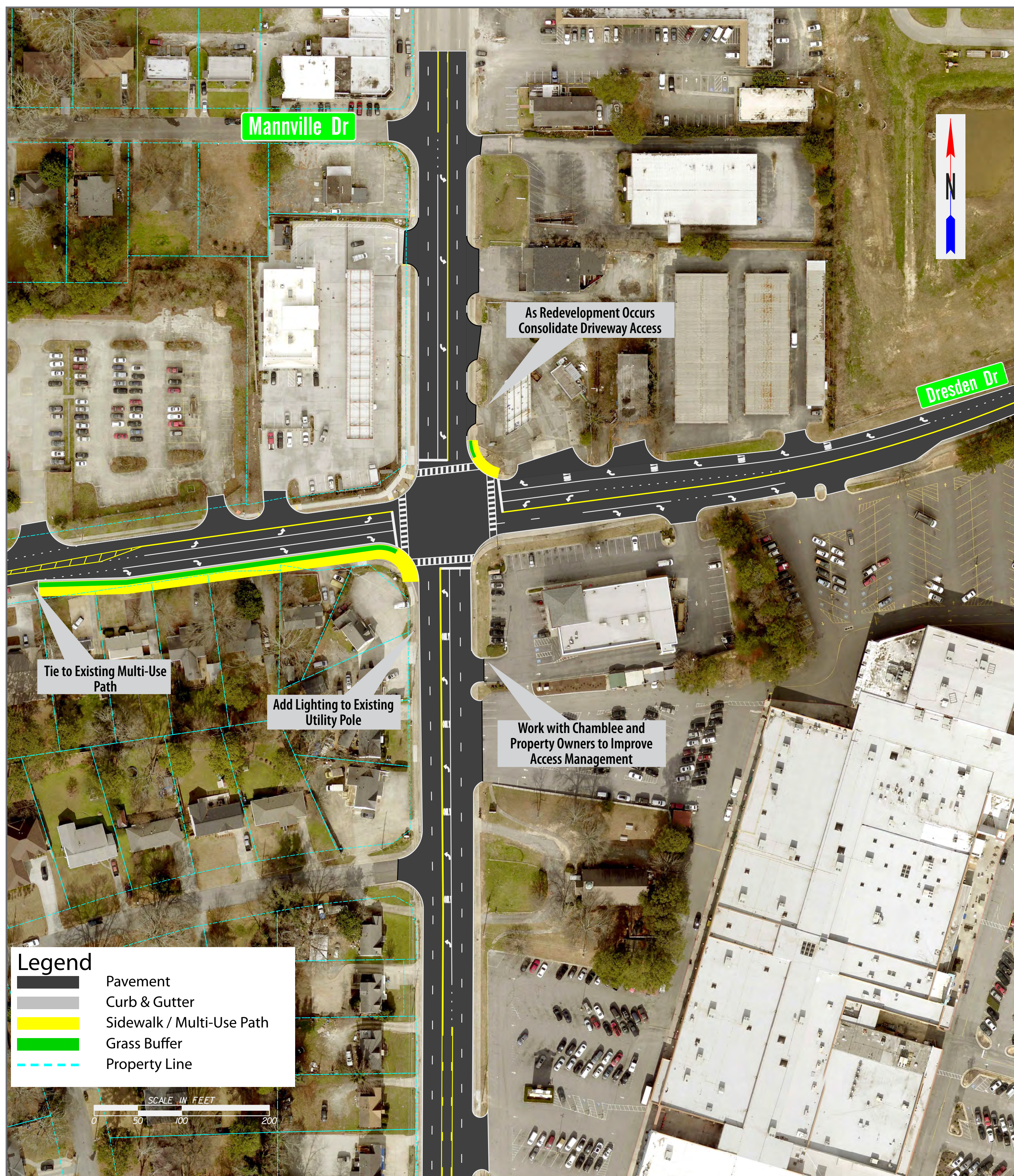
# Draft Recommendations - Clairmont Road Intersection

## Recommended Intersection Improvements

- Extend the eastbound right-turn lane
- Convert the westbound approach to a dedicated right-turn lane, single through-lane, and dedicated left-turn lane with a single receiving lane on Dresden Drive west of Clairmont Road
- Add right-turn arrows for eastbound and westbound right-turns and prohibit right turns on red
- Add flashing yellow arrows for all legs of the intersection
- Install multi-use path along the south side of Dresden Drive, west of Clairmont Road
- As the former gas station in the northeast corner is redeveloped, seek opportunities to consolidate driveways
- Work with the City of Chamblee and property owners to mitigate driveway turning conflicts at the CVS entrance on Clairmont Road
- Add street light to the existing utility pole south of the intersection on the west side of Clairmont Road
- Evaluate the need for No Loading and/or No Parking signage along the west side of Clairmont Road south of Dresden Drive

## Potential Benefits

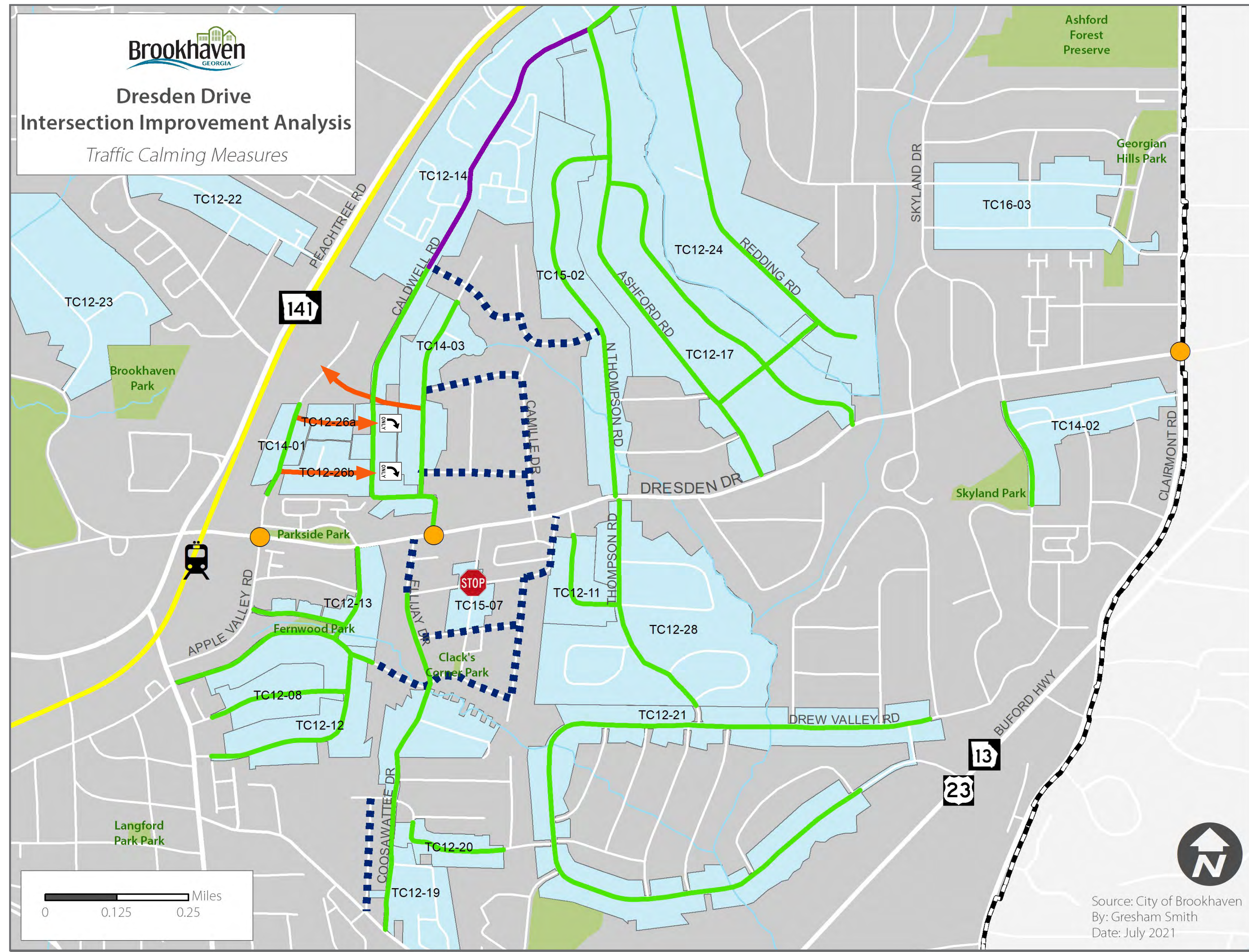
- Addresses sight distance issues for eastbound and westbound right-turns
- Provides additional storage for eastbound right-turns and reduces likelihood of vehicles driving on curb
- Improves traffic signal to meet current standards
- Improves access management, mitigating conflicts between vehicles queuing at the intersection and entering/exiting commercial driveways
- Improves visibility and pedestrian safety
- Reduces congestion due to and/or conflicts with trucks unloading along Clairmont Road



Note: Images are for conceptual representations only. Details will be worked out during design phase.



# Draft Recommendations - Traffic Calming Measures



## Recommended Additional Traffic Calming

Consistent with the City's Traffic Calming Program, consider installing traffic calming devices such as speed tables, speed humps, or raised median islands, along streets that can be accessed via Caldwell Road (between Dresden Drive and Redding Road) and via Ellijay Drive (between Briarwood Road and Dresden Drive) where traffic calming measures are not already in place. Suggested locations for additional traffic calming (such as speed humps) include:

- Ellijay Drive between Dresden Drive and Canoochee Drive
- Canoochee Drive/Canasauga Avenue (Dresden Drive to Dresden Drive)
- Etowah Drive (Ellijay Drive to Oostanaula Drive)
- Cartecay Drive (Sylvan Circle to Oostanaula Drive)
- Oostanaula Drive (Cartecay Drive to Canoochee Drive)
- Briarwood Hills Drive/Tellford Drive (Briarwood Road to Coosawattee Drive)
- Camille Drive (Dresden Drive to E Osborne Road)
- E Osborne Road (Camille Drive to Green Meadows Lane)
- Willford Drive (Camille Drive to Green Meadows Lane)
- Cheshire Way/Valvedere Drive (Caldwell Road to Thompson Road)

## Potential Benefits

- Slows vehicle speeds through residential neighborhoods
- Discourages neighborhood cut-through traffic
- Creates safer environment for pedestrians and bicyclists



### Legend

- |  |                                    |  |                  |  |                               |
|--|------------------------------------|--|------------------|--|-------------------------------|
|  | City of Brookhaven                 |  | Center Islands   |  | Recommended for Consideration |
|  | Parks and Greenspace               |  | Four-Way Stop    |  |                               |
|  | Existing Traffic Calming Districts |  | One-Way Roadways |  |                               |
|  | Study Intersections                |  | Speed Humps      |  |                               |
|  |                                    |  | Right-Turn Only  |  |                               |

Note: Images are for illustrative purposes only.



The following are written comments received at the September 29, 2021 in-person public open house along with their responses. Please note that responses were provided only to individuals who provided an email address on the comment card or meeting sign-in sheet.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

expand "unofficial" bike lane on Dresden  
consider at least adding sharrow on Dresden  
revise ~~water~~ sharrow on Parkside to be a bike lane

Dresden Drive at Ellijay Drive / Caldwell Road

eliminate last two parking spaces on Dresden  
so drivers on Ellijay can see to turn right on red

Dresden Drive at Clairmont Road

provide design safety for bikes at intersection

Additional Neighborhood Traffic Calming

narrow lane width to 10' feet

Other Comments

consider adding bike lanes on Dresden instead  
of multi-use paths

Name: Tom Embry E-mail Address: [redacted]

Street Name or Neighborhood: [redacted]

Please return this comment card to the registration table or hand it to any project team member.  
You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

2 left turns from AV onto Dresden is not necessary. AV is not busy, Dresden backs up. This will make it worse! These cars will block the box.

Dresden Drive at Ellijay Drive / Caldwell Road

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming.

more center islands on Caldwell! They already ruin the bike lane; no turn will be left :)

Other Comments

- Sharrow on Parkside Drive is lame - This is not where we need them
- more traffic calming throughout Brookhaven fields & elsewhere, depending on type is harder for cyclists.

Name: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Street Name or Neighborhood: \_\_\_\_\_

Please return this comment card to the registration table or hand it to any project team member.

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COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

Not sure why an extra left <sup>turn</sup> lane is needed as I've never seen traffic backed up at that intersection

Dresden Drive at Ellijay Drive / Caldwell Road

I was hoping to improve visibility for people crossing Dresden from Ellijay to Rita's side. Ellijay already has speed humps so I don't think adding more will help calm traffic.

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming

Possibly cut off Ellijay from Dresden. Make it a dead end

Other Comments

Listen to the neighbors not city councilmen and men

Name: Amiee Haber

E-mail Address:

Street Name or Neighborhood:

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

The assumption assume much more building + density on Apple Valley + at the MARTA station. Dresden is currently backed up from Clairmont to Ptree in both directions and this does not provide any lessening to Dresden. It will only add traffic to N Druid Hill which will back up Briarwood and affect ALL of Brookhaven fields.

Dresden Drive at Ellijay Drive / Caldwell Road

Once the new apartments <sup>new + retail</sup> are built, traffic will increase even more on Dresden. It can take 10-15 minutes to turn left on Dresden from Peachtree at any time of day and it's worse on weekends and at rush hour.

Dresden Drive at Clairmont Road

We must protect the current single ~~home~~ <sup>homes</sup> families in Brookhaven fields and consider their commutes to and from their homes.

Additional Neighborhood Traffic Calming

There are already speed humps on the majority of the streets mentioned

Other Comments

Name: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Street Name or Neighborhood: \_\_\_\_\_

Please return this comment card to the registration table or hand it to any project team member. You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

Not sure that cars turning onto Apple Valley are the issue - How will cars moving to/from Peachtree be improved?

Dresden Drive at Ellijay Drive / Caldwell Road

Intersection improvements are good. Have needed crosswalk across Dresden but bike shares/who consistently block Ellijay in ~~the~~ by the Apartments. At one point this area was marked for no parking. Better enforcement is needed

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming

Other Comments

Preserve + Protect Brookhaven Fields, ~~type of~~ ~~heavy~~ ~~state~~

Name: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Street Name or Neighborhood: \_\_\_\_\_

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COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

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Dresden Drive at Ellijay Drive / Caldwell Road

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Dresden Drive at Clairmont Road

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Additional Neighborhood Traffic Calming

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Other Comments

The community requested two things from the City  
— A comprehensive traffic study of the Dresden Corridor  
— An analysis of neighborhood traffic

There are no displays on these two items

Name: RICARDO KAMENETZKY E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.  
You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Sunday, October 10, 2021**.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

APPROVE!

Dresden Drive at Ellijay Drive / Caldwell Road

APPROVE!

Dresden Drive at Clairmont Road

APPROVE!

Additional Neighborhood Traffic Calming

APPROVE !!!

Other Comments

MULTI-MODAL & CYCLISTS

- PEDESTRIAN SAFETY & CONNECTIVITY

SHOULD BE CONSIDERED ~~AS THE CITY'S~~ A

TOP PRIORITY FOR THE CITY MOVING FORWARD.

& CONTINUE TO BE A

Name: MICKY O'BRIEN

E-mail Address:

Street Name or Neighborhood:

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

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Dresden Drive at Ellijay Drive / Caldwell Road

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Dresden Drive at Clairmont Road

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Additional Neighborhood Traffic Calming

*If you put in traffic calming items please also plan to pave roads.*

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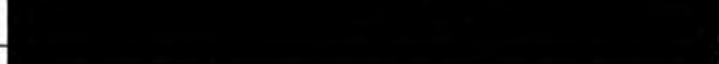
Other Comments

*Thank you*

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Name: ANN COX E-mail Address: 

Street Name or Neighborhood: 

Please return this comment card to the registration table or hand it to any project team member.  
You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

Happy to see improvements especially Dresden Left onto Apple Valley protected phase. There's more pedestrians throughout this Dresden corridor.

Dresden Drive at Ellijay Drive / Caldwell Road

In support

Dresden Drive at Clairmont Road

In support

Additional Neighborhood Traffic Calming

Highly support traffic calming measures to help pedestrians cross street with all the new restaurants

Other Comments

Very happy to hear about greenspace near Ellijay. I'd like to see sidewalks along Dresden from Peachtree to Clairmont.

Name: Carol Bowler E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

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COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

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\_\_\_\_\_

Dresden Drive at Ellijay Drive / Caldwell Road

VERY GLAD THAT GREEN MEADOWS WAS NOT CUT THROUGH TO ELLIJAY. CURRENTLY THE ~~2~~ TWO TRAFFIC LIGHTS KEEP THE DRESDEN TO BE SLOWER FOR COMMUTERS PASSING DOWN DRESDEN.

Dresden Drive at Clairmont Road

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Additional Neighborhood Traffic Calming

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Other Comments

BETTER CROSS-WALK WARNING LIGHTS WILL MAKE A BIG DIFFERENCE IN SAFETY CROSSING OF DRESDEN

Name: MIKE HIBBARD

E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

(THE BEST! ★★)

Please return this comment card to the registration table or hand it to any project team member.

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COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

more side walks past Forward To Liberty

Dresden Drive at Ellijay Drive / Caldwell Road

- Check Height of Speed Tables on Ellijay
- Please Do NOT make Ellijay + Caldwell cut throughs
- Align crosswalks + ADD more TRAFFIC CALMING DEVICES TO Ellijay OR Raise existing speed humps and ADD 2 more
- make TURN lane ON Dresden a left TURN only ON TO Caldwell.

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming

more signage that indicates speed + plans for calming

Other Comments

TRAFFIC Study Is Incomplete w/o Redding, North Davis Hills + Dresden Peachtree Intersection

Name: Brent Wheeler E-mail Address:

Street Name or Neighborhood:

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email (nithin.gomez@greshamsmith.com) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

Cut back the bushes in Parkside park  
Left Turn signals onto Apple Valley

Dresden Drive at Ellijay Drive / Caldwell Road

The awkward middle turn lane needs to be one way, preferably a left onto Caldwell to help prevent cut thru drivers off Apple Valley

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming

Speed bumps on Sunland to help discourage cut thru traffic  
make EOsborne a two way street

Other Comments

While we're looking forward to making safer intersections our neighbors on our street are concerned about additional cut thru traffic that would make our street less safe for our children

Name: Kristin Cummings E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member. You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

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Dresden Drive at Ellijay Drive / Caldwell Road

Middle turn lane needs to be one way. Caldwell will be ideal to help our street not get cut throughs for the apartments. We don't want Sunland to have cutthroughs, speeders, or accidents.

Dresden Drive at Clairmont Road

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Additional Neighborhood Traffic Calming Sunland Drive  
We have a problem with speeders + illegal left turns. We need a solution. Ideas: Chl-de-soc where the left turn is ignored, Speed Bumps, also more signage for child play.

Other Comments

Our street has been used as a cut through to make a left on Caldwell. There is no where to walk, except the street. Our family + others have almost been hit multiple times. I don't want anyone to get killed.

Name: Veronica Long E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.

also!  
Make Osborne a two way so people don't cut through @ Sunland Dr



COMMENT CARD

Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

I would like to see more bike infrastructure along the road. The "multi-use" sidewalk is nice, but along this stretch it is often used by maintenance vehicles for parking. I feel least comfortable biking on Dresden in the west bound lane past Apple Valley. \*make north side multi-use\* <sup>+ intersection</sup>

Dresden Drive at Ellijay Drive / Caldwell Road

I would like to see striping/paint making crossing the middle lane safer for bikes when turning

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming

Other Comments

Please make all sidewalks wide multiuse path

Name: Natalie Manitus E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.  
You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

1. Proper bike lanes needed on Dresden all the way to Peachtree Rd. BOTH Sides

2. Adding "sharrows" to Parkside Dr. is pointless. it is already a calm st, but nobody wants to bike that way.

Dresden Drive at Ellijay Drive / Caldwell Road

1. Close Dresden from Apple Valley to Thompson and make it pedestrian-only. Permanently.

2. Add proper bike lanes, on BOTH sides.

Dresden Drive at Clairmont Road

no comment

Additional Neighborhood Traffic Calming

Enforce the Georgia "hands free" law. too many drivers seen looking and holding phones while driving on Dresden. Dangerous to Peds + Cyclists

Other Comments

Name: Mikel Manitiis E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Sunday, October 10, 2021.**



## Nithin Gomez

---

**From:** Betsy Eggers [REDACTED]  
**Sent:** Saturday, October 2, 2021 7:35 AM  
**To:** Nithin Gomez  
**Cc:** pwadmin@brookhavenga.gov  
**Subject:** [EXTERNAL] Dresden Drive study

You don't often get email from [REDACTED] [Learn why this is important](#)

To the Gresham-Smith Team,

If you were in a wheelchair heading from the Brookhaven MARTA Station to Savi or Kaleidoscope, how safe would you feel using this proposal? What if you were heading to the post office on a bicycle?

Once again, a traffic study paid with tax dollars has put top priority on the 1970's focus: how fast can we accommodate single-occupancy vehicles?

Such a disappointing, backwards-thinking perspective.

This corner of Brookhaven — with its only MARTA Station, its public buildings, library, post office, apartments and condos, multiple shops and restaurants — is already a high-pedestrian, high-bicycle hub. But your perspective is making it unfriendly and unsafe for the families and workers who no longer embrace the 2-car family model of transportation.

I suggest you discard old school views of traffic and begin to focus on the inverted triangle approach of this millennia, where pedestrian safety and bike traffic safety are the priority.

Thank you,  
Betsy Eggers

PS Recently I was lucky enough to go to Montreal. The photo below shows former street parking spaces taken over by outdoor cafes (behind the flowered wall on the left) and large potted flowers curbside. Traffic calming devices like these are fabulous and reflect the values of the city: putting people's safety over cars' speed.











## Nithin Gomez

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**From:** Christine Ertley <[REDACTED]>  
**Sent:** Monday, October 4, 2021 10:02 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Dresden drive - traffic calming

[You don't often get email from [REDACTED]. Learn why this is important at [REDACTED]

Hi there, I have read through the draft from the open house public forum. I was discouraged to see that traffic calming measures will stop before Caldwell crosses Redding. People do not frequently turn left onto Redding to get on Peachtree where they have to fight traffic and stoplights. They continue down Caldwell where they don't have anything to slow them down. Since the road is so wide on this section, they tend to speed even faster, which is why speed humps are desperately needed here. Please consider the impact all of these additional developments and traffic are going to cause to those of us who want to feel safe in our neighborhood, not to mention the children coming and going to school.

Sincerely,  
Christine Ertley  
[REDACTED]



## Nithin Gomez

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**From:** [REDACTED]  
**Sent:** Friday, October 8, 2021 4:10 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Dresden Drive Intersection Improvement Analysis / Comment Card  
**Importance:** High

You don't often get email from [REDACTED]. [Learn why this is important](#)

Comment Card / Draft Recommendations  
September 29, 2021 Open House

### Dresden Drive at Ellijay Drive / Caldwell Road

I recommend a **permanent left turn arrow on traffic signal for turn off Dresden onto Ellijay which for allows the turns first**. This is a short turn lane so at the most 2 cars would be turning before the green which allows the through traffic on Dresden, so really no delay for through traffic. Currently the left turn arrow 'appears' to be activated by a sensor of some sort and I assume since the turn lane is so short, the light does not pick up that a car is waiting to turn left; therefore the through traffic always goes first and most of the time the light turns red before the left turn can be made.

### Additional Neighborhood Traffic Calming

I am in favor of speed humps and STOP sign for traffic calming.

I would like to suggest that all speed humps be painted with **YELLOW reflective** paint to make them easier to see and therefore safer (rather than the white that is currently used and is especially hard to see once white paint starts to wear off).

Thanks!

Marty Fry  
[REDACTED]  
[REDACTED]



Virus-free. [www.avq.com](http://www.avq.com)



## Nithin Gomez

---

**From:** Jack Honderd [REDACTED]  
**Sent:** Wednesday, September 29, 2021 9:30 PM  
**To:** Nithin Gomez  
**Cc:** Madeleine Simmons; John Park  
**Subject:** [EXTERNAL] Dresden intersection plan

You don't often get email from [REDACTED]. [Learn why this is important](#)

Comments re. Dresden Drive Plan Open House at City Hall, 9/27/21:

Where are provisions for bikes? Do bikes not exist? Or do they only exist in some future time when theoretical “multiuser paths” are put in? GreshamSmith did a good job summarizing all of the comments about designing for bikes and pedestrians made at the last public meeting, but there seems to be a disconnect with those summaries and the designs presented tonight.

Apple Valley has ample road width for bike lanes. In fact, the previous City Center project (by Integral) had proposed that Apple Valley become re-designed as a neighborhood street rather than the car cut-through it currently is. What happened to these ideas? Instead, this plan is proposing a DOUBLE LEFT TURN LANE from Apple Valley onto Dresden Drive westbound. What is the need for this?? I've ridden Apple Valley often and have never seen cars backed up in the left turn lane so far to suggest a second lane is needed. And there is NO BIKE LANE ANYWHERE. And a double turn lane ensures there is no room for bike lanes at the intersection. THIS IS SIMPLY A CAR-CENTRIC PLAN ENCOURAGING MORE CUT-THROUGH TRAFFIC ONTO DRESDEN.

This is precisely why Brookhaven needs a Complete Streets or Shared Streets or Safe Streets (you pick the name) policy—how could bikes not be considered in this intersection planning? Are bikes just a nuisance? What about the Comp Plan which states that Brookhaven residents want more biking and pedestrian opportunities, and the City needs to emphasize “last mile connectivity”?

Similarly at Ellijay and Dresden. At least the consultants recommend some pedestrian improvements. But there is no study of, much less facility for, bike movements through the intersection despite an existing bike lane on the south side of Dresden which currently terminates at Ellijay. So is there no future for bikes on Dresden east of Ellijay?

This is disheartening. Brookhaven leaders need to decide if Brookhaven wants to be a “livable” city with “shared streets” that welcome pedestrians and bikes, or a suburban city where cars are the only feasible way to get around. Right now, our de facto designs (such as these Dresden intersections) speak loud and clear—Brookhaven is for cars. Is that what we want today? Is that what Brookhavenites will want 20 years from now??? Today's planning results in 20 year (or longer) implementations. Are we really thinking about the future?

Jack Honderd  
[REDACTED]



COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

**Dresden Drive at Apple Valley Road**

Apple Valley should not be redesigned to become more of a cut-through street. Currently the traffic on this street is relatively light. I don't see the need for TWO turn lanes to go North on Dresden. This just makes it more attractive as a cut through from Druid Hills. Apple Valley on both sides of Dresden should have narrower lanes and incorporate bike lanes. This would be more in line with it as a neighborhood street; promote biking to MARTA; and slow down traffic.

**Dresden Drive at Ellijay Drive / Caldwell Road**

Crosswalk is a much-needed improvement. Why not have crosswalks on East and West side of Ellijay? Sidewalk on West side is much better. Suggest that sidewalk on East side of Ellijay be improved. Definitely need sidewalks on North side of Dresden. Also, can we get some sort of bike lane or at least more room at shoulder for westbound travel on Dresden?

**Dresden Drive at Clairmont Road**

The proposed improvements at this intersection seem to make sense.

**Additional Neighborhood Traffic Calming**

Any traffic calming should be bike-friendly. Speed humps or speed bumps with gaps for cyclists make sense. DO NOT install raised median islands. Look to replace current median islands on Caldwell, as these are a gauntlet for cyclist.

Other Comments

Name: Robert Klein E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



## Nithin Gomez

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**From:** Marjon Manitius [REDACTED]  
**Sent:** Saturday, October 9, 2021 8:46 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Dresden drive improvement analysis  
**Attachments:** Scan Oct 9, 2021 at 20.43.pdf

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi,

I attended the open house and attached is my scribbled feedback. In summary, I am very disappointed in the improvements proposed as it relates to safety improvements and bicycle infrastructure. The proposal is more of the same or a big compromise. No connection to future plans of the city center and no improvements to make it more liveable and bikeable.

- Apple Valley, basically proposed was only more car centric improvements, none for cyclist. There is plenty of room for a bike lane on Apple Valley and with future city center this should be a pedestrian/cycling first, cars second kind of area. This will encourage a lively and welcoming city center.
- Sharrows on Park side is nice gesture but literally no one will ever use that, does not make sense for the distance and the additional traffic light/crossings adding in a short trip down Dresden.
- Dresden Drive deserves a bike line. It was voted most desirable street for bike infrastructure in a survey among the community. It will connect multiple neighborhoods. Multi use trails are a poor compromise and will take too long to build to allow for biking all along Dresden drive to Clairmont.
  - The best traffic calming solution is narrowing Dresden drive and this will make room for a bike lane.
- Dresden/Elijay: Dresden Elijay intersection is very dangerous and no fundamental solution was given to avoid the shared median to turn from Elijay to Dresden drive to Caldwell.

Best regards,  
Marjon Manitius



COMMENT CARD

Dresden Drive Intersection Improvement Analysis

Public Forum Open House | September 29, 2021



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

Dresden Drive at Apple Valley Road

- Shamers on Parkside is nice gesture but No one uses that street
- Apple Valley deserves a bike lane not another car lane

Dresden Drive at Ellijay Drive / Caldwell Road

- Still very dangerous situation with car lane for cyclist, not an improvement from before
- Don call calls for multi use path a sidewalk (will likely be 10ft)

Dresden Drive at Clairmont Road

Additional Neighborhood Traffic Calming

~~Rather add~~  
Best traffic calming is narrowing the lanes on Dresden

Other Comments

This plan is a huge ~~or~~ compromise and not anticipating cyclist on Dresden Dresden is #1 priority to create a bike lane as indicated in survey

Name: Marjorie Manitt E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Sunday, October 10, 2021.



## Nithin Gomez

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**From:** Allen Page [REDACTED] >  
**Sent:** Sunday, October 10, 2021 8:20 AM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Comment: Dresden Improvement

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi there,

I'd like to make a comment in support of adding a left turn signal on Dresden for drivers turning on to Apple Valley (in either direction).

I requested this pre-COVID, and made the following remarks:

- 1) The lack of a left-turn signal creates a substantial amount of traffic going to and from MARTA at rush hour times. It forces people either to "shoot" the green light just as it turns or to wait and "shoot" the yellow light right before (or sometimes after) it turns red and after other cars have stopped. Assuming a continual flow of traffic, only ~ two cars per cycle get to turn.
- 2) For the same reason, it is unnecessarily dangerous. I was reminded of that this morning because there was a wreck in the intersection.
- 3) The turn lanes are already in place. It is already a little weird / unusual to have turn lanes but not a light.
- 4) The additional development on the other corner will only increase the traffic turning the other way on Apple Valley.
- 5) Every other intersection on the Dresden corridor (between Peachtree and Clairmont) has left turn lights. Caldwell/Ellijay, Ashford, and Skyland. So it seems a little incongruent that Apple Valley doesn't.

Thanks,  
Allen Page  
[REDACTED]



## Nithin Gomez

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**From:** Joseph Palladi [REDACTED]  
**Sent:** Friday, October 1, 2021 6:31 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Comments on the Draft of Recommendations for the Dresden Corridor

You don't often get email from [REDACTED] [Learn why this is important](#)

I have reviewed the report as submitted and have the following observations/comments:

Apple Valley at Dresden Drive:

What is the existing and future queue length for westbound traffic at the Peachtree intersection?

Will the double lefts operate safely and properly due to the anticipated backup from Peachtree operations?

What is the effects to WB Dresden Drive traffic at Apple Valley due to the combined Peachtree/Apple valley queue?

Ellijay and Caldwell:

Will the overlapping left turn lane and needed storage for EB to Caldwell and WB to Ellijay operate safely? Head on accident potential? Delays?

It appears the shared left turn lane for both EB and WB traffic is too short; were side by side left turn lanes considered/modeled?

(I realize that the overlapping left turn lanes causes a wider intersection and longer walking distances for peds, but what about bikers safety?

Dresden at Clairmont:

No criticism .

When will the COB have some meaningful dialogue with Chamblee concerning the Dresden Drive /Buford Highway intersection?

Turn lane queue lengths are way too short causing delay and safety issues.

Joseph Palladi P.E.  
[REDACTED]



## Nithin Gomez

---

**From:** C.J. Rolison <[REDACTED]>  
**Sent:** Friday, September 17, 2021 5:20 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Dresden Project

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Nithin,

I was just looking over info about the Dresden study and improvement plans from the Brookhaven Blast.

I don't recall seeing this specific pull out, but when leaving the Valenza/Haven parking lot, it's difficult and dangerous to turn left due to the closest on street parking blocking vehicles coming eastbound on Dresden. Often they speed through there too. Speed bumps/traffic pillows, slowing the speed limit, or a lighted pedestrian crossing right at that outlet would improve safety. We often end up turning right and taking the long way around to avoid that left turn.

Thanks

--

C.J. Rolison, IV, DO  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



## Nithin Gomez

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**From:** Michael Runestad [REDACTED]  
**Sent:** Monday, October 11, 2021 2:03 PM  
**To:** Oscar.Medina@BrookhavenGA.gov; Steve Chapman  
**Cc:** Nithin Gomez; John Park; John Ernst  
**Subject:** [EXTERNAL] Dresden Drive study: please withhold payment

You don't often get email from [REDACTED]. [Learn why this is important](#)

Please consider withholding payments to Gresham Smith due to performance.

As available online, the draft fails to explain how community feedback from the first Virtual Public Forum impacted the recommendations. Therefore, it is impossible for any meaningful feedback at this juncture, and the consultants should be admonished for this oversight. To remediate the contractual deliverable, recommendations should be rejected categorically, revised to include explanations for why the first public forum's feedback was not utilized, and then the second forum should be done to allow meaningful input.

As an example, each intersection includes recommendations that directly contradict the community's feedback and creates new safety risks to pedestrians and bikers.

At the 27 July 2021 work session, the presentation included the following:

*Safety of pedestrians and cyclists should be prioritized over traffic efficiency/convenience*

The 29 Sept 2021 PDF also includes the following:

*Participants were not concerned about traffic congestion at the intersections but instead desired more of a focus on bicycle and pedestrian infrastructure at the intersections as well as within the surrounding neighborhoods*

Yet, the recommendations for Apple Valley Road Intersection, for example, include adding turn lanes and installing shared lane markings ("sharrows"). To quote [news coverage](#) of research from 5 years ago, "sharrows are poor substitutes for bike lanes at best and 'more dangerous than doing nothing' at worst."

I am not going to evaluate each intersection for this failure of performance. The above is just one of many examples of prioritization of motorist's convenience over everyone's safety.

Overall, the failure to provide transparency in reasoning renders the process worthless going forward, including any final deliverable. That is why the City of Brookhaven should without payment of invoices until such time as the contractors conduct a second forum in a way that is a useful and valuable addition to the process.

Sincerely,  
Michael Runestad

[REDACTED]



**COMMENT CARD**

**Dresden Drive Intersection Improvement Analysis  
Public Forum Open House | September 29, 2021**



Please provide comments and feedback about the draft recommendations presented at this public forum open house.

**Dresden Drive at Apple Valley Road**

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**Dresden Drive at Ellijay Drive / Caldwell Road**

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**Dresden Drive at Clairmont Road**

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**Additional Neighborhood Traffic Calming**

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**Other Comments**

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Name: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

Street Name or Neighborhood: \_\_\_\_\_

Please return this comment card to the registration table or hand it to any project team member.  
You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Sunday, October 10, 2021**.



## Nithin Gomez

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**From:** Ricardo Kamenetzky [REDACTED] >  
**Sent:** Friday, October 8, 2021 7:14 PM  
**To:** Nithin Gomez  
**Cc:** Erin Thoresen; 'Don Sherrill'; 'Jillian Burns'; 'aimee mcpherson'; john.park@brookhavenga.gov; 'Madeleine Simmons'; 'Amanda Beck'; 'Christian Sigman'  
**Subject:** [EXTERNAL] Dresden Corridor Traffic Study - Community Input

Nithin: Hello. This is our input on behalf of the neighbors who requested a comprehensive traffic study of the Dresden Corridor. Please make sure this communication is included in the official record of community input for the study.

### OCTOBER 5, 2020 REQUEST

This request was communicated to Councilpersons Madeleine Simmons and John Park on October 5, 2020, in writing, in a town hall meeting:

*Commission a traffic study for the Dresden corridor, with the following specifications:*

- *It should be comprehensive and future-looking. In addition to a baseline, it should quantify the impact of all major developments planned for the corridor such as Terwilliger Pappas, MARTA, Entertainment Area, and City Centre.*
- *It should quantify expected cut-through traffic for neighborhood residential streets and offer solutions to eliminate as much as possible of it. Cut-through traffic is traffic that does not originate or terminate at Brookhaven Fields or Ashford Park.*

The request was supported by 115 out of 120 neighbors who participated in community meetings. It should be noted that we did not request a safety analysis of 3 intersections. It was the City's proposal to combine the two scopes.

### OCTOBER 5, 2021 FEEDBACK ON THE TRAFFIC STUDY

The message below is the update that we sent to our Ashford Park - Brookhaven Fields community distribution list on October 5<sup>th</sup>, exactly one year after the original request was made. It reflects our concerns about the study and it summarizes what we have been communicating to you, Erin, Don, Christian, Madeleine and John, since the study started.

Aimee Haber, Jillian Burns Elliott, Amanda Beck Gano and Ricardo Kamenetzky

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### OCTOBER 5, 2021 MESSAGE TO THE COMMUNITY

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All: This is likely the last update on the Dresden Corridor Traffic Study. Since our last update, the four of us have continued to provide input and data to the City and Gresham Smith, the engineering firm contracted by the City. We have some serious concerns about the manner in which the City has approached the study, which we feel obligated to share with you. We summarize our concerns below.

There are three main deliverables for the traffic study. Our concerns are different for each deliverable.

**Deliverable 1:** A COMPREHENSIVE LONG TERM FORECAST OF TRAFFIC INCLUSIVE OF ALL ANTICIPATED AND PLANNED DEVELOPMENT.

This was the core of the request that we presented to John Park and Madeleine Simmons in October 2020, one year ago. We asked the City to transition from studying traffic one development at a time, to a comprehensive approach for the corridor, with all planned and potential development included.



Over the period of this past year, we dialogued with the City and Gresham Smith on the subject. Unfortunately, our conclusion is the long term traffic projections are suspect of grossly underestimated future traffic for the Dresden Corridor. This is a disappointing conclusion after spending \$50K of taxpayer dollars and many hours of volunteer work and significant community input. If you are interested in the technical details supporting this conclusion, we have included them at the end of the message (see “Addendum.”)

### **Deliverable 2:** AN ANALYSIS OF NEIGHBORHOOD TRAFFIC

This item was also a core neighborhood request. As we reported earlier, this had been a question mark in terms of what would be delivered. At the September 29<sup>th</sup> open house, there was one poster showing 10 new locations for consideration of speedbumps, “consistent with the City’s Traffic Calming Program.” We interpreted this as meaning that it would be up to the neighbors of each street to collect enough signatures to meet the City’s requirements. This approach is very likely to result in a protracted, piecemeal implementation. We could not find any quantification of what the traffic bumps would achieve, except generalities such as “it will slow down traffic.” Yes, of course, it will. However, is this an analysis of neighborhood traffic, as we had requested? We had requested and expected something more substantial.

### **Deliverable 3:** THE SAFETY ANALYSIS OF THE THREE INTERSECTIONS

This is something the City felt must be done, citing crash statistics as a justification. Because this was not at the core of the neighborhood request, the four of us provided very little, if any, input on this matter and offered no specific recommendations. Regardless, we hope some practical incremental improvements come out of the study for the three intersections in scope. We encourage you to see for yourself. You can find the recommendations at [Dresden Drive Intersection Improvement Study | Brookhaven Georgia \(brookhavenga.gov\)](#) **The public input period ends on October 10.**

We have one observation on safety: What we are hearing from the neighborhood regarding traffic concerns is that drivers do not see (or do not respect) the three existing rapid-flashing beacons (RRFBs) at Camille Drive, Apalachee Drive, and the Village Place Brookhaven entrance. These beacons are outside of the three intersections being studied. The City indicated that work (funded by an already obtained grant) is already in progress to review and address this issue, although it is not related to the traffic study.

### **ADDENDUM:** CONCERNS ABOUT THE VALIDITY OF THE LONG TERM TRAFFIC FORECAST (refer to Deliverable 1)

Our major concerns with this part of the study are:

After projecting a 1.5% traffic growth rate from 2016 to 2021, Gresham Smith states—without any explanation—that they assumed 0.5% background rate (excluding development) from 2021 to 2046. We asked for explanations over a span of several weeks, patiently restating the question multiple times. We found their responses to be evasive and obfuscating.

As we mentioned before in prior emails, we had provided the City with a table of assumptions, to hopefully minimize “noise” about potential development assumptions. Two of the developments included in that table of assumptions were not included in the traffic forecast. The developments not included were the Baptist Church property and the Terwilliger Pappas project (Appalachee and Dresden). When we asked Gresham Smith about this, Gresham Smith’s reply was that those developments are covered by background growth rate, which, as we stated above, is only 0.5%.

We were alarmed by this assumption on growth rate—which we believe is grossly underestimated— and the evasive answers around it, so we did a reasonability check. We compared the 2046 traffic delay projections by Gresham Smith against the 2019 delays projected in 2016 for the MARTA-specific traffic study. Comparable data is available for three intersections: Apple Valley, Caldwell, and Ellijay. There are AM and PM projections for each of these intersections, therefore we have six data points to compare. This is what we found:



1. The 2016 Kimley Horn analysis was commissioned by the MARTA developer, who knew that traffic was a major community concern. If anything, the Kimley Horn study should be suspect of being biased to under-estimating traffic growth, not over-estimating it.
2. Then, Gresham Smith calculated that 27 years later (2046 versus 2019), with additional development considered, delays at 3 out of 6 data points would be lower, and 2 out of 6 would be slightly higher (6%) than what Kimley Horn forecasted for in 2016 for 2019.

We pointed out this inconsistency to Gresham Smith multiple times, but they chose to not address it. On September 30<sup>th</sup>, we asked Councilman John Park to intervene. John indicated that he had initiated an internal review of the study. As of today, we had not received any further information. We did not want to wait any longer since the period for public input ends October 10. If the internal review initiated by John Park throws a new light on the concerns, we will send a follow up communication.

Aimee Haber, Jillian Burns Elliott, Amanda Beck Gano and Ricardo Kamenetzky



# Appendix C:

## Public Forum Summaries and Comments

C-1: Virtual Public Forum - (July 13, 2021)

C-2: Public Open House – Draft Recommendations (September 29, 2021)

**C-3: Virtual Public Forum – Updated Traffic Study Data Needs and Assumptions (March 3, 2022)**

C-4: Public Open House – Draft Recommendations and Considerations (April 14, 2022)



## Summary of Third Virtual Public Forum

**March 3, 2022**

**7:00 – 8:00 PM**

### Overview

On Thursday, March 3, 2022 at 7:00 PM, the City of Brookhaven hosted a virtual public forum for the Dresden Drive Intersection Improvement Analysis. The event was conducted virtually through Zoom and Facebook Live due to public health and social distancing concerns stemming from the COVID-19 pandemic. At this meeting, the project team presented their revised approach and data assumptions to support the analysis of 21 intersections and 22 roadway segments in the vicinity of Dresden Drive. In addition to project team members, there were approximately 12 people who attended the meeting via Zoom, and more than 170 viewers via Facebook.

This report provides an overview of the material presented and a summary of questions and comments that were received. Comments were accepted “live” during the virtual public forum through Zoom and Facebook Live, and electronically to the study team. A video of the recorded presentation is available on [Facebook Live](#) or [YouTube](#) for viewing at any time. A copy of the slide presentation is attached to this summary.

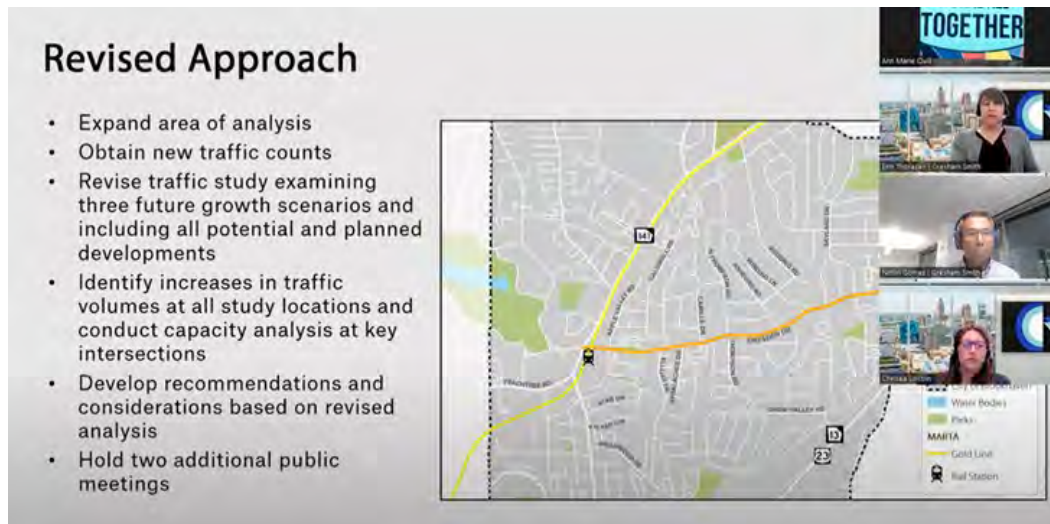


FIGURE 1: SCREENSHOT OF THE SLIDE ON THE REVISED PROJECT APPROACH WITH PROJECT TEAM MEMBERS TO THE RIGHT

### Presentation

Don Sherrill, Public Works Director for the City of Brookhaven, welcomed participants and thanked them for their interest in the Dresden Drive Intersection Improvement Analysis. Don discussed that this Intersection Improvement Analysis stems from a recommendation from the 2020 Comprehensive Transportation Plan (CTP) Update to complete a thorough safety and operations analysis for these intersections, and that the scope was revamped to complete a more thorough analysis of neighborhood traffic movements to consider options for traffic calming beyond what is in place now on neighborhood streets due to possible increases in potential future traffic.



Following team member introductions, Don turned the presentation over to Erin Thoresen, senior transportation planner with Gresham Smith, to provide an overview of the project and activities leading up to the meeting, including new data collection and revised assumptions for developments and their impact on traffic along Dresden Drive and within the Ashford Park and Brookhaven Fields Neighborhoods.

Following the presentation on the revised approach, Erin turned the presentation over to Chelsea Lincoln, traffic engineer with Gresham Smith, to provide an overview on the new data and the specific intersections and roadway segments now covered under the new analysis scope. New turning movement counts were collected at all study intersections and new 24-hour classification and speed counts were collected at all study roadway segments. Assumptions now include both potential and planned future development along the Dresden Drive corridor at the following locations:

- MARTA property surrounding the Brookhaven-Oglethorpe MARTA Station
- PR-3 zoned properties along Apple Valley Road north of Dresden Drive
- Four PR-2 zoned properties along Dresden Drive (i.e. Terwilliger-Pappas)
- Dresden Village
- University Baptist Church

Traffic generated by the listed developments will be added to all growth scenario traffic projections as part of the revised traffic study. There will now be nine combinations of analyses considering three growth scenarios (low, medium, and high) and three future analysis years (2027, 2037, and 2047). The analysis will also include level of service and delay at all critical study intersections (Peachtree Road, Apple Valley Road, Ellijay Drive, Caldwell Road, and Clairmont Road). Chelsea then proceed to provide a high-level overview of findings to-date such as traffic increases at each intersection and segment by projected percentage increase through 2047 as well as level-of-service without improvements in 2047.

Chelsea then turned the presentation over to Nithin Gomez, senior transportation engineer and project manager, to talk about next steps for the analysis. Nithin discussed the types of recommendations that he anticipates the project team will develop including intersection improvements, bicycle facility considerations, and further considerations for traffic impact analyses for future potential development proposals. He noted that this study does not consider a corridor-wide assessment for bicycle facilities because the City of Brookhaven is committed to updating its Bicycle, Pedestrian, and Trails Master Plan, which was adopted in 2016. Nithin then talked about the updated Traffic Study Technical Memorandum and Final Study Report and the components of each of these deliverables within the revised scope. The presentation closed with a timeline of next steps, including a public meeting in April 2022, a presentation to the Mayor and City Council, and adoption of the final deliverables in mid-June.

## Summary of Questions and Comments

Participants were invited to submit questions or comments during the meeting via the Zoom chat feature or Facebook Live comment feature. Following the presentation, City of Brookhaven Communications Manager, Ann Marie Quill, served as moderator, presenting the questions for the project team to answer. Some participants also submitted verbal comments and questions via the Zoom platform. Respondents submitted a range of comments and questions addressing the intersections and the scope of the project. Recurring themes that emerged from the comments submitted and addressed by the project manager are summarized as follows.

- **Traffic Calming Locations** – Participants asked about potential traffic calming recommendations at several locations in the vicinity of Dresden Drive including along Camille Drive (projected 105 percent



increase). One participant asked about the feasibility of speed cushions and speed tables along Dresden Drive.

- **Pedestrian Infrastructure** – One participant appreciated the new pedestrian crossing accommodations with illuminated crosswalks near Village Place Brookhaven. One participant also asked if the bicycle facility considerations will be made through a Complete Streets lens, but this will be addressed at a later time during the update of the Bicycle, Pedestrian, and Trails Plan slated to kick off later in 2022.
- **Apple Valley Road Intersection** – One comment suggested that leading pedestrian intervals (LPIs) should be implemented at the intersection to allow pedestrians a head start of several seconds when crossing Dresden Drive and Apple Valley Road before vehicular traffic is given a green signal. This would improve multimodal safety at this intersection.



# DRESDEN DRIVE INTERSECTION IMPROVEMENT STUDY UPDATE

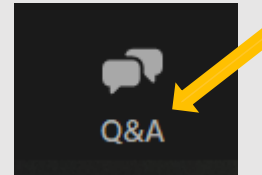


New Data and Assumptions  
March 3, 2022

# Welcome!

## Today's Agenda

- Study Overview
- New Data
- Assumptions and Process
- Next Steps
- Q&A



## Zoom Controls

Submit questions using Q&A icon at the bottom of your screen; we will address these at the end of the presentation.

You can also raise your hand in Zoom to let us know you have a question.

*Please note, this meeting is being recorded.*








# Study Overview

# Study Overview

- In Spring 2021, the City of Brookhaven initiated a study to analyze operations and safety for key intersections along Dresden Drive: Apple Valley Road, Ellijay Drive, Caldwell Road, and Clairmont Road. The analysis was based on approved and planned developments in the area.
- This update to that study **expands the analysis area** to include additional intersections and roadway segments within Brookhaven Fields and Ashford Park neighborhoods, based on community feedback received during Fall 2021.
- The update also includes an analysis of impacts to the expanded study area and roadways due to traffic generated by **all potential and planned** developments along the Dresden Drive corridor.

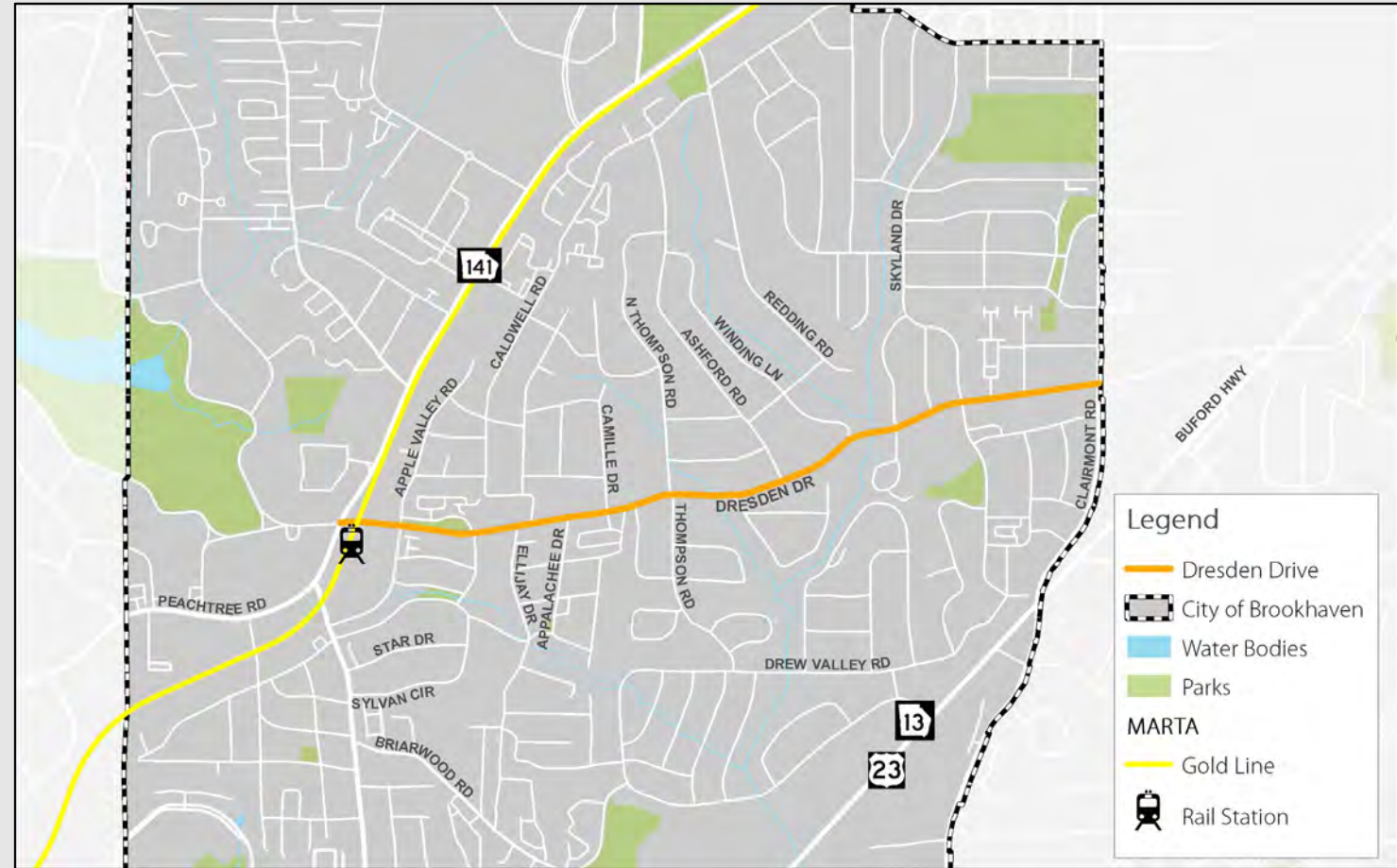


# Study Update Timeline

	JAN	FEB	MAR	APR	MAY	JUN
<b>Project Management</b>						
<b>Traffic Study</b>						
New Counts/Process Data						
Analyze Data						
Traffic Study			Draft	Revise	Finalize	
<b>Public Engagement</b>						
Mtg #1 – New Data & Assumptions						
Mtg #2 – Draft Recommendations						
Mayor & Council Presentation						
<b>Recommendations and Final Report</b>						
Draft Recommendations			Draft			
Revised Draft Recommendations & Project List				Draft	Revised	
Draft & Final Report					Draft	Final

# Revised Approach

- Expand area of analysis
- Obtain new traffic counts
- Revise traffic study examining three future growth scenarios and including all potential and planned developments
- Identify increases in traffic volumes at all study locations and conduct capacity analysis at key intersections
- Develop recommendations and considerations based on revised analysis
- Hold two additional public meetings





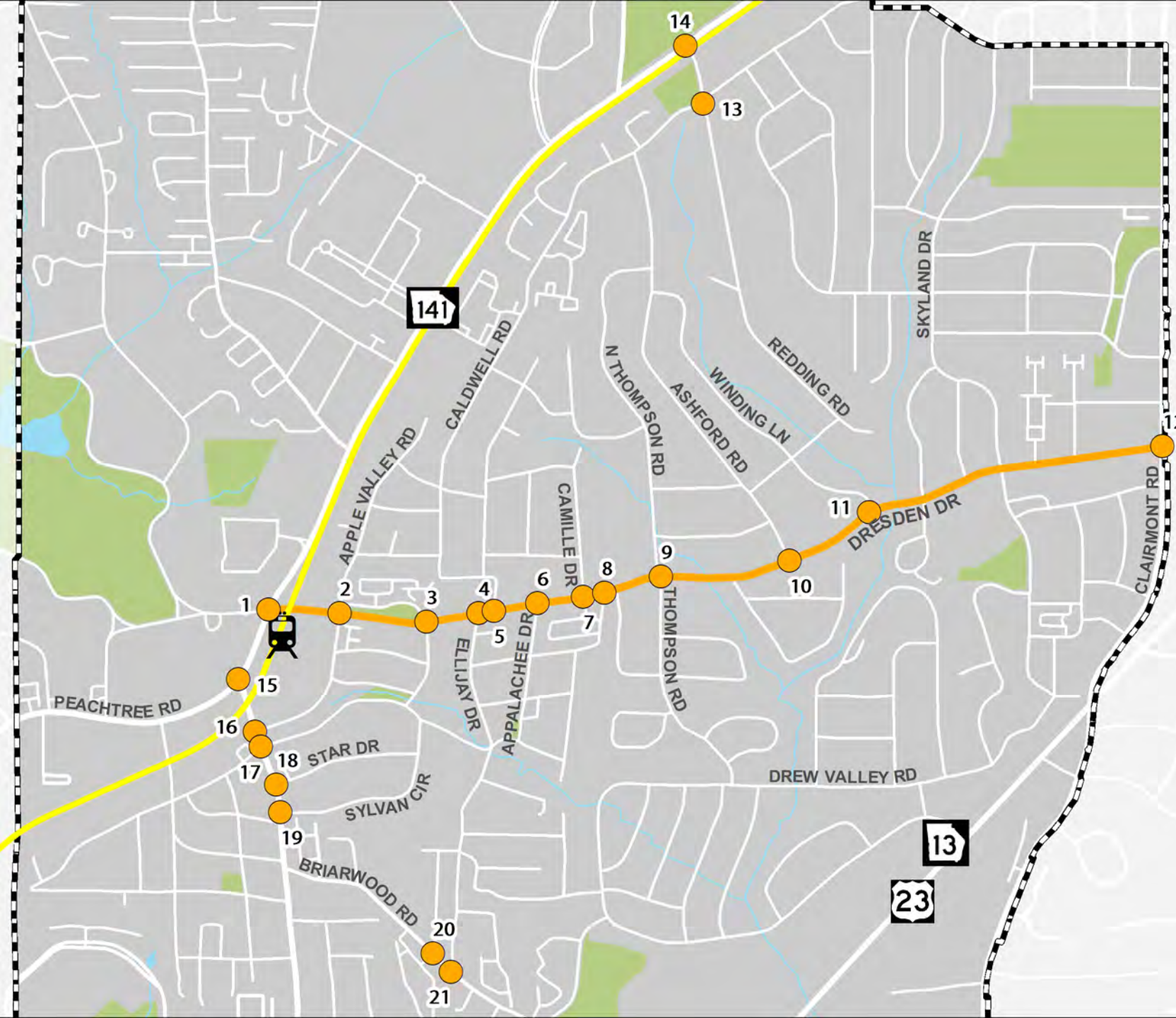
# New Data

# New Data

- Expanded the study to look at additional intersections and roadway segments in the neighborhoods
- Collected new traffic counts at 21 intersections and 22 roadway segments
  - New turning movement counts at all study intersections
  - New 24-hour classification and speed counts at all study roadway segments



# Study Intersections

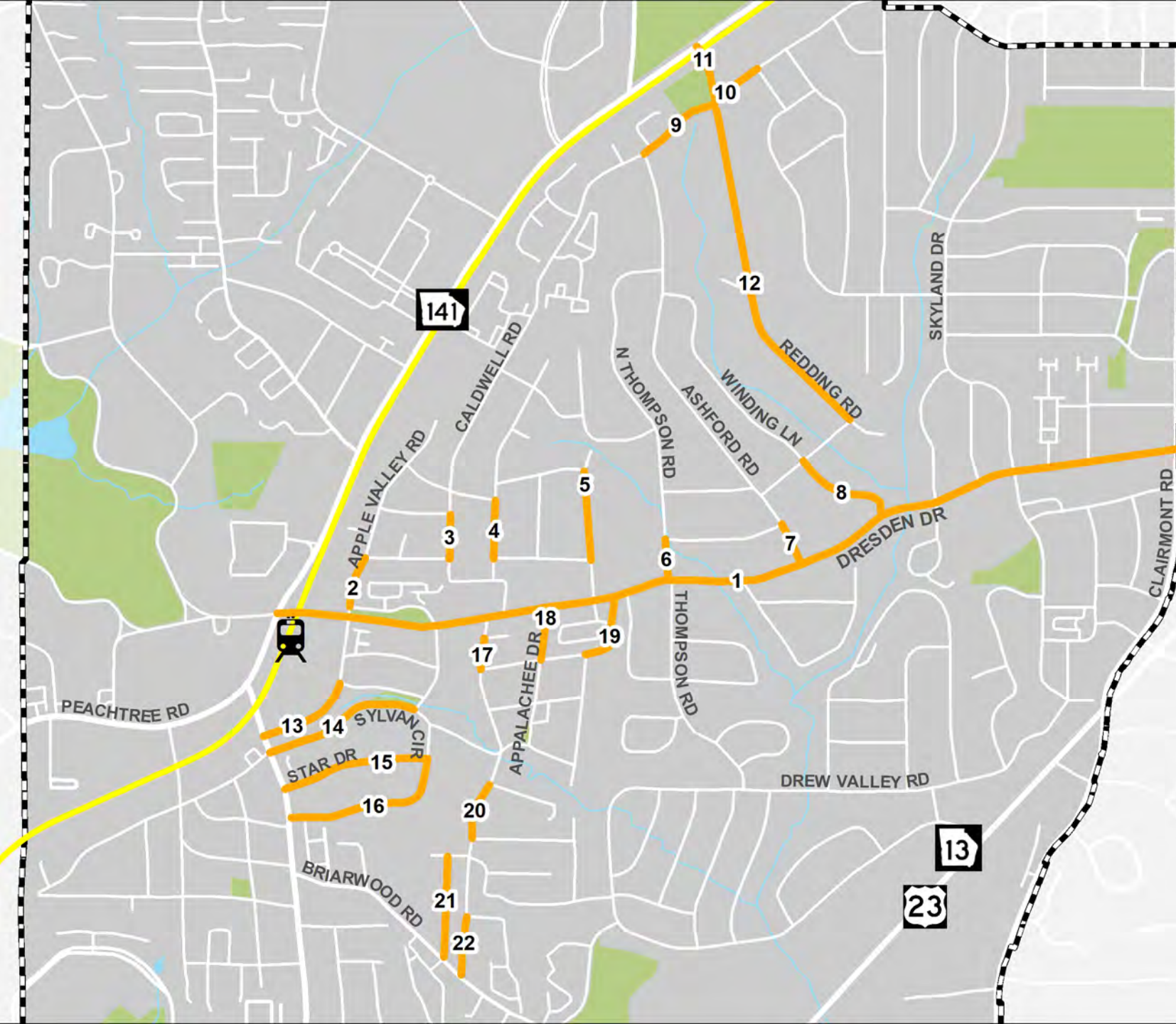


1. Dresden Dr at Peachtree Rd
2. Dresden Dr at Apple Valley Rd
3. Dresden Dr at Fernwood Cir
4. Dresden Dr at Ellijay Dr
5. Dresden Dr at Caldwell Rd
6. Dresden Dr at Appalachian Dr
7. Dresden Dr at Camille Dr
8. Dresden Dr at Conasauga Ave
9. Dresden Dr at North Thompson Rd
10. Dresden Dr at Ashford Rd
11. Dresden Dr at Winding Ln
12. Dresden Dr at Clairmont Rd
13. Redding Rd at Caldwell Rd
14. Redding Rd at Peachtree Rd
15. North Druid Hills Rd at Peachtree Rd
16. North Druid Hills Rd at Apple Valley Rd
17. North Druid Hills Rd at Sylvan Cir (N)
18. North Druid Hills Rd at Star Dr
19. North Druid Hills Rd at Sylvan Cir (S)
20. Briarwood Rd at Briarwood Hills Dr
21. Briarwood Rd at Coosawatee Dr



# Study Roadway Segments

1. Dresden Dr btw Peachtree Rd & Clairmont Rd
2. Apple Valley Rd btw Parkside Dr & Sunland Dr
3. Caldwell Rd btw Sunland Dr & Oaklawn Ave
4. Green Meadows Ln btw Wilford Dr & East Osborne Rd
5. Camille Dr btw Wilford Dr & E Osborne Rd
6. North Thompson Rd btw Dresden Dr & Trentwood Pl
7. Ashford Rd btw Dresden Dr & Trentwood Pl
8. Winding Ln btw Dresden Dr & Redding Way
9. Caldwell Rd btw Ashford Rd & Redding Rd
10. Caldwell Rd btw Cynthia Dr & Redding Rd
11. Redding Rd btw Caldwell Rd & Peachtree Rd
12. Redding Rd btw Caldwell Rd & Redding Way
13. Apple Valley Rd btw North Druid Hills Rd & Fernwood Cir
14. Sylvan Cir (N) btw North Druid Hills Rd & Fernwood Cir
15. Star Dr btw North Druid Hills Rd & Sylvan Cir
16. Sylvan Cir (S) btw North Druid Hills Rd & Star Dr
17. Ellijay Dr btw Towne Estates Dr & Canoochee Dr
18. Appalachian Dr btw Dresden Dr & Canoochee Dr
19. Conasauga Ave btw Dresden Dr & Oostanaula Dr
20. Coosawattee Dr btw Tugaloo Dr & Noel Dr
21. Briarwood Hills Dr btw Briarwood Rd & Telford Dr
22. Coosawattee Dr btw Briarwood Rd & Wayside Dr

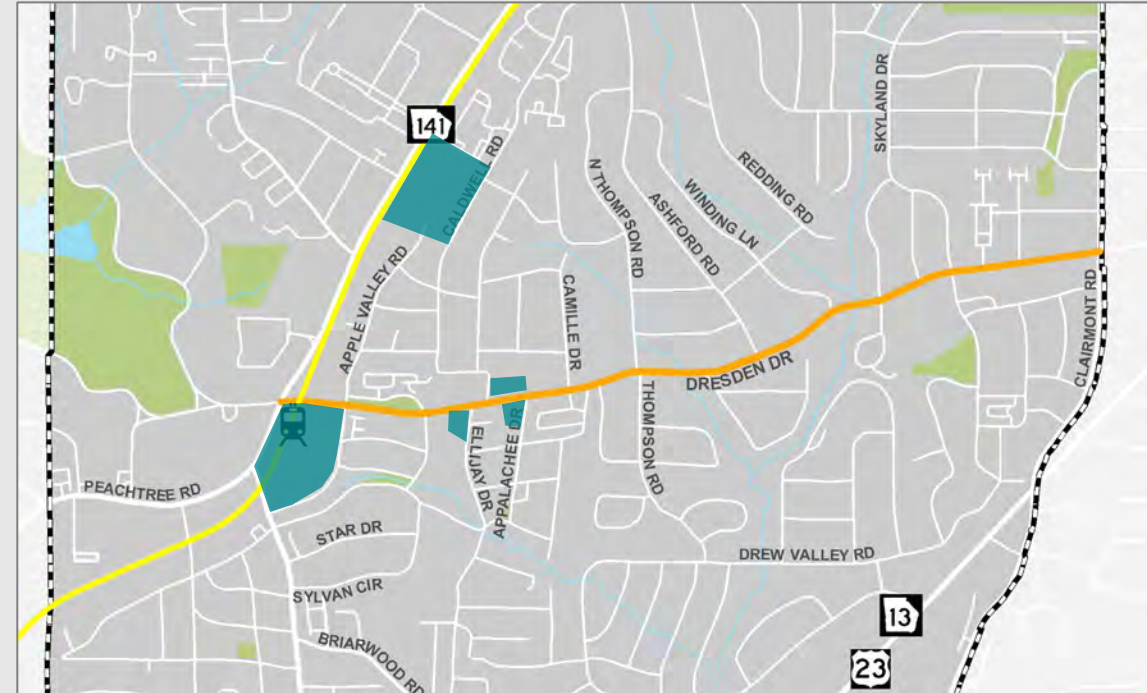




# Assumptions & Process

# Revised Development Assumptions

- Include all potential and planned future development along Dresden Drive corridor
  - MARTA property
  - PR-3 zoned properties at north end of Apple Valley Road
  - Four PR-2 zoned properties along Dresden Drive (a.k.a. Terwilliger-Pappas)
  - Dresden Village
  - University Baptist Church
- Traffic generated by the above listed developments will be added to all growth scenario traffic projections

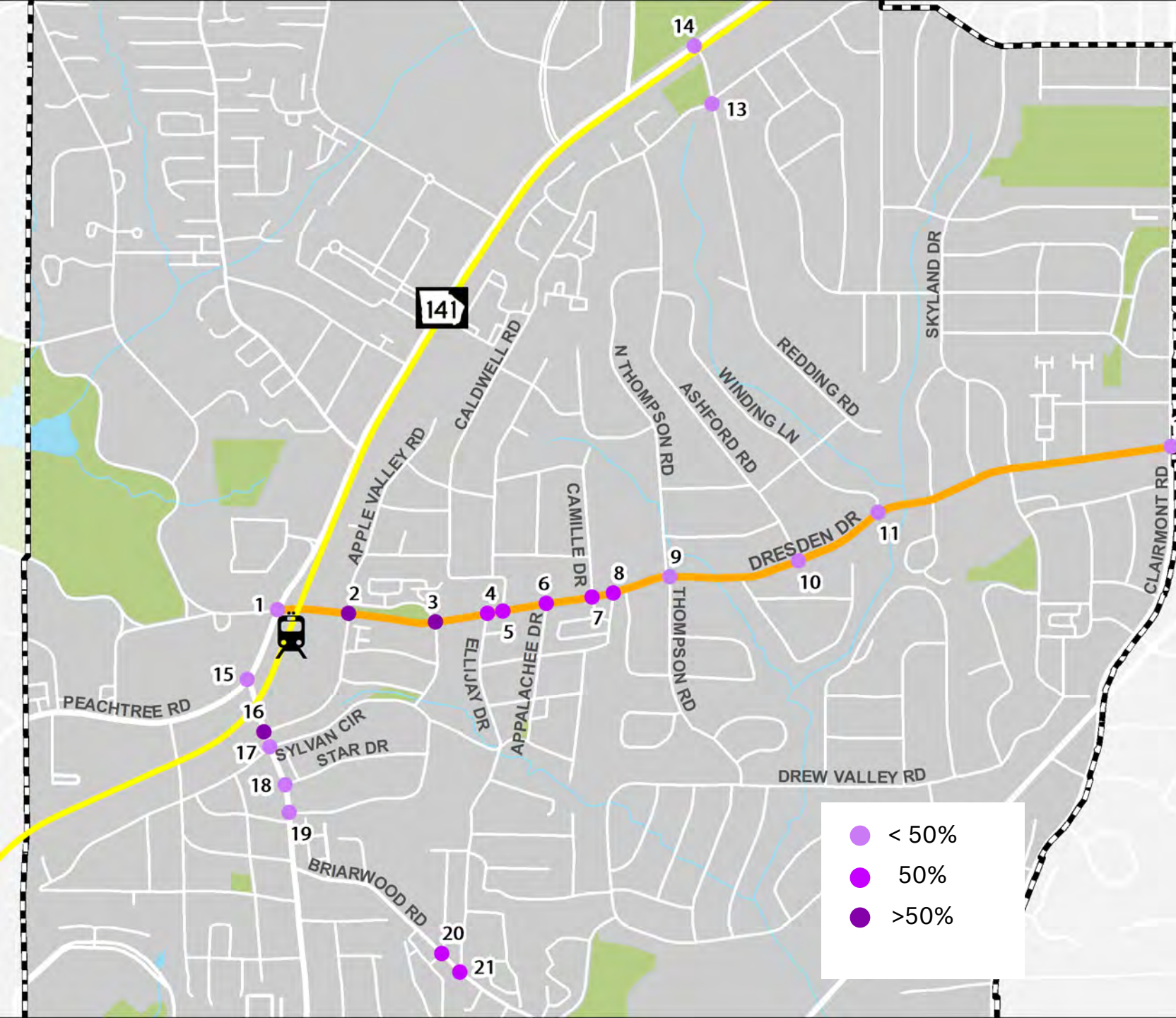




# Analysis Methodology

- Future traffic volumes developed based on recent historical growth, population projections, future traffic projections from regional travel demand model, plus traffic generated by future development
- Nine combinations – three growth scenarios each at three future years
  - Three Growth Scenarios: low, medium, high
  - Three future analysis years: 2027, 2037, and 2047
- Identify increases in traffic volumes at all intersections
- Identify increases in traffic volumes on all study roadway segments
- Level of service and delay at key intersections (Peachtree Rd, Apple Valley Rd, Ellijay Dr, Caldwell Rd, Clairmont Rd)

# Traffic Increase - AM Medium Growth 2047

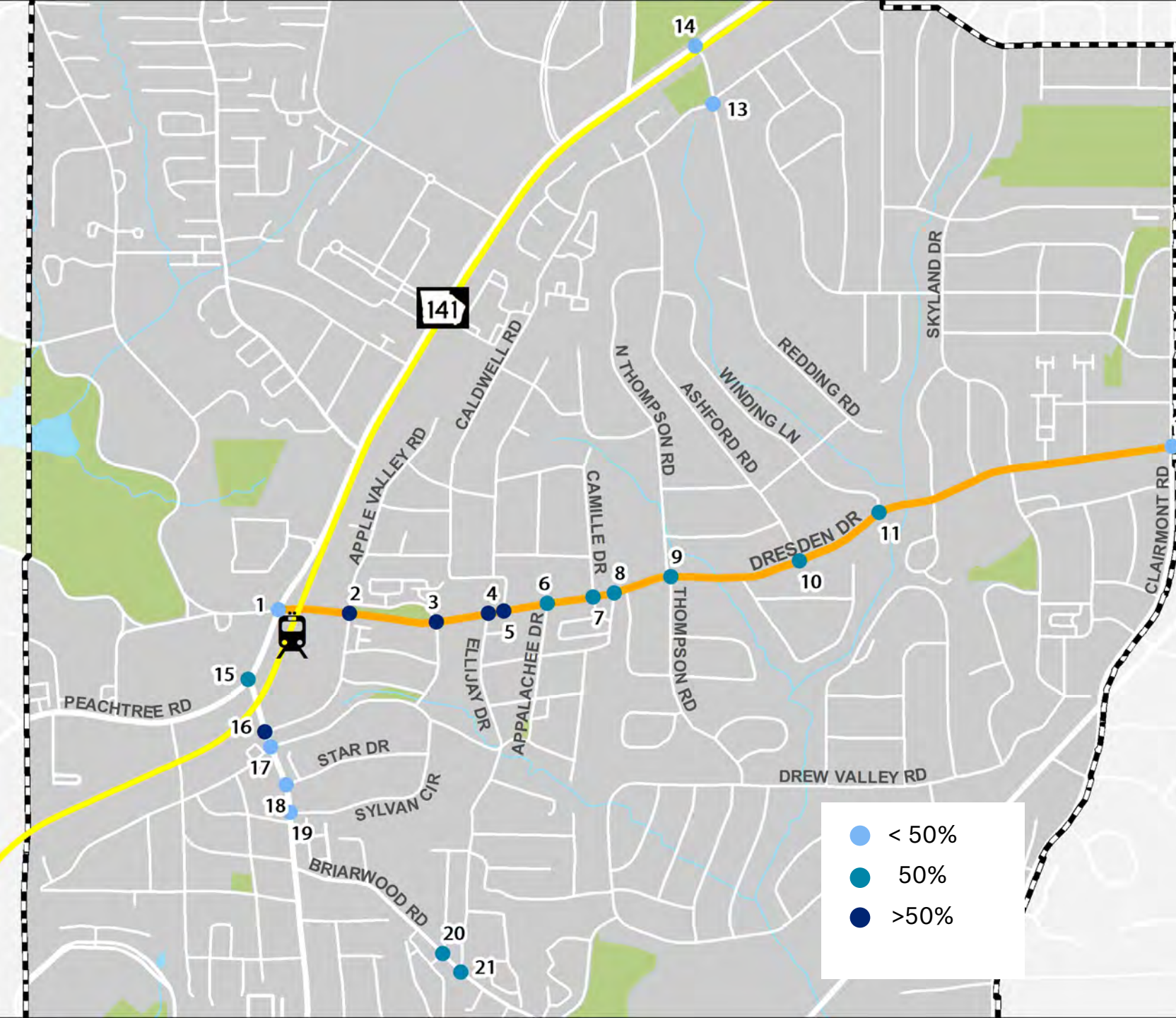


ID	Intersection Name	% Increase Vol.
1	Dresden Dr @ Peachtree Rd	35%
2	Dresden Dr @ Apple Valley Rd	60%
3	Dresden Dr @ Fernwood Cir	55%
4	Dresden Dr @ Ellijay Dr	50%
5	Dresden Dr @ Caldwell Rd	50%
6	Dresden Dr @ Appalachee Dr	50%
7	Dresden Dr @ Camille Dr	50%
8	Dresden Dr @ Conasauga Ave	50%
9	Dresden Dr @ North Thompson Rd	45%
10	Dresden Dr @ Ashford Rd	45%
11	Dresden Dr @ Winding Ln	45%
12	Dresden Dr @ Clairmont Rd	30%
13	Redding Rd @ Caldwell Rd	30%
14	Redding Rd @ Peachtree Rd	35%
15	North Druid Hills Rd @ Peachtree Rd	45%
16	North Druid Hills Rd @ Apple Valley Rd	55%
17	North Druid Hills Rd @ Sylvan Cir (N)	45%
18	North Druid Hills Rd @ Star Dr	45%
19	North Druid Hills Rd @ Sylvan Cir (S)	45%
20	Briarwood Rd @ Briarwood Hills Dr	50%
21	Briarwood Rd @ Coosawatee Dr	50%





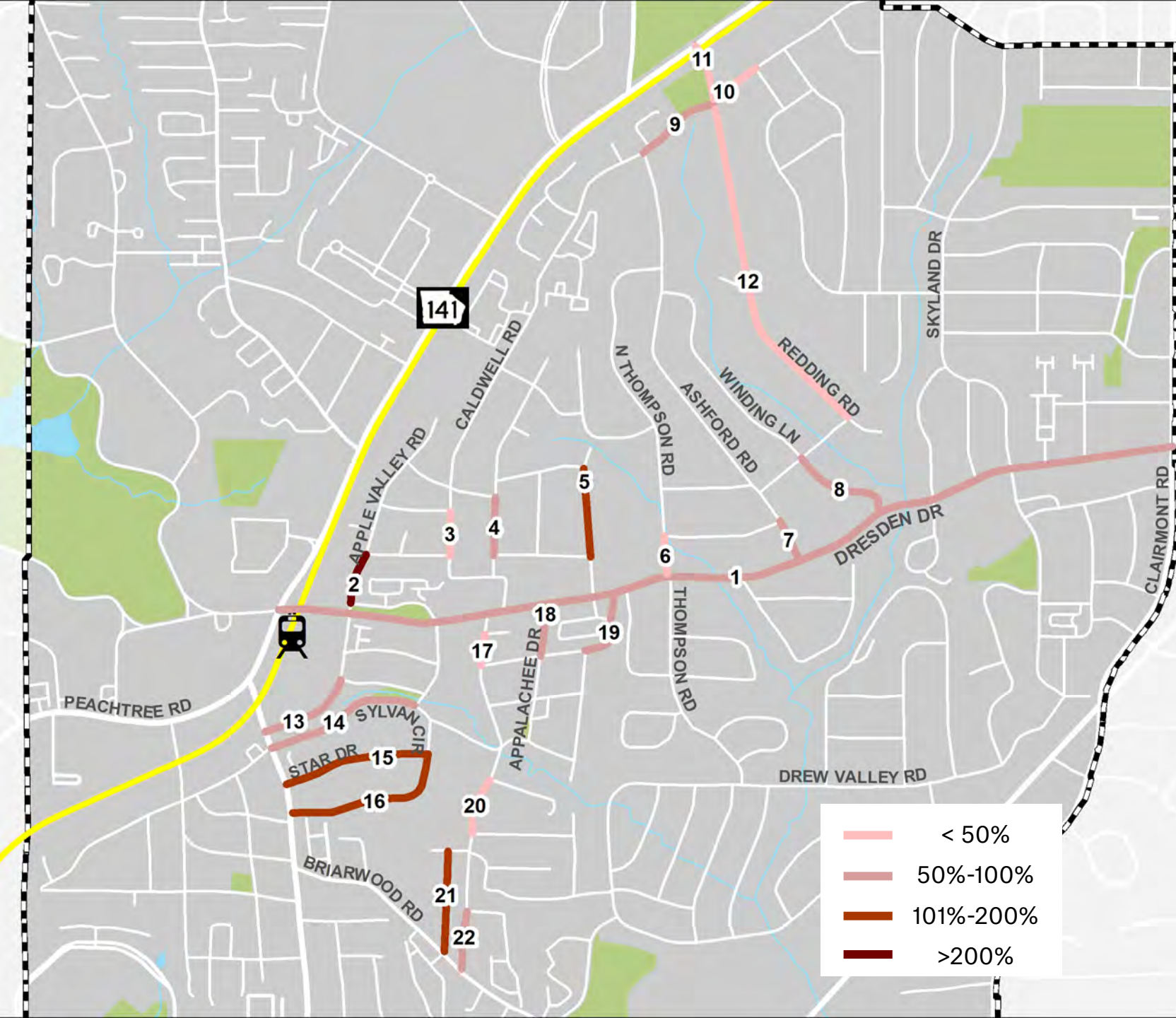
# Traffic Increase - PM Medium Growth 2047



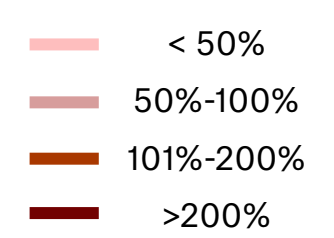
ID	Intersection Name	% Increase Vol.
1	Dresden Dr @ Peachtree Rd	45%
2	Dresden Dr @ Apple Valley Rd	85%
3	Dresden Dr @ Fernwood Cir	75%
4	Dresden Dr @ Ellijay Dr	60%
5	Dresden Dr @ Caldwell Rd	60%
6	Dresden Dr @ Appalachee Dr	50%
7	Dresden Dr @ Camille Dr	50%
8	Dresden Dr @ Conasauga Ave	50%
9	Dresden Dr @ North Thompson Rd	50%
10	Dresden Dr @ Ashford Rd	50%
11	Dresden Dr @ Winding Ln	50%
12	Dresden Dr @ Clairmont Rd	30%
13	Redding Rd @ Caldwell Rd	35%
14	Redding Rd @ Peachtree Rd	35%
15	North Druid Hills Rd @ Peachtree Rd	50%
16	North Druid Hills Rd @ Apple Valley Rd	55%
17	North Druid Hills Rd @ Sylvan Cir (N)	45%
18	North Druid Hills Rd @ Star Dr	45%
19	North Druid Hills Rd @ Sylvan Cir (S)	45%
20	Briarwood Rd @ Briarwood Hills Dr	50%
21	Briarwood Rd @ Coosawattee Dr	50%



# Traffic Increase - Daily Medium Growth 2047



ID	Intersection Name	% Increase Vol.
1	Dresden Dr, east of Ashford Rd NE	55%
2	Apple Valley Rd NE, south of Sunland Dr NE	235%
3	Caldwell Rd NE, south of Oaklawn Ave NE	35%
4	Green Meadows Ln NE, south of E Osborne Rd NE	70%
5	Camille Dr NE, north of Wilford Dr NE	105%
6	N Thompson Rd NE, north of Trentwood PI NE	45%
7	Ashford Rd NE, south of Trentwood PI NE	60%
8	Winding Ln NE, west of Dresden Dr	55%
9	Caldwell Rd NE, west of Redding Rd NE	55%
10	Caldwell Rd NE, west of Cynthia Dr NE	25%
11	Redding Rd NE, north of Caldwell Rd NE	40%
12	Redding Rd NE, north of Redding Way NE	35%
13	Apple Valley Rd, south of Fernwood Cir NE	105%
14	Sylvan Cir NE, east of Fernwood Cir NE	135%
15	Star Dr, east of N Druid Hills Rd	80%
16	Sylvan Cir NE, east of Brissett Ln	90%
17	Ellijay Dr NE, north of Canoochee Dr NE	40%
18	Appalachee Dr NE, south of Dresden Dr	60%
19	Conasauga Ave NE, south of Dresden Dr	65%
20	Coosawattee Dr NE, north of Noel Dr NE	40%
21	Briarwood Hills Dr NE, north of Briarwood Rd NE	135%
22	Coosawattee Dr NE, north of Briarwood Rd NE	55%

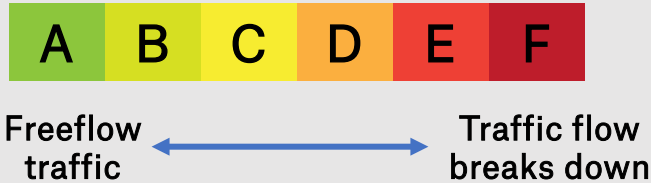




# Future Year (2047) & Medium Growth – Without Improvements

	Intersection	Future (2047) – Medium Growth	
		AM LOS Delay (S)	PM LOS Delay (S)
1	Peachtree Rd	F (>100)	F (>100)
2	Apple Valley Rd	D (39.0)	F (>100)
3	Ellijay Dr	A (6.6)	B (14.2)
4	Caldwell Rd	B (11.3)	A (11.0)
5	Clairmont Rd	D (42.9)	D (52.0)

*Level of Service (LOS) is a measure of the amount of delay that a traveler experiences at an intersection.*



# Next Steps



# Types of Recommendations

- Recommended improvements based on most likely growth scenario
  - Intersection improvements at key intersections by mode of travel (*i.e., driving, walking, and biking*)
  - Intersection turn restrictions
  - Roadway access restrictions (e.g., cul-de-sacs)
  - One-way or two-way conversions
- Considerations associated with the other two, less likely growth scenarios
- Considerations for providing bicycle facilities along Dresden Drive, including trade-offs related to narrowing lanes and removal of on-street parking
- Considerations for traffic impact analyses for future potential development proposals

*Note: Given that the City of Brookhaven has committed to updating the current Bicycle, Pedestrian and Trail Plan in the near future, the scope for this study does not include a corridor-wide assessment of bicycle facilities or bicycle needs along Dresden Drive. Therefore, this study will develop considerations for bicycle facilities and not recommendations for implementation.*

# Deliverables

- Updated Traffic Study Technical Memo
  - Details on the data, methodology, and recommendations
  - Increase in traffic volumes at all study intersections and roadways
  - Capacity analysis for key intersections (Peachtree Rd, Apple Valley Rd, Ellijay Dr, Caldwell Rd, Clairmont Rd)
- Final Study Report
  - Summary of the process, existing conditions, and traffic analysis
  - Key findings from analysis
  - Improvements at study intersections and roadway segments
  - Conceptual engineering drawings at key locations with cost estimates
    1. Dresden Dr at Apple Valley Rd
    2. Dresden Dr at Ellijay Dr
    3. Dresden Dr at Caldwell Rd
    4. Dresden Dr at Clairmont Rd



# Next Steps

- Draft traffic study memo, recommendations – on 03/31/22
  - Publish to project website
- **Public meeting – on 04/14/22**
  - **Present draft recommendations**
- Revised draft traffic study memo, recommendations – week of 05/16/22
  - Publish to project website
- **Mayor and Council Presentation – 05/24/22**
  - **Present draft report and recommendations**
- Final Traffic Study Memo, Study Report – week of 06/13/22
  - Publish to project website

# Questions?



# Project Contacts

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Nithin Gomez, PE, PTOE

Project Manager

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678.518.3886

<https://www.brookhavenga.gov/publicworks/page/dresden-drive-intersection-improvement-study>

**Submit your comments by Monday  
March 14, 2022**



The following are written comments received at the March 3, 2022 virtual public forum along with their responses. Please note that responses were provided only to individuals who provided an email address on the comment card or meeting sign-in sheet.



## Andrew Smith

---

**From:** Perry Patrick [REDACTED]  
**Sent:** Thursday, March 17, 2022 7:06 AM  
**To:** don.sherrill@brookhavenga.gov; Nithin Gomez  
**Subject:** [EXTERNAL] Dresden Drive comment Crosswalk timing

You don't often get email from [REDACTED] [Learn why this is important](#)

Good morning,

I know that I've missed the deadline for comments, but just wanted to let you know my thoughts on the intersection of Dresden/Apple Valley Road.

In walking my dog I frequently use this intersection to cross Dresden going south toward the MARTA station.

Over the years multiple times I have almost been hit by cars turning from Apple Valley west onto Dresden.

Even though I wait for the crosswalk light to turn, it's almost that I'm invisible and driver gun it to turn, and have either slammed on their brakes to stop or wildly swerved to avoid hitting me in the crosswalk. I'm 6'2" and I walk a 90 pound Golden, so how they don't see me is a mystery.

I'd like to suggest that the pedestrian walk light timing come on a few seconds before the left turn light turns green for the cars turning west.

This would give pedestrians, including me, time enough to get most of the way across. I've seen this pedestrian-friendly Walk light timing on Clifton Road, at Emory University Hospital, where there is a lot of pedestrian traffic from students.

Again, late, but thanks for the opportunity to offer my thoughts.

Perry Patrick  
[REDACTED]  
[REDACTED]

# Appendix C:

## Public Forum Summaries and Comments

C-1: Virtual Public Forum - (July 13, 2021)

C-2: Public Open House – Draft Recommendations (September 29, 2021)

C-3: Virtual Public Forum – Updated Traffic Study Data Needs and Assumptions (March 3, 2022)

**C-4: Public Open House – Draft Recommendations and Considerations (April 14, 2022)**



## Public Open House - Summary

**April 14, 2022 | 7:00 – 8:30 PM**

### Brookhaven City Hall

The City of Brookhaven hosted a Public Open House for the Dresden Drive Intersection Improvement Analysis on Thursday, April 14, 2022 at 7:00 PM. The open house was held in-person at Brookhaven City Hall, as the team felt it was important to provide an opportunity for dialog and exchanges of information and to be able to answer questions from participants in real-time. Since the meeting was conducted as an open house, attendees were encouraged to arrive at any time during the 90-minute window and were free to browse materials at their own pace. Display boards were spaced out around the room and team members and City staff were present to answer questions and discuss the materials presented. In addition to the project team and City staff, approximately 13 people attended the Public Forum Open House, and another two people submitted comments via email.

The purpose of the Public Open House was to present draft recommendations for improvements to the four critical study intersections being evaluated as part of this study and to solicit feedback and comments from community members. Materials presented include an overview of the study and the revised approach, a summary of draft recommendations and considerations, and draft recommendations for each of the study intersections as well as for traffic calming strategies and other considerations for on-street bicycle facilities and development traffic studies.



PUBLIC MEETING PARTICIPANTS TALK WITH PROJECT MANAGER NITHIN GOMEZ AND CITY COUNCILMEMBER JOHN PARK

Display boards presented during the Public Forum Open House are included as an attachment to this summary and are also available on the study webpage at:

<https://www.brookhavenga.gov/publicworks/page/dresden-drive-intersection-improvement-study>.

The following sections provide a brief overview of the materials presented during the Public Open House. A summary of key themes from community comments and feedback is also provided.

#### **Study Overview – Study Update and Revised Approach**

The first display board provides an overview of the Dresden Drive Intersection Improvement Study and how this study relates to the City's Comprehensive Transportation Plan Update from 2020. It also briefly discusses how two of the study intersections fall within the boundaries of the Peachtree Road Overlay district and within the study area for the City's ongoing visioning effort for a City Centre Master Plan. It shows the location of the study intersections – Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road – within the Dresden Drive corridor, and summarizes the purpose of the intersection improvement analysis.

#### **Summary of Draft Recommendations and Considerations**

The second board presents the intersection recommendations, traffic calming measures, and other considerations at a high level. Not included on the other boards is a recommendation for the City of Brookhaven to work with the Georgia Department of Transportation (GDOT) to explore widening Peachtree Road to six lanes

with three travel lanes in each direction, constructing additional turn lanes and turn lane improvements, and adjusting traffic signal phasing.

### **Draft Recommendations – Intersection Improvements**

The next three display boards provided conceptual intersection-level diagrams and bullet-point descriptions of draft proposed improvements for each of the three study area intersections. Each board also includes a list of potential benefits that are anticipated from the recommended vehicular and bicycle & pedestrian improvements.

- **Apple Valley Road** – Proposed recommendations at this intersection including additional turn lanes with accompanying traffic signal phasing changes, leading pedestrian intervals to give people walking a few seconds to enter the crosswalk before vehicles are given a green signal, and new wide sidewalk and multi-use path segments. The sidewalk and multi-use path recommendations are consistent with the City’s Bicycle, Pedestrian and Trail Plan (BPTP), as well as the Peachtree Road Overlay district requirements. A midblock crossing is also recommended near Sunland Drive, so that people on foot can cross from one side of Apple Valley Road to the other.
- **Ellijay Drive/Caldwell Road** – Proposed recommendations at this intersection are intended to complement the ongoing ITS project, which is making several improvements at this intersection: new fiber cable; new traffic signals with retroreflective backplates and flashing yellow arrows for left turns; moving signal poles; new pedestrian crossing signals; pedestrian warning strips at curb ramps; and repaving and restriping pavement markings, among other things. Recommendations proposed as part of this study include a new crosswalk and pedestrian signals across the east leg of the intersection at Ellijay Drive, and extending the sidewalk on the north side of Dresden Drive west from Caldwell Road to the new proposed crosswalk at Ellijay Drive.
- **Clairmont Road** – At this intersection, the team recommends extending the eastbound right-turn lane; adding right-turn arrows for eastbound and westbound right-turns and prohibiting right-turns on red due to sight distance issues; adding flashing yellow arrows for all left-turn; and several steps to improve access management and lighting at the intersection. A new segment of multi-use path is proposed for the south side of Dresden Drive, consistent with the City’s BPTP and approved sidewalk list for this district.

### **Draft Recommendations - Traffic Calming Strategies**

As part of the intersection improvement analysis, the project team was tasked with evaluating existing traffic calming measures and proposing new or revised measures for neighborhood streets that can be accessed through the critical study intersections. Draft traffic calming strategies presented included alternatives on the north and south sides of Dresden Drive through the installation of either diagonal diverters or mini-roundabouts.

### **Other Considerations**

The seventh and final display board included information regarding on-street bicycle considerations including the existing cross-section for Dresden Drive and a potential cross-section. While the City of Brookhaven is planning to prepare an update to the Bicycle, Pedestrian and Trails Plan starting in 2022, some community members have expressed a desire for installing on-street bicycle facilities along Dresden Drive. This board discusses trade-offs to accommodate on-street bicycle lanes including losing the existing on-street parking, losing the two-way center left-turn lane, requiring additional right-of-way beyond what is currently available, and relocating utilities. This board also covered development traffic study considerations. As new development proposals are advanced in the future, the City should require developers to conduct more comprehensive traffic impact studies as part of these applications. These studies should be based on actual development quantities



put forth by the proposal and should take into account the most current traffic data and growth assumptions at the time of the application.

## **Community Comments and Key Themes**

Attendees were asked to fill out comment forms on-site during the meeting, but also had the opportunity to provide written comments via email until April 28, 2022. This section summarizes some of the common themes among the comments that were submitted.

### **Peachtree Road Intersection**

- Several comments noted that turning cycles are not long enough at the intersection
- Improvements here need to be coordinated with the North Druid Hills Road intersection
- Consider following the recommendations from the City Centre Master Plan for this location (implement a road diet)
- Several questions were presented about the lack of a concept layout for this location – it was not part of the scope of this analysis

### **Apple Valley Road Intersection**

- Sharrows are not needed on Parkside Drive and are not likely to be used
- People expressed support for protected left-turn phases
- Multi-use path may be unsafe for pedestrians

### **Ellijay Drive/Caldwell Road Intersection**

- Concerns with limited sight distance caused by on-street parking and rideshare services blocking traffic, especially near Ellijay Drive and the Valenza/Haven parking lot
- Support for adding the new crosswalk at the east leg of Ellijay Drive, aligning crosswalks, and making it safer to cross Dresden Drive

### **Clairmont Road Intersection**

- The road should only be expanded to build protected bicycle lanes
- Overall, very few intersection-specific comments were provided

### **Traffic Calming Strategies**

- Most who provided comments preferred mini-roundabouts to diagonal diverters in both the Ashford Park and Brookhaven Fields neighborhoods
- Consider installing a speed limit sign with speed feedback along Ellijay Drive as well as additional speed tables
- One attendee preferred a temporary installation of a diagonal diverter rather than permanent installation but overall preferred mini-roundabouts at Redding Road and Winding Lane
- Several attendees commented that the mini-roundabout will make the four-way stop at Ellijay Drive/Coosawattee Drive and Cartecay Drive safer
- Several attendees commented on the offset nature of the Redding Road at Caldwell Road intersection and that a mini-roundabout would be preferable over a diagonal diverter
- One Fernwood resident was concerned about blocked access for residents in the area

**Other Considerations**

- People expressed the need for a sidewalk on the north side of Dresden Drive between Apple Valley Road and Caldwell Road
- On-street parking at Village Place Brookhaven along Dresden Drive should be allocated to rideshare pick-up and drop-off
- One attendee thought a two-way cycle track on the south side of Dresden Drive could be a feasible alternative to the potential cross-section presented during the public open house
- One participant suggested audible pedestrian countdowns in the vicinity of Village Place Brookhaven



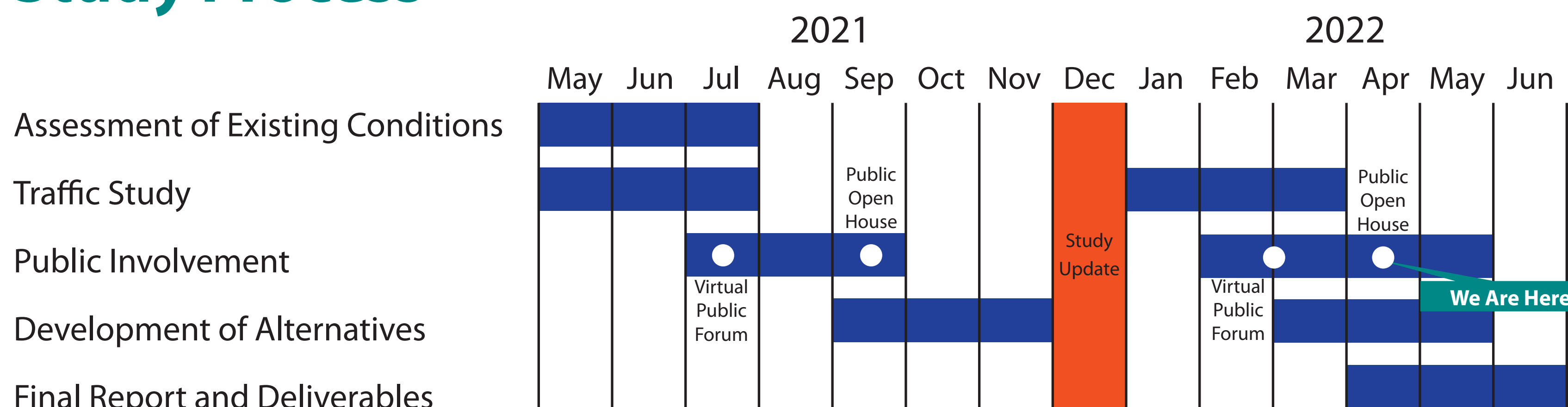
# Study Overview

## Study Update and Revised Approach

In early 2021, the City of Brookhaven initiated an evaluation of three intersections along Dresden Drive, based on recommendations from the City's 2020 Comprehensive Transportation Plan (CTP) Update. That plan recommended a safety and operations analysis to identify specific improvements to reduce crashes and injuries and to improve operations at the key intersections of Dresden Drive and Apple Valley Road, Ellijay Drive, Caldwell Road, and Clairmont Road.

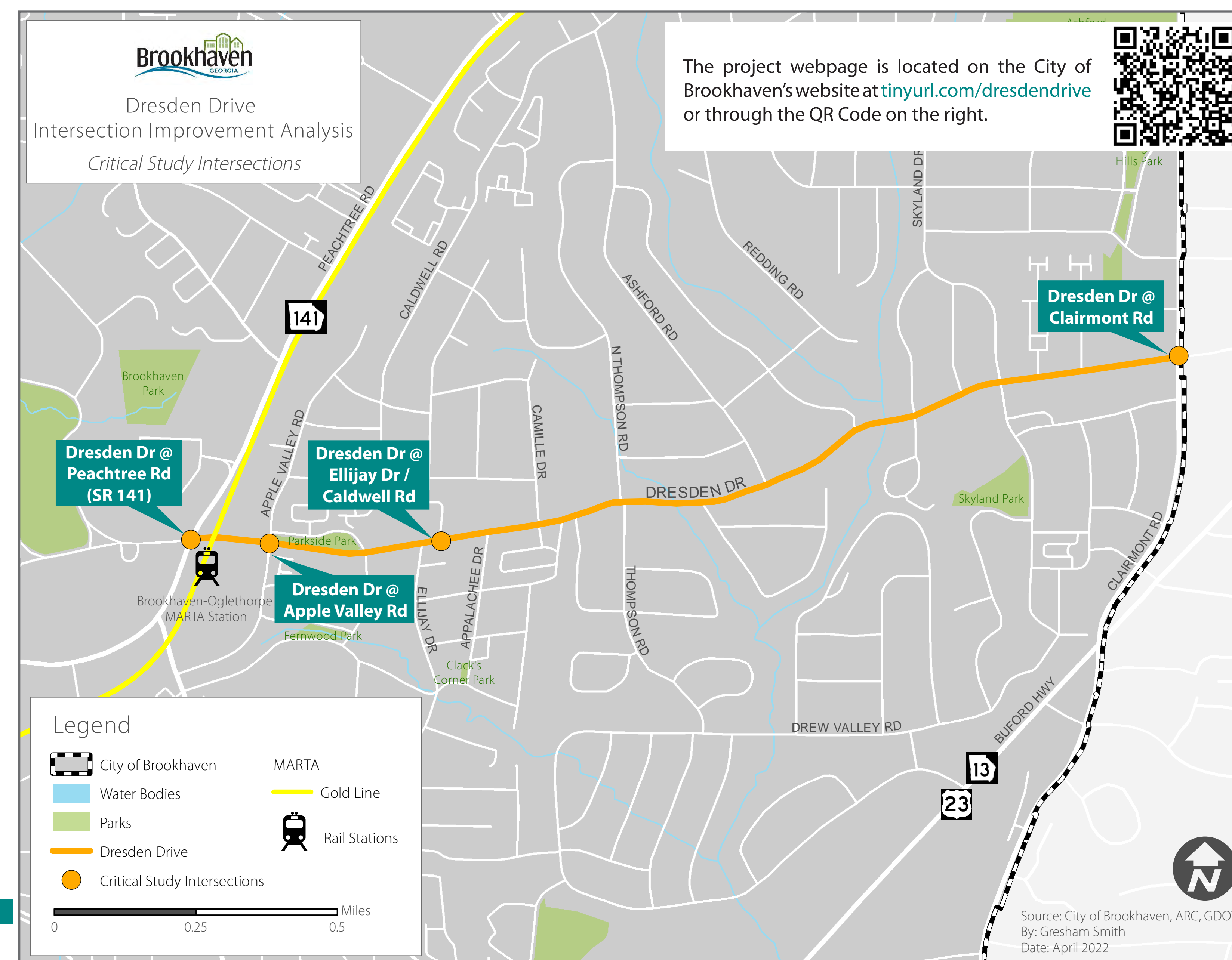
Following feedback received during the fall of 2021, the scope of this study was expanded to refine the analysis, update the traffic study (including new traffic counts), develop updated recommendations and new considerations, and to hold two additional public meetings. Specifically, the study now includes consideration of additional intersections and roadway segments within the Brookhaven Fields and Ashford Park neighborhoods and of options for traffic calming beyond what is in place now on neighborhood streets due to possible increases in potential future traffic. Since the scope was revised, a virtual public meeting was held on March 3, 2022, to provide community members an opportunity to learn about the new data collected and the assumptions incorporated into the analysis. Since then, the project team developed initial recommendations and considerations based on analysis and findings. **The purpose of today's Public Open House is to present those draft recommendations and considerations and to get feedback from the community.**

## Study Process



## About Dresden Drive

Dresden Drive is the primary east-west corridor connecting Peachtree Road (SR 141) and Clairmont Road. In addition to evaluating safety and operations at critical intersections, the study is also assessing traffic calming options for streets that can be accessed from Caldwell Drive between Dresden Drive and Redding Road and from Ellijay Drive between Dresden Drive and Briarwood Road. The map above right shows the location of Dresden Drive and the critical study intersections within the City of Brookhaven.



## Study Purpose

The City of Brookhaven is undertaking an operational and safety analysis for critical intersections along Dresden Drive - Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road. The purpose of the study is to identify improvements to help serve projected vehicular traffic while providing safe and comfortable facilities for pedestrians, cyclists, and transit users. The primary objectives of the study are to:

- Evaluate existing and forecast future traffic based on known and planned developments in the area
- Evaluate existing conditions, signals, and pedestrian facilities for safety and efficiency
- Recommend intersection improvements for optimal traffic movement
- Provide recommendations for additional or revised traffic calming measures in the neighborhoods north and south of Dresden Drive accessed from the Caldwell Road/Ellijay Drive intersection based on an evaluation of future traffic impacts



# Summary of Draft Recommendations & Considerations

## Intersection Recommendations

### Dresden Drive at Peachtree Road (SR 141)

- Widen Peachtree Rd to six lanes with three travel lanes in each direction
- Construct additional turn lanes and turn lane improvements
- Adjust traffic signal phasing

### Dresden Drive at Apple Valley Road

- Construct additional turn lanes and turn lane improvements
- Shift EB approach lanes south to accommodate additional receiving lane on Dresden Dr west of Apple Valley Rd
- Adjust traffic signal phasing
- Add flashing yellow arrows (FYAs) for WB and SB permissive left-turn phases

### Dresden Drive at Ellijay Drive & Caldwell Road

- Install a crosswalk across the east leg of the Ellijay Dr intersection, with pedestrian ramps and signals for crossing in both directions
- Install new sidewalk along the north side of Dresden Dr, to connect to the proposed crosswalk at the Ellijay Dr intersection

### Dresden Drive at Clairmont Road

- Construct additional turn lanes and turn lane improvements
- Adjust traffic signal phasing
- Add flashing yellow arrows (FYAs) for all permissive left-turn phases
- Prohibit right-turns on red along Dresden Drive
- Work with property owners to identify opportunities to consolidate driveways in close proximity to the intersection
- Add more street lighting
- Evaluate the need for No Loading and/or No Parking signage along Clairmont Rd south of Dresden Dr



Source: FHWA

**Diagonal Diverter**



Source: FHWA

**Leading Pedestrian Interval (LPI)**



**Mini-Roundabout**



**Additional Signage**



**Flashing Yellow Arrow (FYA)**

## Traffic Calming Measures

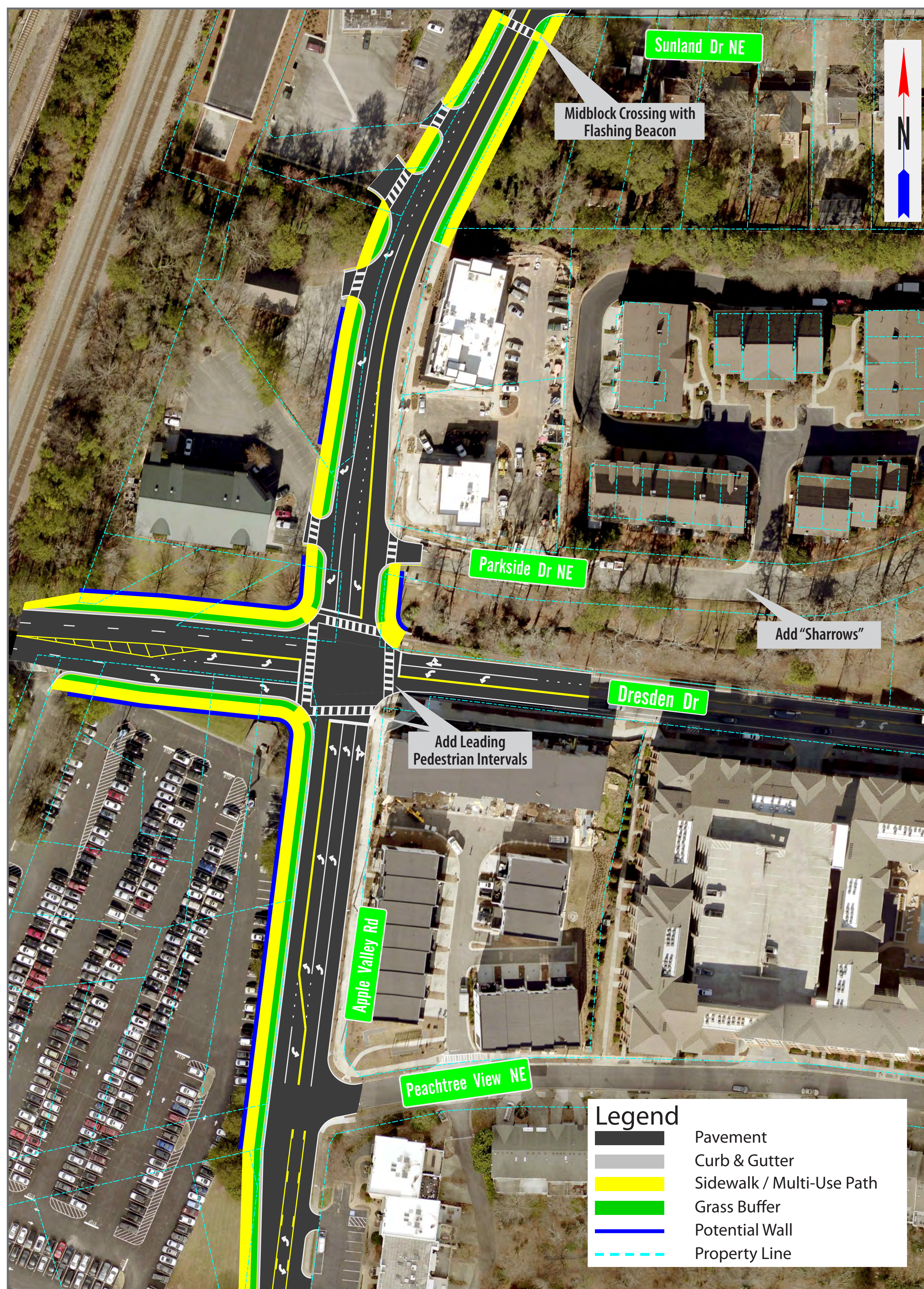
- Restrict turning movements at select intersections to prevent cut-through traffic and improve multimodal safety
- Restrict access at select streets to prevent cut-through traffic and improve multimodal safety
- Implement additional signage improvements to communicate local traffic only on residential streets
- Install speed tables along select roads
- As an alternative to turn restrictions, consider the use of mini-roundabouts

## Other Considerations

- To accommodate on-street bicycle facilities along Dresden Dr, consider trade-offs such as eliminating center turn lane and removing on-street parking
- Require more holistic traffic studies from developers to consider interactions with adjacent developments and overall effects on the City's transportation system



# Draft Recommendations - Apple Valley Road Intersection



## Vehicular Improvements

- Install an additional NB left-turn lane with left-turn arrow (protected-only phasing)
- Shift EB approach lanes south to accommodate additional receiving lane on Dresden Dr west of Apple Valley Rd
- Lengthen the SB right-turn lane and install a dedicated SB left-turn lane, so the SB approach consists of one right-turn lane, one through lane, and one left-turn lane
- Install left-turn arrows with flashing yellow arrows (FYAs) for WB and SB left-turn phases
- Add a protected left-turn signal phase for WB left turns
- Add right-turn arrows for EB and SB right-turns

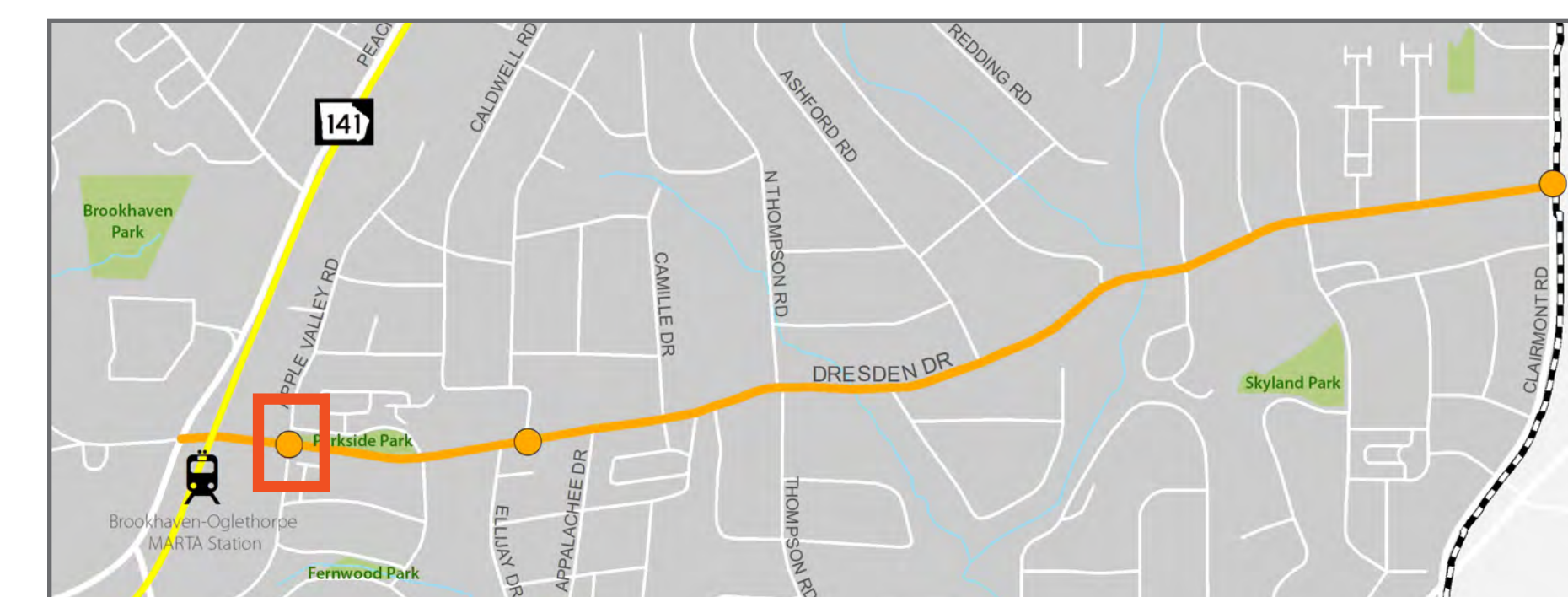
## Bicycle & Pedestrian Improvements

- Add leading pedestrian interval for crosswalks across south and east legs
- Install shared lane markings (“sharrows”) along Parkside Dr
- Extend the sidewalk along the east side of Apple Valley Rd to connect to Parkside Dr and install a crosswalk across Parkside Dr
- Add a midblock crossing with rapid-flashing beacon south of Sunland Dr to connect the east and west sides of Apple Valley Rd

*Note: This area lies within the Peachtree Road Overlay (PRO) district and should meet minimum requirements for landscape zone, pedestrian zone, and streetscape elements. Implementation should align with guiding principles and recommendations from the City Centre Master Plan.*

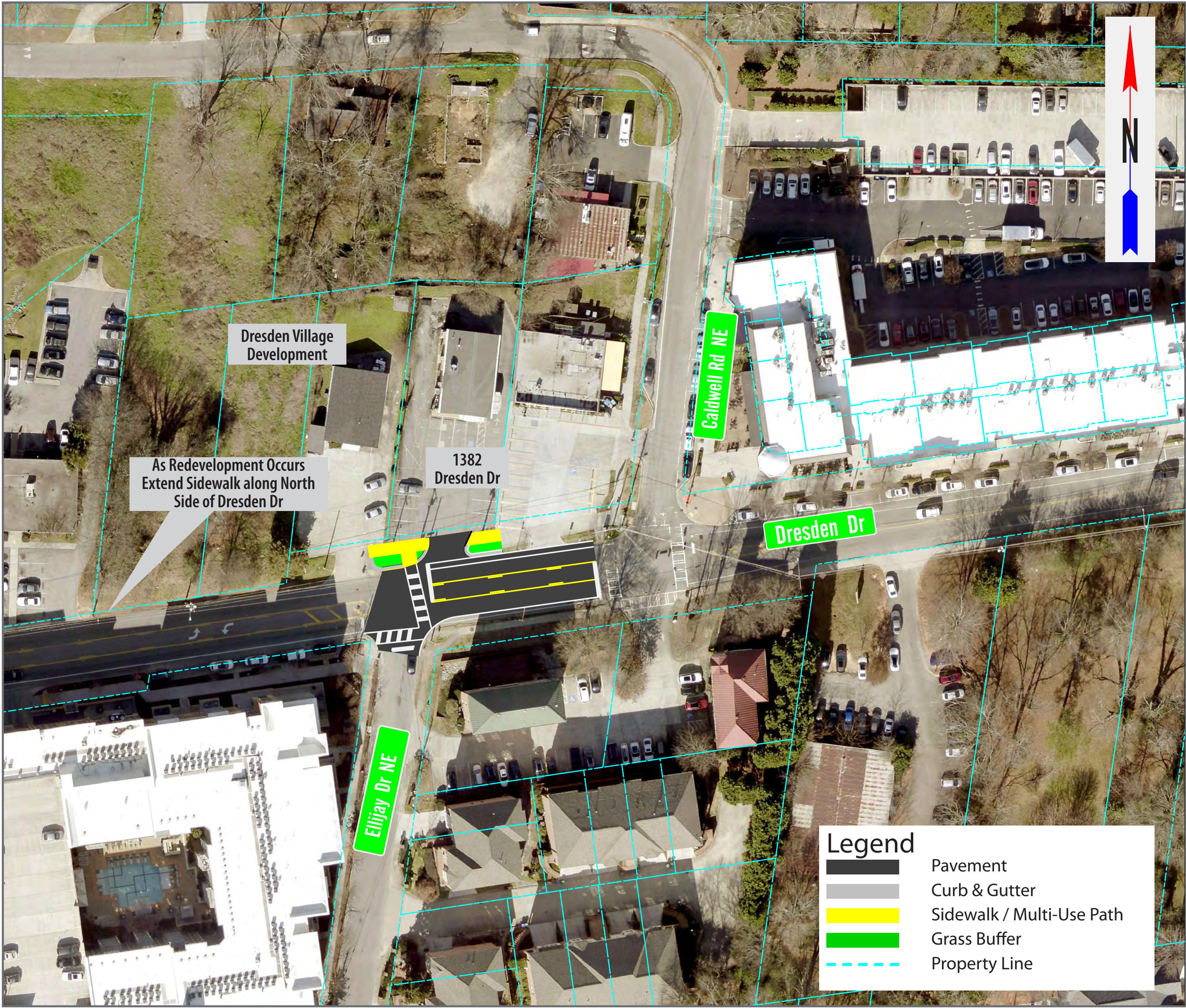
## Potential Benefits

- Increases capacity and reduces delay for NB left-turns onto Dresden Dr towards Peachtree Rd
- Provides dedicated storage for SB left-turns and increases capacity of the SB approach along Apple Valley Rd
- Provides dedicated signal phase for left-turn movements from Dresden Dr
- Improves safety for bicyclists and pedestrians crossing the intersection
- Fills sidewalk gaps, improving connectivity and pedestrian access to Parkside Park



Note: Images are for conceptual representations only. Details will be worked out during design phase.





## Vehicular Improvements

- Mill, repave, and restripe pavement markings between Ellijay Dr and Caldwell Rd

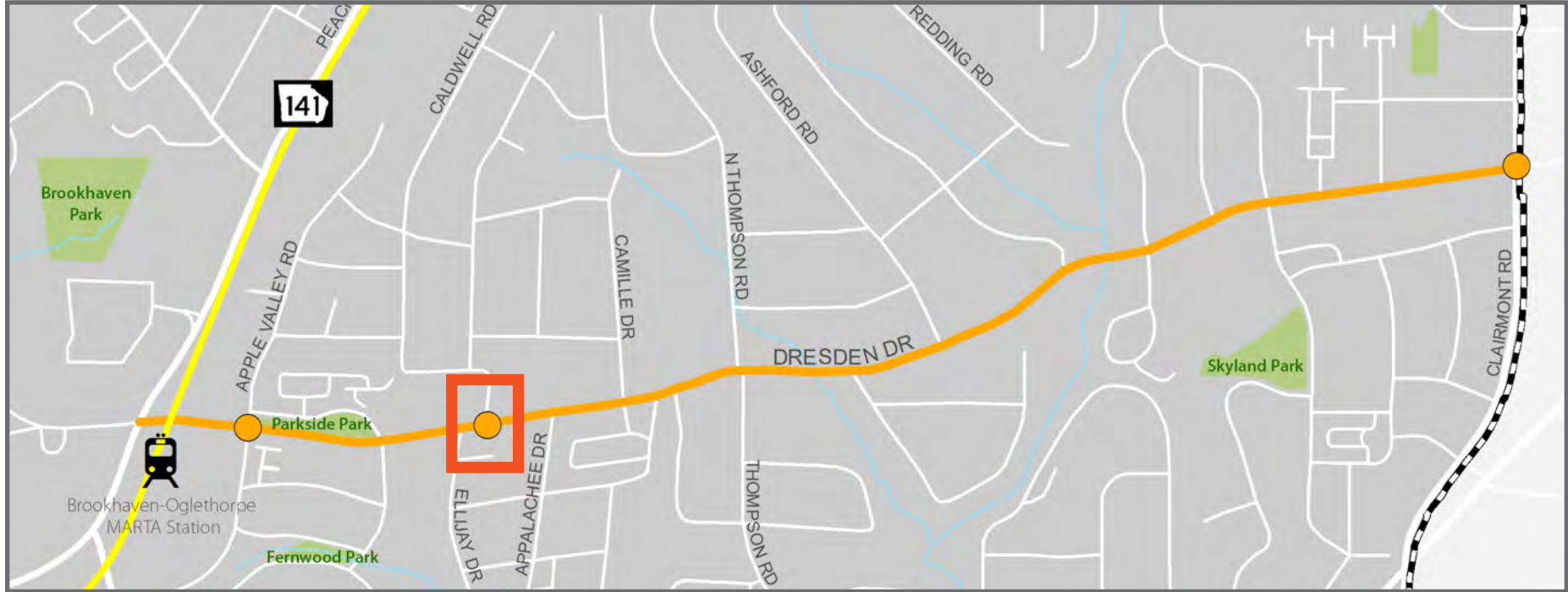
## Bicycle & Pedestrian Improvements

- Install crosswalk across the east leg of the Ellijay Dr intersection
- Add pedestrian signals on the east leg of the Ellijay Dr intersection, for the new crosswalk
- Extend sidewalk along the north side of Dresden Dr west of Caldwell Rd to meet the proposed crosswalk on the east leg of the Ellijay Dr intersection

*Note: This area lies within the Peachtree Road Overlay (PRO) district and should meet minimum requirements for landscape zone, pedestrian zone, and streetscape elements. Implementation should align with guiding principles and recommendations from the City Centre Master Plan.*

## Potential Benefits

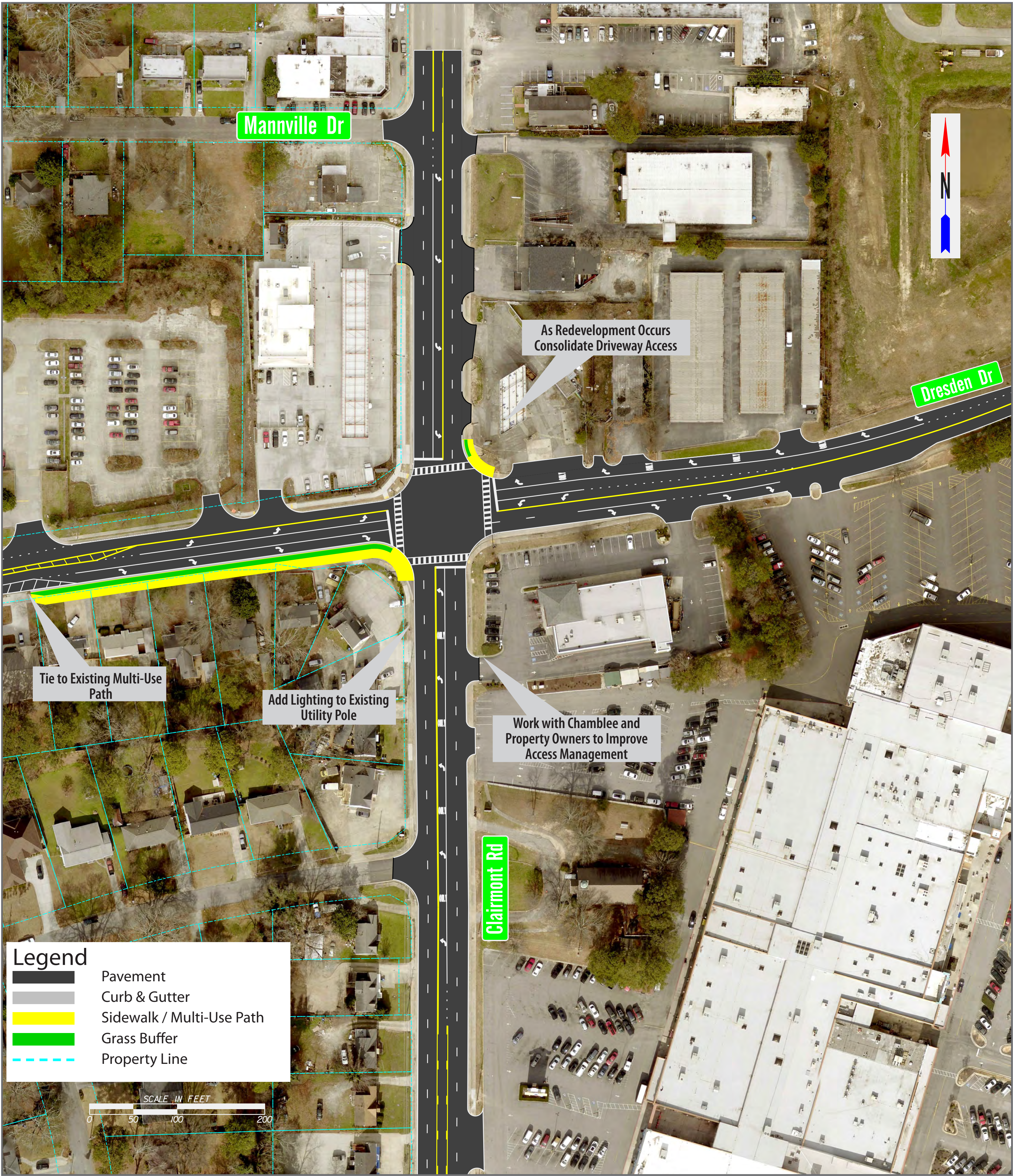
- Provides full pedestrian access at the Ellijay Dr intersection, in addition to the Caldwell Rd intersection
- Fills gaps in sidewalk, improving connectivity and pedestrian access



Note: Images are for conceptual representations only. Details will be worked out during design phase.



# Draft Recommendations - Clairmont Road Intersection



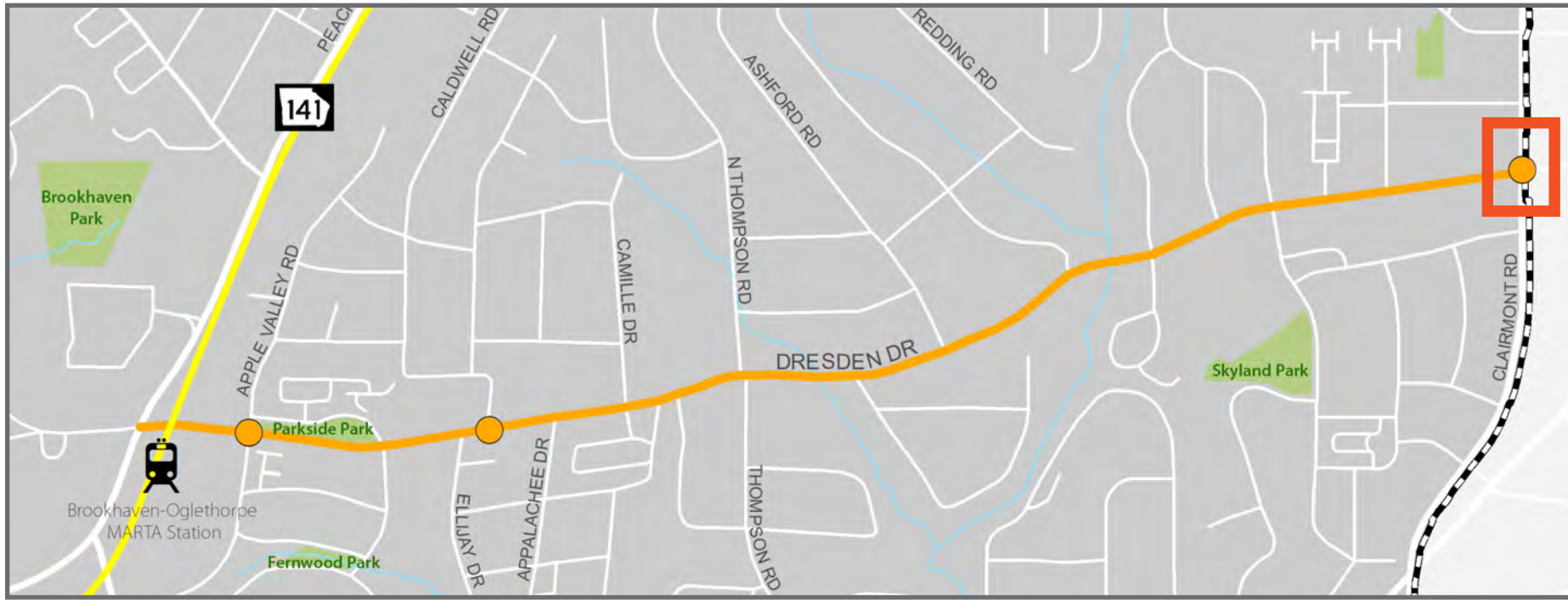
Note: Images are for conceptual representations only. Details will be worked out during design phase.

## Vehicular Improvements

- Extend the EB right-turn lane
- Add flashing yellow arrows (FYAs) for all legs of the intersection
- Convert the WB through/right-turn lane to a dedicated right-turn lane with a single through-lane, and a single receiving lane on Dresden Dr west of Clairmont Rd
- Add right-turn arrows for EB and WB right-turns and prohibit right turns on red
- As the former gas station in the northeast corner is redeveloped, seek opportunities to consolidate driveways
- Work with the City of Chamblee and property owners to mitigate driveway turning conflicts at the CVS entrance on Clairmont Rd
- Evaluate the need for No Loading and/or No Parking signage along the west side of Clairmont Rd south of Dresden Dr

## Potential Benefits

- Addresses sight distance issues for EB and WB right-turns
- Provides additional storage for EB right-turns and reduces likelihood of vehicles driving on curb
- Improves traffic signal to meet current standards
- Improves access management, mitigating conflicts between vehicles queuing at the intersection and entering/exiting commercial driveways
- Improves visibility and pedestrian safety
- Reduces congestion due to and/or conflicts with trucks unloading along Clairmont Rd



## Bicycle & Pedestrian Improvements

- Install a multi-use path (MUP) along the south side of Dresden Dr, west of Clairmont Rd
- Add street light to the existing utility pole south of the intersection on the west side of Clairmont Rd





# Draft Recommendations - Traffic Calming Strategies

## North of Dresden Drive

### ALTERNATIVE A

- Install a **diagonal diverter** at the intersection of Ashford Rd and N Thompson Rd to restrict NB and SB through and right-turn movements. Or, as an **alternative** to a diagonal diverter, **close access** on Ashford Rd just north of N Thompson Rd (where the power lines cross the roadway).
- Install a **diagonal diverter** at the intersection of Caldwell Rd and Cheshire Way to restrict NB and SB through and left-turn movements.
- **Close access** on Redding Way at the location of the bridge/culvert between Redding Rd and Winding Ln.

### ALTERNATIVE B

- Install a **diagonal diverter** at the intersection of Redding Rd and Caldwell Rd to restrict NB and SB through and right-turn movements.

## South of Dresden Drive

- Install a **diagonal diverter** at the intersection of Ellijay Dr/Coosawattee Dr and Cartecay Dr to restrict movements between Coosawattee Dr and Ellijay Dr as well as NB and SB right-turns.
- **Close** the segment of Fernwood Cir between Sylvan Cir and Fernwood Cir.
- Install **speed tables** along Briarwood Hills Dr.

### Optional Temporary Installation of Diagonal Diverters

Diagonal diverters could be installed on a temporary basis to test and evaluate their efficacy. If desired, the temporary installations could be made permanent.

## Alternative Considerations

- As an **alternative** to the proposed diagonal diverters and road closures, a series of **mini roundabouts** could be installed at the following intersections:
  - Redding Rd at Caldwell Rd
  - Ashford Rd at N Thompson Rd
  - Redding Way at Winding Ln
  - Caldwell Rd at Cheshire Way
  - Ellijay Dr/Coosawattee Dr at Cartecay Dr
  - Sylvan Cir at Fernwood Cir

## About Diagonal Diverters

Diagonal diverters are islands built within residential street intersections which prevent certain turning movements at a given location. They are designed to break up cut through traffic and force right or left turns in certain directions, preventing through movements.

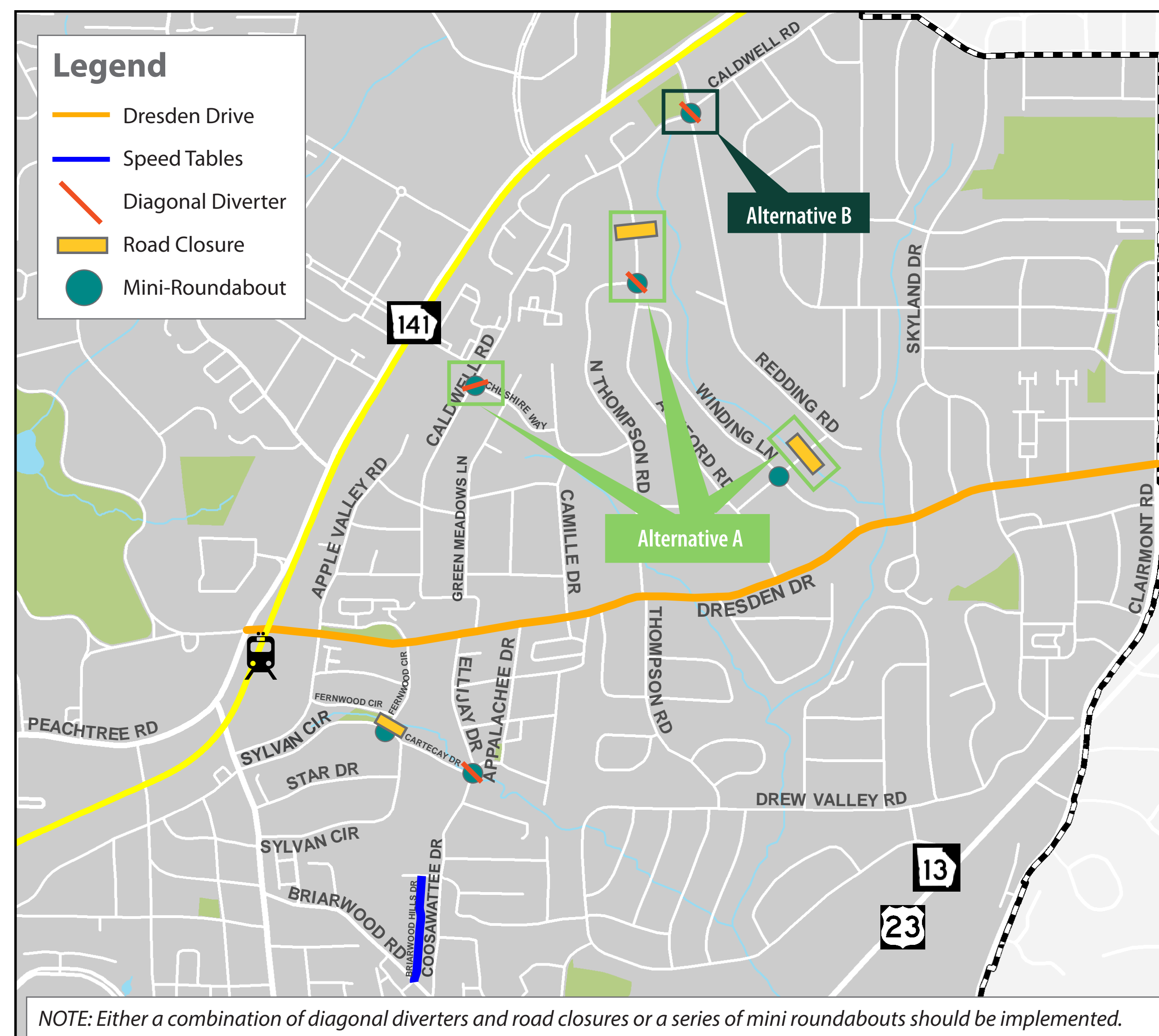
Diverters are designed to allow bicycle and pedestrian access as well as emergency vehicle access.



Source: National Association of City Transportation Officials (NACTO)

Note: Image is for illustrative purposes only.

Source: Federal Highway Administration



## About Mini-Roundabouts

Mini-roundabouts are a type of traffic circle typically located in residential neighborhood settings that are designed to reduce speeds at minor intersections.

Mini-roundabouts can be installed using a combination of pavement markings and raised islands with care for multimodal users, the turning radius, lane width, and available right-of-way.

Source: NACTO



Mini-Roundabout on North Coleman Rd in Roswell, GA



# Other Considerations

## On-Street Bicycle Considerations

### Existing Cross-Section

The City of Brookhaven is planning to prepare an update to the Bicycle, Pedestrian and Trails Plan starting in 2022. Some community members have expressed a desire for installing on-street bicycle facilities along Dresden Drive. The following summarizes potential trade-offs and considerations that should be taken into account as part of that process.

As an example, Dresden Drive near Ellijay Drive currently has one travel lane in each direction and a center left-turn lane. The south side of the road has a wide sidewalk, landscaped buffer, and some on-street parking. The north side of the road has utility poles and no sidewalk.

### Potential Cross-Section

Given the posted speed limit and traffic volume along Dresden Drive, on-street bicycle lanes should be physically separated from vehicular travel lanes. In order to accommodate this, one option could be to preserve the existing curb on the south side of Dresden Drive and to remove the on-street parking and center left-turn lane. This would provide room for one separated bicycle lane with an appropriate buffer and physical barrier in each direction. The widths shown below reflect minimum recommendations per FHWA and the NACTO Separated Bike Lane Design Guide. Trade-offs to accommodate on-street bicycle lanes in this part of Dresden Drive may include the following:

- Lose the existing on-street parking
- Lose the two-way center turn lane
- Requires additional ROW to the north; may encroach on existing properties, driveways
- May require relocation of some utility poles

## Development Traffic Studies

As new development proposals are advanced in the future, the City should require developers to conduct traffic impact studies as part of these applications. These studies should be based on actual development quantities put forth by the proposal and should take into account the most current traffic data and growth assumptions at the time of the application.

The scopes of these studies should be comprehensive to not only examine the developer's own site plan but also interactions with other proposals for nearby developments. Required roadway and intersection improvements identified as part of each development proposal should consider all users of Dresden Drive including bicyclists and pedestrians and should consider and reexamine recommendations included in this study at the critical study intersections.



Note: Images are for illustrative purposes only.



The following are written comments received at the April 14, 2022 in-person public open house along with their responses. Please note that responses were provided only to individuals who provided an email address on the comment card or meeting sign-in sheet.



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: Helen Panos E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022.**

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

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Please provide comments about recommendations at Apple Valley Road

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Please provide comments about recommendations at Ellijay Drive/Caldwell Road

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Please provide comments about recommendations at Clairmont Road

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Please provide any additional comments

- Need a pedestrian voice Countdown at Kaleidoscope + Savi  
- No bike lanes on Dresden

2 parking near Dresden + Caldwell (parallel spots) at Kaleidoscope should be just for Ride Share because Uber/stop there + cause other drivers to be in middle



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

*Leave as is. No Diagonal Diverters.*

If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

\_\_\_\_\_  
\_\_\_\_\_

Please provide any additional comments

\_\_\_\_\_  
\_\_\_\_\_

#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

\_\_\_\_\_  
\_\_\_\_\_

#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

\_\_\_\_\_  
\_\_\_\_\_



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: David + Kelly Combs E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022.**

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

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Please provide comments about recommendations at Apple Valley Road

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Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Widen Dresden between Ellijay + Caldwell to allow for separate 2 turn lanes

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Please provide comments about recommendations at Clairmont Road

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Please provide any additional comments

Only 1 side for parking on Ellijay  
Speed limit sign on Ellijay that records actual speed.

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### COMMENT CARD

## Dresden Drive Intersection Improvement Study

Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

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If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

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Please provide any additional comments

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#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

*We need more speed tables on Ellijay and Coosawattee raised to a higher/same level as on Caldwell. Current tables are not enough and not high enough.*

#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

*mini-roundabouts dont reduce cutthrough traffic or the speed of traffic it will only make the current 4way stop/intersection safer*



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: Sean Logan E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022.**

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

GENERALLY FAVORABLE

Please provide comments about recommendations at Apple Valley Road

GENERALLY FAVORABLE

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

BETTER THAN THE PRESENT CONDITIONS, BUT IT WOULD BE MUCH BETTER IF ELLIJAY COULD CONTINUE THROUGH TO GREEN MOUNTAINS AND CALDWELL COULD TERMINATE AT GREEN MOUNTAINS.

Please provide comments about recommendations at Clairmont Road

GENERALLY FAVORABLE, BUT I WORRY ABOUT EAST BOUND RIGHT TURNS STAKING UP IF THERE ARE NO RIGHT TURNS ON ROAD.

Please provide any additional comments

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

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If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

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Please provide any additional comments

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#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

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#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

I DON'T LIKE DIAGONAL DIVERTERS AT ALL. I THINK THE REDUCED MOBILITY EXPERIENCED BY RESIDENTS SIGNIFICANTLY OUTWEIGHS THE BENEFITS OF REDUCED CUT-THROUGH TRAFFIC. ON THE OTHER HAND, I LOVE ROUNDABOUTS. I SEE THEM EVERYWHERE, AND GET RID OF STOP SIGNS.



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: Valene Naples E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022.**

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

longer turning light time

Please provide comments about recommendations at Apple Valley Road

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Please provide comments about recommendations at Clairmont Road

Please provide any additional comments

A raffle prize or incentive for people to come to the meetings to vote might get more people to join in.



COMMENT CARD

Dresden Drive Intersection Improvement Study  
Public Open House | April 14, 2022



Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

~~between Redding and Winding~~ There isn't very much traffic  
~~between Redding and Winding~~

If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

Please provide any additional comments

Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

I would like to be able to drive around the neighborhood with out closures but stay safe with roundabouts.



### COMMENT CARD

## Dresden Drive Intersection Improvement Study

Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: JANET SALTERS E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022.**

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

ADJUSTMENTS NEEDED FOR TIMING OF  
LIGHTS

Please provide comments about recommendations at Apple Valley Road

SHOULD HAVE SIDEWALKS ON THE NORTHSIDE  
ALL ALONG NORTH SIDE OF DRESDEN DRIVE  
BETWEEN APPLE VALLEY & SVAI PROVISIONS

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Please provide comments about recommendations at Clairmont Road

Please provide any additional comments



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

THIS PARTICULAR INTERSECTION IS OFFSET & CAUSES ALL TYPES OF DRIVER INDECISION

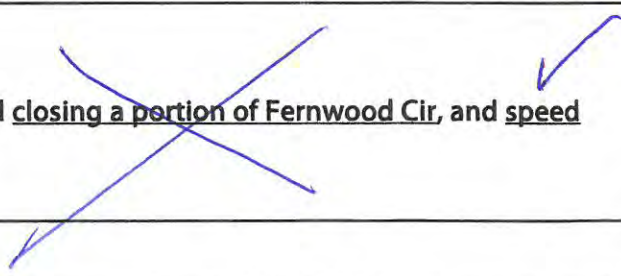
If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

N/A

Please provide any additional comments

#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.



#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

I WANT ACCESS, I JUST WANT TRAFFIC TO SLOW DOWN



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: Chris & LARRY SIMONS E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Thursday, April 28, 2022.

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

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Please provide comments about recommendations at Apple Valley Road

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Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Ellijay across Dresden - strongly agree with crosswalk along with sidewalk  
on north side of Dresden

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Please provide comments about recommendations at Clairmont Road

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Please provide any additional comments

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COMMENT CARD

Dresden Drive Intersection Improvement Study  
Public Open House | April 14, 2022



Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

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If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

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Please provide any additional comments

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Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

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Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

*Don't see roundabouts slowing traffic; still confusion at Windsor roundabout re: who has right of way*

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### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: aw Barrs E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022.**

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

Need help at this intersection. Needs to be considered along with N Druid Hills too.

Please provide comments about recommendations at Apple Valley Road

multi-use path may make it dangerous for pedestrians unless bicycles are given direction.

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

would be safer to put sidewalk all along north side of Dresden

Please provide comments about recommendations at Clairmont Road

[Blank lines for comments]

Please provide any additional comments

Traffic ~~to~~ calming in Ashford Park would be better as roundabouts than diagonal diverters to avoid lots of neighborhood turnarounds.



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

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If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

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Please provide any additional comments

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#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

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#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

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COMMENT CARD

Dresden Drive Intersection Improvement Study

Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house

Name: David Baris E-mail Address: [Redacted]

Street Name or Neighborhood: \_\_\_\_\_

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email (nithin.gomez@greshamsmith.com) until Thursday, April 28, 2022.

Intersection Improvements

Please provide comments about recommendations at Peachtree Road

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please provide comments about recommendations at Apple Valley Road

Multi-use Paths: Cyclists & Pedestrians do not play well together. I suggest some cones or plastic bollards be used to separate the two.

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Pedestrian crosswalk - Based on my personal experiences as a runner using crosswalks they are useless unless BPD provides ENFORCEMENT. I have been nearly run over 2-3 times on Dresden Drive

Please provide comments about recommendations at Clairmont Road

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please provide any additional comments

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



### COMMENT CARD

## Dresden Drive Intersection Improvement Study

Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

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If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

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Please provide any additional comments

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#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

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#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

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### COMMENT CARD

Dresden Drive Intersection Improvement Study  
Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: Mike Hubbard E-mail Address: [Redacted]

Street Name or Neighborhood: [Redacted]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until Thursday, April 28, 2022.

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

Please try to keep travel lanes at 12' due to many larger vehicles in operation.

Please provide comments about recommendations at Apple Valley Road

"Fernwood" neighborhood: Please do not block access for car traffic on any public roads. Keep public - public.

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Please do not block access for car traffic on current public roads.

Please provide comments about recommendations at Clairmont Road

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please provide any additional comments

\_\_\_\_\_  
Thanks,  
Mike Hubbard



### COMMENT CARD

## Dresden Drive Intersection Improvement Study

Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

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If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

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Please provide any additional comments

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#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

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#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

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## Andrew Smith

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**From:** Adam Treaster <[REDACTED]>  
**Sent:** Tuesday, April 19, 2022 5:33 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Dresden Drive Study Comment Card  
**Attachments:** 4.14.2022\_Dresden\_comment\_card.pdf; Dresden Two-way Cycletrack Illustration.pdf

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Nithin,

Attached is my comment card for the Dresden Drive public open house, where I could not attend in person. I've also attached an illustration of what I write in the comment card on how I believe Dresden could be redesigned with a two-way cycle track while also keeping the center turn lane and some parking in most places.

Thanks



### COMMENT CARD

## Dresden Drive Intersection Improvement Study Public Open House | April 14, 2022



Please provide comments and feedback about the draft recommendations presented at this public open house.

Name: Adam Treaster E-mail Address: [REDACTED]

Street Name or Neighborhood: [REDACTED]

Please return this comment card to the registration table or hand it to any project team member.

You may also submit comments via email ([nithin.gomez@greshamsmith.com](mailto:nithin.gomez@greshamsmith.com)) until **Thursday, April 28, 2022**.

#### Intersection Improvements

Please provide comments about recommendations at Peachtree Road

Peachtree needs a road diet to 4/5 lanes, as the consultant for the City Centre masterplan recommended.

Please provide comments about recommendations at Apple Valley Road

Apple Valley does not need an extension of the turn lanes or a double left turn. If land was being bought from MARTA to expand the road, it should only be to build protected bike lanes.

Please provide comments about recommendations at Ellijay Drive/Caldwell Road

Please provide comments about recommendations at Clairmont Road

The road should only be expanded to build protected bike lanes, and not widen turn lanes.

Please provide any additional comments

A 2-way cycle track on the south side of Dresden would make more sense than 2 individual protected bike lanes. I dont care if the CTL or parking lanes are taken away for a bike lane, but I think the city would only agree to the parking being removed. A 2-way cycle track would keep the CTL, and only remove the parking.



### COMMENT CARD

## Dresden Drive Intersection Improvement Study

Public Open House | April 14, 2022



#### Traffic Calming Strategies - North of Dresden Drive

Of the two alternatives, which do you prefer?

- Alternative A (diagonal diverters at Ashford Rd and N Thompson Rd and at Caldwell Rd and Cheshire Way and closing access on Redding Way between Redding Rd and Winding Ln)
- Alternative B (diagonal diverter at Redding Rd and Caldwell Rd)

Please explain your preference below

Niether. Traffic should be allowed to disperse through the nieghborhoods. Closing access would push all drivers onto Dresden, which makes it less likely that the city would narrow Dresden for bike lanes.

If you prefer Alternative A, do you prefer closing access on Ashford Rd instead of a diagonal diverter at Ashford Rd and N Thompson Rd?

Please provide any additional comments

The mini-roundabouts are better idea, if traffic calming is needed. But the picture showed of a mini roundabout in Roswell is too big. The proper term is Neighborhood Traffic Circle, which is built into the exisiting street width with no splitter islands.

#### Traffic Calming Strategies - South of Dresden Drive

Diagonal diverter at Ellijay Dr/Coosawattee Dr and Cartecay Dr and closing a portion of Fernwood Cir, and speed tables along Briarwood Hills Dr. Please provide comments.

This is the only diagonal diverter I agree with, because it would help turn Coosawattee into a Bike Boulevard. The other closure at Fernwood Circle is also a bad idea, but the intersection with Sylvan needs to be narrowed dramatically.

#### Temporary Installation of Diagonal Diverters

Are you open or receptive to the idea of installing diagonal diverters on a temporary basis to evaluate their effectiveness before making them permanent?

- Yes, I support a temporary installation
- No, I prefer permanent installation

#### Diagonal Diverters or Mini-Roundabouts

Would you prefer to have a combination of diagonal diverters and street closures or mini roundabouts to help reduce cut-through traffic?

- Diagonal diverters and street closures
- Mini-roundabouts

Please explain your preference below

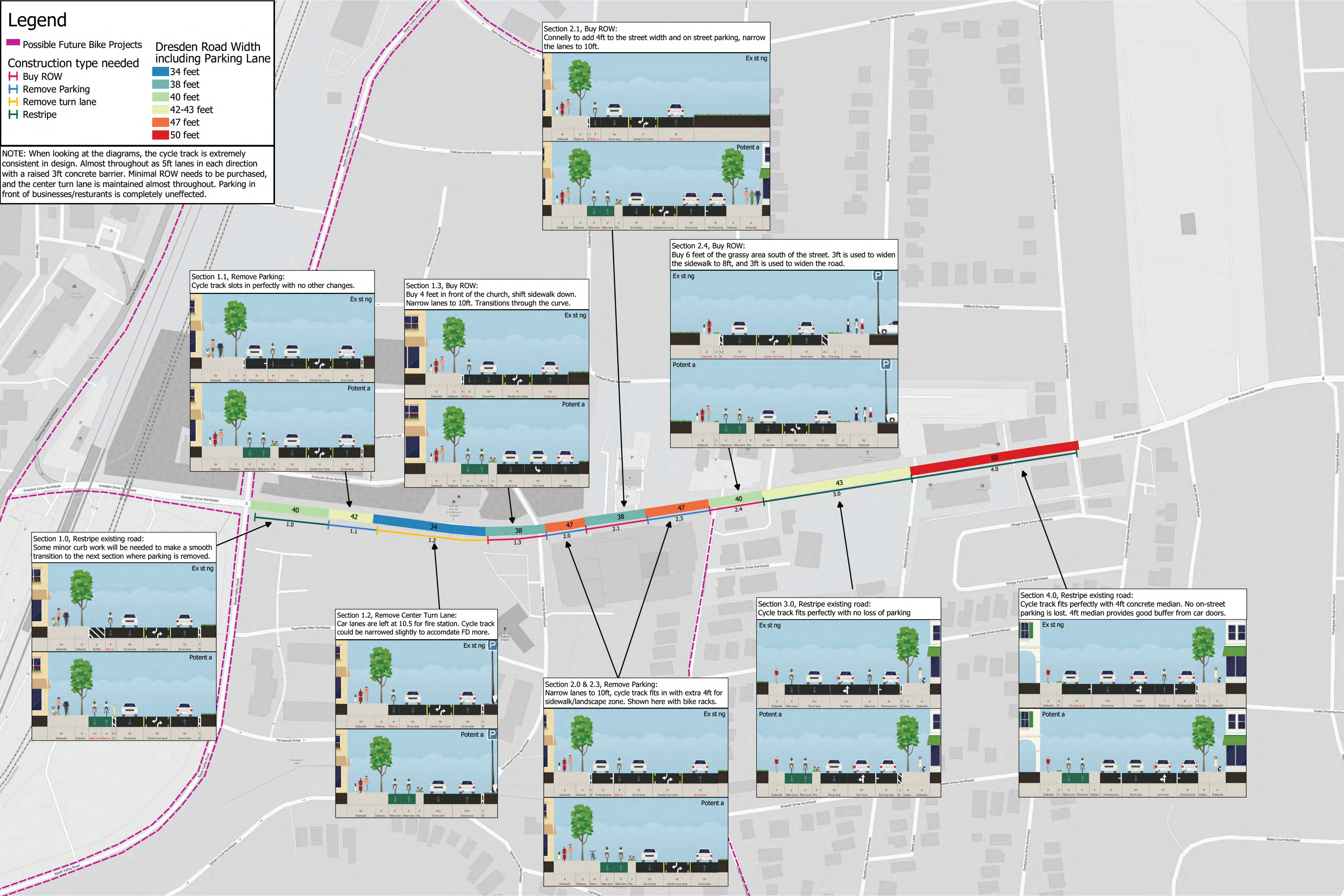
Explained above, Neighborhood Traffic Circles are the best option in most cases. A well connected street grid works better than forcing everyone to concetrate onto Stroads. Especially when that stroad is Dresden.



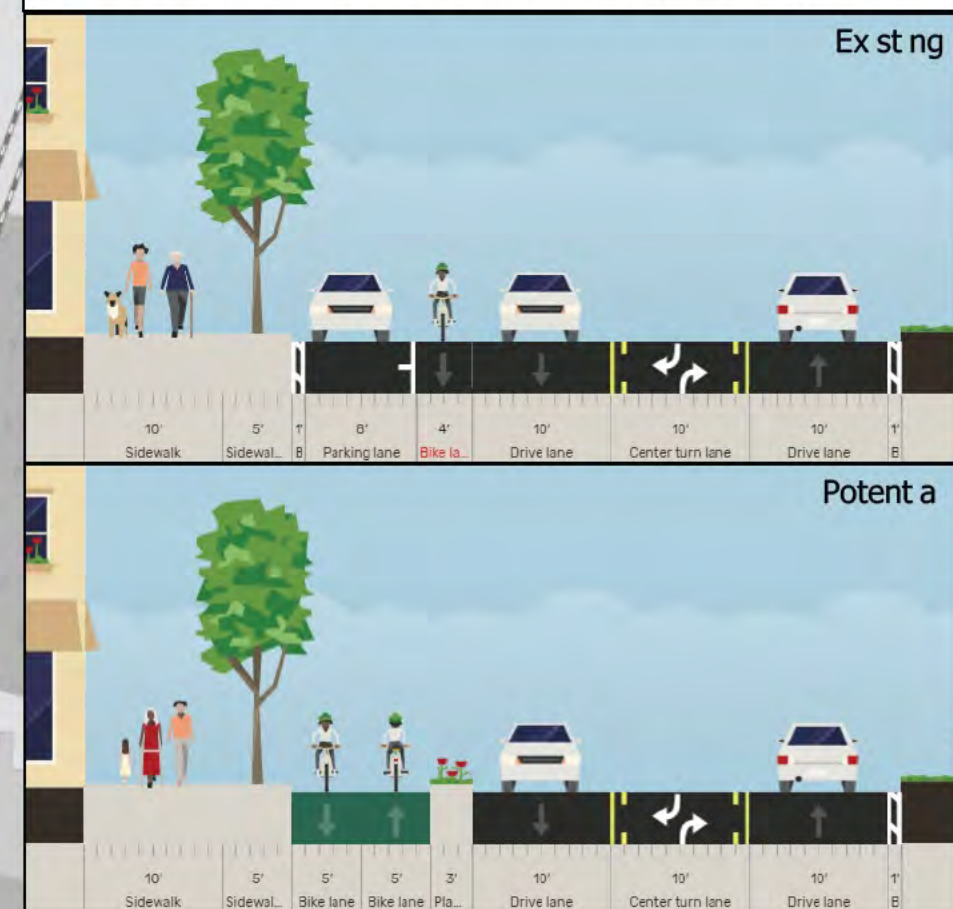
# Legend

- Possible Future Bike Projects
- Construction type needed**
- Buy ROW
- Remove Parking
- Remove turn lane
- Restripe
- Dresden Road Width including Parking Lane**
- █ 34 feet
- █ 38 feet
- █ 40 feet
- █ 42-43 feet
- █ 47 feet
- █ 50 feet

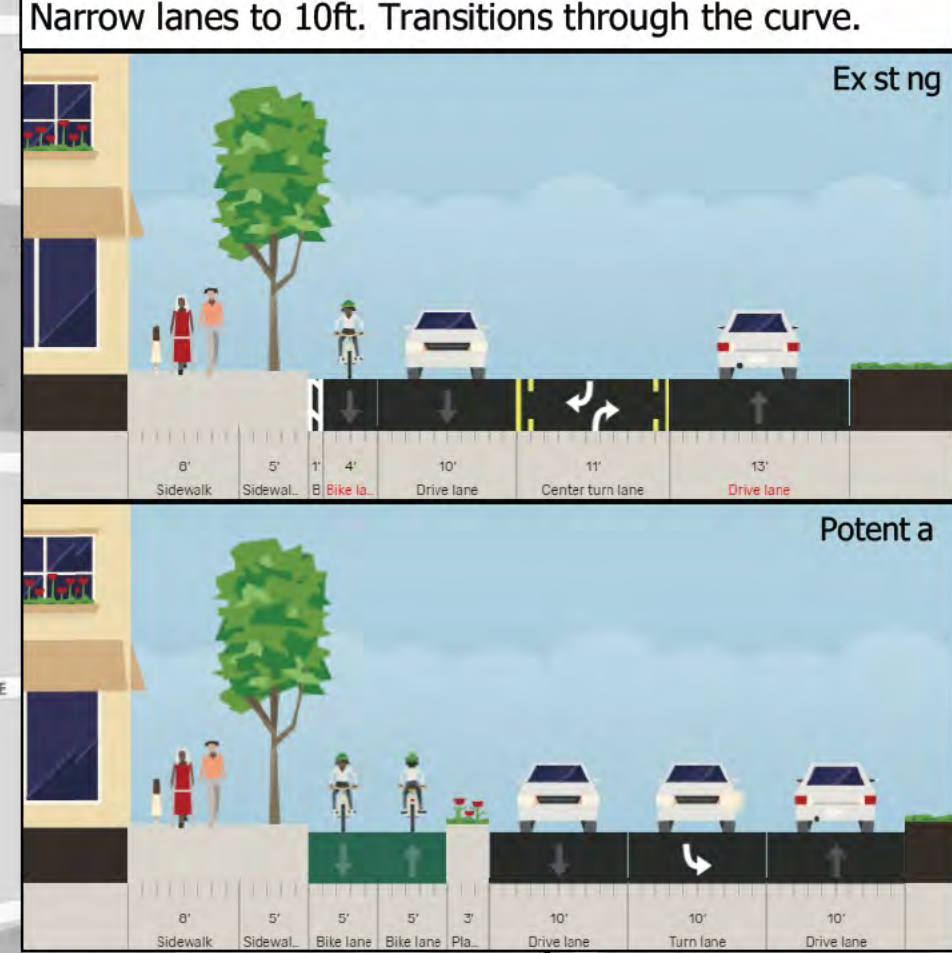
NOTE: When looking at the diagrams, the cycle track is extremely consistent in design. Almost throughout as 5ft lanes in each direction with a raised 3ft concrete barrier. Minimal ROW needs to be purchased, and the center turn lane is maintained almost throughout. Parking in front of businesses/restaurants is completely unaffected.



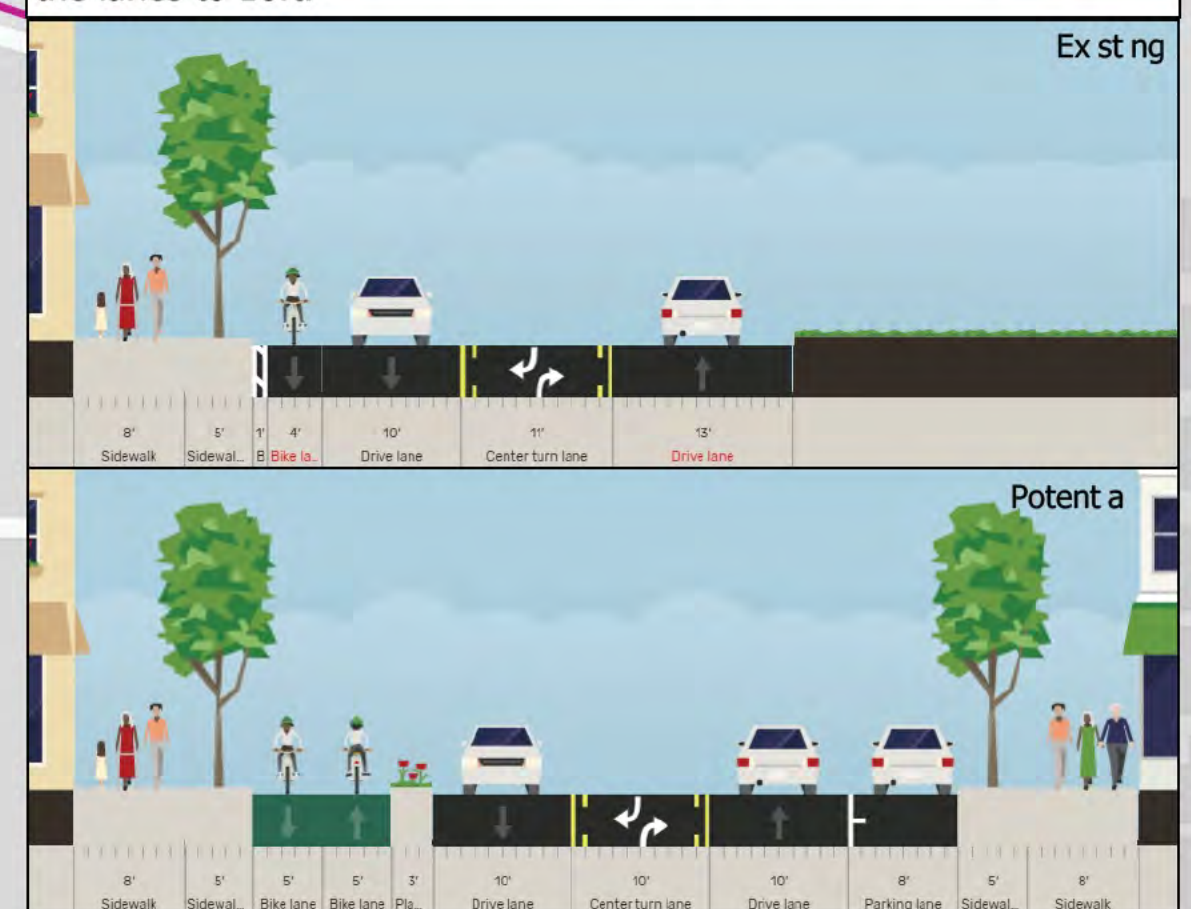
**Section 1.1, Remove Parking:**  
Cycle track slots in perfectly with no other changes.



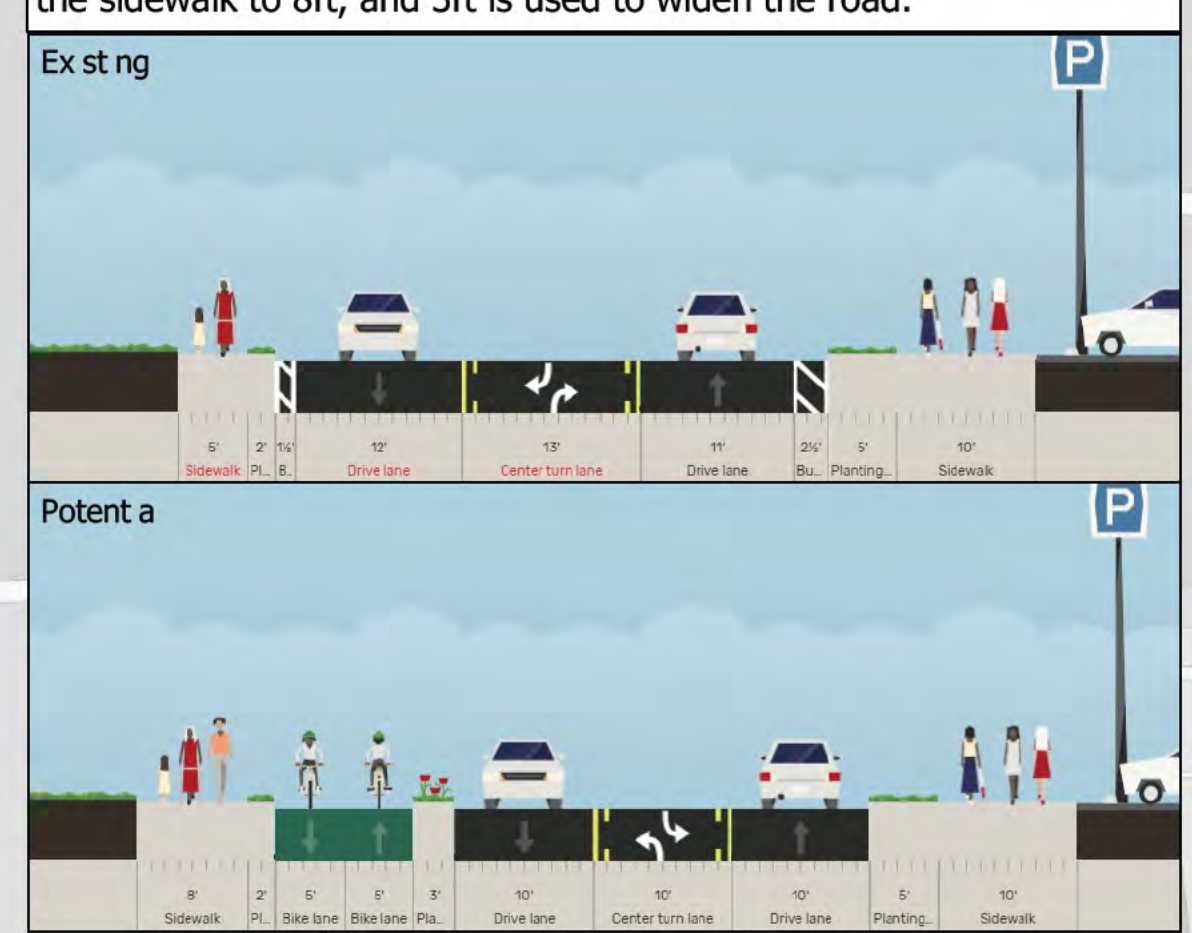
**Section 1.3, Buy ROW:**  
Buy 4 feet in front of the church, shift sidewalk down. Narrow lanes to 10ft. Transitions through the curve.



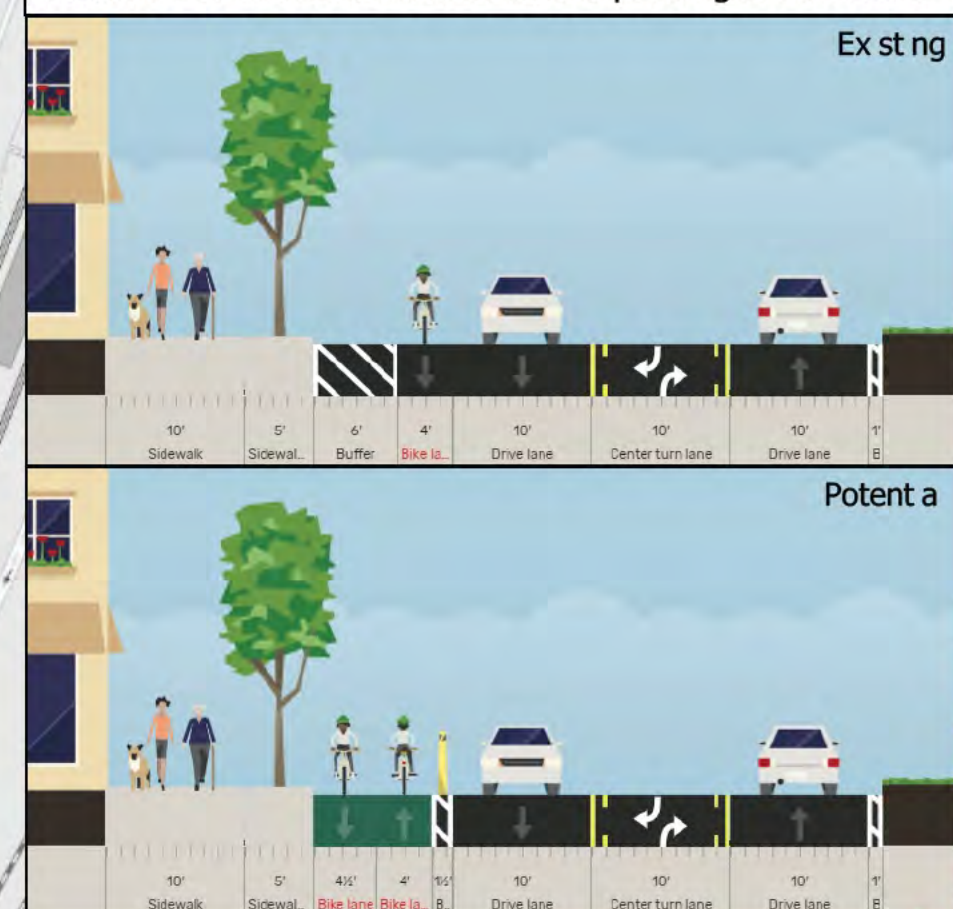
**Section 2.1, Buy ROW:**  
Connolly to add 4ft to the street width and on street parking, narrow the lanes to 10ft.



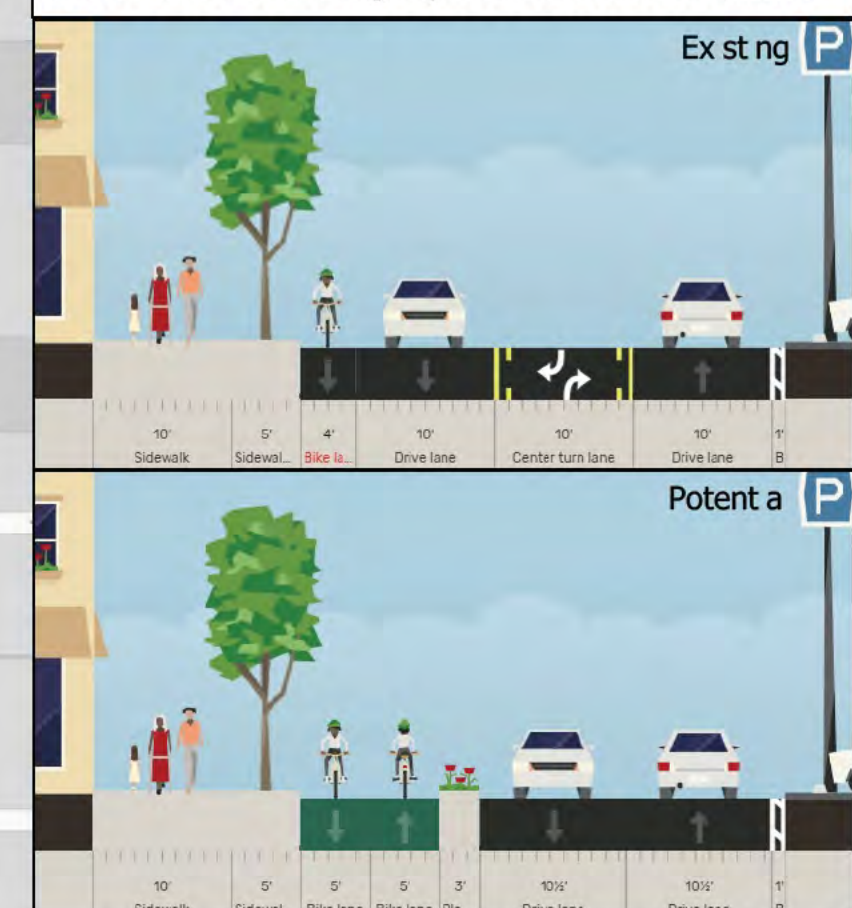
**Section 2.4, Buy ROW:**  
Buy 6 feet of the grassy area south of the street. 3ft is used to widen the sidewalk to 8ft, and 3ft is used to widen the road.



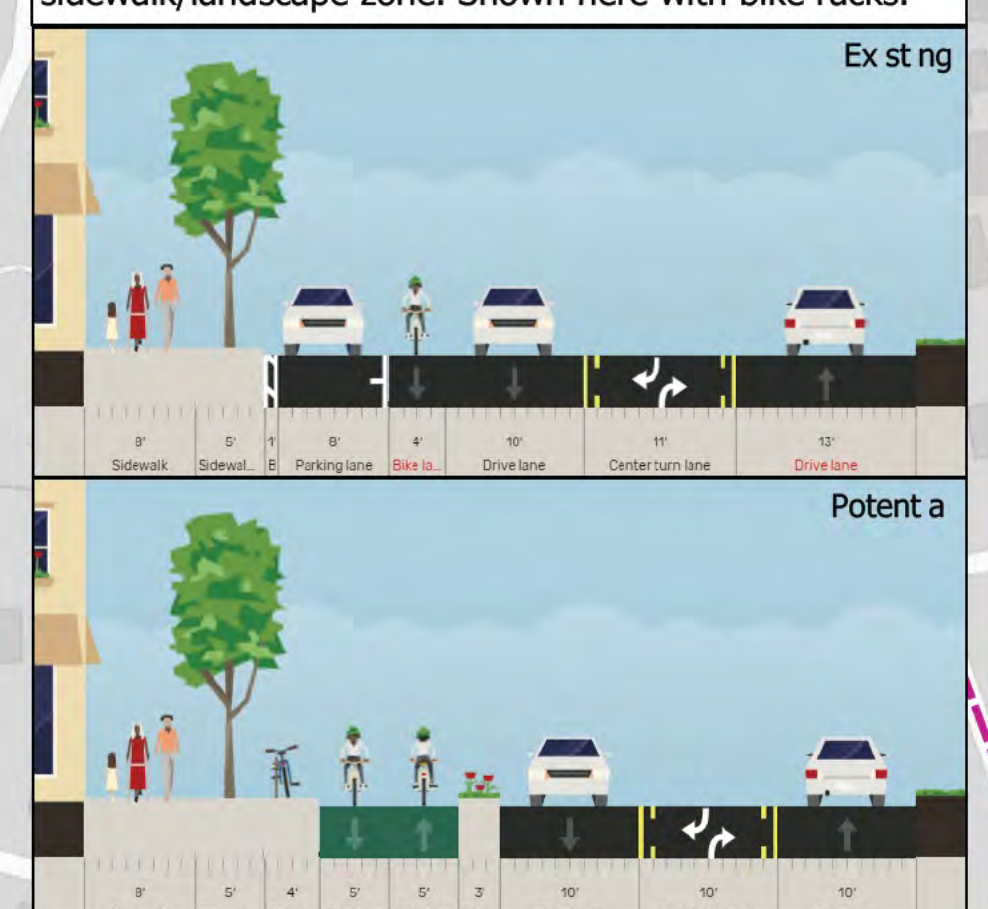
**Section 1.0, Restripe existing road:**  
Some minor curb work will be needed to make a smooth transition to the next section where parking is removed.



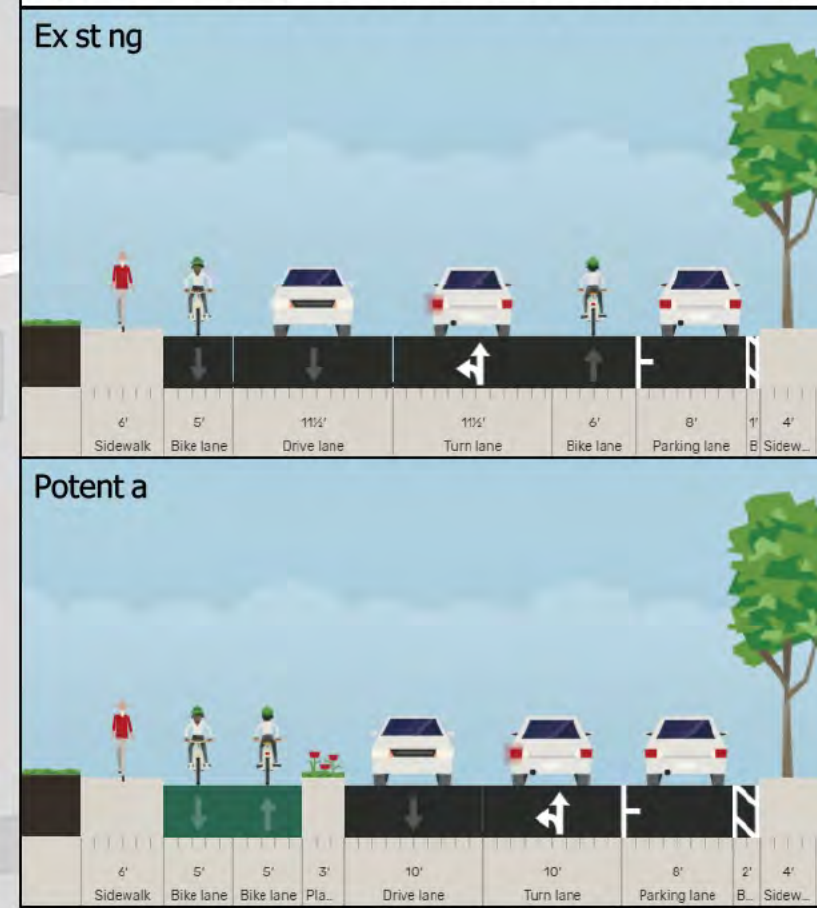
**Section 1.2, Remove Center Turn Lane:**  
Car lanes are left at 10.5 for fire station. Cycle track could be narrowed slightly to accommodate FD more.



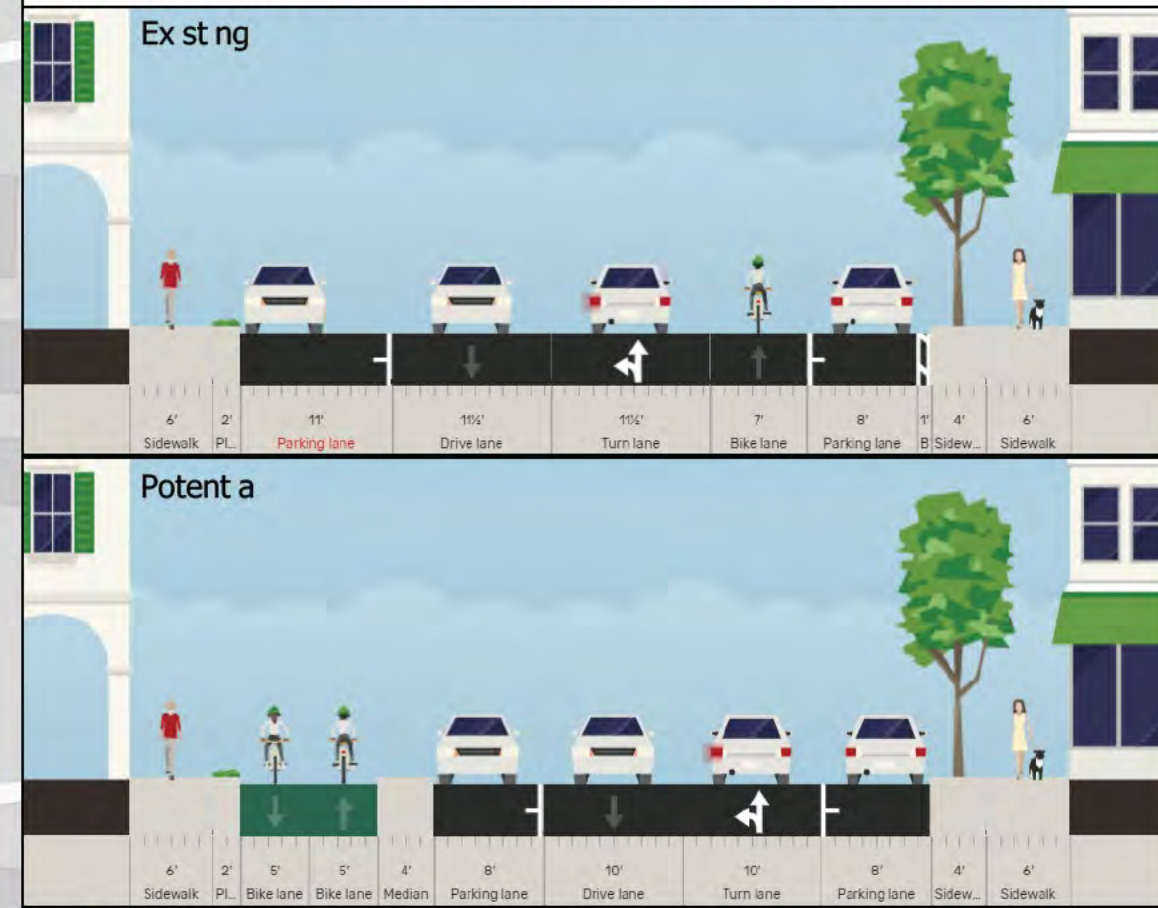
**Section 2.0 & 2.3, Remove Parking:**  
Narrow lanes to 10ft, cycle track fits in with extra 4ft for sidewalk/landscape zone. Shown here with bike racks.



**Section 3.0, Restripe existing road:**  
Cycle track fits perfectly with no loss of parking



**Section 4.0, Restripe existing road:**  
Cycle track fits perfectly with 4ft concrete median. No on-street parking is lost. 4ft median provides good buffer from car doors.





## Andrew Smith

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**From:** Joseph Palladi [REDACTED]  
**Sent:** Friday, April 22, 2022 6:30 PM  
**To:** Nithin Gomez  
**Subject:** [EXTERNAL] Dresden Rd study

You don't often get email from [REDACTED]. [Learn why this is important](#).

I saw the report and the intersection of P'tree and Dresden was included. It proposed the widening of P'tree and lengthening/adding turn lanes. But no concept map was included. Why? What was analyzed and proposed.

It appears the study is now limited to just intersections along Dresden. Why?

Joe Palladi

Sent from [Mail](#) for Windows