

# 2020 Comprehensive Transportation Plan Update



## FINAL REPORT | SEPTEMBER 2020

This document is the **final** report as approved and adopted by the City of Brookhaven Mayor and City Council on October 13, 2020.





## **2020 Comprehensive Transportation Plan Update**

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## Chapter 1: Introduction

Six years after the City of Brookhaven completed and adopted its initial Comprehensive Transportation Plan (CTP) in September 2014 following formal incorporation as a City, Brookhaven is a thriving community adjacent to the City of Atlanta. It is becoming a destination for people to live, work, and play, and it has an exciting future ahead. In order to take stock of progress made during the past six years, identify current transportation needs, and assess how the City should prioritize resources in the 2020s, an update of the CTP was necessary. The Brookhaven CTP establishes a long-term vision of the City’s multimodal transportation system consistent with its overall community vision as expressed in the City’s 2034 Comprehensive Plan 5-Year Update. The CTP identifies estimates of funding resources needed and potential partnership opportunities with other jurisdictions to carry out recommended projects as well as provide effective solutions with the greatest return on investment to the City. Estimates are included for contextual purposes only. Actual costs are determined at the time of construction bids, based on detailed design and required right-of-way costs. This CTP Update was completed during the COVID-19 pandemic; however, it is expected to represent normal transportation and traffic conditions.

The City of Brookhaven has a resident population of over 55,000 people (55,554 in 2019).<sup>1</sup> Brookhaven is bounded on the north by I-285 and on the south by I-85, two of Metro Atlanta’s most important transportation arteries. The City is located between the City of Sandy Springs and City of Atlanta on the west and the City of Chamblee on the east. Brookhaven is located just south of the Perimeter Center area, one of the largest regional activity centers in Metro Atlanta and the southeastern U.S. To the City’s west is Buckhead, part of the City of Atlanta, and another major hub of regional activity. While the focus of the CTP is the area within the City’s limits, transportation initiatives in adjacent jurisdictions, DeKalb County, and by the Georgia Department of Transportation (GDOT), the Atlanta Regional Commission (ARC), the Metropolitan Area Rapid Transit Authority (MARTA), and the Perimeter Community Improvement Districts (PCIDs) were considered in the planning process. Brookhaven and its surroundings are shown in Figure 1.



<sup>1</sup> U.S. Census Bureau (2019). Quick Facts – Brookhaven city, Georgia. <https://www.census.gov/quickfacts/brookhavencitygeorgia>

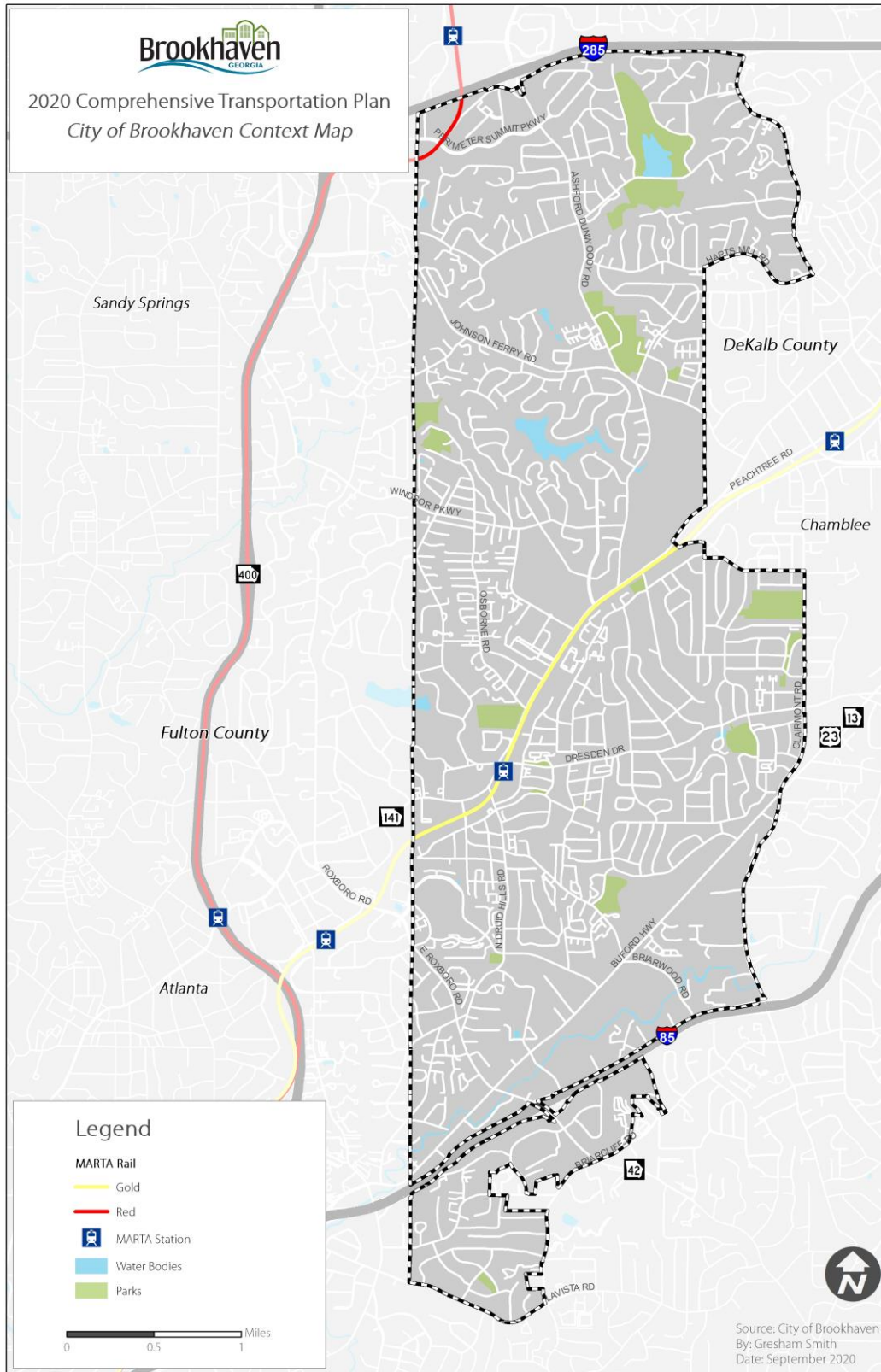


FIGURE 1: CITY OF BROOKHAVEN CONTEXT MAP

The 2020 City of Brookhaven CTP Update maintains the goals of the original 2014 CTP, which consist of safety, mobility and access, state of good repair, economic prosperity, public health, and sustainability. These goals are listed in Table 1 below.

TABLE 1: ORIGINAL 2014 BROOKHAVEN CTP GOALS

<b>Safety</b>	To plan, develop, and manage a multimodal transportation system that is safe for all users.
<b>Mobility &amp; Access</b>	To efficiently and affordably connect all City residents with neighborhoods, workplaces, commercial areas, medical/wellness centers, civic places, educational venues, and green spaces to maintain a highly desirable quality of life.
<b>State of Good Repair</b>	To provide for regular maintenance of streets, highways, sidewalks, bike lanes and paths, other transportation-related facilities to protect the City’s investment in quality transportation infrastructure.
<b>Economic Prosperity</b>	To provide the needed mobility and access for workers, customers, goods, and services that are essential to protecting the City’s economic competitiveness within the Atlanta region.
<b>Public Health</b>	To plan and develop an active transport system that contributes positively to the health of residents of all ages by providing opportunities to walk, bicycle, and access public transportation.
<b>Sustainability</b>	To create a balanced multimodal transport system that sustains the integrity of the natural environment; keeps the system in a state of good repair; and elevates the quality of life for current and future residents.

In addition to the goals of the original CTP, this document serves as a progress report for what the City has accomplished since its incorporation and the adoption of the original Comprehensive Transportation Plan in 2014. This report chronicles the completion of two corridor studies; a bicycle, pedestrian, and trail plan; special area plans; and the development of the Peachtree Creek Greenway. The City has also served as a stakeholder for countywide and regional transit plans, which will implement projects that will diversify the City’s transportation network. Additionally, this document strives to improve the City of Brookhaven’s eligibility for grants as well as develop new recommendations the City can implement over the next five years. A primary focus of Brookhaven’s CTP is to consider what resources might be needed to address transportation system preservation and maintenance as well as address future needs.

### Report Organization

Chapter 2 presents the plan development process for this 2020 CTP Update including previous plan review, future and ongoing developments, and stakeholder coordination. Chapter 3 provides an update on the status of previously recommended projects from plans, studies, and projects sponsored by the City of Brookhaven, GDOT, ARC, PCIDs, and DeKalb County. Chapter 4 includes an examination of how well the transportation system is working now and how well it can be expected to operate in the future. Chapter 5 concludes the CTP Update by describing new proposed projects and citywide strategies that will enable the City to continue its success in achieving its transportation goals and overall community vision.



## Chapter 2: Plan Development Process

The City of Brookhaven's first CTP was adopted in 2014, and since then, the City has made excellent strides in completing numerous plans and studies to guide investment in transportation systems, infrastructure, and recreational facilities among other items. In 2020, the City sought to update the original CTP. The purpose of the 2020 CTP Update is to document progress in implementing previous plans and projects, identify incomplete projects that are still relevant, identify gaps, and develop new recommendations.

### Plan Review

As part of this CTP Update, the project team reviewed plans and studies completed since the incorporation of the City of Brookhaven in 2014, including plans conducted by the City of Brookhaven and neighboring jurisdictions. The status of projects and recommendations within Brookhaven were assessed based upon feedback and documentation in the City's annual capital improvements program (CIP), the 2020 Adopted Budget, and information provided by City departments such as Parks and Recreation, Public Works, and Community Development. To gain a better understanding of project status and priorities for projects that cross jurisdictional boundaries, representatives of agencies within adjacent jurisdictions were consulted. These include the Cities of Atlanta, Chamblee, Dunwoody, and Sandy Springs, as well as the Buckhead and Perimeter Community Improvement Districts (CIDs).

This section of the report summarizes plans and studies completed by the City of Brookhaven.

### COMPREHENSIVE TRANSPORTATION PLAN (2014)

The City's first Comprehensive Transportation Plan (CTP) was adopted by the City Council in 2014 after the City of Brookhaven was incorporated. The plan established a long-term, multimodal transportation vision for the City and includes key issues and recommendations that are being assessed as part of this Update. The City has made substantial progress in implementing a number of recommendations from the CTP, including the Ashford Dunwoody Road Corridor Study, the Bicycle, Pedestrian and Trail Plan, and the North Druid Hills Road Corridor Study, among others.<sup>2</sup>

### BICYCLE, PEDESTRIAN & TRAIL PLAN (2016)

The Bicycle, Pedestrian & Trail Plan (BPTP) was adopted by the City Council in April 2016. It aims to create a more balanced transportation network by increasing access to pedestrian and bicycle facilities. The long-term intent is to develop a vision for a future bicycle and pedestrian trail network throughout the City for residents and visitors. The BPTP includes an attractions analysis and a list of short-, mid-, and long-term recommended projects for multiple corridors such as filling sidewalk gaps and constructing multi-use paths.<sup>3</sup> Since the plan was adopted, the City has made progress in implementing recommendations through the City's Sidewalk and Traffic Calming programs. Some other recommendations not fully implemented are incorporated into the City's Future Sidewalk List. Proposed future sidewalks and multi-use paths that are being considered by the City include multiple recommendations stemming from this plan. Examples include

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<sup>2</sup> City of Brookhaven (2014). City of Brookhaven Comprehensive Transportation Plan. <https://www.brookhavenga.gov/publicworks/page/comprehensive-transportation-plan>

<sup>3</sup> City of Brookhaven (2016). Brookhaven Bicycle, Pedestrian & Trail Plan. <https://www.brookhavenga.gov/publicworks/page/bicycle-pedestrian-and-trail-plan>

a multi-use path along Caldwell Road and widening the existing sidewalk on Briarwood Road into a multi-use path. Further discussion on proposed sidewalks and multi-use paths is included in Chapter 4.

The Ashford Dunwoody Road and North Druid Hills Road corridor studies have also incorporated corridor-specific recommendations stemming from this plan. Some of these recommendations are complete, such as a new multi-use path in front of new development at the intersection of North Druid Hills Road and Briarwood Road.

### PEACHTREE CREEK GREENWAY MASTER PLAN & PENDING PROJECTS (2016)

This master plan “coalesces the desires of Brookhaven residents, City and DeKalb County officials, local businesses and non-profits to realize the development of a multi-purpose linear park along the North Fork of Peachtree Creek.” The Peachtree Creek Greenway is planned to be implemented in three phases. Phase 1, which is the “model mile” segment extending from North Druid Hills to Briarwood Road, was opened to the public in December 2019.<sup>4</sup> Phase 2, or the segment from the western City limits to North Druid Hills Road, is currently programmed for funding in the ARC FY2020-2025 Transportation Improvement Program (TIP). The City has applied for funding from ARC for Phase 3, which extends from Briarwood Road to Clairmont Road (US 23/SR 155). Phase III is anticipated to be included in a future TIP.<sup>5</sup>

### BROOKHAVEN-PEACHTREE LCI STUDY & ACTION PLAN UPDATE (2016)

This document is a ten-year implementation strategy update to the original Livable Centers Initiative (LCI) plan that envisions the Peachtree Road corridor’s future as a mixed-use and pedestrian-oriented center. The LCI Study provides recommendations for economic development, redevelopment opportunities, and quality of life improvements. The 10-year update documents progress on implementation of recommendations contained within the original study. Most transportation projects are either underway or awaiting development, such as the installation of public art at the Brookhaven/Oglethorpe MARTA Station.<sup>6</sup>

### ASHFORD DUNWOODY ROAD CORRIDOR STUDY (2017)

In 2017, the City Council adopted the Ashford Dunwoody Road Corridor Study. The study established a vision for the Ashford Dunwoody Road corridor between Peachtree Road (SR 141) and I-285 that will serve projected future traffic and provide improved facilities for bicyclists, pedestrians, and transit users. The study took into account the mix of land use and development along the corridor and considered the impact to the transportation system as well as growth and major transportation improvements in the Perimeter Center area, such as the Ashford Green development and interchange reconstruction project at I-285. Recommendations consist of short-, medium-, and long-term recommendations for intersections and segments along the corridor.<sup>7</sup> The City has made substantial progress in implementing this plan: to-date,

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<sup>4</sup> Peachtree Creek Greenway (2020). FAQ. <https://www.peachtreecreek.org/faq>

<sup>5</sup> City of Brookhaven (2016). Peachtree Creek Greenway Master Plan. <https://www.brookhavenga.gov/publicworks/page/comprehensive-transportation-plan>

<sup>6</sup> City of Brookhaven (2016). Brookhaven-Peachtree LCI Study & Action Plan 10-Year Update. [https://www.brookhavenga.gov/sites/default/files/fileattachments/community\\_development/page/16880/2016\\_brookhaven-peachtree\\_lci\\_10-yr\\_plan\\_update.pdf](https://www.brookhavenga.gov/sites/default/files/fileattachments/community_development/page/16880/2016_brookhaven-peachtree_lci_10-yr_plan_update.pdf)

<sup>7</sup> City of Brookhaven (2017). Ashford Dunwoody Road Corridor Study. <https://www.brookhavenga.gov/publicworks/page/ashford-dunwoody-road-corridor-study>

nearly all of the short-term recommendations are complete, and multiple mid-term projects are also complete or underway.

### COMPREHENSIVE PLAN 2034 5-YEAR UPDATE - COMMUNITY WORK PROGRAM 2020-2024 (2019)

Brookhaven's Comprehensive Plan 2034 was first adopted in November 2014. In September 2019, the City Council adopted a five-year update to the plan. The Comprehensive Plan serves to document and guide the long-term vision for the City's future, directing the City's future growth patterns. The Five-Year Update includes updates to needs and opportunities, land use, and a new Community Work Program for 2020-2024. More than 60 recommendations stemming from the plan are complete or underway, with dozens more ongoing. Many of the transportation-related strategies are substantially complete or in progress, such as furthering Brookhaven as a walkable and bikeable community, leveraging the creek system for greater access by the community, and leveraging the Brookhaven MARTA station to encourage desirable development along the Peachtree Road (SR 141) corridor.<sup>8</sup>

### NORTH DRUID HILLS ROAD CORRIDOR STUDY (2019)

In 2019, the City Council adopted a corridor study of North Druid Hills Road between Briarcliff Road (SR 42) and Peachtree Road (SR 141). The study established a vision for the North Druid Hills Road corridor that will serve projected future traffic and provide improved facilities for bicyclists, pedestrians, and transit users. Several short-term recommendations are already underway, including consideration of public art near the Brookhaven/Oglethorpe MARTA station and reconfiguration of the intersection at North Druid Hills Road and Briarwood Road.<sup>9</sup>

### CLAIRMONT ROAD SPECIAL AREA PLAN (2019)

In 2019, the City's Community Development department completed a special area plan for the Clairmont Road corridor between Buford Highway (SR 13) and DeKalb-Peachtree Airport near 8<sup>th</sup> Street. The City of Chamblee was a partner in this project since the corridor is the eastern boundary of Brookhaven. The study established a vision for the corridor as well as recommendations intended to make the corridor more pedestrian- and bicycle-friendly through filling sidewalk gaps and installing mid-block crossings. Most recommendations stemming from this plan are not underway; however, Brookhaven and Chamblee are currently pursuing grant funding that will help to fill sidewalk gaps in the area.<sup>10</sup>

### OTHER RELEVANT PLANS AND STUDIES

Other relevant plans completed by or in partnership with adjacent jurisdictions were also reviewed. These include the Atlanta Region's Plan (2020), the City of Brookhaven's Adopted Future Sidewalk List (2019), the ATL Regional Transit Plan (2019), DeKalb County Transit Master Plan (2019), PCIDs Consolidated Plan (2018), Buford Highway Corridor LCI Implementation Plan (2017), Last Mile Connectivity Study (2017), DeKalb County Comprehensive Transportation Plan (2014), and the PCIDs Commuter Trail System Master Plan

<sup>8</sup> City of Brookhaven (2019). 5-Year Comprehensive Plan Update. <https://www.brookhavenga.gov/commdev/page/5-year-comprehensive-plan-update>

<sup>9</sup> City of Brookhaven (2019). North Druid Hills Road Corridor Study. <https://www.brookhavenga.gov/publicworks/page/north-druid-hills-road-corridor-study-0>

<sup>10</sup> City of Brookhaven (2019). Clairmont Road Special Area Plan. <https://www.brookhavenga.gov/commdev/page/clairmont-road-special-area-plan>

(2014). GDOT projects completed since the City's incorporation as well as ongoing and programmed projects were also reviewed for this CTP Update.

- **The Atlanta Region's Plan (2020)** – The Atlanta Region's Plan was developed by ARC for the 20-county Atlanta Metro area and includes a Regional Transportation Plan (RTP) project list. The plan, approved in September 2018, serves to guide growth and development for the region. It is considered a long-range blueprint spelling out the investments that will be made over the next 20 years to ensure metro Atlanta's future success and improve quality of life.<sup>11</sup> Projects to be implemented in the short-term are listed under the FY2020-25 Transportation Improvement Program (TIP).<sup>12</sup> Projects within the City of Brookhaven are listed in the document.
- **Adopted Future Sidewalk List (2019)** – The City of Brookhaven Mayor and City Council adopted a program of future sidewalk and multi-use path projects within the public right-of-way in October 2019.<sup>13</sup> These projects are discussed further in Chapter 4.
- **ATL Regional Transit Plan (2019)** – The Atlanta-Region Transit Link Authority (the ATL) published this plan in 2019 to prioritize and address the 13-county Atlanta region's transit needs. The ATL Regional Transit Plan (ARTP) includes several projects in Brookhaven that are listed on either a 6-year or 20-year project list.<sup>14</sup>
- **DeKalb County Transit Master Plan (2019)** – This document provides a comprehensive vision for transit within the county, including the City of Brookhaven.<sup>15</sup> It discusses arterial rapid transit (ART) corridors and serves as Phase I of the ongoing DeKalb County CTP update.<sup>16</sup>
- **PCIDs Consolidated Plan (2018)** – This is the PCIDs Master Plan that guides the PCIDs' allocation of resources, activities, and capital investments over the next five to ten years. The actions and implementations consider private development activity, transit needs, regional and local growth trends, and infrastructure investments, such as the I-285 at GA 400 interchange reconstruction. Multiple projects stemming from this plan are within the City of Brookhaven.<sup>17</sup> Additional recommendations were added to this plan in 2020.
- **Buford Highway LCI Implementation Plan (2017)** – This report was prepared to make a case for the City to apply to ARC's Livable Centers Initiative (LCI) program for the portion of the Buford Highway (SR 13) corridor within the City limits as the "Brookhaven-Buford Highway LCI." It takes into consideration recommendations from existing studies such as the 2014 Buford Highway Improvement Plan and the 2014 Brookhaven CTP. This is separate from the Buford Highway LCI, which addresses only the portions of the corridor within the Cities of Chamblee and Doraville.<sup>18</sup>
- **Last Mile Connectivity Study (2017)** – The City of Brookhaven co-sponsored and participated with the Cities of Sandy Springs and Dunwoody along with the Perimeter Community Improvement Districts (PCIDs) to examine last-mile multimodal connectivity – bicycle, pedestrian, and transit

<sup>11</sup> Atlanta Regional Commission (2020). The Atlanta Region's Plan RTP Project List.

<https://documents.atlantaregional.com/transportation/RTPProject%20List-ARCID-05-12-2020.pdf>

<sup>12</sup> Atlanta Regional Commission (2020). FY 2020-2025 Project List.

<https://documents.atlantaregional.com/transportation/TIPProjectList-ARCID-05-12-2020.pdf>

<sup>13</sup> City of Brookhaven (2020). Sidewalk Program. <https://www.brookhavenga.gov/publicworks/page/sidewalk-program>

<sup>14</sup> The Atlanta-Region Transit Link Authority (2019). ATL Regional Transit Plan. [https://atltransit.ga.gov/wp-content/uploads/2019/12/FR1\\_ES\\_ARTLA\\_Plan\\_Dec19\\_COMPLETE.pdf](https://atltransit.ga.gov/wp-content/uploads/2019/12/FR1_ES_ARTLA_Plan_Dec19_COMPLETE.pdf)

<sup>15</sup> DeKalb County (2019). DeKalb County Transit Master Plan. [https://www.dekalbcountyga.gov/sites/default/files/2019-09/DeKalb%20TMP%20Final%20Report\\_FINAL.PDF](https://www.dekalbcountyga.gov/sites/default/files/2019-09/DeKalb%20TMP%20Final%20Report_FINAL.PDF)

<sup>16</sup> DeKalb County (2019). Transit Master Plan. <https://www.dekalbcountyga.gov/public-works/transit-master-plan>

<sup>17</sup> Perimeter Community Improvement Districts (2018). Consolidated Plan. <https://perimetercid.org/wp-content/uploads/2019/02/PCIDs-Final-Plan.pdf>

<sup>18</sup> City of Brookhaven (2017). Buford Highway Corridor LCI Implementation Plan.

[https://www.brookhavenga.gov/sites/default/files/fileattachments/community\\_development/page/16880/brookhaven\\_buford\\_highway\\_lci\\_combined.pdf](https://www.brookhavenga.gov/sites/default/files/fileattachments/community_development/page/16880/brookhaven_buford_highway_lci_combined.pdf)



access between rail stations and major nodes of activity and employment centers - in and around the PCIDs, of which a portion extends into the northwest corner of Brookhaven. The study recommended multimodal transportation improvements as well as policy for parking management, transit connectivity, and bicycle and pedestrian infrastructure.<sup>19</sup>

- **DeKalb County Comprehensive Transportation Plan (2014)** – This plan identifies transportation investment priorities for the next 25 years in DeKalb County, including the City of Brookhaven.<sup>20</sup> The plan is currently being updated.
- **PCIDs Commuter Trail System Master Plan (2014)** – This plan explores the development of a commuter trails system within PCIDs boundaries. Projects are prioritized based on the demand they serve and the ease of their development based on cost and right-of-way availability.<sup>21</sup>

## FUTURE AND ONGOING DEVELOPMENTS

In addition to plans and studies, the project team examined developments of regional impact (DRIs) and active development projects to gain a better understanding of their impacts on the City of Brookhaven's transportation system. DRIs that are reviewed under ARC's review process are required to perform a traffic analysis in coordination with the Georgia Regional Transportation Authority (GRTA). GRTA publishes a notice of decision (NOD) outlining certain conditions that must be met to ensure that roadways can accommodate forecasted traffic related to a development. The two active DRIs within the City of Brookhaven are Children's Healthcare of Atlanta North Druid Hills Campus and the Emory University Executive Park Campus. Both DRIs include conditions that must be implemented as they progress.

## Stakeholder Coordination

To support the assessment of the status of planned, programmed, and recommended projects within the City of Brookhaven since the 2014 CTP, the project team conducted stakeholder interviews with representatives of City departments and community improvement districts (CIDs) that share boundaries with the City of Brookhaven. These include the following stakeholders:

- Buckhead CID
- City of Atlanta
- City of Chamblee
- City of Dunwoody
- City of Sandy Springs
- DeKalb County
- Perimeter CIDs

These coordination interviews yielded input and feedback regarding the current status of projects within their jurisdictions that are near or partially overlap the City of Brookhaven. Stakeholders also provided additional information about ongoing plans and studies within their jurisdictions that could have bearing on or require collaboration with Brookhaven in the future.

<sup>19</sup> Perimeter Community Improvement Districts et al. (2017). Last Mile Connectivity Study. <https://perimetercid.org/wp-content/uploads/2017/04/Last-Mile-Connectivity-Study-Final-Report-3-23-17.pdf>

<sup>20</sup> DeKalb County (2014). DeKalb County Comprehensive Transportation Plan. <http://www.dekalbtransportationplan2014.com/documents/DeKalb%202014%20Transp%20Recommendations%20-%20Low%20Resolution.pdf>

<sup>21</sup> Perimeter Community Improvement Districts (2014). Commuter Trail System Master Plan. <https://perimetercid.org/wp-content/uploads/2016/09/PCID-Commuter-Trail-System-Final-Report.pdf>

## Chapter 3: Status of Previously Recommended Projects

### Transportation Accomplishments

Since the City of Brookhaven was incorporated in 2012, the Department of Public Works has spearheaded most of the City's transportation planning and project delivery efforts in cooperation with other City departments such as the Department of Community Development. A focus of the City is improving multimodal connectivity, and the City has approached this through collaboration with adjacent cities, developing policy and standards, and dynamic maintenance programs.

First, the City developed its overall vision which was established in the 2034 Comprehensive Plan and further defined in terms of transportation in the 2014 CTP. To improve last mile connectivity to transit infrastructure in the Perimeter area, the City co-sponsored the Last Mile Connectivity Study with the Cities of Sandy Springs and Dunwoody and PCIDs to better understand commute patterns in the northern reaches of the City.

In August 2018, the City adopted Streetscape Design Standards to establish consistent standards to implement infrastructure projects with streetscape elements. Items governed in these standards include pedestrian-scale lighting, guard railing systems, retaining walls, benches, trash receptacles, and bicycle racks. As individual transportation projects are implemented, they must adhere to the City's Streetscape Design Standards, providing and enhancing streetscape elements consistent with these adopted standards.

From a maintenance perspective, the Department of Public Works has developed and administered the following transportation-focused maintenance programs to inventory and keep the City's infrastructure in a state of good repair:

- **Sidewalk Program:** This program oversees sidewalk construction and maintenance within the City's 77-mile existing sidewalk network.
- **Traffic Calming Program:** This program administers the City's traffic calming policy in which eligible neighborhoods may petition the City to authorize installation of traffic calming measures, such as speed humps, to make neighborhood streets safer in areas where traffic conditions are unsafe and cut-through traffic is frequently observed.
- **Paving Program:** This program administers the City's resurfacing schedule which is approved by City Council on an annual basis. The City also completed a paving analysis report in 2019 that will inform the five-year street paving list for 2021 to 2025.

### Project Status by Planning Document

In addition to these policy accomplishments and collaborative planning efforts, the City has directly sponsored five planning studies consistent with recommendations stemming from the original 2014 CTP. The project team examined the progress of each planning study to date through collaborative research and examined documented accomplishments in the 2020 annual budget documentation reflecting City planning processes.

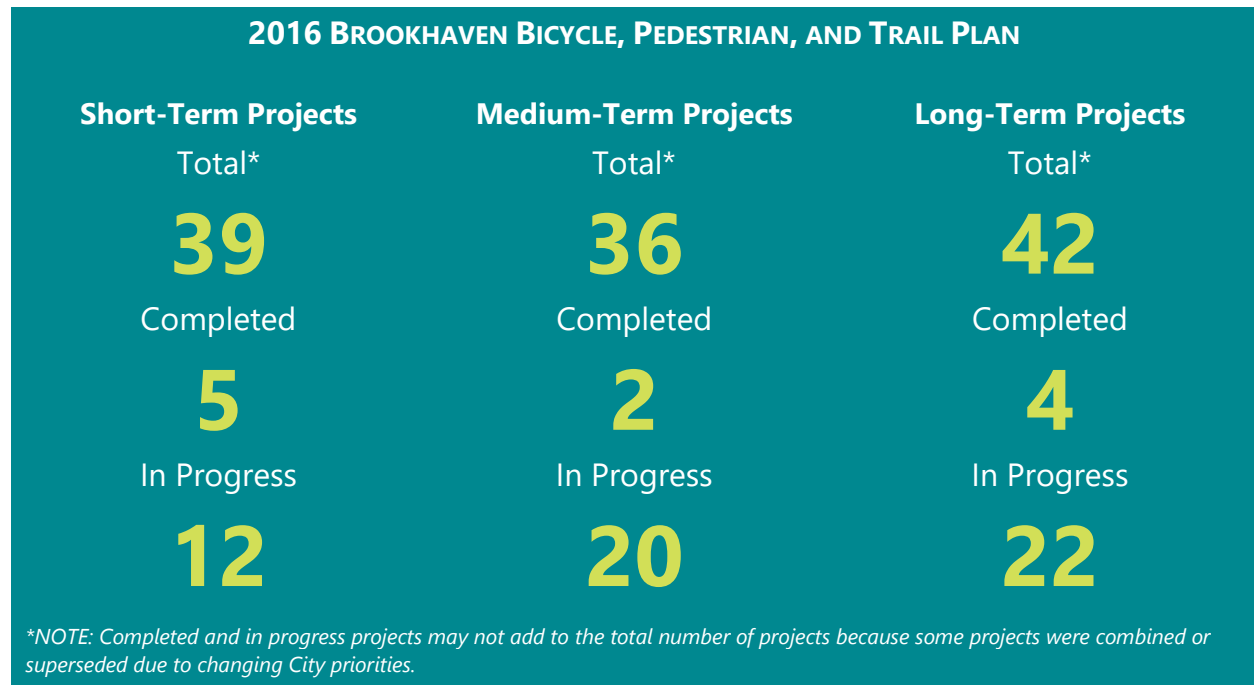
### COMPREHENSIVE TRANSPORTATION PLAN (2014)

The 2014 CTP recommended 34 projects; of these, 13 are complete and 11 are in progress. Each recommendation was designated as high, medium, or low priority. Nine of the 20 high priority projects, or 45 percent, are complete while another 40 percent are in progress. Three of the 12 medium priority projects, or 25 percent, are complete while another 25 percent are in progress. One of the two low priority projects (50 percent) is complete.

2014 BROOKHAVEN COMPREHENSIVE TRANSPORTATION PLAN		
High Priority Projects	Medium Priority Projects	Low Priority Projects
Total	Total	Total
<b>20</b>	<b>12</b>	<b>2</b>
Completed	Completed	Completed
<b>9</b>	<b>3</b>	<b>1</b>
In Progress	In Progress	In Progress
<b>8</b>	<b>3</b>	<b>0</b>

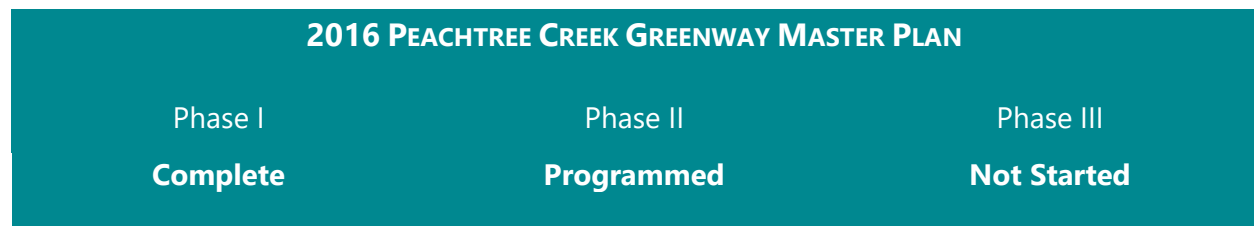
### BROOKHAVEN BICYCLE, PEDESTRIAN, & TRAIL PLAN (2016)

The Bicycle, Pedestrian, & Trail Plan recommended a total of 117 projects. The City has made substantial progress in implementing these recommendations either as stand-alone projects, or by incorporating them into recommendations of subsequent corridor studies and programmed projects. In total, 11 projects have been completed and 54 are in progress. Recommendations were grouped by timeframe and designated as short-, medium-, or long-term. Five of the 39 short-term projects (13 percent) are complete, while another 31 percent are in progress. Two of the 36 medium-term projects (5 percent) are complete and another 55 percent are in progress. Four of the 42 long-term projects (10 percent) are complete and another 52 percent are in progress. In several cases, there was substantial overlap between short-term and medium- or long-term projects. For example, several projects recommended filling sidewalk gaps in the short-term and then expanding sidewalk to a multi-use path in the long-term timeframe. In many cases like this, the City chose to prioritize the long-term projects over short- and medium-term projects in order to achieve this plan’s goals and vision more expeditiously and being mindful of limited financial resources. During the process of updating the CTP, this overlap of projects resulted in the combining of projects or some short-term projects being “superseded” by longer term projects to reflect the City’s priorities.



### PEACHTREE CREEK GREENWAY MASTER PLAN (2016)

The Peachtree Creek Greenway Master Plan (2016) laid the groundwork for the Peachtree Creek Greenway along North Fork Peachtree Creek. Altogether, six segments were recommended as part of this plan; however, the City chose to implement the project in three distinct phases combining segments. Phase I, or the Model Mile, which extends from North Druid Hills Road to Briarwood Road and combines Segments 3, 4, and 5 from this plan was completed in December 2019. Phase II (or Segments 1 and 2 between the DeKalb County line and North Druid Hills Road) is programmed in the ARC Transportation Improvement Program. Phase III (Segment 6 between Briarwood Road and Clairmont Road) has not yet begun.





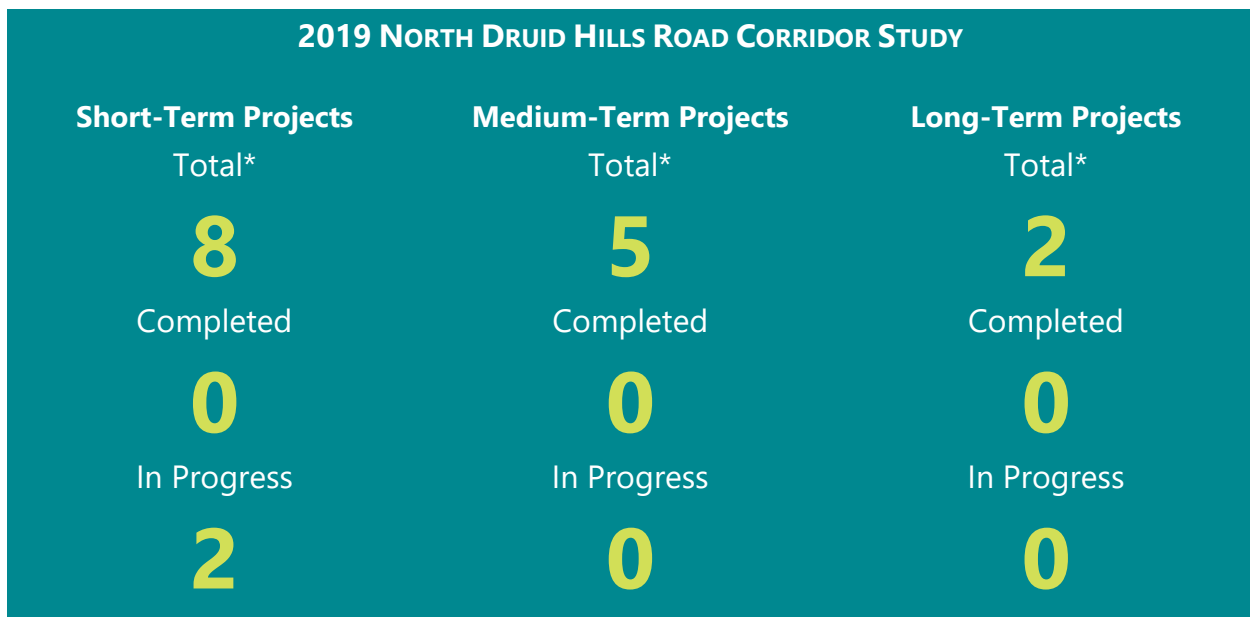
### ASHFORD DUNWOODY ROAD CORRIDOR STUDY (2017)

The Ashford Dunwoody Road Corridor Study (2017) recommended 17 projects, of which ten are complete and four are in progress. For this corridor study, recommendations were grouped into short-, medium-, and long-term phases. Nine of the ten short-term projects, or 90 percent, are complete, while the last short-term project is in progress. One of the six medium-term projects (17 percent) is complete and another 50 percent are in progress. The only long-term project stemming from this study has not yet been advanced.



### NORTH DRUID HILLS ROAD CORRIDOR STUDY (2019)

The North Druid Hills Road Corridor Study (2019) recommended 15 projects, of which two short-term projects are in progress and none are completed. No medium-term or long-term projects have been advanced as of this CTP Update.



It should be noted that this list of accomplishments and ongoing projects is ever-evolving. As of the writing of this CTP Update, additional planning processes are underway and future studies are anticipated; these plans and studies will recommend new projects and strategies to improve transportation connectivity within the City of Brookhaven. Furthermore, the City is actively working to implement projects and recommendations. Collectively, this will add to the City's list of accomplishments and projects in progress.

The results of the project reconciliation and stakeholder coordination process to-date are reflected in the Appendices to this report. Appendix A contains plan recommendations that were fully implemented by the City as of the preparation of this CTP Update. Appendix B contains plan recommendations under construction (Table B-1), in progress (Table B-2), programmed (Table B-3), and not started (Table B-4). Appendix C contains previously recommended projects that are no longer priorities for the City at this time. Each table within the report's Appendices includes the most recent project source document (the plan or study in which the project was recommended), project identification number, the original recommendation source and identification number, project name, description, current project status, and a description.

## Chapter 4: Transportation Analysis

To understand how the City's transportation network operates and to identify deficiencies in the past six years since the 2014 CTP, the project team analyzed multiple factors including traffic volumes, pavement condition, crash history, roadway capacity, intersection operations, bicycling and walking coverage and propensity, transit coverage, bridge condition, and local and state intelligent transportation systems (ITS). This chapter outlines the process the project team used to analyze the state of transportation within the City of Brookhaven. The outcomes of this analysis informed additional recommendations the City should consider pursuing over the next five years.

### Roadway

#### PRIORITY CORRIDORS AND COMMUNITY CONNECTORS

Roadway conditions within the City of Brookhaven are described at a corridor level in this CTP Update to describe their functional purpose – both locally and regionally as well as their context in the City's transportation system. To build upon the original CTP, this Update will carry over corridor labels previously established in 2014. Roadways were either identified as "Priority Corridors" or "Community Connectors" to provide context-sensitive identities to major thoroughfares within the City.

Priority Corridors are roadways that carry substantial amounts of both local and cross-regional traffic. These roads are heavily traveled by Brookhaven residents as well as people outside of Brookhaven. They serve as major arteries connecting Brookhaven to adjacent communities and the rest of Metro Atlanta. They are essential arteries to Brookhaven that they serve as the basic street network for the City and support economic activity, emergency response, and access to evacuation facilities. While all state routes within Brookhaven fall within this category, Priority Corridors do not necessarily have to be a state route.

The following roads fall into the category of Priority Corridors:

- Ashford Dunwoody Road
- Buford Highway (SR 13)
- Clairmont Road (US 23/SR 155)
- Dresden Drive
- Johnson Ferry Road
- North Druid Hills Road (SR 42 South of Buford Highway)
- Peachtree Road (SR 141)
- East Roxboro Road
- LaVista Road (SR 236)
- Briarcliff Road (SR 42)

#### Priority Corridors

Roadways that carry substantial amounts of both local and cross-regional traffic. These roads are heavily traveled by Brookhaven residents as well as people outside of Brookhaven.

*SOURCE: 2014 BROOKHAVEN CTP*

East Roxboro Road was classified as a Community Connector in the 2014 CTP. Given the changes in traffic patterns since that time and the volume of cross-jurisdictional traffic along the roadway, as part of this CTP Update, it was determined that East Roxboro Road should be reclassified as a Priority Corridor. Additionally, LaVista Road (SR 236) and Briarcliff Road (SR 42) have been incorporated into the City as the result of expansion and annexations since 2014. These roadways carry higher volumes of traffic, serve cross-jurisdictional traffic, and are both state routes. As a result, the portions of both LaVista Road and Briarcliff Road that lie within the City of Brookhaven boundaries have been added as Priority Corridors.

Community Connectors are defined as roadways whose main purpose is to connect various parts of Brookhaven to other parts of the community. These roads are not intended to serve large amounts of through traffic, but serve neighborhood-oriented travel and are primarily used by those who live and work within the City.

The following roads fall into the category of Community Connectors:

- Apple Valley Road
- Briarwood Road
- Harts Mill Road
- Osborne Road
- Perimeter Summit Parkway
- Windsor Parkway
- West Nancy Creek Drive

The City's original CTP established the vision for the future of its transportation system to enhance safety across all modes, including drivers, pedestrians, cyclists, and transit users. With the adoption of the City's original 2014 CTP, the community has become - and will continue to be - more involved in implementing the maintenance, enhancement, and improvement of its transportation system, including individual corridors. The City will continue to implement projects and make investments to enhance and maintain its transportation infrastructure following this CTP Update. This has involved and required planning and engineering expertise to develop publicly acceptable, safe, and technically sound concepts for street, intersection, safety, transportation operations, and active transportation projects. Priority Corridors and Community Connectors are elements that enable the City to strategize and prioritize these infrastructure improvements. Figure 2 on the following page shows the network of Priority Corridors and Community Connectors across the City of Brookhaven.

## Community Connectors

Roadways whose main purpose is to connect various parts of Brookhaven to other parts of the community.

*SOURCE: 2014 BROOKHAVEN CTP*



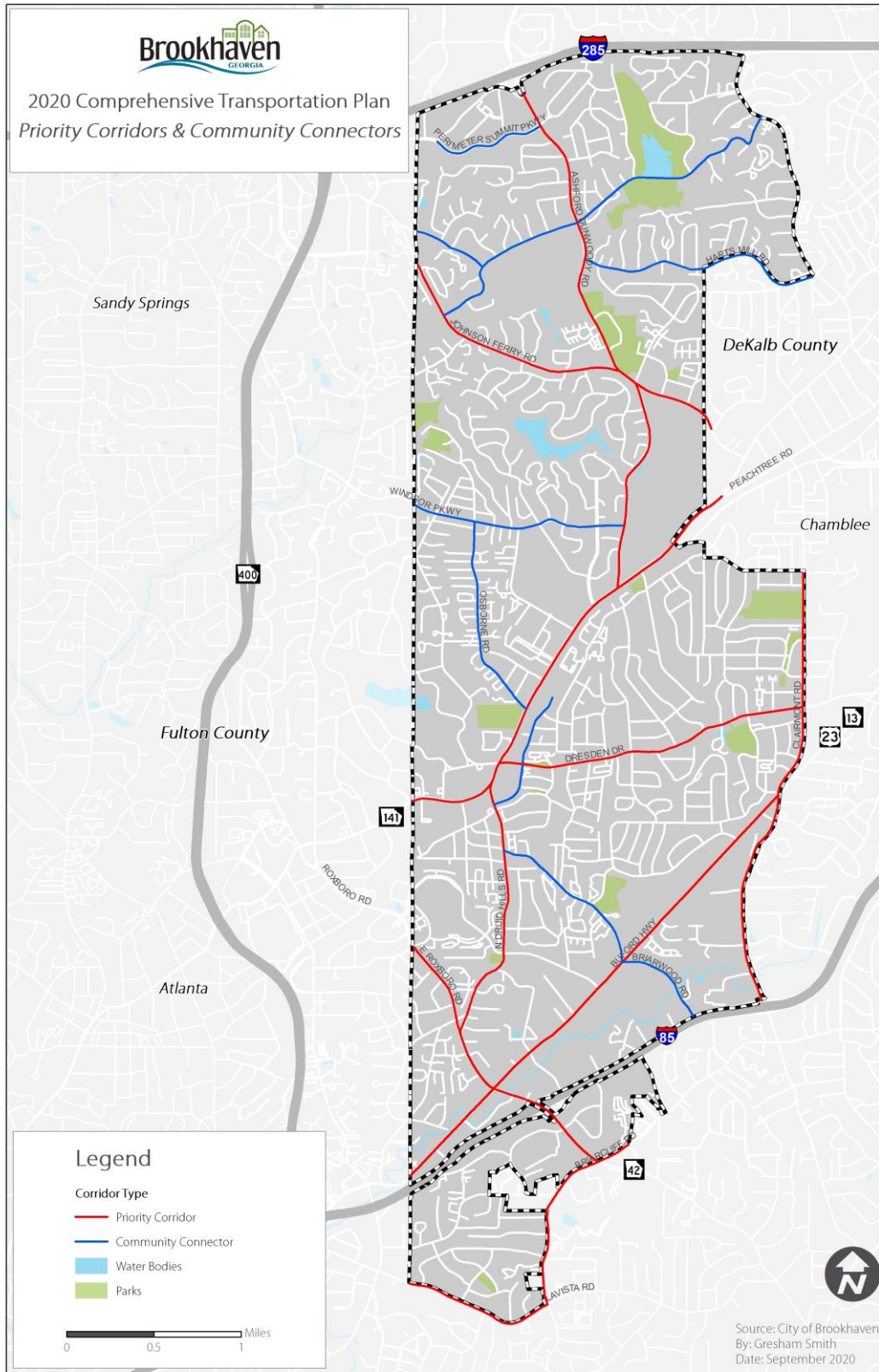


FIGURE 2: PRIORITY CORRIDORS AND COMMUNITY CONNECTORS

## TRAFFIC VOLUMES

Traffic volumes within the City of Brookhaven and are measured in terms of Annual Average Daily Traffic (AADT). Across the City, AADT varies widely, from less than 5,000 AADT on many local roads to 230,000 AADT on I-285.

For Priority Corridors, recent traffic count data from the GDOT Traffic Analysis and Data Application (TADA) was used to calculate the existing AADT along segments of each corridor.<sup>22</sup> Among the Priority Corridors, the segment of North Druid Hills Road between Buford Highway (SR 13) and I-85 carries the highest AADT of 54,150 vehicles per day. Table 2 presents AADT along the Priority Corridors, represented by the highest calculated AADTs along the extent of each corridor.

### Annual Average Daily Traffic

Annual Average Daily Traffic (AADT) is one measure of average 24-hour traffic volumes, averaged over every day in the year. It is calculated by using automated devices to count vehicles for a year and dividing the results by 365 (days). Generally used in transportation planning activities, AADT is a useful and simple representation of how busy a road is and helps justification for proposed expenditures. For detailed engineering analysis as included in this study, AADT volumes are supplemented by peak volumes during AM and PM rush hours to evaluate specific roadway improvements.

TABLE 2: AADT ON CITY OF BROOKHAVEN PRIORITY CORRIDORS

Corridor	Segment	Existing Year	AADT
Ashford Dunwoody Rd.	Johnson Ferry Rd. to I-285	2018	20,200
Buford Hwy. (SR 13)	N. Druid Hills Rd. (SR 42) to Clairmont Rd. (US 23/SR 155)	2018	27,850
Clairmont Rd. (US 23/SR 155)	I-85 to Buford Hwy. (SR 13)	2019	27,900
Dresden Dr.	Peachtree Rd. to Clairmont Rd.	2017	12,650
Johnson Ferry Rd.	Old Johnson Ferry Rd. to Ashford Dunwoody Rd.	2018	13,950
N. Druid Hills Rd. (SR 42)	Briarcliff Rd. (SR 42) to I-85	2019	54,150
Peachtree Rd. (SR 141)	Club Dr. to N. Druid Hills Rd.	2019	32,500

Source: GDOT TADA

### Capacity Analysis

A planning-level capacity analysis was performed on select corridors based on guidance from the Transportation Research Board's Highway Capacity Manual (HCM).<sup>23</sup> The corridors selected for the capacity analysis are Priority Corridors or Community Connectors that have not been part of a previous corridor study or do not have prior recommendations; these corridors have been analyzed to determine whether there are capacity needs and whether a corridor study or safety operations analysis is needed for further analysis. This capacity analysis helps to identify corridors that operate at poor levels-of-service based on daily traffic volume and a defined set of assumptions about the roadway's characteristics. Traffic congestion

<sup>22</sup> Georgia Department of Transportation (2020). Traffic Analysis & Data Application. <https://gdottrafficdata.drakewell.com/>

<sup>23</sup> Transportation Research Board (2015). Highway Capacity Manual, 6th Edition.

is measured according to the concept of level of service (LOS), measured using a lettered scale of A through F. LOS A, B, and C indicate free-flow conditions. At LOS D, speed and freedom to maneuver in traffic become more restrictive but are still acceptable in urban settings such as Brookhaven. LOS E indicates that a road is nearing its capacity to serve traffic and flow is unstable, driver comfort and convenience are poor, and “stop and go” conditions are present. LOS F is assigned to roads with severe traffic congestion.<sup>24</sup> Recent traffic count data from the GDOT Traffic Analysis and Data Application (TADA) was used to calculate the existing annual average daily traffic (AADT) along segments of each corridor.<sup>25</sup> A future year forecast (2050) for AADT was calculated by applying a growth rate, based on the ARC Travel Demand Model, to existing AADT. Corresponding levels-of-service for the existing year (2018 or 2019) and future year (2050) traffic volumes were determined based on generalized service volume tables provided in the HCM. Table 3 on the following page shows the planning level HCM analysis findings for each of the four corridor segments.

### ***Dresden Drive***

In the existing year (2017), Dresden Drive carries 12,650 AADT between Peachtree Road (SR 141) and Clairmont Road and operates at LOS E, which is not an acceptable level-of-service. By the year 2050, traffic volume is projected to slightly increase to 14,950 AADT along the corridor and the roadway will continue to operate at LOS E.

### ***Johnson Ferry Road***

In the existing year (2018), Johnson Ferry Road carries 13,950 AADT between Peachtree Dunwoody Road in Sandy Springs and Peachtree Boulevard (SR 141) in Chamblee and operates at LOS E. By the year 2050, traffic volume is projected to increase to 19,200 AADT along the corridor and roadway is projected to operate at LOS F. Due to this deficient LOS, additional analysis is recommended for this corridor. This recommendation is discussed further in Chapter 5.

### ***Clairmont Road***

Between the I-85 southbound ramp and Buford Highway (SR 13), Clairmont Road is designated as US 23 and SR 155. This segment carries higher traffic volumes than the segment within Brookhaven north of Buford Highway (SR 13). In the existing year (2019), this segment carries 27,900 AADT and operates at LOS D. In the year 2050, traffic volume for this segment is projected to grow to 33,750 AADT, and level-of-service will worsen to LOS E. North of Buford Highway (SR 13), Clairmont Road currently carries 24,800 AADT and operates at LOS D. By 2050, traffic volumes are projected to increase to 32,550 AADT and level-of-service will worsen to LOS E.

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<sup>24</sup> Ibid, p. 9-13.

<sup>25</sup> Georgia Department of Transportation (2020). Traffic Analysis & Data Application. <https://gdottrafficdata.drakewell.com/>

TABLE 3: PLANNING LEVEL HCM ANALYSIS FINDINGS

Corridor	Segment	Existing Year Used <sup>26</sup>	Existing Year		Final Year (2050)	
			AADT	LOS	AADT	LOS
Dresden Dr.	Peachtree Rd. to Clairmont Rd.	2017	12,650	E	14,900	E
Johnson Ferry Rd.	Peachtree Dunwoody Rd. to Peachtree Blvd. (SR 141)	2018	13,950	E	19,200	F
Clairmont Rd. (US 23/SR 155)	I-85 SB Ramp to Buford Hwy. (SR 13)	2019	27,900	D	32,550	E
Clairmont Rd.	Buford Hwy. to 8th St.	2019	24,800	D	33,750	E

**PAVEMENT CONDITION**

Keeping the City’s transportation assets in good repair is a very important priority to the City of Brookhaven, and through its Paving Program, the City has established and maintained a high-quality local road system. The City’s last pavement analysis was completed in 2019 and measured road quality based on a pavement condition index (PCI) ranging from 0 to 100, with 100 being the best score and representing the best pavement condition.<sup>27</sup> Table 4 shows PCI condition levels by range.

**Pavement Condition Index**

Pavement Condition Index (PCI) is a standardized score for a road segment that considers a combination of factors including roughness and surface distress. It is reported as a numerical value ranging from 0 to 100 with 100 being the best score.

TABLE 4: PCI CONDITION LEVEL BY RANGE

PCI Range	Description
85 – 100	Excellent
75 – 85	Very Good
65 – 75	Good
45 – 65	Fair to Marginal
30 – 45	Poor
0 – 30	Very Poor

Source: 2019 City of Brookhaven Pavement Management Analysis Report

<sup>26</sup> This represents traffic in either 2017, 2018 or 2019, based upon the date of the most recent traffic count data along the segment.

<sup>27</sup> City of Brookhaven (2019). Pavement Management Analysis Report.

[https://www.brookhavenga.gov/sites/default/files/fileattachments/public\\_works/page/15141/brookhaven\\_report\\_2019\\_rev4\\_appendix.pdf](https://www.brookhavenga.gov/sites/default/files/fileattachments/public_works/page/15141/brookhaven_report_2019_rev4_appendix.pdf)



The 119.7-mile local roadway system within the City has an average PCI of 69. Nineteen percent of the network can be considered in Excellent condition and requires only routine maintenance, and 29 percent is in fair or marginal condition and may require rehabilitation treatment or replacement. PCI scores for all local roads within the City of Brookhaven are shown in Figure 3 on the following page. Note this figure does not include state routes, which are instead maintained by GDOT.

PCI ranges for Priority Corridors are as follows:

- **Ashford Dunwoody Road:** 51.4 to 91.8
- **Clairmont Road (north of Buford Highway/SR 13):** 37.6 to 92.1
- **Dresden Drive:** 48.5 to 78.5
- **East Roxboro Road:** 75.8 to 90.4
- **Johnson Ferry Road:** 43.6 to 81.6
- **North Druid Hills Road:** 61.1 to 88.9

PCI ranges for Community Connectors are as follows:

- **Apple Valley Road:** 30.5 to 58.7
- **Briarwood Road:** 64.5 to 83.6
- **Harts Mill Road:** 56.4 to 78.2
- **Osborne Road:** 63.8 to 91.8
- **Perimeter Summit Parkway:** 81.4 to 88.5
- **West Nancy Creek Drive:** 68.1 to 98.6

Since this pavement analysis was completed, City Council approved the 2020 Paving Program, which consists of 4.92 miles of roadway on 15 local streets.<sup>28</sup> The City's Public Works Department completed the 2020 Paving Program in August 2020. Additional information about this program can be found on the City's website.

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<sup>28</sup> City of Brookhaven (2020). 2020 Paving Program.  
[https://www.brookhavenga.gov/sites/default/files/fileattachments/public\\_works/page/15141/2020\\_proposed\\_paving\\_web\\_page.pdf](https://www.brookhavenga.gov/sites/default/files/fileattachments/public_works/page/15141/2020_proposed_paving_web_page.pdf)

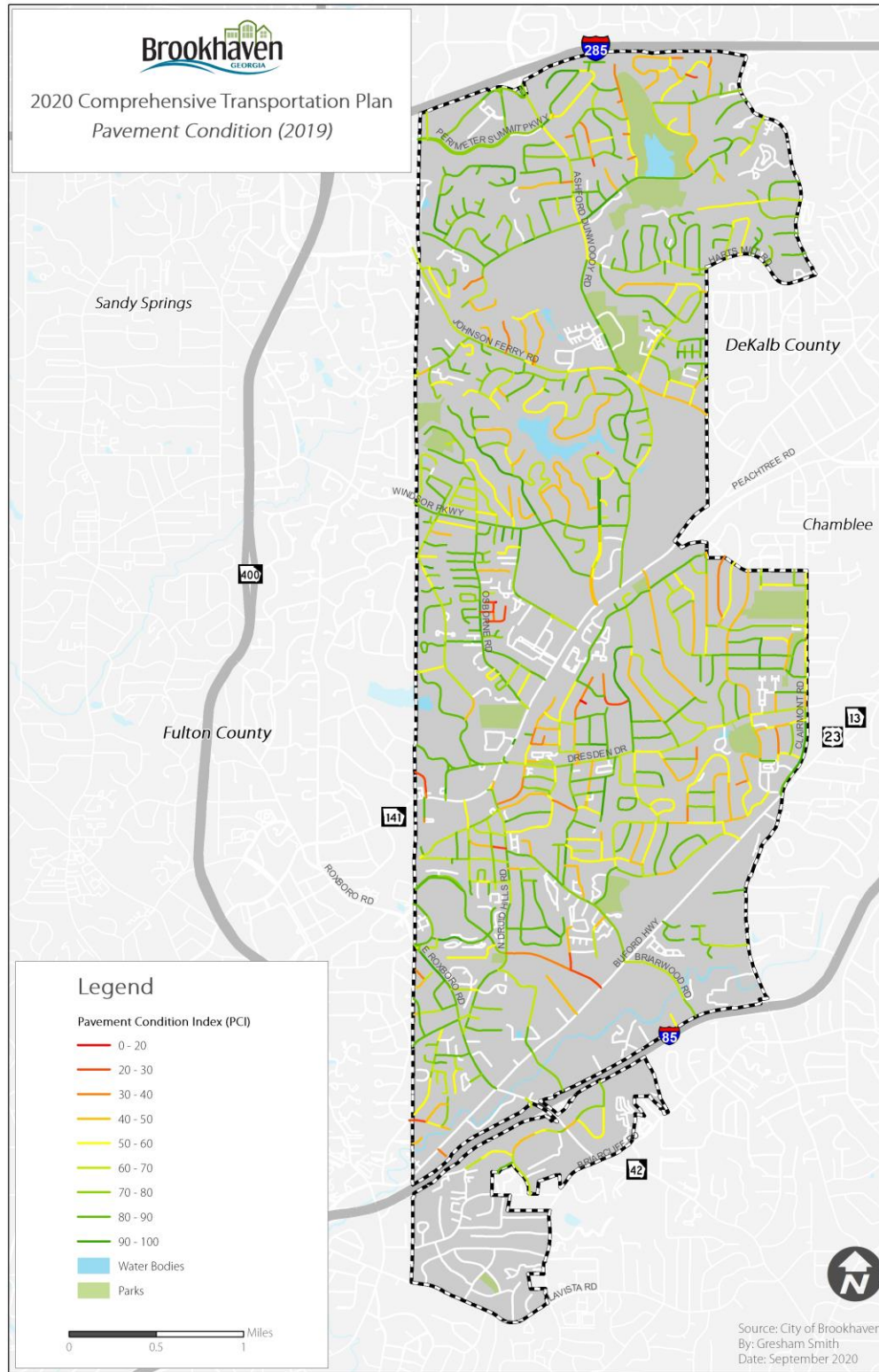


FIGURE 3: PAVEMENT CONDITION (2019)<sup>29</sup>

<sup>29</sup> This figure does not include data for newly annexed areas of the City along LaVista Road (SR 236) or Briarcliff Road (SR 42).

## CRASH HISTORY

### Overall

Data obtained from the GDOT crash database reveals that over a five-year period between January 1, 2015 and December 31, 2019, a total of 8,650 crashes were reported along non-interstate routes within the City of Brookhaven. Nearly half of all reported crashes (43.2 percent) were rear end collisions, while slightly more than one-third were angle collisions (36.5 percent). Sideswipe crashes between vehicles traveling in the same direction represented about 11.5 percent of all collisions, with the remaining 9.8 percent being a combination of head-on collisions, sideswipes between vehicles traveling in opposite directions, and other types of crashes. Table 5 shows reported crashes by type within Brookhaven between 2015 and 2019.

TABLE 5: CITY OF BROOKHAVEN 5-YEAR REPORTED CRASH HISTORY (2015-2019)

Year	Crash Type							Total Crashes
	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not A Collision with Motor Vehicle	Not Specified	
2015	581	28	758	187	26	82	7	1,669
2016	639	31	873	195	28	105	14	1,885
2017	633	18	711	223	26	94	16	1,721
2018	645	33	629	189	23	91	4	1,614
2019	658	30	770	198	18	84	3	1,761
<b>Total</b>	<b>3,156</b>	<b>140</b>	<b>3,741</b>	<b>992</b>	<b>121</b>	<b>456</b>	<b>44</b>	<b>8,650</b>
	<b>36.5%</b>	<b>1.6%</b>	<b>43.2%</b>	<b>11.5%</b>	<b>1.4%</b>	<b>5.3%</b>	<b>0.5%</b>	<b>100.0%</b>

Most crashes within the City between 2015 and 2019 resulted in property damage only (77 percent); however, 23 percent of crashes resulted in injuries, and ten crashes were fatal. Table 6 on the following page shows reported crashes by severity.

TABLE 6: CITY OF BROOKHAVEN 5-YEAR REPORTED CRASH SEVERITY (2015-2019)

Year	Severity			Total Crashes
	PDO	Injury	Fatal	
2015	1,299	369	1	1,669
2016	1,432	451	2	1,885
2017	1,372	347	2	1,721
2018	1,215	394	5	1,614
2019	1,315	446	0	1,761
<b>Total</b>	<b>6,633</b>	<b>2,007</b>	<b>10</b>	<b>8,650</b>
	<b>77%</b>	<b>23%</b>	<b>0%</b>	<b>100.0%</b>
<b>PDO = Property Damage Only</b>				

Figure 4 on the following page depicts the location of reported crashes and areas of high crash concentrations in the City between 2015 and 2019. High crash locations within Brookhaven include:

- North Druid Hills Road between Briarcliff Road (SR 42) and Buford Highway (SR 13)
- Buford Highway (SR 13) between North Cliff Valley Way and Briarwood Road
- Buford Highway (SR 13) at Clairmont Road (US 23/SR 155)
- Peachtree Road near the Brookhaven/Oglethorpe MARTA Station
- Ashford Dunwoody Road at Johnson Ferry Road.

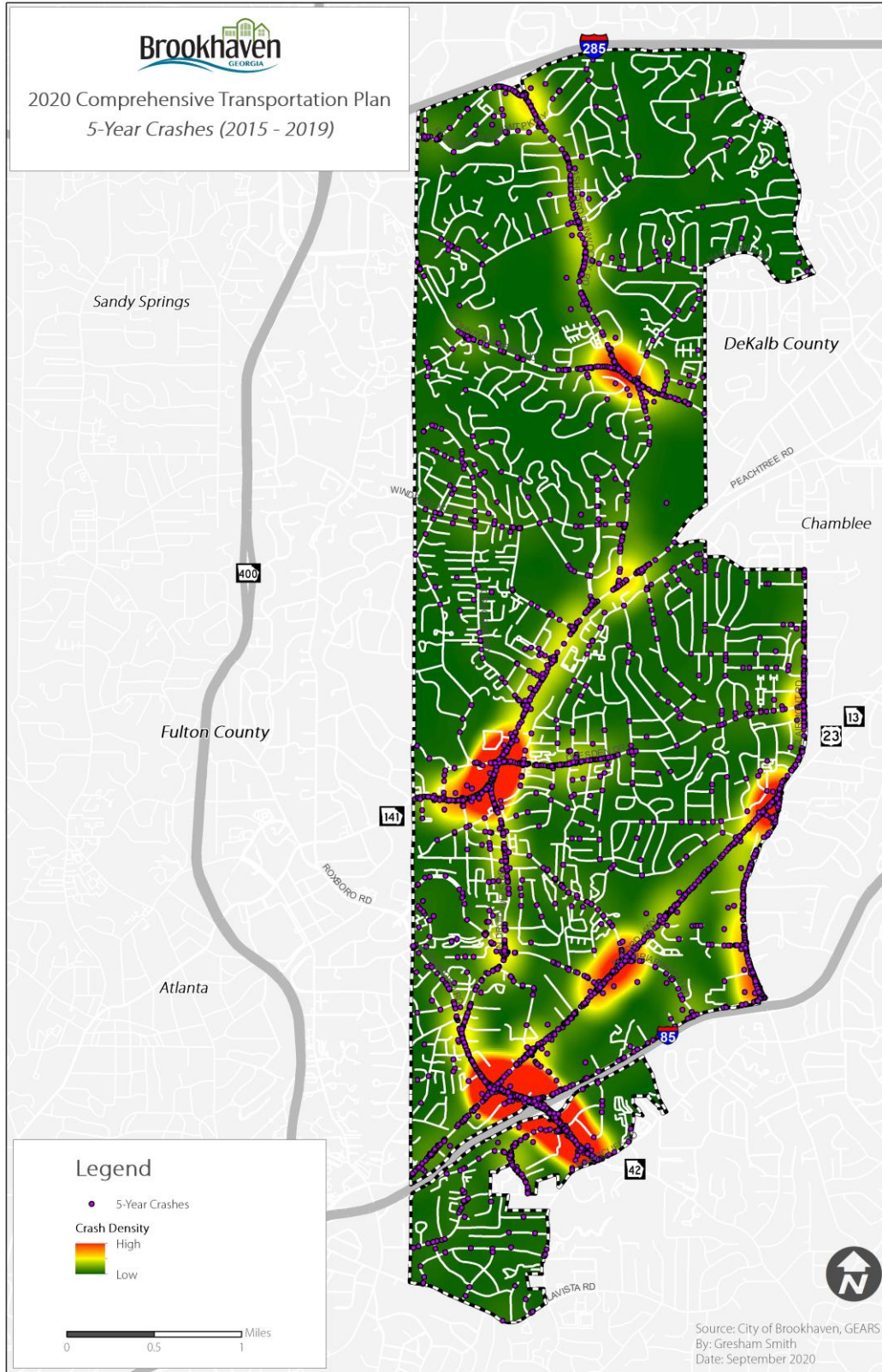


FIGURE 4: 5-YEAR CRASHES (2015-2019)



## Bicycle & Pedestrian Crash Analysis

As part of the City's mobility and access component of its transportation vision, the transportation network needs to be safe for vulnerable users, such as bicyclists and pedestrians. Understanding where bicycle and pedestrian crashes occur inform where safety improvement projects are needed. Over the five-year period from 2015 to 2019, there were 64 reported crashes involving a pedestrian and/or a cyclist. Four of these crashes were fatal. Locations of these crashes are depicted in Figure 5. Most bicycle and pedestrian crashes occurred at or near major intersections, primarily along Peachtree Road (SR 141), Buford Highway (SR 13), and Ashford Dunwoody Road. Table 7 below shows reported bicycle and pedestrian crashes by type. Table 8 shows reported bicycle and pedestrian crashes by severity. Most bicycle and pedestrian crashes within the City resulted in at least one injury (86 percent).

TABLE 7: CITY OF BROOKHAVEN 5-YEAR BICYCLE AND PEDESTRIAN REPORTED CRASHES BY TYPE

Year	Crash Type							Total Crashes
	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not A Collision with Motor Vehicle	Not Specified	
2015	0	0	0	0	0	2	0	2
2016	2	0	0	0	0	13	0	15
2017	1	0	1	0	0	15	0	17
2018	2	0	0	0	0	12	0	14
2019	2	0	0	0	0	14	0	16
<b>Total</b>	7	0	1	0	0	56	0	64
	<b>10.9%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>87.5%</b>	<b>0.0%</b>	<b>100.0%</b>

TABLE 8: CITY OF BROOKHAVEN 5-YEAR BICYCLE & PEDESTRIAN REPORTED CRASHES BY SEVERITY

Year	Severity			Total Crashes
	PDO	Injury	Fatal	
2015	0	1	1	2
2016	1	14	0	15
2017	1	15	1	17
2018	2	10	2	14
2019	1	15	0	16
<b>Total</b>	<b>5</b>	<b>55</b>	<b>4</b>	<b>64</b>
	<b>8%</b>	<b>86%</b>	<b>6%</b>	<b>100.0%</b>

**PDO = Property Damage Only**



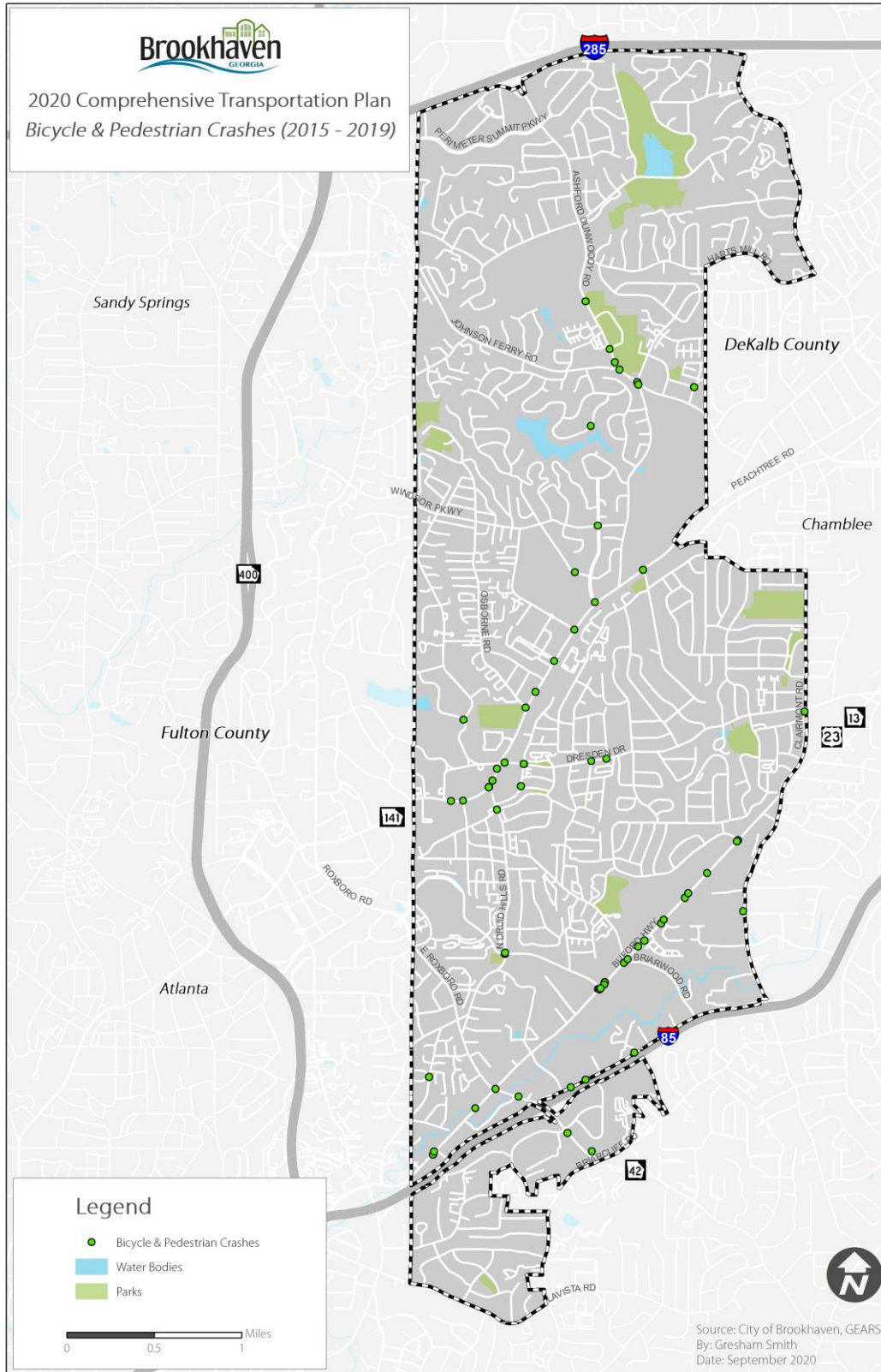


FIGURE 5: 5-YEAR BICYCLE & PEDESTRIAN CRASHES (2015-2019)

## INTERSECTION ANALYSIS

The 2014 CTP identified intersection improvement needs at certain locations in the City based on technical analysis and input from the community. These improvements include, but are not limited to (1) new turn lanes; (2) improved traffic signalization; (3) Complete Streets features (for pedestrians and bicyclists); (4) improved radii for turning vehicles; and (5) minor roadway realignments, etc. At the time the original CTP was completed, it was expected that additional intersection improvement needs will be identified over time based on technical analysis and public input to address the changing transportation conditions and needs of Brookhaven.

For this CTP Update, the project team built upon the 2014 CTP by analyzing Priority Corridors and off-system roadways (roads that are not part of the U.S. or State highway systems) throughout the City such as Ashford Dunwoody Road, Dresden Drive, Clairmont Road, East Roxboro Road, Johnson Ferry Road, Lake Hearn Drive, North Druid Hills Road, and Perimeter Summit Parkway. Since Ashford Dunwoody Road and North Druid Hills Road were previously studied as part of corridor studies, signalized intersections along these two corridors were not examined. The remaining signalized intersections were screened out based on the existence of recommendations stemming from a previous study. For the remaining ten intersections, crash data was collected to determine the number of crashes, injury crashes, and fatal crashes over the past five years (2015 to 2019). These ten intersections were further refined to those that had at least ten reported crashes annually, at least five injury crashes within the past five years, or at least one fatal crash in the past five years. The remaining three intersections, each located along Dresden Drive, were identified as needing further safety operations analysis. These three intersections are listed in Table 9. Chapter 5 provides further information on recommended improvements for each of these intersections.

TABLE 9: INTERSECTION CRASH ANALYSIS RESULTS

Primary Road	Intersecting Route	2015-2019 Crashes	Injury Crashes	Fatal Crashes
Clairmont Rd.	Dresden Dr.	152	38	1
Dresden Dr.	Apple Valley Rd.	49	12	0
Dresden Dr.	Caldwell Rd.	49	7	0

## COMPLETE STREETS

Creating "Complete Streets" - roadways that accommodate all users, including people bicycling, walking, driving, and using transit - is an important component of the City of Brookhaven's approach to developing the City's transportation system. In 2018, the City adopted Streetscape Design Standards which provide standards for the use of street furniture, fixtures, and design elements that help make roadways more welcoming to all users. The Standards address everything from lighting to walls, as well as from benches and bike racks to signage and street trees. They are routinely considered as part of all roadway and intersection improvement projects during the design and implementation phases; as part of each individual infrastructure project, the City strives to provide and enhance streetscape elements in accordance with these Standards. The City has also made progress in implementing various segments of multi-use paths, including the Peachtree Creek Greenway. Multi-use paths provide safe combined facilities for people biking and walking, separated from vehicular travel lanes by the curb and gutter. Multi-use paths are routinely included in the City's sidewalk program, and several segments of multi-use path are included on the current approved future sidewalk lists. Complete Streets policies were also considered and evaluated as part of this CTP Update; however, a single policy was not identified as the best course for Citywide application. Rather than apply a single Citywide policy, the City would prefer to take an individualized approach, incorporating Complete Streets elements into each roadway and intersection improvement project as they are designed and constructed.

## Multimodal Assessment

### BICYCLE & PEDESTRIAN

The City of Brookhaven currently has a multimodal network that consists of 78 miles of sidewalk and multi-use paths. Two miles of this network is multi-use path and includes the 1.27-mile Phase I of the Peachtree Creek Greenway, which is colloquially known as the "Model Mile." Other existing multi-use paths within the City limits include the Nancy Creek PATH Trail, a multi-use path along Johnson Ferry Road from Ashford Dunwoody Road extending into Chamblee, and multi-use paths along Caldwell Road and Briarwood Road.

Expansion plans for the multimodal network are planned and carried out through the City's Sidewalk Program. Initially developed through public input and the BPTP, this program maintains the future sidewalk list for each City Council district. To ensure compliance with the Americans with Disabilities Act of 1990 (ADA), the City has allocated \$50,000 per year for sidewalk repair and design retrofits. In September 2020, City Council adopted a petition program that allows for neighborhood groups to petition for sidewalk installation for their neighborhood or street provided an application is submitted with signatures of at least 50 percent of the residents of the street or neighborhood.<sup>30</sup> Altogether, the program includes 72 miles of new multimodal infrastructure, including 27.5 miles of proposed multi-use path and approximately two additional miles of the Peachtree Creek Greenway within City Limits (Phases II and III). Existing and proposed sidewalks and multi-use paths are shown in Figure 6 on page 30. Moving forward, the City will continue to update the Sidewalk Program to include additional sidewalks and multi-use paths in recently annexed areas.

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<sup>30</sup> City of Brookhaven (2020). Presentation of Sidewalk Installation Via Property Owner Petition- Public Works Director Hari Karikaran. <http://brookhavencityga.igmp2.com/Citizens/FileOpen.aspx?Type=30&ID=38465>

Next, the project team considered ARC's walking and bicycling propensity that was produced as part of the Atlanta region's *Walk, Bike, Thrive!* bicycle and pedestrian plan. Propensity for walking and biking in the region considers areas population density, proximity to schools and retail, and availability of bicycle and pedestrian infrastructure. This composite analysis identifies the highest propensity areas where there is a high concentration of places to live, work, play, learn, shop, and take transit.<sup>31</sup> The project team performed an overlay analysis of existing and proposed sidewalks and multi-use paths with this propensity to identify any gaps within the City's sidewalk system, especially in areas where there is a high propensity and development exists that would generate demand for bicycle and pedestrian infrastructure. No gaps were identified in areas where multimodal demand exists or within areas with high propensity. This analysis is depicted in Figure 7 on page 31. Areas within Brookhaven that have a higher propensity for walking and bicycling include Buford Highway (SR 13) between Briarwood Road and Clairmont Road (US 23/SR 155), North Druid Hills Road south of I-85, the area surrounding the Brookhaven/Oglethorpe MARTA Station, and the intersection of Ashford Dunwoody Road and Johnson Ferry Road near Cambridge Square.

Brookhaven has prioritized the development of major trails that connect to adjacent jurisdictions, such as the Peachtree Creek Greenway and potential connections to the City of Dunwoody trail system and PATH 400, among over 50 proposed multi-use paths. These and other recommendations from existing planning documents should continue to be considered in the development of this network. Future bicycle and pedestrian projects will be identified in a future update of the City's Bicycle, Pedestrian, and Trail Plan.

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<sup>31</sup> Atlanta Regional Commission (2016). *Walk, Bike, Thrive!*, p. 25-27. <https://cdn.atlantaregional.org/wp-content/uploads/2016/05/walkbike-thrive-part-2-final-web-.pdf>

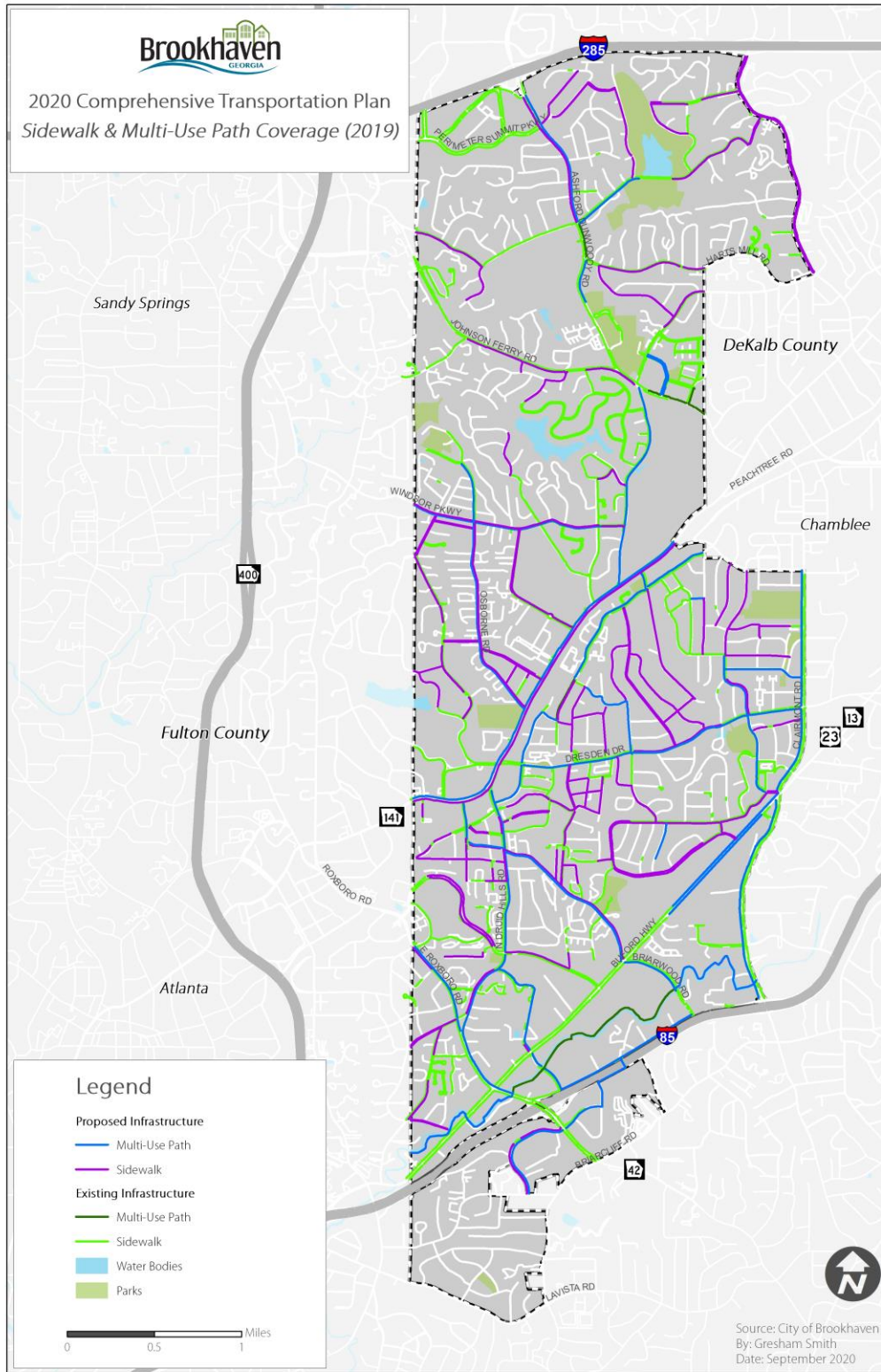


FIGURE 6: SIDEWALK & MULTI-USE PATH COVERAGE (2019)<sup>32</sup>

<sup>32</sup> This figure does not include data for newly annexed areas of the City along LaVista Road (SR 236) or Briarcliff Road (SR 42).



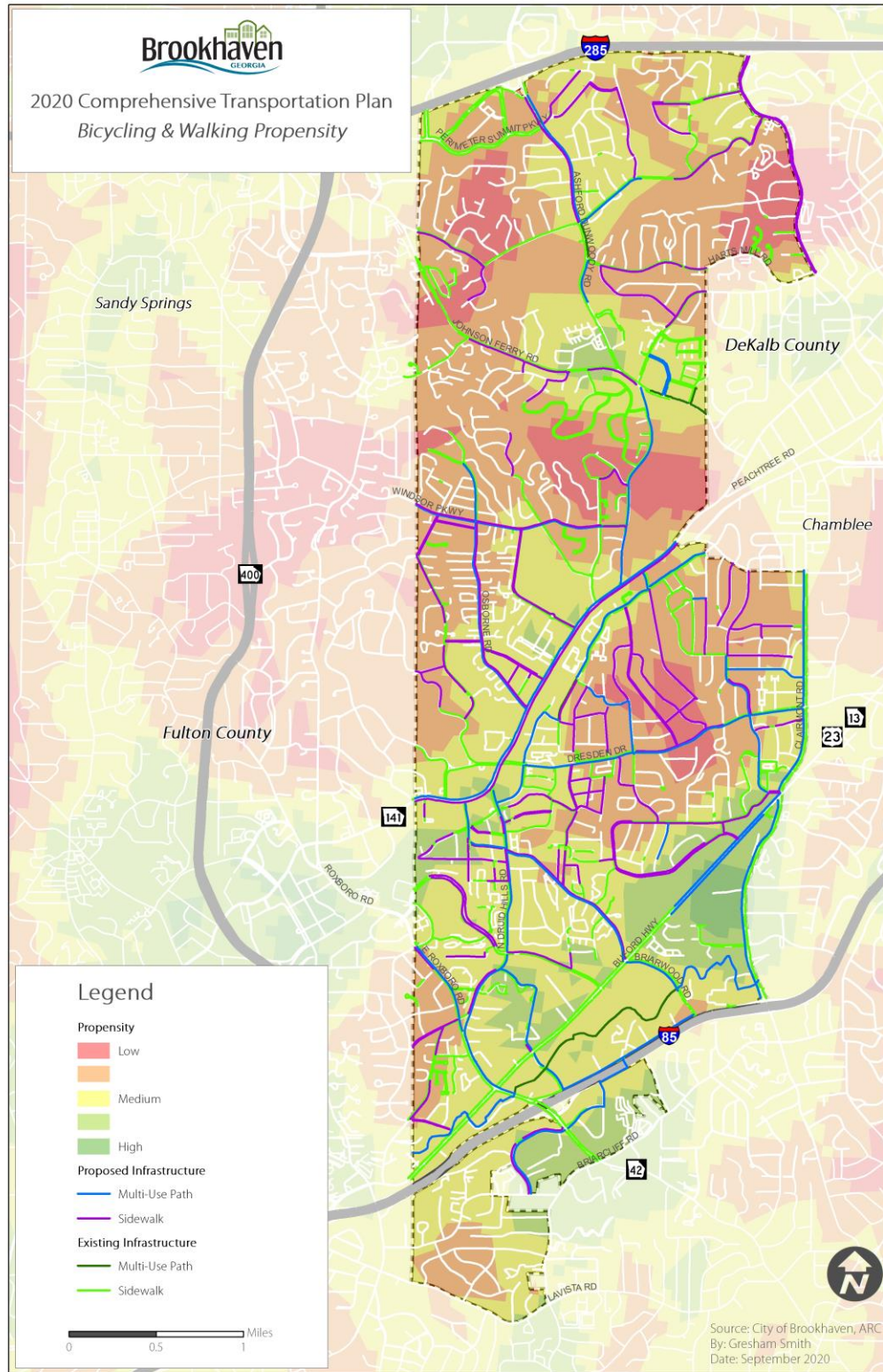


FIGURE 7: BICYCLING & WALKING PROPENSITY<sup>33</sup>

<sup>33</sup> This figure does not include data for newly annexed areas of the City along LaVista Road (SR 236) or Briarcliff Road (SR 42).



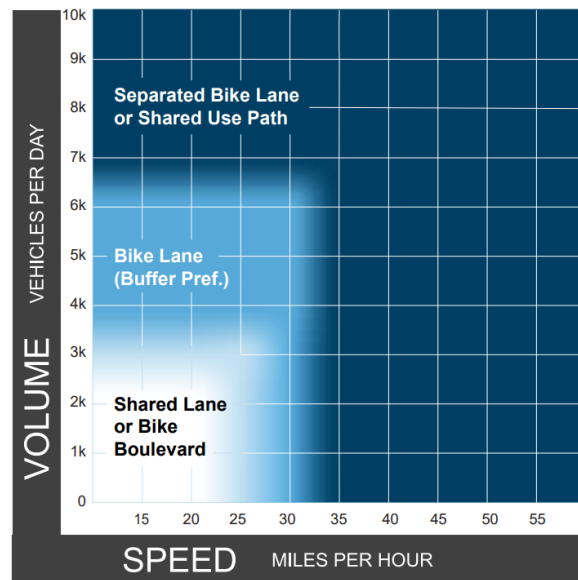
### Shared Lane Markings

While updating the status of projects to reflect the work the City has done to expand the sidewalk network, and in recognition of future multi-use paths, the project team compared the location of completed and in-progress projects with shared lane recommendations from the City’s Bicycle, Pedestrian, & Trail Plan. The purpose of this exercise was to understand how the previous recommendations for shared lanes fit in with the growing multimodal network and to align those recommendations with current City priorities.

Shared Lane Markings (SLMs), also known as “sharrows,” are pavement markings used to indicate a shared lane environment for bicycles and automobiles. They help to alert motorists to the presence of bicyclists, reinforce that bicycle traffic is allowed on a given street, recommend proper bicyclist positioning, and can help with orientation and wayfinding.<sup>34</sup> They should not be substituted for bike lanes, separated bike lanes, or other treatments where otherwise warranted or where space permits. Generally, the higher the speed and volume of a road, the more protective the recommended bikeway (see Figure 8). Shared lanes are recommended for the lowest speeds and volume roadways.<sup>35 36</sup>

Research shows that on-street parking can have a significant impact on bicyclist safety operating in shared lanes, as cyclists may be more exposed to being injured when a car door is opened.<sup>37</sup> The MUTCD provides guidance for the use of shared lane markings in Section 9C.07 and suggests that sharrows be restricted to roadways with operating speeds of less than 35 miles per hour (mph). This guidance is cited in state publications such as the GDOT Design Policy Manual.<sup>38</sup>

To evaluate previous shared lane recommendations and determine the relevance of those recommendations, the project team screened all recommended sharrow projects from the Bicycle, Pedestrian, & Trail Plan using general recommendations informed by guidelines from the Federal Highway Administration (FHWA), GDOT, the National Association of City Transportation Officials (NACTO) and others, described below. Based on these criteria, previously



- Notes**
- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
  - 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
  - 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

**FIGURE 8: PREFERRED BIKEWAY TYPE BASED ON CONTEXT**  
(SOURCE: FHWA BIKEWAY SELECTION GUIDE)

<sup>34</sup> National Association of City Transportation Officials (2014). Urban Bikeway Design Guide, 2nd Ed. <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/>

<sup>35</sup> Federal Highway Administration (2019). Bikeway Selection Guide, p. 22. [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwas18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf)

<sup>36</sup> Georgia Department of Transportation (2019). Pedestrian and Streetscape Guide, p. 4-22. <http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and%20Streetscape%20Guide.pdf>

<sup>37</sup> Federal Highway Administration (2019). Bikeway Selection Guide, p. 18. [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwas18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf)

<sup>38</sup> Georgia Department of Transportation (2020). Design Policy Manual (version 6.0), p. 9-29. <http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and%20Streetscape%20Guide.pdf>

recommended sharrow projects were either kept, modified, superseded by long-term projects, or recommended for removal as part of this CTP Update.

General recommendations for sharrows:

- Recommended on streets with design speed of less than 25 miles per hour; generally not appropriate on streets that have a speed limit of more than 35 miles per hour
- Generally recommended on streets with fewer than 3,000 vehicles per day
- Generally not recommended where on-street parking is provided in commercial areas, although they can be appropriate on residential streets that allow on-street parking, depending on context.

Other considerations for sharrows include the following:

- May be used if sufficient width is not available for a bike lane and vehicle speeds are less than 35 miles per hour
- May be used where street width can only accommodate a bike lane in one direction
- May be used to fill a gap in an otherwise continuous multi-use path or bike lane, for a short distance
- If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb<sup>39</sup>
- If used on a street with on-street parking, shared lane marking should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb<sup>40</sup>
- If used, shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter<sup>41</sup>

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<sup>39</sup> Federal Highway Administration (2009). Manual on Uniform Traffic Control Devices (MUTCD), Section 9C.07. <https://mutcd.fhwa.dot.gov/htm/2009/part9/part9c.htm>

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

## TRANSIT

Transit within the City of Brookhaven is provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA), which operate bus and rail service throughout Clayton, DeKalb, and Fulton Counties. The Brookhaven/Oglethorpe MARTA station serves MARTA's Gold Line and is the only rail station located within the City limits. There are eight MARTA fixed route bus routes located in the community. Existing transit routes throughout the City are listed in Table 10, and routes and stops are mapped in Figure 9 on page 36. Route 39 traverses Buford Highway (SR 13) within the City of Brookhaven, and it is MARTA's busiest bus route. The City of Brookhaven recently conducted the Buford Highway Transit Evaluation to determine options for bus rapid transit (BRT) implementation along the corridor as well as regional partnerships. Transit investment is needed along Buford Highway (SR 13) to accommodate high existing transit ridership through safe pedestrian and bus stop accommodations as well as to improve service quality, frequency, and technology.

TABLE 10: MARTA BUS ROUTES SERVING THE CITY OF BROOKHAVEN

Route	Name	Route Description
8	North Druid Hills Road	Route extends between Brookhaven/Oglethorpe and Avondale MARTA Stations via N. Druid Hills Rd. within the City of Brookhaven providing access to Emory University Executive Park Campus and Children's Healthcare of Atlanta N. Druid Hills Campus.
19	Clairmont Road/Howard Avenue	Route extends between Decatur and Chamblee MARTA Stations along Clairmont Rd. within the City of Brookhaven providing access to the DeKalb Peachtree Airport.
25	Peachtree Boulevard	Route extends between Brookhaven/Oglethorpe and Doraville MARTA Stations along Peachtree Rd. (SR 141) within the City of Brookhaven providing access to Town Brookhaven.
30	LaVista Road	Route extends between Lindbergh Center MARTA Station and Northlake Mall in Tucker via Buford Highway (SR 13), N. Druid Hills Rd. (SR 42), and LaVista Rd. (SR 236) within the City of Brookhaven providing access to the Emory University Executive Park Campus and Children's Healthcare of Atlanta N. Druid Hills Campus.
39	Buford Highway	Route travels between Lindbergh Center and Doraville MARTA Stations via Buford Hwy. (SR 13) within the City of Brookhaven providing access to the Peachtree Creek Greenway and Northeast Plaza within the City.
47	I-85 Access Road	Route extends between Brookhaven/Oglethorpe and Chamblee MARTA Stations along Briarwood Rd., N. Frontage Rd., and S. Frontage Rd. within the City of Brookhaven providing access to Briarwood Recreation Center, Peachtree Creek Greenway, Northeast Plaza, and Children's Healthcare of Atlanta N. Druid Hills Campus.
110	Peachtree Road to Buckhead	Route extends between Arts Center and Brookhaven/Oglethorpe MARTA Stations via Peachtree Rd. (SR 141) within the City of Brookhaven providing access to Buckhead and area shopping centers.
825	Johnson Ferry Road	Route extends between Medical Center and Chamblee MARTA Stations via Johnson Ferry Rd. within the City of Brookhaven providing access to Blackburn Park.

At the present time, gaps in bus service exist along both Priority Corridors and Community Connectors. Priority Corridors without bus service include Ashford Dunwoody Road, Dresden Drive, and East Roxboro Road. Community Connectors without bus service include Harts Mill Road, Osborne Road, Perimeter Summit Parkway, West Nancy Creek Drive, and Windsor Parkway. The City should continue to collaborate with MARTA on providing effective and reliable bus service to the City of Brookhaven.

In addition to MARTA, bus circulator services exist which are operated by Livable Buckhead and Perimeter CIDs (PCIDs). Livable Buckhead operates a shuttle called "The Buc" which includes a route connecting Lenox Park to the Lenox MARTA Station.<sup>42</sup> The northwest corner of the City is within PCIDs and a shuttle program called Perimeter Connects operates to incentive transit use for commuting through a collection of 16 private shuttles to various office complexes and destinations.<sup>43</sup> The State Road and Tollway Authority (SRTA) operates several Xpress bus routes along I-85 within the City of Brookhaven; however, there are no Park-and-Ride facilities within the City limits.<sup>44</sup>

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<sup>42</sup> Livable Buckhead (2018). The Buc. <https://livablebuckhead.com/programs/mobility/last-mile-connectivity/the-buc/>

<sup>43</sup> Perimeter Community Improvement Districts (2020). Shuttle Service in the Perimeter Center. <https://perimeterconnects.com/shuttles/>

<sup>44</sup> State Road and Tollway Authority (2020). Xpress Routes. <https://www.xpressga.com/routes/>

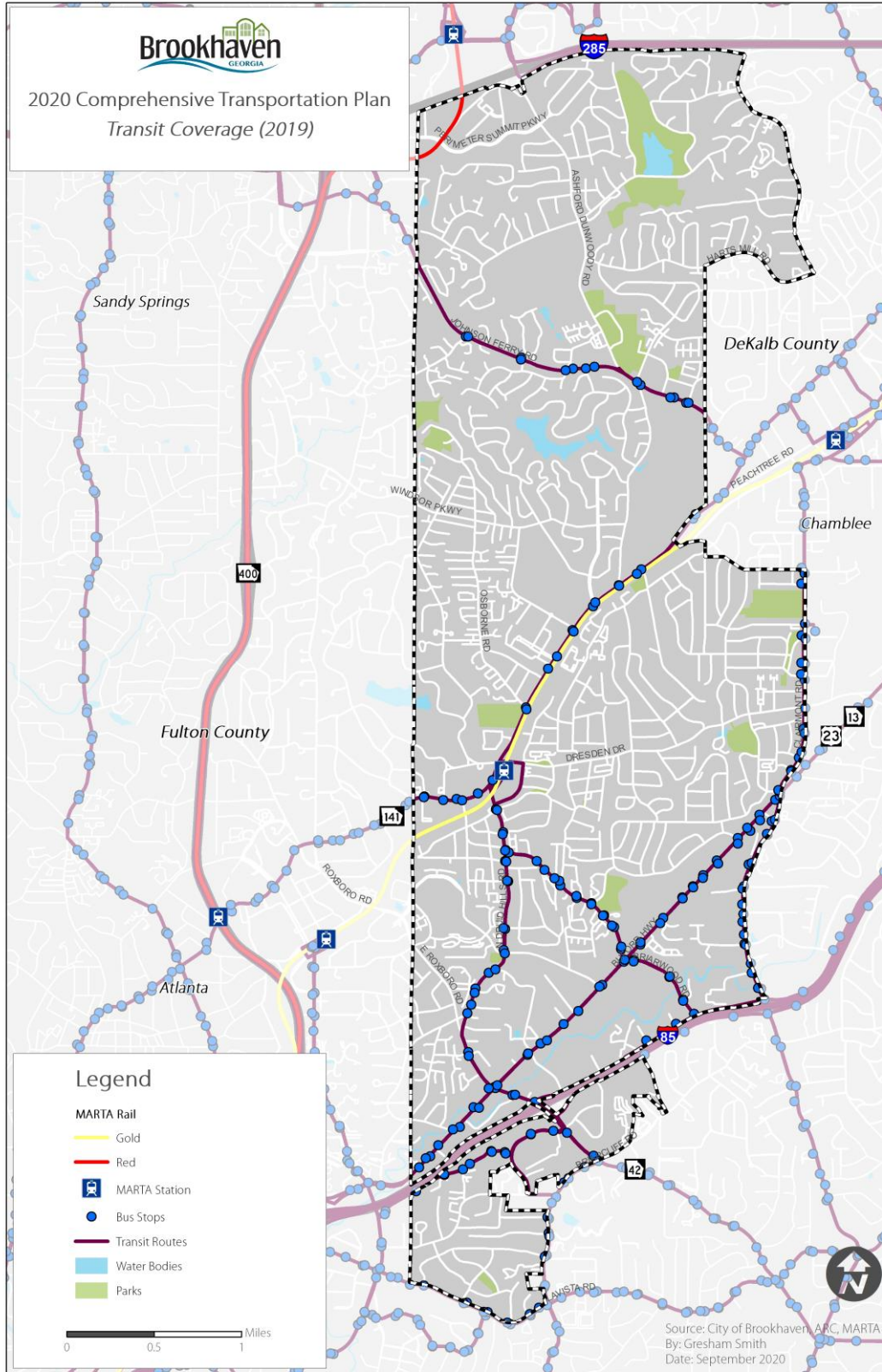


FIGURE 9: TRANSIT COVERAGE (2019)

## Bridge Condition & Structural Evaluation

The Federal Highway Administration's (FHWA) July 2019 National Bridge Inventory (NBI) and GDOT inspection reports were utilized to inventory and analyze bridges within the City limits. Based upon bridge inspections, the NBI classifies bridge condition as Good, Fair, or Poor. These labels consider bridge elements including the deck, superstructure, and substructure. A bridge with a rating of Poor is defined as structurally deficiently, indicating a need for improvement, repair, and/or replacement. Bridges are in poor condition if the deck, superstructure, and/or substructure is in poor, serious, critical, or imminent failure condition, requiring rehabilitation or replacement.<sup>45</sup> Within the City of Brookhaven, there are 20 bridges and five culverts which were considered as part of this analysis. The bridge conditions for these structures are depicted in Table 11 and Figure 10 on pages 38 and 39, respectively.

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<sup>45</sup> Federal Highway Administration (2018). Bridge Preservation Guide, p. 10.  
<https://www.fhwa.dot.gov/bridge/preservation/guide/guide.pdf>



TABLE 11: CONDITION OF BRIDGES WITHIN CITY OF BROOKHAVEN

Bridge ID	Name	Type	Condition
089-0020-0	Buford Hwy. (SR 13) @ N. Fork Peachtree Creek	Culvert	Good
089-0021-0	Buford Hwy. (SR 13) @ N. Fork Peachtree Creek Tributary	Bridge	Fair
089-0030-0	N. Druid Hills Rd. @ I-85	Bridge	Good
089-0031-0	N. Druid Hills Rd. @ N. Fork Peachtree Creek	Bridge	Fair
089-0045-0	Clairmont Rd. (US 23/SR 155) @ N. Fork Peachtree Creek	Bridge	Good
089-0063-0	I-85 @ Frontage Rd Underpass	Bridge	Good
089-0064-0	I-85 @ Clairmont Rd. (US 23/SR 155)	Bridge	Good
089-0071-0	I-285 @ N. Fork Nancy Creek	Culvert	Good
089-0141-0	Ashford Dunwoody Rd. @ I-285	Bridge	Good
089-0193-0	Chamblee Dunwoody Rd. @ Nancy Creek	Bridge	Good
089-0194-0	Chamblee Dunwoody Rd. @ I-285	Bridge	Good
089-0229-0	Briarcliff Rd. (SR 42) @ N. Fork Peachtree Creek Tributary	Bridge	Good
089-0249-0	Johnson Ferry Rd. @ Nancy Creek	Bridge	Fair
089-0306-0	I-85 @ N. Fork Peachtree Creek Tributary	Culvert	Good
089-5041-0	W. Nancy Creek Dr. @ Murphey Candler Dam	Bridge	Fair
089-5053-0	Colonial Dr. @ Norfolk Southern RR/MARTA Gold Line	Bridge	Good
089-5054-0	Pine Grove Ave. @ N. Fork Peachtree Creek Tributary	Bridge	Good
089-5057-0	Lake Hearn Dr. @ Nancy Creek Tributary	Culvert	Good
089-5059-0	W. Nancy Creek Dr. @ Nancy Creek Tributary	Bridge	Fair
089-5060-0	Mill Creek Rd. @ Nancy Creek	Bridge	Fair
089-5070-0	Corporate Blvd. @ N. Fork Peachtree Creek	Bridge	Fair
089-5111-0	Byrnwyck Rd. @ Nancy Creek Tributary	Culvert	Good
089-5146-0	Ashford Dunwoody Rd. @ Nancy Creek	Bridge	Good
089-5147-0	Briarwood Rd. @ N. Fork Peachtree Creek	Bridge	Good
089-5166-0	Perimeter Center Pkwy. @ I-285	Bridge	Good
Source: GDOT & FHWA			

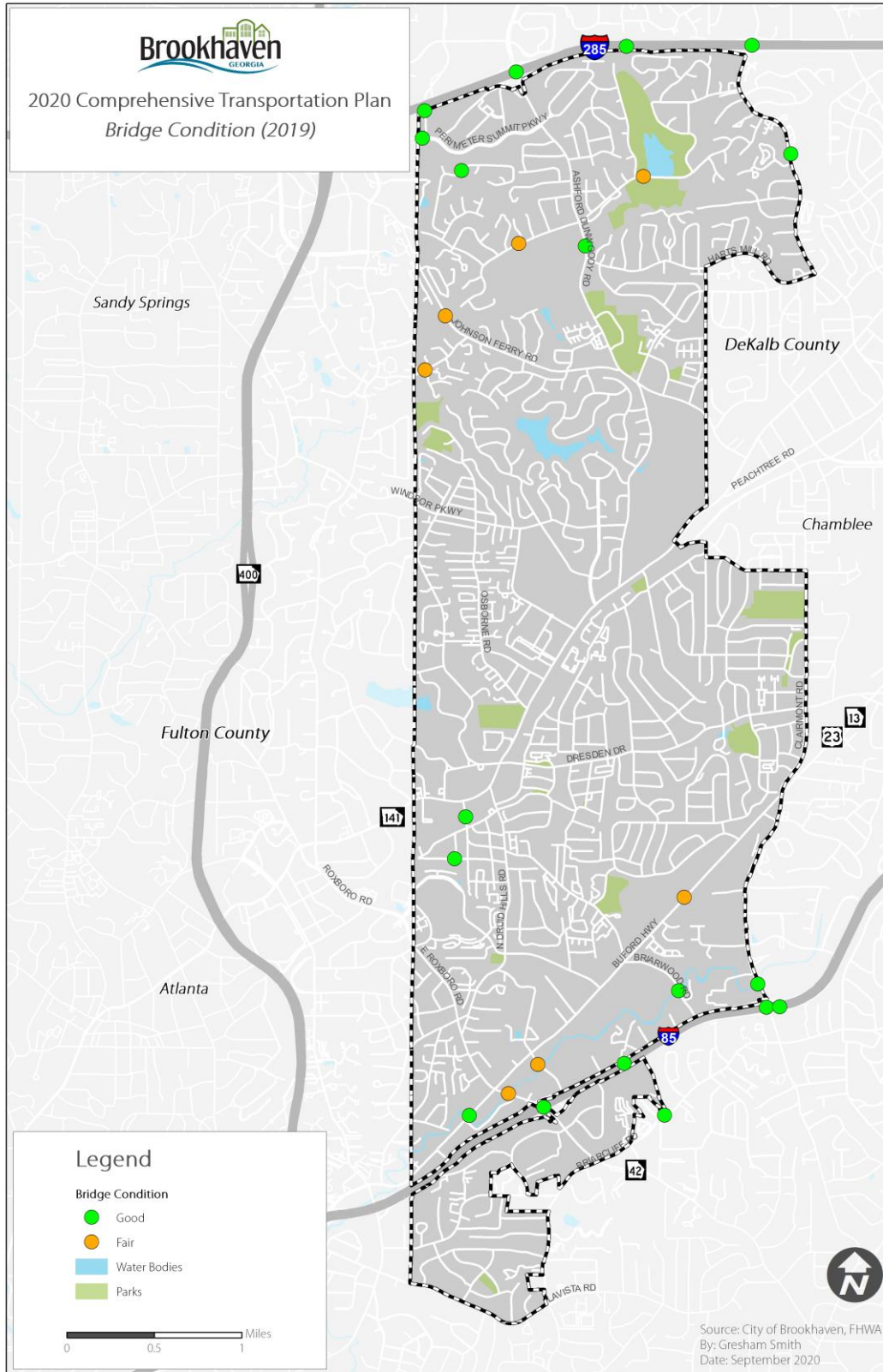


FIGURE 10: BRIDGE CONDITION (2019)

## ITS Infrastructure

Intelligent transportation systems (ITS) are technologies which advance transportation safety and mobility as well as enhance productivity by integrating advanced communications technologies into transportation infrastructure and vehicles.<sup>46</sup> The project team examined ITS to

### Intelligent Transportation Systems (ITS)

Technologies which advance transportation safety and mobility as well as enhance productivity by integrating advanced communications technologies into transportation infrastructure and vehicles.

determine where infrastructure currently exists and potential for adding infrastructure in the future. The City of Brookhaven is home to 54 signalized intersections and contains several corridors that are part of GDOT's Regional Traffic Operations Program (RTOP). RTOP is a multi-jurisdictional signal timing program that strives to improve traffic flow and reduce vehicle emissions through improved signal timing within the Atlanta region. RTOP corridors are primarily along arterial streets and major thoroughfares. Each RTOP corridor is actively monitored, and signals are re-timed as needed to reduce congestion associated with general or special event traffic. RTOP corridors within the City of Brookhaven include the following:

- Ashford Dunwoody Road – between northern City limits and Blair Circle
- Buford Highway (SR 13) – within City limits
- Clairmont Road (US 23/SR 155) – within City limits
- North Druid Hills Road – between Buford Highway (SR 13) and south City limits
- Peachtree Road (SR 141) – within City limits

In addition to these signals, there are signals within the RTOP program that have timing associated with an RTOP corridor but are not on the corridor itself. These signals within the City of Brookhaven include:

- Dresden Drive @ Apple Valley Road
- North Druid Hills Road @ Apple Valley Road
- Lake Hearn Drive @ Perimeter Center Parkway
- Perimeter Summit Parkway @ Parkside Place
- Perimeter Summit Parkway @ Lake Hearn Drive
- I-85 Frontage Road Northbound @ Underpass (near CHOA)
- I-85 Frontage Road Southbound @ Underpass (near CHOA)

The City's traffic signals, RTOP corridors, and RTOP signals are shown in Figure 11. Chapter 5 includes recommendations on furthering the City's ITS network through a combination of technological implementation and planning initiatives.

<sup>46</sup> United States Department of Transportation. ITS Research Fact Sheets – Benefits of Intelligent Transportation Systems. [https://www.its.dot.gov/factsheets/benefits\\_factsheet.htm](https://www.its.dot.gov/factsheets/benefits_factsheet.htm)

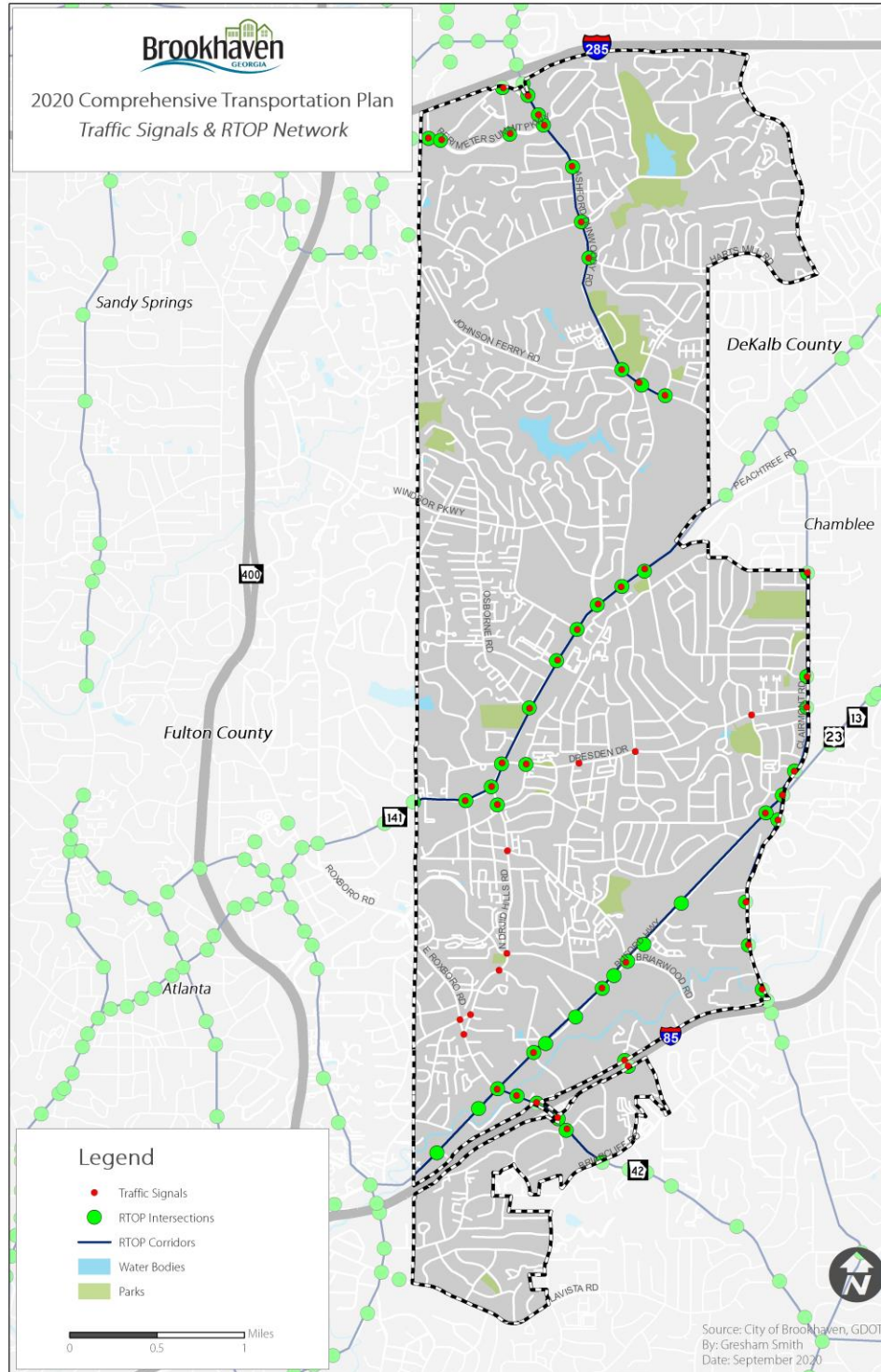


FIGURE 11: TRAFFIC SIGNALS & RTOP NETWORK<sup>47</sup>

<sup>47</sup> The traffic signals displayed in this map are operated by either the City or GDOT, depending on what route they are located. The seven RTOP intersections along Buford Highway which are not also traffic signals are locations of locations of High-Intensity Activated Crosswalk Beacons (HAWK) signals which permit pedestrian crossings. This figure does not include data for newly annexed areas of the City along LaVista Road (SR 236) or Briarcliff Road (SR 42).



## Chapter 5: 2020 CTP Update Recommendations

This chapter provides general descriptions of new recommendations stemming from the transportation analysis performed for this Update. This CTP Update recommends one corridor study, one intersection study, eight bridge projects, and one transportation safety and management operations (TSMO) projects. Four citywide strategies for the City to implement are also discussed in this chapter and summarized in Table 12 on page 47. Figure 12 on page 48 geographically illustrates each new recommendation, and Table 13 on page 49 provides detailed project descriptions with cost estimates and potential funding partners. In addition to the new projects, the City should continue advancing previously recommended projects that are not yet underway; these are listed in Appendix B, Table B-4.

The City of Brookhaven has made great strides in development and implementation of programs and standards to advance transportation studies and projects since the completion of the initial CTP in 2014. Establishment of standards such as the Streetscape Design Standards, the Street Light Policy, and programs such as the Traffic Calming, Paving, and Sidewalk Programs address many of the needs identified in the initial CTP. Individual projects and studies are implemented according to available funding and City priorities. Recognizing the unique considerations and aspects of individual planning efforts and transportation projects, the City has taken a tailored approach to community input for projects as needed. Combined, these programs, standards, and the case-by-case approach to community input obviate the need for a Citizens Transport Advisory Committee as recommended in the 2014 CTP. Going forward, community engagement for transportation endeavors within the City of Brookhaven will continue to be handled on a project-by-project basis at the City's discretion.

### Corridor Studies

The capacity analysis discussed in Chapter 4 reveals the need for a corridor study along Johnson Ferry Road. This corridor is a Priority Corridor within the City that carries traffic volumes of 13,950 AADT (2018), corresponding to LOS E. Johnson Ferry Road is expected to increase to 19,200 AADT by 2050 and LOS is anticipated to worsen to LOS F. Furthermore, this corridor has a variety of land uses including commercial, residential, and greenspace and serves as an important connection to healthcare facilities in Sandy Springs such as Northside Hospital and Emory St. Joseph's Hospital, as well as to the City of Chamblee. The City of Brookhaven should consider partnering with the cities of Sandy Springs and Chamblee to conduct a corridor study for the 2.8-mile stretch of Johnson Ferry Road between Peachtree Dunwoody Road and Peachtree Boulevard (SR 141). This corridor study should consist of visioning, needs identification and goal setting, public outreach and stakeholder coordination, environmental screening, traffic analysis, and development of recommendations. The study should identify potential roadway concepts, intersection improvements, and other projects as appropriate. It also should incorporate transit elements such as arterial rapid transit (ART) that was proposed for the Johnson Ferry Road corridor in the DeKalb Transit Master Plan (2019). Further study of this corridor will determine what improvements can be made in the short-, medium-, and long-term.

### Intersection Studies

Brookhaven's roadway system provides opportunities for both traditional and innovative intersection improvements. The intersection analysis shows that the three intersections along Dresden Drive at Apple Valley Road, Caldwell Road, and Clairmont Road should be studied further. The intersection of Dresden

Drive and Clairmont Road is already recommended for \$65,000 of intersection improvements based on the Clairmont Road Special Area Plan (2019); however, this can be furthered by conducting a safety and operations analysis at the intersection to identify specific improvements or conceptual designs to reduce crashes, injuries, and fatalities at the intersection. Dresden Drive's intersections with Apple Valley Road and Caldwell Road are both within the boundaries of the forthcoming City Centre Master Plan. As that project progresses, both of those intersections should be further analyzed for safety and operational needs and potential improvements. Recommended improvements should be considered for implementation as part of the Master Plan as appropriate.

## Bridge Projects

This CTP Update recommends the procurement of services to design and construct three new bridges – two pedestrian flyover bridges and one vehicular flyover bridge. The development of the Emory University Executive Park Campus and Children's Healthcare of Atlanta North Druid Hills Campus are expected to introduce higher traffic volumes to the North Druid Hills Road corridor, the adjacent interchange at I-85, and other area roadways. Given their size, status as regional employment centers, and as destinations, along with overall population growth and increased development in the area, these developments will have substantial impact on traffic patterns. To accommodate projected future traffic volumes, GDOT will rebuild the interchange at I-85 and North Druid Hills Road – the current interchange will be converted to a displaced left-turn (DLT) for westbound North Druid Hills Road to southbound I-85 traffic.<sup>48</sup>

### VEHICULAR BRIDGE OVER I-85 INTO EXECUTIVE PARK

In addition to the interchange reconstruction at North Druid Hills Road and I-85, the City has been exploring ways to relieve traffic on North Druid Hills Road and provide alternate routes over I-85. One option that has been presented is to install a vehicular flyover bridge over I-85, which would provide a second vehicular access point to Emory University Executive Park Campus and reduce pressure on North Druid Hills Road. Such a bridge would alleviate traffic congestion on North Druid Hills Road and provide redundancy in the network, with a secondary connection between Buford Highway and the Executive Park Campus. It would also improve accessibility for emergency vehicles and expand and improve access to a major job center.

### PEDESTRIAN FLYOVER BRIDGE OVER I-85 INTO EXECUTIVE PARK

The City is also considering partnering with Emory University to install a pedestrian flyover bridge over I-85, which would provide pedestrian access between West Druid Hills Drive and the Emory University Executive Park Campus.<sup>49</sup> This new bridge would serve as a safe path for pedestrians as an alternative to walking along North Druid Hills Road and would improve access to the forthcoming Phase II of the Peachtree Creek Greenway. To facilitate these important connectivity projects, the City should seek funding to procure engineering services for the design and construction for each of these new bridges.

<sup>48</sup> Georgia Department of Transportation (2019). Interchange Modification Report: I-85 @ SR 42 / N Druid Hills Road - December 2019 - PI No. 0016054.

<sup>49</sup> City of Brookhaven (2019). Brookhaven and Emory University Formalize Partnership. <https://www.brookhavenga.gov/bc-citycouncil/page/brookhaven-and-emory-university-formalize-partnership>



## PEDESTRIAN FLYOVER BRIDGE OVER N. DRUID HILLS RD. (SR 42)

To connect Emory's Executive Park and Children's Healthcare of Atlanta North Druid Hills Campus to each other, a pedestrian flyover bridge is being considered over North Druid Hills Road, near the existing intersection with Executive Park Drive/Tullie Road. This pedestrian bridge would improve safety, connectivity, and access between the two campuses as an alternative to the at-grade pedestrian crossings at the intersection of North Druid Hills Road and Executive Park Drive/Tullie Road. As the development of the two campuses progresses, the City should procure engineering services for the design and construction for this new bridge to be incorporated into the master plans of both facilities.

## BRIDGE PREVENTATIVE MAINTENANCE

As part of the inventory of bridges performed as part of this CTP Update, the project team identified six bridges and one culvert that are in fair condition based on FHWA Bridge Condition Measures and review of existing bridge inspection reports, including element condition and structural evaluation ratings.<sup>50</sup> FHWA guidance on bridge preservation outlines condition-based maintenance activities such as patching or joint seal replacements that can be performed to improve either the condition of a bridge element or structure.<sup>51</sup> Among the bridges and culverts, two were on state highways – Buford Highway (SR 13) at North Fork Peachtree Creek Tributary and North Druid Hills Road (SR 42) at North Fork Peachtree Creek – which are both maintained by GDOT. The City should conduct field inspections and evaluations to identify specific repairs and maintenance needed to improve element conditions and prolong the useful life of the following five bridges:

- Corporate Boulevard at North Fork Peachtree Creek
- Johnson Ferry Road at Nancy Creek
- Mill Creek Road at Nancy Creek
- West Nancy Creek Drive at Nancy Creek Tributary
- West Nancy Creek Drive at Murphey Candler Dam

In the long term, the City should consider creating a bridge maintenance program in collaboration with GDOT to perform maintenance inspections, collect data, and maintain an inventory of bridge conditions throughout the City limits. Another approach to address bridge repairs and improvements is to include them in a future SPLOST referendum in collaboration with DeKalb County.

## Transportation Safety and Management Operations Projects

The City of Brookhaven should develop a master plan for intelligent transportation systems (ITS) to inventory existing infrastructure within the City and develop an implementation plan for future technology deployment such as connected vehicles (CV), public access WIFI, variable message signage, and smart street lights, among other relevant technologies, that will serve as a roadmap for the City to enhance safety, mobility, and connectivity through all modes of travel. This plan should include stakeholder collaboration, outreach and education, an existing conditions and needs assessment, and recommendations for ITS initiatives and system operations to advance technological capabilities of transportation infrastructure in

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<sup>50</sup> Federal Highway Administration (2018). FHWA Computation Procedure for the Bridge Condition Measures. <https://www.fhwa.dot.gov/tpm/guidance/hif18023.pdf>

<sup>51</sup> Federal Highway Administration (2018). Bridge Preservation Guide, p. 12. <https://www.fhwa.dot.gov/bridge/preservation/guide/guide.pdf>

the City of Brookhaven. This plan would put the City of Brookhaven in the company of other local governments in Metro Atlanta, such as the Cities of Roswell and Sandy Springs<sup>52</sup> and Gwinnett County<sup>53</sup>, that have already prepared an ITS or CV Master Plan.

## Citywide Strategies

### INCORPORATE RECOMMENDATIONS FROM FUTURE AND ONGOING STUDIES

Four new strategies are recommended as part of the 2020 CTP Update. The first strategy is to incorporate and implement recommendations from ongoing plans and studies. These studies and planning processes include, but are not limited to the following - City Centre Master Plan (Contract Awarded September 2020), Top End Transit Study (Ongoing), Top End 285 Regional Trails Master Plan (RFP Issued Spring 2020 – In Review), Windsor/Osborne Special Area Plan (Mentioned As Possibility By Community Development), Character Area Study For Area South Of I-85 (RFP Issued Spring 2020 - In Review), Peachtree DeKalb (PDK) Airport Master Plan (Ongoing), and the ADA Transition Plan (Ongoing). This strategy is included to reiterate the importance of these studies and the impact each will have on transportation within the City.

### SIDEWALK AND PAVING PROGRAMS

As previously discussed in Chapter 3, the City has already established citywide Sidewalk and Paving Programs. Currently, the City's Sidewalk Program aims to fill in gaps within the existing network, fulfill compliance with the Americans with Disabilities Act of 1990 (ADA), and make improvements through the newly-adopted petition program.

The City Sidewalk and Paving Programs should be expanded to incorporate recently annexed areas into the programs. Multimodal infrastructure and street cross-sections should incorporate the City's Streetscape Design Standards. Furthermore, new sidewalks and multi-use paths, as well as additional and improved pedestrian crossings at key intersections and in midblock locations can reduce bicycle and pedestrian crashes across the City.

### DEPLOY CV1K TECHNOLOGY ON SIGNIFICANT CORRIDORS

ARC and GDOT have partnered in an initiative called Connected Vehicle 1000 (CV1K) to equip 1,000 intersections across the Atlanta region with connected vehicle (CV) technology, including within the City of Brookhaven.<sup>54</sup> The City should coordinate with ARC and GDOT to implement connected vehicle signals and infrastructure on state routes throughout the City limits, including Peachtree Road (SR 141), Buford Highway (SR 13), and Clairmont Road (US 23/SR 155). This technology will allow the implementation or deployment of applications such as emergency signal pre-emption, transit signal priority, and others.

### VISION ZERO FRAMEWORK

For the fourth new strategy, the City should consider developing a Vision Zero framework to conduct safety assessments and analyses, identify metrics, and develop strategies to reduce crashes, injuries, and fatalities along transportation corridors within City limits. Eventually, the framework could lead to the identification

<sup>52</sup> City of Sandy Springs (2019). ITS Master Plan. <http://www.sandyspringsga.gov/home/showdocument?id=21913>

<sup>53</sup> Gwinnett County (2019). Connected Vehicle Technology Master Plan. <https://www.gwinnettcountry.com/static/departments/transportation/pdf/CVTechnologyMasterPlan2019.pdf>

<sup>54</sup> Atlanta Regional Commission (2020). The Region's Connected Vehicle Technology is Getting Ready to Roll. <https://whatsnextatl.org/the-regions-connected-vehicle-technology-is-getting-ready-to-roll/>

of corridors on which to focus improvements, specific targets or goals, and projects and policies. The framework could also help guide future corridor studies, transportation improvements, and CTPs. The City of Atlanta adopted a Vision Zero policy in April 2020, which includes installation of designated bicycle routes and lanes in accordance with standards established by the National Association of City Transportation Officials (NACTO).<sup>55</sup> The ordinance also includes lowering the default speed limits on local roads in Atlanta to 25 miles per hour. The policy will be implemented by the Atlanta Department of Transportation (ATLDOT).<sup>56</sup> The City of Macon is Georgia's only other Vision Zero City at the time of publication; this is being implemented through the state's first Pedestrian Safety Review Board (PSRB).<sup>57</sup> More information can be found at [www.visionzeronetwork.org](http://www.visionzeronetwork.org).

Looking to the future, the City currently has seven planning studies that are either in the final request for proposal (RFP) phases or are underway. The City should incorporate key findings and recommendations accordingly based on staff and City Council priorities. Those seven planning studies include the following:

- City Centre Master Plan (Contract Awarded September 2020)
- Top End Transit Study (Ongoing\*)
- Top End 285 Regional Trails Master Plan (RFP Issued Spring 2020 – In Review\*)
- Windsor/Osborne Special Area Plan (Mentioned As Possibility By Community Development\*)
- Character Area Study For Area South Of I-85 (RFP Issued Spring 2020 - In Review\*)
- PDK Airport Master Plan (Ongoing\*)
- ADA Transition Plan (Ongoing\*)

To supplement these four new strategies, the City should consider implementing strategies previously recommended either in the original CTP, the BPTP, or either of the two corridor studies. This includes supplementing the City's Streetscape Design Standards with a branded wayfinding system to guide residents and visitors throughout the City. This would especially be implemented in areas with high pedestrian traffic including multi-use paths and the future City Centre to connect people on both the vehicular and pedestrian scale. Any transportation or streetscape improvements should also consider street trees and vegetation on a project-specific level that are indigenous to the City and appropriately spaced. Lastly, the City should continue to coordinate with MARTA to evaluate and adjust bus stop spacing to improve bus and corridor operations while maintaining accessibility for people taking the bus.

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<sup>55</sup> Holt, C. (2020). City of Atlanta adopts Vision Zero. *Medium*. <https://medium.com/@cqholt/city-of-atlanta-adopts-vision-zero-ba91dbd7b796>

<sup>56</sup> City of Atlanta (2020). Mayor Keisha Lance Bottoms Prioritizes Roadway Safety with Launch of Vision Zero Atlanta Mayor's plan highlights safer routes to school and speed limits. <https://www.atlantaga.gov/Home/Components/News/News/13332/672>

<sup>57</sup> Vanterpool, V. (2019). Vision Zero Growing in the South. <https://visionzeronetwork.org/vision-zero-growing-in-the-south/>

TABLE 12: CITYWIDE STRATEGIES

Strategy ID	Name	Description/Notes
<b>Citywide Strategies</b>		
2020-S-1	Incorporate Recommendations from Future and Ongoing Studies	<p>As studies and planning processes progress, the City should incorporate and implement recommendations from each of them as appropriate. These studies and planning processes include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• City Centre Master Plan (Contract Awarded September 2020)</li> <li>• Top End Transit Study (Ongoing*)</li> <li>• Top End 285 Regional Trails Master Plan (RFP Issued Spring 2020 – In Review*)</li> <li>• Windsor/Osborne Special Area Plan (Mentioned As Possibility By Community Development*)</li> <li>• Character Area Study For Area South Of I-85 (RFP Issued Spring 2020 - In Review*)</li> <li>• PDK Airport Master Plan (Ongoing*)</li> <li>• ADA Transition Plan (Ongoing*)</li> </ul>
2020-S-2	Sidewalk and Paving Programs	The City has already established Citywide Sidewalk and Paving programs. These should be expanded to incorporate recently annexed areas into the programs.
2020-S-3	Deploy CV1K Technology on Significant Corridors	Leverage forthcoming connected signal technology that is part of the Regional Connected Vehicle Program known as Connected Vehicle 1000 (CV1K) to implement or deploy applications such as emergency signal pre-emption, transit signal priority, and others. Corridors where CV1K is being considered include, but are not limited to, Peachtree Rd. (SR 141), Buford Hwy. (SR 13), and Clairmont Rd. (US 23/SR 155).
2020-S-4	Vision Zero Framework	The City should develop a Vision Zero framework to conduct safety assessments and analyses, identify metrics, and develop strategies to reduce crashes, injuries, and fatalities along transportation corridors within City limits. Eventually the framework could lead to the identification of corridors on which to focus improvements, specific targets or goals, projects, and policies. The framework could also help guide future corridor studies, transportation improvements, and Comprehensive Transportation Plans. The Cities of Atlanta and Macon are Georgia's only Vision Zero Cities, at the time of publication. More information can be found at <a href="http://www.visionzeronetwork.org">www.visionzeronetwork.org</a> .
*Note: Status is listed as of June 2020		

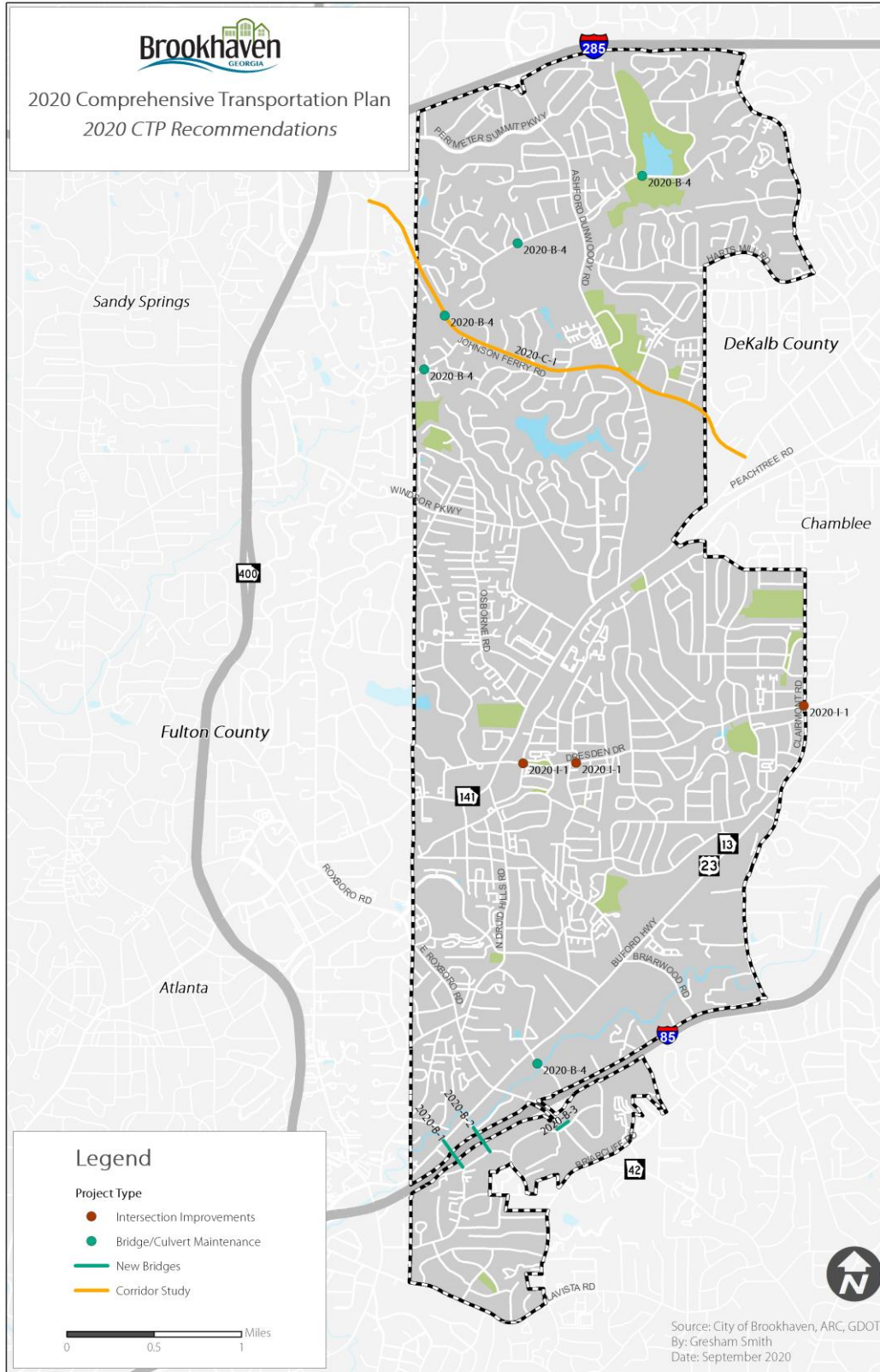


FIGURE 12: 2020 CTP RECOMMENDATIONS

TABLE 13: 2020 BROOKHAVEN CTP RECOMMENDATIONS

Project ID	Name	From	To	Potential Partners	Estimated Cost*	Description/Notes
<b>Corridor Studies</b>						
2020-C-1	Johnson Ferry Rd. Corridor Study	Peachtree Dunwoody Rd.	Peachtree Blvd. (SR 141)	City of Chamblee, City of Sandy Springs	\$150,000	Partner with the City of Sandy Springs and City of Chamblee to conduct a corridor study for 2.8 miles of Johnson Ferry Rd. which consists of visioning, needs identification and goal setting, public outreach and stakeholder coordination, environmental screening, traffic analysis, and development of recommendations. The study should identify potential roadway concepts, intersection improvements, and other projects as appropriate.
<b>Intersection Studies</b>						
2020-I-1	Safety & Operations Analysis at 3 Locations: <ul style="list-style-type: none"> <li>• Clairmont Rd. @ Dresden Dr.</li> <li>• Dresden Dr. @ Apple Valley Rd.</li> <li>• Dresden Dr. @ Caldwell Rd.</li> </ul>	N/A	N/A	City of Chamblee	\$50,000 - 60,000	Conduct safety and operations analysis at three intersections along Dresden Dr. to identify specific needs and potential improvements. The intersection at Dresden Dr. and Clairmont Rd. is a recommendation from the Clairmont Road Special Area Plan (Project 8); findings from this analysis could help identify specific improvements for implementation. The other two intersections are within the boundaries of the forthcoming City Centre Master Plan. The findings from this analysis show the intersection with Caldwell Rd. should be prioritized. Other findings should be taken into consideration as the Master Plan progresses.
<b>Bridge Projects</b>						
2020-B-1	Vehicular Bridge Over I-85 into Executive Park	Buford Hwy. (SR 13)	Chantilly Dr. @ Executive Park S.	ARC, GDOT	TBD	Procure engineering services to design and construct a vehicular flyover bridge over I-85 to provide a second vehicular access point to Emory University Executive Park Campus and to reduce pressure on N. Druid Hills Rd.
2020-B-2	Pedestrian Flyover Bridge Over I-85 into Executive Park	W. Druid Hills Dr.	Executive Park S.	ARC, GDOT	TBD	Procure engineering services to design and construct a pedestrian flyover bridge over I-85 to provide pedestrian access from Buford Hwy. (SR 13) to the Emory University Executive Park Campus, serve as an alternative for pedestrians to N. Druid Hills Rd., and improve access to the future Peachtree Creek Greenway.
2020-B-3**	Pedestrian Flyover Bridge Over N. Druid Hills Rd. (SR 42)	Emory Executive Park Campus	CHOA N. Druid Hills Campus	ARC, GDOT	TBD	As the development of the Emory University Executive Park and Children's Healthcare of Atlanta N. Druid Hills campuses progresses, procure engineering services for the design and construction for a pedestrian flyover bridge over N. Druid Hills Rd. to improve safety, connectivity, and access between the two campuses, and provide an alternative to at-grade crossing of N. Druid Hills Rd. The bridge should be incorporated into the master plan of both facilities.  <b>**NOTE:</b> Approximate Location Mapped
2020-B-4	Bridge Preventative Maintenance at the Following Five Locations: 1) Corporate Blvd. at N. Fork Peachtree Creek 2) Mill Creek Rd. at Nancy Creek 3) Johnson Ferry Rd. at Nancy Creek 4) W. Nancy Creek Dr. at Nancy Creek Tributary 5) W. Nancy Creek Dr. at Murphey Candler Dam	Multiple Locations	N/A	GDOT	\$15,000 – 20,000	Conduct field inspections and evaluation to identify specific repairs and maintenance needed to improve element conditions and prolong the useful life of the five (5) bridges.  These bridges were identified as being in fair condition based on FHWA Bridge Condition Measures and review of existing bridge inspection reports, including element condition and structural evaluation ratings. Each of these bridges would benefit from rehabilitation to prolong their useful life.
<b>Transportation Safety Management and Operations Projects</b>						
2020-TSMO-1**	ITS Master Plan	N/A	N/A	N/A	\$125,000	Develop a master plan for intelligent transportation systems (ITS) to inventory existing infrastructure within the City and develop an implementation plan for future technology deployment such as connected vehicle (CV), public access WIFI, variable message signage, and smart street lights, among other relevant technologies, that will serve as a roadmap for the City in enhancing safety, mobility, and connectivity through all modes of travel.  <b>**NOTE:</b> Project Not Mapped
<b>*NOTE:</b> Estimated costs reflect 2020 dollars at the time of the CTP Update and are subject to change						



# Appendix A:

## Projects Previously Completed

TABLE A-1: PROJECTS PREVIOUSLY COMPLETED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Ashford Dunwoody Road Corridor Study (2017)	ST-01		No Left Turn Cambridge Square	Design and install sign(s) to prohibit left turns from northbound Ashford Dunwoody Rd. into one or both driveways at Cambridge Square during peak evening rush hour, such as from 4:00 PM to 7:00 PM on weekdays.	Complete		
Ashford Dunwoody Road Corridor Study (2017)	ST-03		Intersection Advance Warning Signs	Install advance warning "Intersection Ahead" (W2-2) signs with name plaques on the northbound and southbound approaches to Windsor Pkwy.	Complete	July 2017	
Ashford Dunwoody Road Corridor Study (2017)	ST-04		Identify opportunities to modify traffic patterns: Montgomery Elementary	Work with DeKalb County Schools and Montgomery Elementary officials to develop plans for modifying traffic patterns on school property. Identify possible opportunities to reduce queueing on Ashford Dunwoody Rd. and program projects as appropriate.	Complete	2018	The City met with the school in July 2018 and changed from loop to radar for the existing signal.
Ashford Dunwoody Road Corridor Study (2017)	ST-05		Intersection Improvement: Harts Mill Road / Marist School	Design and construct intersection improvements at Harts Mill Rd./Marist School: lengthen the left turn lane on northbound Ashford Dunwoody Rd. approaching Harts Mill Rd./Marist School by restriping the existing two-way left-turn-lane.	Complete	August 2018	
Ashford Dunwoody Road Corridor Study (2017)	ST-06		Flashing pedestrian signal: Montgomery Elementary School	Install flashing pedestrian crossing signal (RRFB) at the crosswalk at Chaucer Ln. (entrance to Montgomery Elementary School).	Complete	April 2018	Completed through LMIG 2017 funding.
Ashford Dunwoody Road Corridor Study (2017)	ST-07		Upgrade Pedestrian Crossings: Kadleston, Nancy Creek Trail	Upgrade existing pedestrian crossings at two unsignalized locations across Ashford Dunwoody Rd. to include refuge islands: Kadleston Way; and between the YMCA and Nancy Creek PATH Trail at the north end of Blackburn Park.	Complete	YMCA in March 2020; Kadleston in June 2020	Should be complete by March 2020.
Ashford Dunwoody Road Corridor Study (2017)	ST-10		Intersection Improvement: West Nancy Creek Drive	Design and construct intersection improvements at W. Nancy Creek Dr. and Ashford Dunwoody Rd. Install left turn lanes on eastbound and westbound W. Nancy Creek Dr. with left turn arrow signals and/or flashing yellow arrows. To minimize impacts to the adjacent properties, it is recommended that the turn lanes and the through lanes be designed to be 10 feet wide. Construct appropriate pedestrian improvements at the intersection based upon the vision of the typical cross-section for Segment 3.	Complete	August 2019	
Ashford Dunwoody Road Corridor Study (2017)	MT-06		Gateway Monument	Issue a request for proposals or qualifications for the design and construction of a gateway feature to go in the southwest quadrant of the intersection at Perimeter Summit Pkwy./Oak Forest Dr. May include sculpture, visually appealing sign or mural, or planted landscaped area.	Complete		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	116-ST		Caldwell Road	Fill in sidewalk gaps; fill in sharrow gaps (from Sunland Dr. to E. Osborne Rd./Oaklawn Ave.)	Complete	2018	
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	126-ST		Old Johnson Ferry Road (Existing to Brooklawn Road and Brooklawn Road to W. Nancy Creek Drive)	Extend and complete sidewalks and add sharrows (from W. Nancy Creek Dr. to Peachtree Dunwoody Rd.)	Complete	2017 and 2018, for respective sections	Sharrows eliminated due to traffic volumes.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	127-ST		Ashford Dunwoody Road (Brookhaven Hill to Kadleston)	Fill in sidewalk gaps to east (from I-285 interchange to W. Nancy Creek Dr.)	Complete	2018	
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	159-ST		Thompson Road (Dresden Drive to Grant Drive)	Add sidewalks to west and add sharrows (from Dresden Dr. to Drew Valley Rd.)	Complete		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	114-MT		Dresden Drive	Fill in gaps and widen to multi-use path on south (from Thompson Rd. to Clairmont Rd.)	Complete	2017	Sidewalk installation completed by City; multi-use path to be completed as redevelopment occurs.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	189-MT		Woodrow Way	Finish sidewalk (from Windsor Pkwy. connecting to Lanier Dr.)	Complete	2017 and 2018	Lanier Dr. to Oglethorpe Entrance and Breton Cir. to Inman Dr. completed in 2017 and 2018, respectively.

TABLE A-1: PROJECTS PREVIOUSLY COMPLETED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	116-LT		Caldwell Road	Multi-use trail to west/north between E. Osborne Rd. to Cheshire Way	Complete	2018	Complete per 2020 Annual Adopted Budget Chapter 3 on planning processes.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	120-LT		Hermance Drive	Fill in sidewalk gaps and improve sidewalk connections to school	Complete	2017	Complete per 2020 Annual Adopted Budget Chapter 3 on planning processes.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	138-LT		Drew Valley Road	Fill sidewalk gaps between Birch Cir. and E. Drew Valley Rd.	Complete	2018	Complete per 2020 Annual Adopted Budget Chapter 3 on planning processes.
Brookhaven CTP (2014)	AT-1	2014 Brookhaven CTP (SP-2)	Citywide Active Transportation Master Plan	Development of an Active Transportation Master Plan addressing bicycle, pedestrian, and trail systems within the City and connections to regional systems. Plan should include policies, design concepts, alignments, cost estimates, phasing, potential funding sources, Safe Routes to Schools, and public outreach.	Complete	2016	Completed as the Brookhaven Bicycle, Pedestrian and Trail Plan (2016).
Brookhaven CTP (2014)	C-1		Ashford Dunwoody Road (from North City Limits to Peachtree Road)	Conduct two-phase process to create a corridor vision (Phase I) and follow-up analyses (Phase II) leading to Project Concept Report per GDOT, including public outreach, environmental screening, traffic analysis, complete streets, roadway concepts, and signal improvements.	Complete	2017	Completed as the Ashford Dunwoody Road Corridor Study (2017).
Brookhaven CTP (2014)	C-2	2014 DeKalb County Transportation Plan (2230)	Clairmont Road Corridor (from North City Limits to South City Limits)	Development of a corridor vision, including public outreach, environmental screening, complete streets concepts, and context-sensitive solutions.	Complete	2019	Bicycle improvements identified in DeKalb County 2014 Transportation Plan (2230). Completed through the Clairmont Road Special Area Plan.
Brookhaven CTP (2014)	C-6		Osborne Road (Peachtree Road to Windsor Parkway)	Conduct corridor vision process including complete streets and traffic calming concepts, traffic analysis, and public outreach.	Complete		Section from Peachtree Rd. to Windsor Pkwy. has completed traffic calming, resurfacing, and travel lane striping. The City has also installed radar detectors for both northbound and southbound and did some public outreach.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	Bicycle, Pedestrian & Trail Plan (110-ST)	Briarwood Road from Buford Highway to I-85	Add bike lanes.	Complete		The City made a determination to not install on-road bike lanes because of the curvature of the roadway and speed of vehicular traffic, instead opting to upgrade sidewalks to a multi-use path, which can accommodate pedestrians and bicyclists in a dedicated facility that is separated from the roadway by a curb.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (AT-2 & SP-7)	Active Transportation Standards	Develop Transportation Standards and Criteria for (1) active transportation facilities; (2) Complete Streets concepts; (3) traffic calming concepts; (4) walkable urban thoroughfares and (5) context-sensitive design.	Complete	2016	The City does not have a formal Complete Street Policy but has developed standards as part of the Bicycle, Pedestrian and Trail Plan (2016). The City has adopted Citywide Streetscape Design Standards (2018). Lastly, the City applies Complete Streets approaches to all of its corridor and multi-use trail projects. Completed as the Brookhaven Bicycle, Pedestrian and Trail Plan (2016).
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (SP-6)	Citizens Transport Advisory Committee	Establish a citizen-based group to help advise City leaders on local and regional transportation issues affecting Brookhaven; assist in gathering information about transportation and key concepts such as complete streets, access management, traffic safety, pedestrian and bicycle safety, etc.	Complete		Committees were established for certain transportation projects.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (PT-1)	Neighborhood Bus Circulator Study	Study to examine feasibility (demand, location, service type, and costs) for a community bus transit circulator linking MARTA stations.	Complete	2016	Brookhaven Transit Connector Study completed in 2016.

TABLE A-1: PROJECTS PREVIOUSLY COMPLETED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	Bicycle, Pedestrian, and Trail Plan (191-LT)	Northeast Plaza	Add multi-use trail between Buford Hwy. (SR 13) and Peachtree Creek Greenway.	Complete		This future trail is included on future sidewalk list for City of Brookhaven, District 4.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (SP-5)	State of Good Repair Program	Road maintenance and resurfacing and Sidewalk/path maintenance activities.	Complete		City has completed comprehensive sidewalk inspection and mapping. Council has allocated \$50k annually for sidewalk. Also implemented program whereby citizens can report sidewalk issues.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (SP-4)	Traffic Calming Program	Traffic analysis, public outreach, and support services to address cut through traffic and other related activities.	Complete		The City adopted a Traffic Calming Policy in 2017 where neighborhoods in the City can petition the City to authorize installation of traffic calming measures within their neighborhood. Staff recommendations must then be approved by City Council.
DeKalb County 2014 Transportation Plan (2014)	1531		Buford Highway between North Druid Hills Road and Lincoln Court Pedestrian Improvements	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.	Complete	2015	Completed as part of GDOT PI# 731770- /0010884
DeKalb County 2014 Transportation Plan (2014)	1532		Buford Highway at Noble Woods Drive Pedestrian Improvements	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.	Complete	2015	Completed as part of GDOT PI# 731770- /0010884
DeKalb County 2014 Transportation Plan (2014)	1533		Buford Highway at The Villas at Druid Hills Pedestrian Improvements	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.	Complete	2015	Completed as part of GDOT PI# 731770- /0010884
DeKalb County 2014 Transportation Plan (2014)	1534		Buford Highway at Northeast Plaza Shopping Center Pedestrian Improvements	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.	Complete	2015	Completed as part of GDOT PI# 731770- /0010884
DeKalb County 2014 Transportation Plan (2014)	1535		Buford Highway at Epic Garden Apartments Pedestrian Improvements	Add a pedestrian crossing at or near this location to facilitate safer crossings and safer access to transit stops.	Complete	2015	Completed as part of GDOT PI# 731770- /0010884
GDOT	0002903		SR 155 From I-85 to SR 13 - Phase I	Addition of 4-foot sidewalks along both sides of the road from N. Druid Hills Rd. to Buford Hwy. (SR 13). Crosswalks will be included as appropriate.	Complete	2014	
GDOT	0010884		SR 13 From CS 434/Lenox Road to CR 1645/Afton Lane - Pedestrian Upgrades	This project includes pedestrian lighting, adding a raised median in the existing two way left turn lane, and upgrading existing or adding new sidewalk to meet ADA standards. In addition, multiple pedestrian hybrid beacons are proposed on this project along with mid-block pedestrian refuge/crossing islands.	Complete	2015	
GDOT	0013871		Off-System Safety Improvements @ 3 Locations in DeKalb County	The proposed work consists of the installation of signs, rumble strips, striping and ROW clearing at three (3) locations in DeKalb County.	Complete	2016	One of three locations is N. Druid Hills Rd. @ Briarcliff Rd.

TABLE A-1: PROJECTS PREVIOUSLY COMPLETED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
GDOT	0015070		Medical Center to Dunwoody MARTA Station Bike/Ped & Transit Connectivity	The project accomplishes a street typical section on a four-street superblock connecting the Dunwoody and Medical Center MARTA stations. This includes 4-ft on-street bike lanes on Hammond Dr., Perimeter Center Pkwy. and Lake Hearn Dr., as well as a 12-ft, two-way cycle track on the west side of Peachtree-Dunwoody Rd. between Hammond Dr. and the I-285 bridge. A 10-ft. multiuse path connecting the I-285 underpass at Peachtree-Dunwoody Rd. to Lake Hearn Dr., a 4-ft. on-street bike lane connecting Lake Hearn Dr. to the Medical Center MARTA station and new 6-ft. sidewalks. The project includes landscaping and beautification and improves pedestrian safety. This also includes intersection improvements at the intersections of Peachtree-Dunwoody Rd. and the I-285 ramps. The project will also widen Lake Hearn Dr. from two to four lanes between Peachtree-Dunwoody Rd. and Perimeter Center Pkwy.	Complete	2016	Project traverses northwest corner of city limits along Lake Hearn Dr. and Perimeter Summit Pkwy.
GDOT	M004546		SR 155 From 0.03 Miles South of SR 154 to SR 13	This project is the milling and resurfacing of Clairmont Rd. (SR 155). This section needs resurfacing because the existing pavement is deteriorating. SR 155 was last resurfaced in 1986.	Complete	2014	
GDOT	M005407		SR 141 from Fulton County Line to CR 7956/Shallowford Road	Due to the deterioration of the existing pavement as shown through COPACES ratings, this project is for the milling and resurfacing on Peachtree Rd. (SR 141).	Complete	2016	
Last Mile Connectivity Study (2017)	S160		Coordinate and Establish Policies Regarding Ridesharing Services	Establish policies to guide operation of ridesharing or ride-hailing services (i.e., Lyft, Uber, and taxis). This may include steps such as: formalizing agreements to subsidize a portion of rides that begin, end, or do both using a private rideshare or ride-hailing provider; implement curb control policies to manage where services are able to pick-up and drop-off passengers.	Complete		Handled by PCIDs within their boundaries. The City of Brookhaven does not have any policy to this effect.
Last Mile Connectivity Study (2017)	M141	Ashford Dunwoody Rd Corridor Study (ST-09); 2014 Brookhaven CTP (I-7)	Johnson Ferry Road Operational Improvements (Western City Limits to Ashford Dunwoody Rd)	Design and construct operational improvements on Johnson Ferry Rd.	Complete	June 2020	
Last Mile Connectivity Study (2017)	L193		Land Use and Urban Form Vision and Coordination	Establish priorities for density, mix of uses, and the urban form of new developments to support transit and other alternative modes of travel. This may involve providing direct connections between residential and office/retail uses such as sidewalks, bridges, and walkways through campuses; setting thresholds for employment and residential density within and outside of activity centers.	Complete		City of Brookhaven Character Area Study.
PCIDs 2018 Consolidated Plan (2018)	1.12	Last Mile Connectivity Study (S161).	TDM Efforts	Ongoing commuter focused programs, such as Perimeter Connects, and strategies to encourage transit use, carpooling, and nonpeak vehicular trips. Work with major employers, large-scale developments, and campuses to encourage their use of private shuttle services for tenants, employees, and visitors. Consider opportunities to standardize or streamline certain elements of operation such as hours of service and use of real-time data to make them more consistent and appealing to users.	Complete		UrbanTrans currently operates Perimeter Connects under a 2-year contract that was recently renewed. They're looking at positive incentives and parking management strategies. CV technology will play into this through RTOP.

TABLE A-1: PROJECTS PREVIOUSLY COMPLETED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
PCIDs 2018 Consolidated Plan - Draft Additional Recommendation (2020)	M16	PCIDs 2018 Consolidated Plan (2.1); Ashford Dunwoody Rd Corridor (ST-02)	Regional Traffic Operations Program (RTOP)	Adaptive remote signal control at 100 intersections and 27 traffic camera along 9 key corridors and 4 freeway interchanges.	Complete		<p>This is an ongoing annual contract. GDOT has absorbed PTOPTOP into RTOP, and PCIDs and three Cities (Sandy Springs, Dunwoody, and Brookhaven) meet regularly.</p> <p>This project was in the previous PCIDs Consolidated Master Plan (2.1) and is now a Tier 1 project instead of Tier 2.</p>
Peachtree Creek Greenway Master Plan (2016)	N/A	Brookhaven CTP (AT-02); Bicycle, Pedestrian & Trail Plan (152-ST)	Segment 3 - North Druid Hill Road to Corporate Boulevard	The base trail is located on the south side of Peachtree Creek. The complete total greenway crosses the creek once, includes paved trails on both sides of the creek, one trailhead on Salvation Army property, requires redevelopment of several parcels on Buford Hwy. (SR 13), and redevelopment of a south side parcel at N. Druid Hills Rd. (SR 42).	Complete	2019	Peachtree Creek Greenway Phase I
Peachtree Creek Greenway Master Plan (2016)	N/A	Brookhaven CTP (AT-02); Bicycle, Pedestrian & Trail Plan (152-ST)	Segment 4 - Corporate Boulevard to Jackson Square Condominiums	The base trail is located on the south side of Peachtree Creek. The complete greenway includes a natural unpaved trail on the south side of the creek, a trailhead active greenspace at redeveloped Corporate Square connected by a bridge to the north side paved greenway and greenspace on the southside.	Complete	2019	Peachtree Creek Greenway Phase I
Peachtree Creek Greenway Master Plan (2016)	N/A	Brookhaven CTP (AT-02); Bicycle, Pedestrian & Trail Plan (152-ST)	Segment 5 - Jackson Square Condominiums to Briarwood Drive Road	Ultimately, this area will be developed into two active greenspace areas. The base trail will be located on the north side of Peachtree Creek. An agreement with the Georgia Power for power line access is required. The total greenway includes unpaved nature trails and paved trails on both side of the creek, one major trailhead at a redeveloped Northeast Plaza, and a trailhead at Briarwood Rd. The south side trail system requires redevelopment of property on the I-85 access road that will include connection to the Children's Healthcare of Atlanta campus.	Complete	2019	Peachtree Creek Greenway Phase I



# Appendix B:

## Projects Pending or Ongoing

B-1: Under Construction

B-2: In Progress

B-3: Programmed

B-4: Not Started

TABLE B-1: PROJECTS UNDER CONSTRUCTION

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Ashford Dunwoody Road Corridor Study (2017)	MT-02	2014 Brookhaven CTP (OP-3)	Intersection Improvement: Montgomery Elementary School	Design and construct intersection improvements at Montgomery Elementary School. Install a right turn lane on northbound Ashford Dunwoody Rd. into the school entrance. Upgrade the existing traffic signal at the school exit and work with PTO to optimize phasing/timing of the signal. Upgrade the pedestrian crossings at the school exit and at Chaucer Ln. to include refuge islands and install a wide sidewalk between the two school driveways.	In Progress	Under Construction	Pre-construction meeting in April 2020. Construction to start May 2020 and be done by August 2020; \$860,000 allotted in capital improvement plan for FY2020.
GDOT	0013546	ARC FY2020-25 TIP (AR-957A)	I-285 @ SR 400; Includes C-D Lanes & Abernathy Road Interchange	Reconstruct interchange at GA 400 and implement collector-distributor lanes. The eastern extent of the project goes into DeKalb County and ends at Ashford Dunwoody Rd.	In Progress	Under Construction	
GDOT	0012826	2014 Brookhaven CTP OP-2; 2014 DeKalb County Transportation Plan (0660)	SR 155 @ 4 LOCS IN DEKALB	The following intersections located in DeKalb County have been identified by The Office of Traffic Operations as high priority for minor intersection improvements. 1.) Clairmont Rd. (SR 155) @ Briarcliff Rd. 2.) Clairmont Rd. (SR 155) @ I-85 NB Ramps. 3.) Clairmont Rd. (SR 155) @ I-85 SB Ramps. 4.) Clairmont Rd. (SR 155) @ Sam's Cub. The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrades based on the following deficiencies: pedestrian accommodations, ADA compliance, old conductor cables, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnects.	In Progress	Under Construction	This was programmed in the ARC 2040 RTP and as GDOT PI# 0012826, which is currently under construction.  Installing RTOP equipment along this corridor is part of a separate project.
GDOT	0013138	2040 ARC RTP (DK-419) & 2014 Brookhaven CTP (OP-1)	Ashford Dunwoody Road @ Dresden Drive ITS System Expansion	This project will expand the ITS system along Ashford Dunwoody Rd. from Perimeter Summit Pkwy. to Peachtree Rd. (SR 141) and Dresden Dr. from Peachtree Rd. (SR 141) to Clairmont Rd. Both locations will include ITS improvements, signal equipment upgrades, communications/interconnections, CCTV, related signing/stripping/ADA upgrades, timing of all signals along corridors. The intent of this project is to produce reductions in traffic congestion, travel time and length of backups. The project goal is to relieve congestion at key intersection points and also to help create less interrupted flow along the corridor by interconnections and updated signal timing monitoring in the future.	In Progress	Under Construction	

TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Ashford Dunwoody Road Corridor Study (2017)	MT-01	2014 Brookhaven CTP (I-1)	Intersection Improvement: Peachtree Road (SR 141)	Design and construct intersection improvements at Peachtree Rd. (SR 141) and Ashford Dunwoody Rd. Extend the right turn lane on southbound Ashford Dunwoody Rd. to Oglethorpe Dr. Convert the right turn lane from southbound Ashford Dunwoody Rd. to southbound Peachtree Rd. (SR 141) into a barrier-separated, free-flow turn lane, with right turn arrow signal and pedestrian-activated push button. Install right turn lane on southbound Peachtree Rd. (SR 141) and increase turn radius in the northeast corner of the intersection, install concrete island, and provide space for shelter/waiting area at the bus stop on Peachtree Rd. (SR 141).	In Progress	CST 2020	Design complete and currently in ROW negotiation. \$1,100,000 in capital improvement plan for FY2020.
Ashford Green (2013)	N/A		Ashford Green	Mixed-use development on 18,334 acres. In addition to a currently existing 277,206 square-foot office building, the proposed development would include two 5-story, multi-family residential structures with a total of 500 units and a 10-story, 250,000 square-foot office building.	In Progress	Complete	Under Construction as of early 2020. The Linc Brookhaven Apartments at 4150 Ashford Dunwoody Rd. opened in early 2020.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	102-ST		Shady Valley Drive & Goodwin Road	Add sidewalks on Goodwin Rd.; add sharrows; crossing improvements (from Victor Rd. to E. Roxboro Rd.)	In Progress		City Sidewalk/MUP Master Plan includes proposed sidewalk on the north side of Goodwin Rd. and filling gaps on the east side of Shady Valley Rd.; sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	118-ST		Lanier Drive (Peachtree Road to Woodrow Way, Woodrow Way to Windsor Parkway, and Hearst Drive)	Add sidewalks and sharrows to Hearst Dr./Humility Ln.; add sidewalk to one side of road and replace sharrows with cycle track on the other side of Lanier Dr. (from Peachtree Rd. to Hearst Dr./Humility Ln.)	In Progress		Sidewalk installation completed on Lanier Dr. and Humility Dr. but not yet on Hearst Dr. A cycle track is typically applied to streets with parking lanes and on streets that would cause bicyclists to feel stress due to factor such as multiple lanes, high traffic volumes, and high speed traffic. Lanier Dr. does not meet most of these conditions, therefore it was determined that a separated cycle track is not appropriate for this street; however, sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	124-ST		W. Nancy Creek Drive/Ashentree Drive (east of Candler Lake Way)	Add sidewalks and sharrows (from western limit of Murphey Candler Park/Candler Lake Way to Chamblee Dunwoody Rd.)	In Progress		Sidewalk on both sides of Ashentree Dr. and south side of Nancy Creek Dr. east of Murphey Candler Park, included in City Sidewalk/MUP Master Plan.  <b>Suggested Modified Description:</b> Add sidewalks (from western limit of Murphey Candler Park/Candler Lake Way to Chamblee Dunwoody Road). Sharrows should be installed from east of Candler Lake E. to Chamblee Dunwoody Road.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	125-ST		W. Nancy Creek Drive (west of Ashford Dunwoody Road)	Extend sidewalk and add sharrows (from Ashford Dunwoody Rd. to western terminus)	In Progress		Sidewalk currently exists on north side of W. Nancy Creek Dr. between Old Johnson Ferry Rd. and Ashford Dunwoody Rd.; sidewalk west of Old Johnson Ferry Rd. to Chelsea Cres. is included in City Sidewalk/MUP Master Plan. Sharrows eliminated due to traffic volumes.  <b>Suggested Modified Description:</b> Extend sidewalk (from Ashford Dunwoody Rd. to western terminus)
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	132-ST		E. Nancy Creek Drive	Fill in sidewalk gaps and extend sidewalk; add sharrows (from Chamblee Dunwoody Rd. to Murphey Candler Park)	In Progress		Sidewalks included in City Sidewalk/MUP Master Plan. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	133-ST		Ashwoody Court/Ashwoody Trail	Add sidewalks and sharrows (from Murphey Candler Park to Ashford Dunwoody Rd.)	In Progress		Sidewalks included in City Sidewalk/MUP Master Plan. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	155-ST		Coosawattee Drive and Ellijay Drive	Fill in sidewalk gaps, add sharrows, and improve crossings (from Dresden Dr. to Briarwood Rd.)	In Progress		Sidewalk gaps filled in 2017. Sharrows should be installed.

TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	158-ST		Executive Park Drive	Fill in sidewalk gaps and add sharrows (from Sheridan Rd. to N. Druid Hills Rd.)	In Progress		Sidewalks included in City Sidewalk/MUP Master Plan. Sharrows eliminated due to 35 MPH speed limit.  <b>Suggested Modified Description:</b> Fill in sidewalk gaps (from Sheridan Road to N. Druid Hills Road)
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	181-ST		Mabry Road	Complete sidewalks and add sharrows (from Brookhaven Dr. to Windsor Pkwy.)	In Progress		Sidewalks included in City Sidewalk/MUP Master Plan
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	184-ST		Cartecay Drive	Add sharrows and extend sidewalk along Cartecay Dr. (from Sylvan Cir. to Oostanaula Dr. - stormwater walkway)	In Progress		Sidewalk along Cartecay Dr. from Sylvan Cir. to Ellijay Dr. was completed in 2018. Sidewalk from Ellijay Dr. to Oostanaula Dr. included in City Sidewalk/MUP Master Plan. There is insufficient room for sharrows on Cartecay Dr. between Sylvan Cir. and Ellijay Dr. Sharrows eliminated due to space constraints.  <b>Suggested Modified Description:</b> Extend sidewalk along Cartecay Drive (from Fernwood Circle to Oostanaula Drive - stormwater walkway).
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	188-ST		Etowah Drive/Oostanaula Drive	Add sidewalk along one side of each roadway (includes Ellijay Dr., Drew Valley stormwater trail, and Canoochee Dr.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	100-MT		Buford Highway	Addition of bus-only lane; Identify locations for future HAWK crossings within the City limits of Brookhaven (from east of Cheshire Bridge Rd. to Clairmont Rd.)	In Progress	<b>Phase I:</b> Completed <b>Phase II:</b> In Progress	<b>Phase I:</b> Completed (HAWK Signals installed, sidewalks completed); City of Atlanta to Afton Ln. <b>Phase II (PI #009400):</b> Final plans include HAWK signals and sidewalk Afton Ln. to Shallowford Ter.; construction by GDOT
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	104-MT	North Druid Hills Road Corridor Study	N. Druid Hills Road	Sidewalk to west and multi-use path along east (from E. Roxboro Rd. to Curtis Dr.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	105-MT	North Druid Hills Road Corridor Study	N. Druid Hills Road	Fill sidewalk gaps to west; expand sidewalk to multi-use path along east (from Curtis Dr. to Apple Valley Rd.)	In Progress	2016 and 2018, respectively	Sidewalk installation complete from Lenox Park Blvd. to Ashton Town Homes and from Arrington Pl. to Colonial Dr.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	106-MT		Curtis Drive (Buford Highway to existing) and Corporate Boulevard	Fill gaps and expand to multi-use path along east (from N. Druid Hills Rd. to N. Fork Peachtree Creek)	In Progress		Sidewalk installation along west side complete.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	115-MT		Peachtree Road	Widen sidewalk to multi-use path to north (within City of Brookhaven)	In Progress		Sidewalk to be upgraded to multi-use path as redevelopment occurs.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	127-MT	Ashford Dunwoody Road Corridor Study	Ashford Dunwoody Road (Brookhaven Hill to Kadleston)	Expand sidewalk to multi-use trail along east (from I-285 interchange to W. Nancy Creek Dr.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	128-MT	Ashford Dunwoody Road Corridor Study	Ashford Dunwoody Road (W. Nancy Creek Drive to Blackburn Park)	Improve, widen, and brand multi-use path along east (from W. Nancy Creek Dr. to Blackburn Park)	In Progress		Multi-use path segment on east side of Ashford Dunwoody Rd. south of Harts Mill Rd. included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	129-MT		Blair Circle	Improve, widen, and brand multi-use path along both sides (from Donaldson Dr. to Johnson Ferry Rd.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	130-MT		Donaldson Drive (Bubbling Creek to Runny Mead Way); Harts Mill Road	Coordinate with City of Chamblee to improve and connect sidewalks; add sharrows (from Blair Cir. to Harts Mill Rd.)	In Progress		Sidewalk installation completed in 2016 and sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	131-MT		Chamblee-Dunwoody Road	Coordinate with City of Chamblee to improve and connect sidewalks (from I-285 interchange to eastern City limits/Harts Mill Rd.)	In Progress		Included in City Sidewalk/MUP Master Plan.

TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	141-MT		Clairmont Road (south)	Widen western sidewalk to multi-use path, as possible; Trailhead at North Fork Peachtree Creek Greenway (from Buford Hwy. to N. Fork Peachtree Creek)	In Progress		Multi-use path included in City Sidewalk/MUP Master Plan; trailhead part of Peachtree Creek Greenway Phase III.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	146-MT	Ashford Dunwoody Road Corridor Study	Ashford Dunwoody Road (from Peachtree Road to Kadleston Way)	Widen sidewalks to multi-use path along east (from Peachtree Rd. to northern edge of Peachtree Golf Club)	In Progress		See Ashford Dunwoody Road Corridor Study; included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	148-MT		Tobey Road/Parkridge Drive/Cravenridge Drive	Complete sidewalks and add sharrows (On Tobey Rd. from Skyland Dr. to Parkridge Dr.; On Parkridge Dr. from Tobey Rd. to stormwater path; On Cravenridge Dr. from stormwater path to Caldwell Rd.)	In Progress		Sidewalks included in City Sidewalk/MUP Master Plan. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	151-MT	North Druid Hills Road Corridor Study	N. Druid Hills Road	Widen eastern sidewalk to multi-use path (from Goodwin Rd. to Buford Hwy.)	In Progress		See North Druid Hills Road Corridor Study; included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	153-MT		Corporate Boulevard	Multi-use path on east side, connect to Project #106 (from N. Fork Peachtree Creek to N. Frontage Rd.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	158-MT		Executive Park Drive	Expand southern sidewalk to multi-use trail (from Sheridan Rd. to N. Druid Hills Rd.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	160-MT		Dresden Drive (west)	Wide sidewalks along south side of road; Bike lanes (as width allows) (from Peachtree Rd. to Thompson Rd.)	In Progress		Multi-use path included in City Sidewalk/MUP Master Plan in lieu of sidewalks and bike lanes to accommodate both bicyclists and pedestrians.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	161-MT		Nancy Creek Drive (Ashford Dunwoody Road to Candler Lake Way)	Improve/widen existing path on south side to full width (from Ashford Dunwoody Rd. to Murphey Candler Park)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	166-MT		Skyland Drive/Tobey Road	Expand sidewalk to multi-use trail (from Ashford Park to Dresden Dr.)	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	179-MT		Colonial Drive	Complete sidewalk and add sharrows (from N. Druid Hills Road to existing sidewalk)	In Progress		Two segments included in City Sidewalk/MUP Master Plan: multi-use path from Peachtree Rd. to Oglethorpe Ave. on east side of road and sidewalk south of Oglethorpe Ave and looping back to N. Druid Hills Rd. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	108-LT		Colonial Drive/Oglethorpe Avenue	Add multi-use trail between Buford Hwy. (SR 13) and Peachtree Creek Greenway.	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	109-LT	2014 DeKalb Transportation Plan (1695)	Briarwood Road	Fill gaps and widen to multi-use path to southwest between Buford Hwy. (SR 13) and 1599 Briarwood Rd.	In Progress	PE 2020; CST 2020	Design and Construction in 2020. Part of 2020 City of Brookhaven Sidewalk Program. Multi-use path between Buford Highway and Peachtree Creek Greenway on Future Sidewalk List for City of Brookhaven District 4. Also listed in Buford Highway LCI Implementation Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	111-LT		Sylvan Circle	Add multi-use path in greenspace near Sylvan Cir., including access to Apple Valley Rd.	In Progress		A proposed sidewalk, not a multi-use path, is included in City Sidewalk/MUP Master Plan between N. Druid Hills Rd. and Fernwood Cir.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	112-LT		Apple Valley Road	Add multi-use path to north/west	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	117-LT		Osborne Road	Widen sidewalk to multi-use trail	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	119-LT		Windsor Parkway	Add road calming measures and multi-use trail	In Progress		Included in City Sidewalk/MUP Master Plan.



TABLE B-2: PROJECTS IN PROGRESS

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Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	123-LT		Nancy Creek (east)	Multi-use path along creek bed, with connections to nearby facilities	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path east of Ashford Dunwoody Rd. to the Murphey Candler Lake dam.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	137-LT		Redding Road	Expand sidewalk to west of road; tie into Ashford Park	In Progress		Proposed multi-use path on west side of Redding Rd. between Peachtree Rd. (SR 141) and Caldwell Rd. is included in City Sidewalk/MUP Master Plan; shares boundary with Ashford Park.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	139-LT	Clairmont Road Special Area Plan	Clairmont Road (north)	Widen western sidewalk to multi-use path between Dresden Drive and 8th Street	In Progress		Included in City Sidewalk/MUP Master Plan
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	140-LT	Clairmont Road Special Area Plan	Clairmont Road (center)	Widen western sidewalk to multi-use path between Buford Highway and Dresden Drive	In Progress		Included in City Sidewalk/MUP Master Plan
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	143-LT		Drew Valley Road	Connect sidewalks, improve crossings, and add sharrows between the Drew Valley neighborhood and Buford Hwy. (SR 13) corridor.	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	149-LT		Poplar Springs Drive	Construct multi-use path along Poplar Springs Dr., then through FEAM lots in proximity to the corridor.	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	154-LT		Bragg Street and Tobey Road	Multi-use path extending airport trail	In Progress		Proposed multi-use path along Bragg St. west of Clairmont Rd. is included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	156-LT		Cheshire Way/Vavedere Drive/Thompson Road	Widen sidewalk to multi-use trail	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	157-LT		Skyland Drive	Widen sidewalk to multi-use trail	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	163-LT		Frontage Road (north)	Multi-use path on north side, crossing I-85 at underpass	In Progress	In Design	Included in City Sidewalk/MUP Master Plan as a multi-use path; In Design between Corporate Blvd. and I-85 Underpass per 2020 Sidewalk Program March 2020 update.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	165-LT		Frontage Road (south)	Multi-use path on south side, crossing I-85 at underpass	In Progress		Included in City Sidewalk/MUP Master Plan as a multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	169-LT		East Osborne Road / Green Meadows Lane	Fill in sidewalk gaps	In Progress		Included in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	171-LT		Skyland Drive	Add sidewalks to road, extend bike/ped mobility to Buford Hwy. (SR 13)	In Progress		Included in City Sidewalk/MUP Master Plan as multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	177-LT		Matthews Street	Fill in sidewalk gaps	In Progress		Segment on east side of road between Pine Grove Ave. and Colonial Dr. contained in City Sidewalk/MUP Master Plan.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	182-LT	2014 Brookhaven CTP (AT-8)	Harts Mill Road	Connect northern sidewalks and have sidewalks on both sides of the road.	In Progress		Segment between Watkins Pl. and Flowerland Dr. included in City Sidewalk/MUP Master Plan. Portions of the sidewalk along this corridor are already built, but the project is not entirely complete.
Brookhaven CTP (2014)	AT-7		Nancy Creek Trail	Associated with linear park; trail concept needs additional analysis and public outreach.	In Progress		There is a portion that is being programmed for design to build by parks department. Construction should happen any time.

TABLE B-2: PROJECTS IN PROGRESS

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Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven CTP (2014)	C-3		Dresden Drive (from Peachtree Road to Clairmont Road)	Conduct two-phase process to create a corridor vision (Phase I) and follow-up analyses (Phase II) leading to Project Concept Report, including public outreach, environmental screening, traffic analysis, complete streets, roadway concepts, and signal improvements.	In Progress		Part of a redevelopment project currently underway (March 2020). Also in DeKalb County 2014 Transportation Plan (5085 for Multimodal Improvements; 0858 for Pedestrian Improvements) and Brookhaven-Peachtree LCI 10-Year Update.
Brookhaven-Peachtree LCI 10-Year Update (2016)	N/A		Neighborhood Traffic Calming / Sidewalk Improvements in Brookhaven Heights, Brookhaven Fields, Ashford Park, Osborne, Hermance	Caldwell, Oglethorpe, Pine Grove, Colonial, Thornwell and Briarwood.	In Progress		Traffic calming measures have been implemented on all streets, except Osborne Rd. Brookhaven Heights cut-through concerns addressed as part of North Druid Hills Road Corridor Study. Along Osborne Rd., sidewalk on west side and multi-use path on east side of road on District 3 future sidewalk list between Peachtree Rd. (SR 141) and Lynwood Park. Sidewalks on both sides of Thornwell Dr. from Standard Dr. to Matthews St.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 DeKalb County Transportation Plan (1695)	Briarwood Road from Buford Highway to N. Druid Hills Road	Fill in sidewalk gaps, and widen to multi-use path.	In Progress		Design and Construction in 2020 and part of 2020 City of Brookhaven Sidewalk Program.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (I-4)	Buford Highway at Briarwood Road Intersection	Turn lanes and realign side street approaches; rebuild sidewalk in the SW quadrant and install new sidewalk in the NW quadrant.	In Progress		This project consists of extending right turn lane in north leg approach, installing raised pavement markers, painting new road markings (i.e. stop bar and turn arrows), replacing existing quadruple in right turn lane, and coordinating sign placement with MARTA. Waiting on ROW.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Bus stop amenities	Add lighting, seating, and trash receptacles to bus stops.	In Progress		City of Brookhaven adopted Streetscape Design Standards in 2018 addressing street furniture amenities. MARTA is implementing 5-year shelter upgrade project, which may include stops along Buford Highway.
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018)	N/A	GDOT PI# 0016054	Children's Healthcare of Atlanta Master Plan	This DRI is in the City of Brookhaven, centered around present-day Tullie Cir. and Tullie Rd. and adjacent to North Druid Hills Rd. (SR 42), the northbound I-85 Frontage Rd., Cliff Valley Way, and Briarcliff Rd. The project is proposed as a master-planned healthcare campus consisting of a 576-bed hospital, 608,000 SF of office space, 789,233 SF of medical office space, 50,000 SF of retail space, and a 150-room hotel. The development is proposed to ultimately replace the existing Children's Healthcare of Atlanta (CHOA) Egleston campus on Clifton Rd., and the CHOA administrative offices currently on-site. The local trigger for this DRI review is a permit application filed with the City of Brookhaven. The estimated build-out year is 2031.	In Progress		Rezoning Approved with Conditions in December 2017 (ORDRZ-2017-12-06) - Rezoning to M, Industrial and O-I (Office-Institutional). The Center for Advanced Pediatrics was first announced in 2015. Construction on next phase starting in 2020 will include an electrical plant and scheduled to open in 2026. Also see GDOT PI# 0016054 due to proximity of interchange project to DRI.

6/15/2021 Project C-3 revised to remove reference to realignment of Ellijay Dr. and Caldwell Rd.

TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018) Condition	Intersection 4	ARC FY2020-25 TIP (DK-382) and GDOT PI# 0016054.	North Druid Hills Road (SR 42) @ Executive Park Drive / Tullie Road	Construct one (1) additional eastbound left-turn lane along so that the approach consists of three (3) left-turn lanes, one (1) through lane, and one (1) right-turn lane Executive Park Dr., as approved by GDOT; Construct one (1) additional southbound left-turn lane and one (1) additional southbound through lane along N. Druid Hills Rd. (SR 42), as approved by GDOT; Construct one (1) additional northbound left-turn lane, one (1) additional northbound through lane and one (1) additional northbound right-turn lane along N. Druid Hills Rd. (SR 42), as approved by GDOT; Construct one (1) additional westbound left-turn lane and one (1) additional right turn lane along Tullie Road, as approved by GDOT; Coordinate with property owners along either side of N. Druid Hills Rd <b>OR</b> Complete Interchange Modification Report (IMR) to identify interchange improvements; If feasible, implement improvements as coordinated and approved by the City of Brookhaven, DeKalb County, GDOT and FHWA; Relocate intersection approximately 500 feet south of current location in coordination with GDOT, the City of Brookhaven, and surrounding property owners, as approved by GDOT.	In Progress		IMR prepared by HNTB - this IMR was approved by FHWA in March 2020 which recommends a displaced left-turn interchange alternative for this project as part of ARC FY2020-25 TIP project DK-382 and GDOT PI# 0016054.
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018) Condition	Intersection 14		Briarcliff Road at Proposed Driveway 3	Install a traffic signal, if and when warranted; Construct one (1) westbound right-turn lane along Briarcliff Rd. to serve vehicles turning into the site; Construct one (1) eastbound left-turn lane along Briarcliff Road to serve vehicles turning into the site; On site, construct one (1) southbound left-turn lane and one (1) southbound right-turn lane exiting the site onto Briarcliff Rd. and one (1) ingress lane entering the site.	In Progress		The driveway was under construction as of November 2019, but other turn lane improvements were not started.
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018) Condition	Intersection 16		Northeast Expressway Northbound @ Proposed Driveway 5	Construct one (1) eastbound right-turn lane along Northeast Expressway Northbound to serve vehicles turning into the site, as approved by GDOT; On site, construct one (1) northbound right-turn lane exiting the site onto Northeast Expressway Northbound and one (1) ingress lane entering the site, as approved by GDOT	In Progress		
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018) Condition	Intersection 18		Northeast Expressway Northbound @ Proposed Driveway 7	Construct driveway as exit only, or as approved by GDOT	In Progress		
DeKalb County 2014 Transportation Plan (2014)	2792		N. Druid Hills Road Pedestrian Improvements	Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.56-miles of severe grading.	In Progress		Sidewalk installed between Colonial Dr. and Arrington Pl. as part of 2018 Sidewalk Program. Sidewalk installed between Lenox Park Blvd. and Arrington Pl. as part of 2015 Sidewalk Program. Sidewalk installed between N. Cliff Valley Way and Curtis Dr. on east side of corridor as part of 2016 Sidewalk Program. Also addressed in North Druid Hills Road Corridor Study.
DeKalb County 2014 Transportation Plan (2014)	1230		N Druid Hills Road Bicycle and Pedestrian Improvements	Improve access for bicycles and pedestrians along this corridor.	In Progress		Addressed in North Druid Hills Road Corridor Study.

TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Emory at Executive Park DRI #2962 (2019)	N/A		Emory at Executive Park	This mixed-use DRI is on approximately 60 acres in the City of Brookhaven, northwest of Briarcliff Rd., southwest of N. Druid Hills Rd. (SR 42), southeast of I-85, and north of Sheridan Road. The project is proposed to include approximately 1,620,800 SF of office/medical office space; a 200,000 SF (140 bed) hospital; 370 multi-family residential units; 200 hotel rooms; and 20,000 SF of retail space. The project overlaps with the site of a previously reviewed DRI known as Executive Park (DRI 1583), reviewed in 2008. The local trigger action for the DRI review is a rezoning application filed with the City of Brookhaven. The proposed project is proposed to be completed in two phases, with Phase 1 expected to be built by 2029 and phase 2, or the complete development, expected to be built by 2034.	In Progress	Broke Ground 2019; Phase 1 Buildout 2029; Phase 2 2034	Rezoning Ordinance Approved with Conditions in November 2019 (ORDRZ-2019-11-08) - Rezone from O-C-R, O-I & C-2 to OCR to Allow for a Mixed-Use Development. Emory Musculoskeletal Institute, as part of Phase 1, broke ground in October 2019 and expected to be open in 2021.
GDOT	0016054	ARC FY2020-25 TIP (DK-382); 2014 DeKalb County Transportation Plan (1358)	I-85 @ SR 42	The interchange proposed for I-85 at N. Druid Hills Rd. (SR 42) is a Displaced Left Turn Interchange (DLTI) for the westbound to southbound movement, which includes construction of an additional structure over I-85. Another key improvement is a braided ramp from I-85 NB Off-Ramp to I-85 NB Access Rd. Scoping funding is recommended to examine alternatives to improve the N. Druid Hills / I-85 interchange. The N. Druid Hills Rd. interchange at I-85 is a critical location to the Atlanta region's transportation network, with the corridor provides a north-south arterial through the City of Brookhaven and Dekalb County accessing important medical and commercial businesses.	In Progress	PE 2019; ROW 2021; UTL 2023; CST 2023	IMR prepared by HNTB - this IMR was approved by FHWA in March 2020 which recommends a displaced left-turn interchange alternative for this project. In Concept Phase. City of Brookhaven will be pulled from the project and GDOT will take over entirely.
GDOT	0016056	Ashford Dunwoody Road Corridor (ST-08); 2014 Brookhaven CTP (I-8); ARC FY2020-25 TIP (DK-452)	CS 127/Ashford Dunwoody Road @ CS 145/Windsor Parkway	The project supports regional mobility and safety goals by implementing operational improvements to the intersection of Ashford Dunwoody Rd. at Windsor Pkwy. Improvements include traffic signals and left/ right turn lanes. The project also includes approximately 0.2 miles of complete street improvements to Ashford Dunwoody Rd. between Oglethorpe Dr. and Windsor Pkwy.	In Progress	Design Ongoing; PE 2019; ROW 2021; CST 2023	In City of Brookhaven capital improvement plan for FY2021 and FY2023. Issued RFP for all plans through construction (scoping, design, ROW, etc.); short-term funded and does not reflect ongoing TIP application.
Last Mile Connectivity Study (2017)	S164		Transit-Supportive Technology and Infrastructure	Implement transit signal priority along key corridors and identify locations to install queue jumpers at critical intersections to allow transit vehicles to pass personal vehicles. Install as resources become available.	In Progress		This is being explored as part of the I-285 Top End project/initiative.
Last Mile Connectivity Study (2017)	L190		Additional Bicycle and Pedestrian Facilities on Local Street Connections	Identify opportunities for additional bike/ped facilities on local street connections	In Progress		City of Brookhaven Sidewalk Program has addressed sidewalk and street connections in this part of the City with plans for additional sidewalks in the future.
Last Mile Connectivity Study (2017)	L192		Foster Active Streets	Establish and implement guidelines to create active streets that encourage walking and cycling by setting standards for elements to be included within cross-sections of streets, such as wider sidewalks, street trees and shade elements, smaller minimum setbacks for new developments, benches and seating, and separated bicycle and walking paths if space is available.	In Progress		Through the City of Brookhaven Bicycle, Pedestrian, and Trail Plan and corridor studies such as Ashford Dunwoody Rd. and N. Druid Hills Rd.

TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
North Druid Hills Road Corridor Study (2019)	ST-03	2014 DeKalb County Transportation Plan (1946)	Intersection Improvement: Briarwood Road and Oglethorpe Drive	Design and construct improvements to the intersections at Briarwood Rd. and Oglethorpe Ave. Realign the intersection at Briarwood Rd. by reconfiguring the southeast corner to reduce the skew by moving the westbound left-turn lane (on Briarwood Rd.) to the south, expand the raised island between the westbound right-turn lane and left-turn lane on Briarwood Rd., add a northbound channelized right-turn lane from N. Druid Hills Rd. to eastbound Briarwood Rd., and extend the length of the southbound left-turn lane from N. Druid Hills Rd. to eastbound Briarwood Rd. Install crosswalks and ADA compliant curb ramps along the east and north legs of the intersection with Briarwood Rd. Reconfigure the intersection at Oglethorpe Ave. by converting Oglethorpe Ave. to right-in only (for southbound traffic on N. Druid Hills Rd.), and install a raised bump-out in the southwest corner. Maintain AM No Left Turn for Thornwell Dr. Construct appropriate pedestrian and streetscape improvements along N. Druid Hills Rd. from just south of Pine Grove Ave. (northern limit of MT-04) to Thornwell Dr. (southern limit of MT-05) based on recommended typical section for Segment 4, including sidewalk on the west side and multi-use path on the east side except where it will be constructed as part of the Halstead development. Install crosswalks and ADA compliant curb ramps along the west side of the intersection with Oglethorpe Ave.	In Progress		A portion of recommendations are implemented through a private development at the intersection of N. Druid Hills Rd. and Briarwood Rd. in 2019. City is pursuing Georgia Transportation Infrastructure Bank Grant funding in 2020. The Briarwood Rd. intersection project is part of Briarwood Rd. pedestrian improvements project in 2014 DeKalb Transportation Master Plan (1695).
North Druid Hills Road Corridor Study (2019)	ST-07	Brookhaven-Peachtree LCI	Public Art near MARTA Station	City's Arts Advisory Committee should work with local artists to design a mural to be installed along the retaining wall in the southwest corner of the intersection of N. Druid Hills Rd. at Peachtree Rd. (SR 141), opposite the Brookhaven/Oglethorpe MARTA rail station.	In Progress		City of Brookhaven Arts Advisory Commission is working on establishing public art standards that would apply to this project.
PCIDs 2018 Consolidated Plan (2018)	1.9	Bicycle, Pedestrian, and Trail Plan Project 192-LT and Last Mile Connectivity Study (L146).	MARTA Medical Center & Dunwoody Transit Stations Connectivity	Bicycle/pedestrian connections to/from MARTA Medical Center and Dunwoody Transit Stations via Peachtree Dunwoody Road, Hammond Dr., Perimeter Center Pkwy., and Lake Hearn Dr. New facilities along Peachtree Dunwoody Rd. will extend PATH 400 Trail north of I-285.	In Progress		Barely in Brookhaven - will connect from Lake Hearn Drive at Perimeter Center Parkway along Lake Hearn Drive – one-way cycle track on each side with separated sidewalk. It will tie into the new DRI currently under construction at the southeast corner of Peachtree Dunwoody Road and Lake Hearn Drive and connect to PATH 400.
PCIDs 2018 Consolidated Plan (2018)	2.12A		Capital Maintenance Program - Landscape Maintenance and Installation	Provide a standard level of continuous care for existing and future PCID landscaping enhancements.	In Progress		
PCIDs 2018 Consolidated Plan (2018)	2.12B		Capital Maintenance Program - Crosswalk Repair and Installation	Provide a level of continuous care for existing and future PCID pedestrian crosswalks.	In Progress		
PCIDs 2018 Consolidated Plan (2018)	2.12C		Capital Maintenance Program - Street/Pedestrian Light Poles and Mast Arm Maintenance	Provide a level of continuous care for existing and future PCID streetscape fixtures.	In Progress		
PCIDs 2018 Consolidated Plan - Draft Additional Recommendation (2020)	M12	Ashford Dunwoody Road Corridor (LT-01).	Ashford Dunwoody Road Corridor Improvements	PCID portion of intersection and corridor improvements between I-285 and Peachtree Rd. (SR 141). This includes providing a turn lane on Perimeter Summit Pkwy. onto Ashford Dunwoody Rd. with trail, extending the dual-left turn lane on Perimeter Summit Pkwy. to NB Ashford Dunwoody Rd., and constructing a multi-use path on the east side of Ashford Dunwoody Rd. Design and construct improvements along Ashford Dunwoody Rd. from north of Johnson Ferry Rd. to Perimeter Summit Pkwy./Oak Forest Dr. as shown in the typical cross-section for Segment 3. Narrow lanes and install center turn lane that becomes left turn lane where needed from north of W. Nancy Creek Dr. to Perimeter Summit Pkwy./Oak Forest Dr. Install multi-use path on the east side of	In Progress	In Design	PCIDs can only fund portion between I-285 and Perimeter Summit Parkway. This project was in the previous PCIDs Consolidated Master Plan (2.5) and is now a Tier 1 project instead of Tier 2. Multiuse path on east side of corridor appears on future sidewalk list for City of Brookhaven District 1.



TABLE B-2: PROJECTS IN PROGRESS

These are projects that are in progress in phases such as preliminary engineering (PE) or right-of-way acquisition (ROW), but not yet under construction.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
				Ashford Dunwoody Rd. from W. Nancy Creek Dr. and sidewalk on the west side of Ashford Dunwoody Rd. to the limit of MT-05, considering opportunities to reduce width of elements in residential areas.			
PCIDs 2018 Consolidated Plan - Draft Additional Recommendation (2020)	M9	Ashford Dunwoody Road Corridor Study (MT-05)	Perimeter Summit Parkway at Ashford Dunwoody Turn Lane Extension - Intersection Improvements	This project will extend the EB dedicated left turn lane from Perimeter Summit Pkwy. onto NB Ashford Dunwoody Rd.. Design and construct intersection improvements at Perimeter Summit Pkwy./Oak Forest Dr. and Ashford Dunwoody Rd. and recommendations based upon the typical section for Segment 4. Extend the right turn lane on southbound Ashford Dunwoody Rd., creating 2 through lanes and a right turn lane at both Ashford Green and Perimeter Summit Pkwy. Lengthen left turn lane on northbound Ashford Dunwoody Rd. at Perimeter Summit Pkwy. Install 2nd through lane northbound Ashford Dunwoody Rd. to match receiving lanes north of intersection. Install planted median with accommodations for left turns where appropriate from Perimeter Summit Pkwy/Oak Forest Dr to City Limits. Construct pedestrian improvements based upon vision of the typical cross-section for Segment 4. Work with PTOP to optimize the signal.	In Progress	In Design	
PCIDs 2018 Consolidated Plan - Draft Additional Recommendation (2020)	M17		Last Mile Connectivity/Sidewalk Improvements	Dedicated annual funding for crosswalk inventory and repair. Includes ADA upgrades throughout the district.	In Progress		

TABLE B-3: PROJECTS PROGRAMMED

This list consists of projects which are programmed in ARC’s Transportation Improvement Program (TIP) and have funding programmed in the short-term.  
 PE = Preliminary Engineering; ROW = Right-Of-Way Acquisition; UTL = Utilities; CST = Construction

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
DeKalb County 2014 Transportation Plan (2014)	0010		Peachtree Road/North Peachtree Road Bicycle Improvements	Improve access for bikes along this corridor. Potential improvements could include sharrows, a sidepath, or bike lanes, as determined by right-of-way constraints.	Programmed	ROW in 2020; UTL and CST 2021	Will drop out of the funding cycle but remain in the plan depending on ROW funding being awarded through the TIP.
GDOT	0001758	ARC FY2020-25 TIP (AR-ML-200)	I-285 From Paces Mill to Henderson Mill; Inc. SR 400-Express Lane	Revive 285 is the name given to the improvement project on I-285 North from I-75 to I-85. Revive 285 will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT’s Plan Development Process (PDP), including completion of an environmental document and receipt of a Record of Decision. The resulting concept will be accompanied with a Program Management Plan identifying funding, phasing, and implementation strategies.	Programmed	PE Ongoing; ROW 2025; CST after 2026	ROW only is part of GDOT PI# 0013251.
GDOT	0006999	ARC FY2020-25 TIP (DK-344C)	Upgrade Traffic Signals @ 25 Locations in DeKalb County	<p>The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. List of intersections in project: 1.) Clifton Rd. @ N. Decatur Rd.; 2.) Clifton Rd. @ Fishburne Dr.; 3.) Clifton Rd. @ Emory University Hospital; 4.) Clifton Rd. @ Haygood Dr.; 5.) Clifton Rd. @ Gatewood Rd.; 6.) Clifton Rd. @ Houston Mill Rd.; 7.) Clifton Rd. @ Emory Conf. Center; 8.) Clifton Rd. @ Clifton Way 9.) Clifton Rd. @ CDC Pkwy.; 10.) N. Decatur Rd. @ N. Decatur Center Dr.; 11.) Clairmont Rd. (SR 155) @ N. Decatur Rd.; 12.) Clairmont Rd. (SR 155) @ Gables Apt DW; 13.) Clairmont Rd. (SR 155) @ Williams Ln.; 14.) Clairmont Rd. (SR 155) @ Clairmont Lake; 15.) Clairmont Rd. (SR 155) @ Southern Ln.; 16.) Clairmont Rd. (SR 155) @ Mason Mill Rd.; 17.) Clairmont Rd. (SR 155) @ McConnell Dr.; 18.) Clairmont Rd. (SR 155) @ N. Druid Hills Rd.; 19.) Clairmont Rd. (SR 155) @ LaVista Rd.; 20.) N. Decatur Rd. @ Webster Dr.; 21.) Church St. @ Clairmont Oaks Apt. DW; 22.) Church St. @ Glenlake Pkwy. DW; 23.) Church St. @ Forkner Dr.; 24.) Church St. @ Christian Towers Apt.; 25.) Church St. @ N. Decatur Rd.</p> <p>This project upgrades (and in some cases replaces) signals along the following locations: Briarcliff Rd. at Johnson Rd.; Clifton Rd.; Briar Vista Ter.; LaVista Rd.; Sheridan Rd.; Clifton Rd. at North Decatur Rd.; Fishburn Dr.; Emory University Hospital; Haygood Dr.; Gatewood Rd.; Houston Mill Rd.; Emory Conference Center; Clifton Way; CDC Parkway; N. Decatur Rd. at North Decatur Center Drive; Clairmont Road at N. Decatur Rd.; Gables Apartment driveway; Williams Ln.; Clairmont Lake; Southern Ln.; Mason Mill Rd.; McConnell Dr.; N. Druid Hills Rd.; LaVista Rd.; N. Decatur Rd. at Webster Dr.; Church St. at Clairmont Oaks Apartment driveway; Glenlake Park driveway; Forkner Dr.; Christian Towers Apartment; N. Decatur Rd.</p>	Programmed	PE 2014; ROW 2020; UTL 2022 Construction in 2022	Two signalized intersections are adjacent to newly annexed land by City of Brookhaven (Briarcliff Rd. @ LaVista Rd. & Briarcliff Rd. @ Sheridan Rd.).

TABLE B-3: PROJECTS PROGRAMMED

This list consists of projects which are programmed in ARC's Transportation Improvement Program (TIP) and have funding programmed in the short-term.  
 PE = Preliminary Engineering; ROW = Right-Of-Way Acquisition; UTL = Utilities; CST = Construction

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
GDOT	0009400	Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	SR 13 From CS 8/Afton Lane to CS 750/Shallowford Terrace - Phase II	This project is located along Buford Hwy. (SR 13) from 400 Feet North of Afton Lane to Shallowford Terrace, approximately 2.6 miles in length. The improvements to occur along the corridor include upgrading existing or adding new sidewalk and retrofitting the existing driveway aprons, adding a raised median from Afton Lane to Clairmont Terrace and adding pedestrian refuge islands, upgrading handicap ramps to meet ADA standards, and adding pedestrian lighting. In areas where sidewalk doesn't currently exist or is in bad condition, 5' sidewalks will be constructed. A 2' stamped concrete strip will be added between the curb and sidewalk where possible to move pedestrians further away from the traveled way. Header curb or curb and gutter will be replaced where necessary throughout the project. Existing drainage structures will be retained or raised wherever possible throughout the corridor.	Programmed	ROW 2018	
GDOT	0010326	ARC FY2020-25 TIP (DK-376); Brookhaven CTP (AT-05 and I-3); Brookhaven-Peachtree LCI	SR 141 From N. Druid Hills Road to Ashford Dunwoody Road-LCI	The proposed project consists of approximately 1.38 miles of concrete sidewalk including curb cut ramps, ADA compliant driveways, and crosswalks along Peachtree Road corridor from N. Druid Hills Rd. to Ashford Dunwoody Rd. The existing sidewalk along the west side of the corridor is to be removed and replaced. Minimal work including spot specific sidewalk and curb cut ramps and landscaping is proposed along the east side. The proposed sidewalk has a nominal width of 8 feet with a 6 foot sidewalk width proposed in areas with narrower existing right-of-way. Additional improvements along the project corridor includes landscaping strips, decorative brick paver strips, benches, trash receptacles, bus shelters, and pedestrian/street lighting.	Programmed	ROW in 2020; UTL and CST 2021	Will drop out of the funding cycle but remain in the plan depending on ROW funding being awarded through the TIP.
GDOT	0013971	ARC FY2020-25 TIP (DK-274).	SR 236 @ SR 42 - SR 236 (LaVista Road) Intersection Improvements at SR 42 (Briarcliff Rd)	This is a project to add turn lanes at the intersection of Briarcliff Road and LaVista Rd. (SR 236) in DeKalb County. Additional comments will be made during the Concept Phase. The purpose of this project is to improve traffic operations at the intersection of LaVista Road (SR 236) and Briarcliff Rd. (SR 42). The proposed improvements to the intersection are as follows: LaVista Rd. (SR 236) Eastbound Approach: Currently, the approach consists of a designated left-turn lane and a combined through/right-turn lane. The proposed project would retain a left turn lane and provide two through lanes with one serving as a combined through/right-turn lane. LaVista Rd. (SR 236) Westbound Approach: Currently, the approach consists of a designated left-turn lane, a through/right turn lane. The proposed project would retain a left-turn lane and provide two through lanes with one serving as a combined through/right-turn lane. Briarcliff Rd. (SR 42) Northbound Approach: Currently, the approach consists of a designated left-turn lane, a through lane and a designated right turn lane. The proposed project would provide two designated left-turn lanes, two through lanes and one designated right-turn lane. Briarcliff Rd. (SR 42) Southbound Approach: Currently, the approach consists of a designated left-turn lane, a through lane and a designated right-turn lane. The proposed project would provide two designated left-turn lanes, two through lanes and one designated right-turn lane.	Programmed	PE 2016; ROW 2019; UTL 2021; CST 2021	

TABLE B-3: PROJECTS PROGRAMMED

This list consists of projects which are programmed in ARC's Transportation Improvement Program (TIP) and have funding programmed in the short-term.

PE = Preliminary Engineering; ROW = Right-Of-Way Acquisition; UTL = Utilities; CST = Construction

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
GDOT	0016053	ARC FY2020-25 TIP (DK-381); 2014 Brookhaven CTP (AT-2); Bicycle, Pedestrian & Trail Plan (152-ST)	Peachtree Creek Greenway Trail From City Limits to N. Druid Hills Road - Phase II	This project will connect with the Atlanta Beltline which will then connect the Beltline, to DeKalb County and beyond via the Brookhaven portion of the Peachtree Creek Greenway. This is the continuation of the full 12.3 mile Peachtree Creek Greenway that will stretch through Chamblee, Doraville and DeKalb County, ultimately connecting to Emory University, Morehouse College and on to the Gwinnett trails system. This link is also the lynchpin that will connect all these trails to PATH 400, ultimately to the North Fulton trails system and up through the Forsyth system.	Programmed	PE 2019; ROW 2021; UTL 2022; CST 2022	Segment 1 (Western City of Brookhaven City limit to Buford Hwy. (SR 13) Bridge over Peachtree Creek) and Segment 2 (Buford Hwy. (SR 13) Bridge Over Peachtree Creek to N. Druid Hills Rd.) in Peachtree Creek Greenway Master Plan.

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
ARC 2050 RTP	AR-409A	ARTP 20-Year Long Range List	I-285 North Corridor Premium High Capacity Transit Service	This project will provide high capacity premium transit service on the I-285 corridor between the Northlake Mall and West Paces Ferry Rd. Rubber wheel rapid transit in GDOT 285 Top End Express Lanes from Northlake Pkwy. in DeKalb County to Cumberland Pkwy. in Cobb County with stations in Fulton County at Perimeter Center Pkwy., Roswell Rd. (SR 9), and New Northside Dr./Northside Dr./Powers Ferry Rd. While the system will run within the GDOT Express Lanes, the rapid transit project will include station infrastructure along I-285, pedestrian/bicycle connections between eastbound and westbound stations, and pedestrian connections to surrounding destinations including the Medical Center and Dunwoody MARTA Stations. The project budget also includes high quality vehicles with Wi-Fi and other contemporary technologies and communications equipment to enhance user comfort and service predictability/reliability.	Not Started	Long Range	"This concept is being explored in a feasibility study sponsored by the City of Brookhaven and other top-end cities (I-285 Top End Transit Feasibility Study). Phase I of this study encompasses the portion of the corridor within the City of Brookhaven.
ARC 2050 RTP	DK-240		Chantilly Drive New Alignment and Flyover Bridge	This project will build a new alignment and flyover bridge across I-85 between Executive Park S. and Buford Hwy. (SR 13)	Not Started	Long Range - Network Year 2030	No GDOT PI number assigned; the City has not applied for local funding for this project.
ARC 2050 RTP	DK-241		North Druid Hills Road Widening	This project will widen North Druid Hills Road from Buford Hwy. (SR 13) to Lenox Park Blvd.	Not Started	Long Range - Network Year 2030	No GDOT PI number assigned; the City has not applied for local funding for this project.
Ashford Dunwoody Road Corridor Study (2017)	MT-03		Segment Improvement south of Johnson Ferry Road	Design and construct improvements along Ashford Dunwoody Rd. south of Johnson Ferry Rd. as shown in the typical cross-section for Segment 1, including sidewalk, multi-use path, narrower travel lanes, and curb and gutter.	Not Started		
Ashford Dunwoody Road Corridor Study (2017)	MT-04		Segment Improvements from Donaldson Drive to Blackburn Park	"Design and construct improvements based upon the vision of the typical cross-section for Segment 2 (between Donaldson Dr. and Johnson Ferry Rd.) including a multi-use path on both sides of the road, narrower lanes, a median, curb and gutter, and new sidewalk north of Cambridge Square. Design and construct improvements based upon the vision of the typical cross-section for Segment 3 (North of Johnson Ferry Rd.) including a multi-use path on the east side of the road, a sidewalk on the west side of the road, narrower lanes, a center turn lane that becomes left turn lane where needed, and curb and gutter.	Not Started		
ATL Regional Transit Plan (2019)	N/A	DeKalb County Transit Master Plan	Buford Highway BRT	The proposed transit investment includes a Bus Rapid Transit (BRT) system running in exclusive lanes along Buford Hwy. (SR 13) from the Lindbergh Center MARTA Station to Doraville MARTA Station and is approximately 11 miles in length. The investment will include stations with shelters, fare vending machines, and passenger information, exclusive lanes and signal priority equipment at intersections, and new revenue vehicles. Service frequency was assumed to be 15 minutes, with operating hours from 5:00 a.m. to 1:00 a.m. These assumptions were used for the operating cost estimates and ridership forecasts.	Not Started	Long Range - 20 Year List	City of Brookhaven listed as a sponsor. Seeking federal and/or state discretionary funding. Also in DeKalb County Transit Master Plan where it is part of Half-Penny and Full-Penny Scenarios.
ATL Regional Transit Plan (2019)	N/A	DeKalb County Transit Master Plan	ART-8 Clairmont Road ART	Arterial Rapid Transit along Clairmont Rd. between Decatur Station and Chamblee Station.	Not Started	Long Range - Informational Only	Passes along eastern City limits. In informational list - Project not seeking federal or state discretionary funding. Also in DeKalb County Transit Master Plan where it is part of Half-Penny and Full-Penny Scenarios.
ATL Regional Transit Plan (2019)	N/A	DeKalb County Transit Master Plan; Last Mile Connectivity Study (M143)	ART-9 Johnson Ferry Road ART	This is an arterial rapid transit link running along Johnson Ferry Rd. between Medical Center MARTA Station and Brookhaven/Oglethorpe MARTA Station. via Peachtree Rd. (SR 141) to Ashford Dunwoody Rd. to Johnson Ferry Rd.	Not Started	Long Range - Informational Only	In informational list - project not seeking federal or state discretionary funding. Also in DeKalb County Transit Master Plan where it is part of Half-Penny and Full-Penny Scenarios.



TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
ATL Regional Transit Plan (2019)	N/A	DeKalb County Transit Master Plan	LaVista Road ART	Arterial Rapid Transit from Lindbergh Center MARTA Station to the City of Tucker along LaVista Rd. (SR 236)	Not Started	Long Range- Informational Only	In informational list - project not seeking federal or state discretionary funding. Also in DeKalb County Transit Master Plan where it is part of Half-Penny and Full-Penny Scenarios.
ATL Regional Transit Plan (2019)	N/A	DeKalb County Transit Master Plan	ART-10 North Druid Hills Road ART	Arterial Rapid Transit along N. Druid Hills Rd. and Briarcliff Rd. between Emory CDC Campus and Brookhaven transit station.	Not Started	Long Range - Informational Only	In informational list - project not seeking federal or state discretionary funding. Also in DeKalb County Transit Master Plan where it is part of Half-Penny and Full-Penny Scenarios.
ATL Regional Transit Plan (2019)	N/A		Peachtree Road ART	Arterial Rapid Transit Lines with expected features such as: defined stations with amenities, signage, transit signal priority, frequent bidirectional service, separate branding, skip-stop practices, and increased station spacing.	Not Started	Long Range - Informational Only	In informational list - project not seeking federal or state discretionary funding. Approaches from City of Atlanta/Buckhead and terminates at Brookhaven/Oglethorpe MARTA Station.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	113-ST		Brookhaven Drive	Add sharrows (from Peachtree Rd. to Peachtree Rd.)	Not Started		This is between Peachtree Rd. and Dresden Dr, near the MARTA station. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	120-ST		Hermance Drive	Add sharrows (from Peachtree Rd. to Windsor Pkwy.)	Not Started		Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	135-ST		Fernwood Circle	Add sharrows (from Sylvan Cir./Cartecay Dr. to Dresden Dr.)	Not Started		Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	142-ST		E. Brookhaven Drive	Add sharrows (from Brookhaven Dr. to Oglethorpe Creek)	Not Started		This would be around Capital City Country Club. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	143-ST		Drew Valley Road/E. Drew Valley Road	Connect sidewalks, improve crossings, and add sharrows between the Drew Valley neighborhood and Buford Hwy. corridor. (from Drew Valley Rd. to Buford Hwy.)	Not Started		Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	169-ST		East Osborne Road / Green Meadows Lane/Caldwell Road	Add sharrows (from Caldwell Rd. to Dresden Dr.)	Not Started		Coordinate with project to relocate Caldwell Dr. to align with Ellijay Dr. at Dresden Dr. Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	177-ST		Matthews Street	Add sharrows (from Colonial Dr. to Oglethorpe Ave.)	Not Started		Sharrows should be installed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	134-MT		Perimeter Summit Parkway	Midblock crossing at offices (from Ashford Dunwoody Rd. to Perimeter Center Pkwy./Lake Hearn Dr.)	Not Started		Between Perimeter Center Pkwy. and Ashford Dunwoody Rd.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	144-MT		Keswick Park Connector	Extend trail from Durden Dr. to park (from Durden Dr. to Keswick Park)	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	162-MT		Blackburn Park	Modify existing paths and/or add paths to create a more direct link between the two points (from Blair Cir. to Ashford Dunwoody Rd.)	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	183-MT		Johnson Ferry Road	Improve and brand existing multi-use path; coordinate with City of Chamblee to improve inter-city connectivity (from Donaldson Dr. to eastern City limits)	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	186-MT		Peachtree Creek Tributary	Multi-use path along tributary creekbed to cross Buford Hwy. along existing culvert (from Buford Hwy. to Clairmont Pl.)	Not Started		Could potentially be incorporated into Phase III of Peachtree Creek Greenway.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	187-MT		Creek Parallel to Skyland Drive, power easement	Multi-use path along creekbed and along power easement (from Tobey Rd. to Skyland Dr.)	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	196-MT		Coosawattee Connector	Add multi-use trail through undeveloped section and along west side of southern segment of Coosawattee Dr. with connection to Jonathon Ln. to west (from Briarwood Rd. to N. Cliff Valley Way)	Not Started		

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	103-LT	2014 DeKalb Transportation Plan (0449); 2014 Brookhaven CTP (C-4)	Roxboro Road	Multi-use path along east of E. Roxboro Rd. to Goodwin Rd. and north of Goodwin Rd. to N. Druid Hills Rd.	Not Started		Included in City Sidewalk/MUP Master Plan as multi-use path. Sidewalk between N. Druid Hills Rd. to Roxboro Dr. as part of 2017 Sidewalk Program. The corridor is part of North Druid Hills ART concept in DeKalb Transit Plan and ATL Regional Transit Plan; Multiuse path between City limits and N. Druid Hills Rd. on future sidewalk list for District 4.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	107-LT		Nancy Creek/Lynwood Park Connection	Multi-use path along creek bed, with neighborhood connections according to resident demand	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	121-LT		Nancy Creek (west)	Multi-use path along creek bed, with neighborhood connections according to resident demand	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	122-LT		Nancy Creek (center)	Multi-use path along creek bed, with connections to nearby facilities	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	145-LT	2014 Brookhaven CTP (AT-3)	Nancy Creek (North Fork)	Multi-use path along creek bed to connect to PCIDs and Dunwoody north of I-285	Not Started		Would connect under I-285. Parks and Recreation Department focused on improvements elsewhere within Murphey Candler Park. No current discussions about access point on north side of park.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	150-LT		Clairmont Way	Add multi-use path along Clairmont Way	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	167-LT		Rail Overpass (Town Brookhaven)	Add multi-use path bridge over rail, connection between Caldwell Rd. and Town Brookhaven	Not Started		Right-of-way identified
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	168-LT		Brookhaven Park	Add path connecting park with cul-de-sacs	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	172-LT		Osborne Park	Multi-use path connecting to Nancy Creek	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	173-LT		Nancy Creek Access Trail	Multi-use path connecting to Nancy Creek and adjacent cul-de-sacs	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	174-LT		Murphey Candler Park Access	New access point to Murphey Candler Park and multi-use path connecting to existing paths	Not Started		Parks and Recreation Department focused on improvements elsewhere within Murphey Candler Park. No current discussions about access point on north side of park.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	176-LT		Oglethorpe Connection	Multi-use path on undeveloped parcel, then sharrows on street	Not Started		
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	194-LT		Georgian Hills Park Trail	Multi-use path	Not Started		Not included in City Sidewalk/MUP Master Plan nor found in other plans.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	195-LT		Tobey Road/Skyland Drive Connector	Add multi-use trail	Not Started		Not included in City Sidewalk/MUP Master Plan.
Brookhaven CTP (2014)	AT-6		Peachtree Road (West City Limits to N. Druid Hills Road)	Pedestrian improvements	Not Started		
Brookhaven CTP (2014)	C-4		E. Roxboro Road (from West City Limit to N. Druid Hills Road)	Conduct two-phase process to create a corridor vision (Phase I) and follow-up analyses (Phase II) leading to Project Concept Report, including public outreach, environmental screening, traffic analysis, complete streets, roadway concepts, and signal improvements.	Not Started		Multimodal improvements listed in DeKalb County 2014 Transportation Plan as 0449 and Bicycle, Pedestrian, and Trail Plan as 103-LT.

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Brookhaven CTP (2014)	C-5		Old Johnson Ferry Road/W. Nancy Creek Drive (from West City Limit to East City Limit)	Conduct traffic operations analysis, develop traffic calming concepts, assess need for turn lanes at Ashford Dunwoody Rd., and public outreach.	Not Started		
Brookhaven CTP (2014)	I-2		N. Druid Hills Road @ Peachtree Road	To be addressed in the Brookhaven/Oglethorpe MARTA Station Area Traffic Study.	Not Started		GDOT PI #0010326 includes sidewalk, curb cut ramps, ADA compliant driveways, crosswalks, and streetscaping between Ashford Dunwoody Road and N. Druid Hills Rd., but does not address geometry of intersection at N. Druid Hills Rd. and Peachtree Rd. (SR 141).
Brookhaven CTP (2014)	SP-1		Peachtree Road Corridor/Brookhaven MARTA Station Area Plan	Traffic circulation analysis, public outreach, and initial concept development to address the impacts of the proposed new transit oriented development, new City Hall, mixed use, and park uses planned at the station site. Includes auto and bus circulation concepts, complete streets concepts, truck, service, emergency vehicle access, and potential realignment of Apple Valley Rd. from Caldwell Rd. to Standard Dr. Also includes consideration of street alignments and improvements north and south of the station area (related to Peachtree Road LCI).	Not Started		
Brookhaven-Peachtree LCI 10-Year Update (2016)	N/A		Apple Valley Extension to Caldwell Road		Not Started		Was not started at time of 10-Year LCI Update.
Brookhaven-Peachtree LCI 10-Year Update (2016)	N/A		Apple Valley from North Druid Hills Road to Dresden Drive Roadway and Sidewalk Enhancements		Not Started		Cited as not relevant in 10-Year LCI Update due to now-shelved MARTA TOD.
Brookhaven-Peachtree LCI 10-Year Update (2016)	N/A		Brookhaven/Oglethorpe MARTA Station Parking Structure		Not Started		Part of now-shelved MARTA TOD.
Brookhaven-Peachtree LCI 10-Year Update (2016)	N/A		Peachtree Road (SR 141) from Dresden Drive to Bellaire Drive Roadway and Sidewalk Enhancements		Not Started		Sidewalk gaps will be filled with local funding.
Brookhaven-Peachtree LCI 10-Year Update (2016)	N/A		Peachtree Road Pedestrian Bridge and MARTA Station Improvements		Not Started		Identified as an Opportunity in the City of Brookhaven Comprehensive Plan 2019 Update.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	ARTP; Bicycle, Pedestrian & Trail Plan (100-MT)	Buford Highway busway	Add "bus and bike only" lane along Buford Hwy. (SR 13)	Not Started		
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (I-6)	Buford Highway at Clairmont Road Intersection	Intersection traffic study	Not Started		
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (I-5)	Buford Highway at N. Cliff Valley Way Intersection	Intersection traffic study	Not Started		
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	Bicycle, Pedestrian & Trail Plan (190-ST)	North Cliff Valley Way from Buford Highway to North Druid Hills Road	Add buffered bike lanes in existing roadway.	Not Started		Project MT-03 from North Druid Hills Rd Corridor Study recommends adding a multi-use path to south side of N. Cliff Valley Way. Multi-use path listed on future sidewalk list between 1330 N. Cliff Valley Way and N. Druid Hills Rd. for District 4.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Parking/circulation	Consolidate parcel access and connect parking lots with redevelopment of multi-parcel areas.	Not Started		Could be recommended as redevelopment occurs.

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Buford Highway Transit Evaluation (2020)	N/A		Recommendation	Collaborate with MARTA to advance Option 1 and 2 for transit enhancements along Buford Hwy. (SR 13)  <b>OPTION 1:</b> An enhanced Route 39 operating from Lindbergh Center MARTA Station to Doraville MARTA Station with consolidated stops.  OR <b>OPTION 2A:</b> Express/Limited stop service will operate from Lindbergh Center MARTA Station to Chamblee MARTA Station with weekday, Saturday, and Sunday service as well as weekday expanded peak service (5 AM to 10 AM and 3 PM to 8 PM)  <b>OPTION 2B:</b> Express/Limited stop service will operate from Lindbergh Center MARTA Station to Chamblee MARTA Station during weekday expanded peak service only (5 AM to 10 AM and 3 PM to 8 PM)	Not Started		
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018) Condition	Intersection 5		North Druid Hills Road (SR 42) @ Briarcliff Road (SR 42)	Construct one (1) southbound right-turn lane along North Druid Hills Road (SR 42), as approved by GDOT; Construct one (1) additional westbound left-turn lane along Briarcliff Road, as approved by GDOT and DeKalb County.	Not Started		Westbound currently has one left-turn lane.
Children's Healthcare of Atlanta Master Plan DRI# 2789 (2018) Condition	Intersection 9		Briarcliff Road @ N. Cliff Valley Way	Construct one (1) southbound right-turn lane along N. Cliff Valley Way as approved by DeKalb County; Upgrade traffic signal to include fiber interconnect or other communication method, as approved by DeKalb County	Not Started		
Clairmont Road Special Area Plan (2019)	2		Streetscape Improvements - Phase 1	Streetscape improvements on Clairmont Rd.	Not Started	Short-Term	Extends from Buford Hwy. (SR 13) to Skyland Rd.
Clairmont Road Special Area Plan (2019)	3		Clairmont Road at Skyland Road Intersection Improvements		Not Started	Short-Term	To be done concurrently with Chamblee Special Area Plan Project 2.
Clairmont Road Special Area Plan (2019)	4		Streetscape Improvements - Phase 2	Streetscape improvements on Clairmont Rd.	Not Started	Medium-Term	Extends from Skyland Rd. to Dresden Dr.
Clairmont Road Special Area Plan (2019)	5		Clairmont Road at Dresden Drive Intersection Improvements		Not Started	Medium-Term	To be done concurrently with Chamblee Special Area Plan Project 4.
Clairmont Road Special Area Plan (2019)	6		Streetscape Improvements - Phase 3	Streetscape improvements on Clairmont Rd.	Not Started	Medium-Term	Extends from Dresden Drive to Tobey Road.
Clairmont Road Special Area Plan (2019)	7		Streetscape Improvements - Phase 4	Streetscape improvements on Clairmont Rd.	Not Started	Long-Term	Extends from Tobey Road to 8th St. (northern City limits).
Clairmont Road Special Area Plan (2019)	8	2014 DeKalb Transportation Plan (0858 & 5085) and Brookhaven Peachtree LCI 10-Year Update.	Dresden Drive Trail & Streetscape Improvements - Phase 1	Install sidewalks/improve pedestrian crossings. Sidewalks needing minimal, moderate, and severe grading assumed for approx. 0.3, 0.3 and 1.2 miles respectively. Caldwell Rd. to Conasauga Ave. already has sidewalk but is considered for improved crossings. Operational and safety improvements, including some intersection realignments and bike and pedestrian improvements.	Not Started	Short-Term	Extends from Peachtree Rd. (SR 141) to N. Thompson Rd. Sidewalk installed between Camille Drive and Thompson Road as part of 2017 Sidewalk Program.

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Clairmont Road Special Area Plan (2019)	9	2014 DeKalb Transportation Plan (0858 & 5085) and Brookhaven Peachtree LCI 10-Year Update.	Dresden Drive Trail & Streetscape Improvements - Phase 2	Install sidewalks/improve pedestrian crossings. Sidewalks needing minimal, moderate, and severe grading assumed for approx. 0.3, 0.3 and 1.2 miles respectively. Caldwell Rd. to Conasauga Ave. already has sidewalk but is considered for improved crossings. Operational and safety improvements, including some intersection realignments and bike and pedestrian improvements.	Not Started	Medium-Term	Extends from N. Thompson Rd. to Clairmont Rd.
Clairmont Road Special Area Plan (2019)	10		Pedestrian Improvements	Pedestrian infrastructure along this section of Clairmont Rd. between Buford Hwy. (SR 13) and 8th St.	Not Started	Long-Term	Could include mid-block crossings and intersection improvements that may be warranted as development happens.
DeKalb County 2014 Transportation Plan (2014)	0492		Perimeter Trail - PATH - Phase I	Expand the PATH Foundation trail system (Perimeter Trail). Multiuse path was assumed for the entire 5.6- mile project, but a detailed corridor study is needed to determine recommended improvements.	Not Started		This project was integrated into PATH 400, per stakeholder outreach discussion with PCIDs.
DeKalb County 2014 Transportation Plan (2014)	0493		Perimeter Trail - PATH - Phase II	Expand the PATH Foundation trail system (Perimeter Trail). Multiuse path was assumed for the entire 1.1- mile project, but a detailed corridor study is needed to determine recommended improvements.	Not Started		This project is the same as the Keswick Trail Master Plan completed by the City of Chamblee. It is mostly within Chamblee; however, it proposes connections to Brookhaven through access point on Ashton Woods Dr.
DeKalb County 2014 Transportation Plan (2014)	4020		W. Nancy Creek Road Bridge Improvement (Murphey Candler Park)	Replace bridge because bridge sufficiency rating is 50 or less and therefore meets the threshold to qualify for bridge replacement funding. Existing pedestrian bridge could be considered for repair/renovation during reconstruction of the main bridge because of the proximity to Murphey Candler Park.	Not Started		Per GDOT and NBI, this bridge is in fair condition based on FHWA Condition Measures. A SPLOST parks project is aimed at a pedestrian boardwalk rather than improvements to the bridge.
DeKalb County 2014 Transportation Plan (2014)	4021		Nancy Creek Road Bridge Improvement (west of Ashford Dunwoody Road)	Replace bridge because bridge sufficiency rating is 50 or less and therefore meets the threshold to qualify for bridge replacement funding. Consider if upgrades to this bridge could accommodate a crossing for part of the PATH Foundation Perimeter Trail.	Not Started		Per GDOT and NBI, this bridge is in fair condition based on FHWA Condition Measures. This project has not been on the City's radar.
DeKalb County Transit Master Plan (2019)	N/A		Brookhaven MARTA Station Rehabilitation	Maintenance and rehabilitation of Brookhaven/Oglethorpe MARTA Station.	Not Started		Part of Existing MARTA Penny Scenario.
Emory at Executive Park DRI #2962 (2019) Conditions - Phase 1 - 2029 Buildout	Intersection 5		Realign Tullie Road to match with realigned intersection of North Druid Hills Road and South Executive Park Drive	Construct two (2) additional westbound left-turn lanes and one (1) westbound right-turn lane along N. Druid Hills Rd.; Construct two (2) eastbound left-turn lanes and one (1) channelized eastbound right-turn lane along N. Druid Hills Rd.; Construct two (2) northbound left-turn lanes one (1) northbound thru lane, and one (1) channelized northbound right-turn lane along relocated S. Executive Park Dr.; Preserve right-of-way for additional one (1) northbound left-turn lane along relocated S. Executive Park Dr. Construction of additional third left-turn lane subject to future traffic volumes and as approved by GDOT; Provide two (2) southbound left-turn lanes, one (1) southbound thru lane, and one (1) free-flow southbound right-turn lane along relocated Tullie Rd.	Not Started		
Emory at Executive Park DRI #2962 (2019) Conditions - Phase 1 - 2029 Buildout	Intersection 8		Executive Park Drive at Sheridan Road	Realign Executive Park Dr. with Sheridan Rd. and install a traffic signal, if and when warranted and as approved by Dekalb County or appropriate governing authority; Provide one (1) northbound left-turn lane and one (1) northbound thru lane as approved by Dekalb County or appropriate governing authority; Provide one (1) southbound thru lane and one (1) southbound channelized right turn lane as approved by Dekalb County or appropriate governing authority; Provide one (1) eastbound left-turn lane and one (1) eastbound right turn lane as approved by Dekalb County or appropriate governing authority.	Not Started		



TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
Emory at Executive Park DRI #2962 (2019) Conditions - Phase 1 - 2029 Buildout	Intersection 9		Executive Park Drive at Executive Park South	Install a traffic signal, if and when warranted; Construct one (1) eastbound right-turn lane along Executive Park S. (creating one (1) eastbound right-turn lane and one (1) eastbound left-turn lane). OR Install roundabout as approved by City of Brookhaven.	Not Started		
Emory at Executive Park DRI #2962 (2019) Conditions - Phase 1 - 2029 Buildout	Intersection 50		North Executive Park Drive at North Druid Hills Road	Convert traffic flow along N. Executive Park Dr. to a single lane, right in/right-out configuration as approved by GDOT.	Not Started		
GDOT	0013251		I-285 From Perimeter Center Parkway to Doraville - ROW Only	ROW Acquisition for I-285 Express Lane project	Not Started	Long Range	Part of GDOT PI# 0001758.
GDOT	0013951	ARC 2050 RTP (DK-100)	SR 42 From CR 1285/Clifton Road TO CR 5160/North Druid Hills Road	Widen Briarcliff Rd. (SR 42) to 4 lanes from Clifton Rd. to N. Druid Hills Rd.	Not Started	Long Range	
GDOT	0015919		I-85 NB From SR 42 To SR 155	Create separate N. Druid Hills Rd. (SR 42) NB and SB exits from I-85 BB. Drop one lane of I-85 NB onto SR 42 NB exit ramp. Move NB Off-ramp to Clairmont Rd. (SR 155) gore point back by 1600 feet. Create auxiliary lane between N. Druid Hills Rd. (SR 42) on ramp to I-85 NB and exit ramp to Clairmont Rd. (SR 155). Drop one lane of I-85 NB onto SR 155 exit ramp. Pick up one NB lane from Clairmont Rd. (SR 155) to tie to existing conditions.	Not Started		GDOT working with ARC to add to next TIP (as of October 2019) but not in FY2020-2025 TIP.
GDOT	M005990		SR 42 From CS 2873/Briarcliff Place to SR 13/US 23	This project, selected by the District Maintenance Office, is the resurfacing of SR 42 to improve the roadways current low PACES rating.	Not Started		Included in FY2020-21 GDOT Project Forecast.
Last Mile Connectivity Study (2017)	S163		Standardize Transit Stop Amenities	Adopt and apply standards for transit shelters, regardless of agency, participate in the regional bus stop signage program to standardize sign design and information, and provide real-time bus information displays at all shelters, rail stations, and via the OneBusAway app.	Not Started		ARC has a regional transit signage and bus stop program. However, when the ATL was formed and the ATL Regional Transit Plan was adopted in late 2019, this was a listed informational project at a cost of \$60 million systemwide.
Last Mile Connectivity Study (2017)	M142		Tier 1 Transit Lanes	Provide dedicated transit lanes on key corridor segments within the Perimeter, at least during peak morning and afternoon hours. Tier one focuses on segments that provide connectivity through Perimeter and surrounding the MARTA rail stations, Perimeter Mall, major office campuses, and connections across I-285.	Not Started		
Last Mile Connectivity Study (2017)	L194		Parking Management Policies	Establish and enforce parking management policies that encourage use of alternative modes of transportation. This may include requiring employers to provide the same subsidies for transit as they do for parking (free transit passes); providing incentives for employees to live closer to work; requiring a portion of the cost of parking to be passed on to users; and/or providing incentives for employees who live near MARTA rail or GRTA Xpress services to use them in lieu of driving.	Not Started		The City of Brookhaven has not pursued parking management strategies as of 2020.
Last Mile Connectivity Study (2017)	L195		Tier 2 Transit Lanes	Expand dedicated transit lanes on key corridor segments within Perimeter to connect south to Johnson Ferry Rd. and west along Barfield Rd. to expand access to more major employers.	Not Started		
North Druid Hills Road Corridor Study (2019)	ST-01		Intersection Improvement: SR 13/Buford Highway	In the interim, before improvements identified as part of the CHOA DRI are implemented at the Buford Hwy. (SR 13) at N. Druid Hills Rd. intersection, coordinate with GDOT to convert the southbound left-turn from N. Druid Hills Rd. to northbound Buford Hwy. (SR 13) to a protected-only movement; prohibit right-turns on red from southbound Buford Hwy. (SR 13) to northbound N. Druid Hills Rd.	Not Started		

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
North Druid Hills Road Corridor Study (2019)	ST-02		Directional Signage: SR 13/Buford Highway	Design and install route shield pavement markings and overhead signage to guide southbound vehicles to I-85 at the Buford Hwy. (SR 13) at N. Druid Hills Rd. intersection. Design and install lane line extension pavement markings along southbound N. Druid Hills Rd. through the Buford Hwy. (SR 13) intersection to better guide vehicles to stay in the appropriate receiving lanes.	Not Started		
North Druid Hills Road Corridor Study (2019)	ST-04		Intersection Improvement: Apple Valley Road	Design and construct improvements to the intersection at Apple Valley Rd. Reconfigure the intersection to include a channelized right-turn lane from northbound N. Druid Hills Rd to eastbound Apple Valley Rd. Upgrade traffic signal to include new mast arms, signal heads, and pedestrian push buttons. Install crosswalks and ADA compliant curb ramps along the north and east sides of the intersection. Construct appropriate pedestrian and streetscape improvements along N. Druid Hills Rd. from just south of Sylvan Cir North (northern limit of MT-05) to just north of Apple Valley Rd. based on recommended typical section for Segment 4, including sidewalk on the west side and multi-use path on the east side. Ensure pedestrian facilities meet the minimum dimensions required by the Peachtree Road Overlay District (PRO).	Not Started		
North Druid Hills Road Corridor Study (2019)	ST-05		Don't Block the Box	Install Do Not Block Intersection pavement markings and "Do Not Block Intersection" signage (R10-7) at the southern bus bay driveway for the Brookhaven/Oglethorpe MARTA Station on North Druid Hills Rd.	Not Started		
North Druid Hills Road Corridor Study (2019)	ST-06		Bus Stop Consolidation and Relocation	Coordinate with MARTA to consolidate bus stops with lower activity and relocate stops to better align with opportunities to cross N. Druid Hills Rd.	Not Started		
North Druid Hills Road Corridor Study (2019)	ST-08		ITS - North Druid Hills Road Signal Interconnect	Install fiber optic cable in underground conduits to interconnect traffic signals from Buford Hwy. (SR 13) to Apple Valley Rd. including the traffic signals at Curtis Dr., Lenox Park Blvd. /North Cliff Valley Way, and Briarwood Rd. Install CCTVs at the five intersections to monitor traffic operations along N. Druid Hills Rd. Upgrade the cabinets at the intersections to include Gigabit-capable optical transceivers and network switches and the signal controllers to the MaxTime firmware.	Not Started		
North Druid Hills Road Corridor Study (2019)	MT-01		Segment Improvement: South of Gail Drive to South of Curtis Drive	Design and construct improvements along N. Druid Hills Rd. from just south of Gail Dr. (northern limit of LT-02) to just south of Curtis Dr. (southern limit of MT-02) as shown in the typical section for Segment 2: two travel lanes with a two-way center left-turn lane, including sidewalk on the west side and multi-use path on the east side. Design and construct a midblock pedestrian crossing with a raised refuge island and pedestrian actuated beacons just south of Gail Dr. (northern limit of MT-02).	Not Started		Sidewalk on west side of road and multi-use path on east side of road on future sidewalk list for N. Druid Hills Rd. between Peachtree Rd. (SR 141) and Goodwin Rd.
North Druid Hills Road Corridor Study (2019)	MT-02		Intersection Improvement: Curtis Drive	Design and construct improvements to the intersection at Curtis Dr. Realign the intersection to reduce the skew and bring it closer to a 90-degree-angle, improving the turning radius and creating more room for pedestrians in the southeast corner. As part of the design process evaluate intersection sight distances and consider removal of the no right-turn on red for northbound N. Druid Hills Rd. and westbound Curtis Dr. Upgrade traffic signal to include new mast arms, signal heads, and pedestrian push buttons. Install a pole mounted supplemental signal face for southbound traffic and retroreflective chevrons on the outside curve along N. Druid Hills Rd. Install crosswalks and ADA compliant curb ramps along the north and east sides of the intersection. Remove the crosswalk along the south side of the intersection (across N. Druid Hills Rd. south of Curtis Dr.) and the associated exclusive pedestrian phase. Include accommodations for	Not Started		

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
				approved project 106-MT (from the Bicycle, Pedestrian, & Trail Plan) – a multi-use path along the north side of Curtis Dr, extending to the school driveway. Construct appropriate pedestrian and streetscape improvements along N. Druid Hills Rd. from just south of Curtis Dr. (northern limit of MT-01) to south of Lenox Park Blvd. (southern limit of MT-03) based on recommended typical section for Segment 2, including sidewalk on the west side and multi-use path on the east side.			
North Druid Hills Road Corridor Study (2019)	MT-03		Intersection Improvement: Lenox Park Boulevard/North Cliff Valley Way	Design and construct improvements to the intersection at Lenox Park Blvd. /N. Cliff Valley Way. Install an additional westbound through-lane on N. Cliff Valley Way and an additional eastbound through-lane on Lenox Park Blvd. to continue the boulevard-style treatment on Lenox Park Blvd. east of the intersection. Install a second receiving lane along N. Cliff Valley Way and merge into a single lane east of the school driveway. Install a raised median along N. Cliff Valley Way for access management at the intersection. Upgrade traffic signal to include new mast arms, signal heads, and pedestrian push buttons. Install crosswalks and ADA compliant curb ramps along all four sides of the intersection. Install a sidewalk on the north side and multi-use path on the south side of N. Cliff Valley Way along the length of the school property. Construct appropriate pedestrian and streetscape improvements along N. Druid Hills Rd. from just south of Lenox Park Blvd. (northern limit of MT-02) to south of Brookshire Ln. (southern limit of MT-04) based on recommended typical sections for Segments 2 and 3, including sidewalk on the west side and multi-use path on the east side.	Not Started		
North Druid Hills Road Corridor Study (2019)	MT-04		Segment Improvement: North of Lenox Park Boulevard/North Cliff Valley Way to South of Briarwood Road	Design and construct improvements along N. Druid Hills Rd. from just south of Brookshire Ln. (northern limit of MT-03) to just south of Pine Grove Ave. (southern limit of ST-03) as shown in the typical section for Segment 3: two travel lanes with a two-way center left-turn lane, including sidewalk on the west side and multi-use path on the east side. Design and construct two midblock pedestrian crossings with raised refuge islands and pedestrian actuated beacons, one just south of Brookshire Ln., at approximately 1548 N. Druid Hills Rd., and the other just south of Lindenwood Ln., at approximately 1404 N. Druid Hills Rd.	Not Started		Sidewalk on west side of road and multi-use path on east side of road on future sidewalk list for N. Druid Hills Rd. between Peachtree Rd. (SR 141) and Goodwin Rd.
North Druid Hills Road Corridor Study (2019)	MT-05	Brookhaven-Peachtree LCI	Segment Improvement: South of Thornwell Drive to North of Sylvan Circle North	Design and construct improvements along N. Druid Hills Rd. from south of Thornwell Dr. (northern limit of ST-03) to just north of Sylvan Cir. North (southern limit of ST-04) as shown in the typical section for Segment 4: two travel lanes with a two-way center left-turn lane, including sidewalk on the west side and multi-use path on the east side. Design and construct a midblock pedestrian crossing with a raised refuge island and pedestrian actuated beacons between Thornwell Dr. and Sylvan Cir. South.	Not Started		Sidewalk on west side of road and multi-use path on east side of road on future sidewalk list for N. Druid Hills Rd. between Peachtree Rd. (SR 141) and Goodwin Rd.
North Druid Hills Road Corridor Study (2019)	LT-01		Segment Improvement: SR 13/Buford Highway to Ashton Bluff Drive	Design and construct improvements along N. Druid Hills Rd. from Buford Hwy. (SR 13) to the north side of Ashton Bluff Dr. (southern limit of LT-02) as shown in the typical section for Segment 1: four travel lanes with a two-way center left-turn lane, including sidewalk on the west side and multi-use path on the east side. Maintain the southbound outside through-right lane at the Buford Hwy. (SR 13) intersection. Install a short, raised median in the center turn-lane just south of the Red Roof Inn driveway approximately 400 feet north of the stop bar. Stripe the dedicated southbound left-turn lane from this raised median.	Not Started		

TABLE B-4: PROJECTS NOT STARTED

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	When?	Notes
North Druid Hills Road Corridor Study (2019)	LT-02		Intersection Improvement: East Roxboro Road	Design and construct improvements to the intersection at E. Roxboro Rd. by converting it to a three-legged multi-lane roundabout with central landscaped island. Realign the southbound N. Druid Hills Rd. leg to reduce the skew and bring it closer to a 90-degree-angle. Provide two approach lanes on all legs of the roundabout. Channelize the outside lane on the northbound approach leg of N. Druid Hills Rd. using a raised concrete island bypassing the roundabout and provide a dedicated receiving lane along N. Druid Hills Rd. Merge the outside receiving lane along northbound N. Druid Hills Rd. into a single lane just south of Goodwin Pl. Convert Clearview Dr. into a right-in-right-out driveway. Install new overhead directional signage to guide motorists to appropriate lanes for travel through the roundabout. Construct appropriate pedestrian and streetscape improvements based on recommended typical section for Segment 1, including sidewalk on the west side and multi-use path on the east side. Remove existing traffic signals at the intersections of N. Druid Hills Rd. and Goodwin Rd., and at E. Roxboro Rd. and Goodwin Rd. Close Goodwin Rd. to vehicular traffic, maintaining it as City-owned greenspace and preserving property access for the residences in the triangle between E. Roxboro Rd., Goodwin Rd., and N. Druid Hills Rd. (1227 Goodwin Rd.). Install a 10-ft. multi-use path along the north side of Goodwin Rd. from E. Roxboro Rd. to N. Druid Hills Rd. and extend it along the west side of N. Druid Hills Rd. to just south of Gail Dr. Install marked crosswalk with pedestrian-actuated signal across the north leg of the intersection of Goodwin Rd. and E. Roxboro Rd. At the time of design, consideration should be given to the option of leaving the signal at E. Roxboro Rd. and Goodwin Rd. in place to aid traffic turning right from Goodwin Rd. and to meter southbound traffic along E. Roxboro Rd. entering the roundabout during peak hours. This could be done using a demand-responsive system that includes queue detectors. Furthermore, design engineers should also consider additional measures to aid traffic at the roundabout by leaving the signal at N. Druid Hills Rd. and Goodwin Rd. in place to meter southbound traffic on N. Druid Hills Rd. entering the roundabout during peak hours using a demand-responsive queue detector system.	Not Started		
PCIDs 2018 Consolidated Plan (2018)	1.5		Ashford Dunwoody Road	Participate in concept design and funding for additional ramp lane from NB Ashford Dunwoody Rd. to EB I-285.	Not Started		This project is on the Brookhaven side of the I-285 junction with Ashford Dunwoody Rd. Project included in Transform 285/400.
PCIDs 2018 Consolidated Plan (2018)	2.15		Perimeter Center Parkway Extension	Multimodal corridor extension of Perimeter Center Parkway between Lake Hearn Drive and Johnson Ferry Road.	Not Started		The project will be re-evaluated after Transform I-285/400 and managed lane projects.
PCIDs Commuter Trail System Master Plan (2014)	A01		Lake Hearn Drive Road Diet (Perimeter Summit Parkway to Parkside Place)	Install buffered bikeway/bus lane between Perimeter Summit Pkwy. and Parkside Pl.	Not Started		Visible crosswalks were installed along Lake Hearn Dr. since this plan was completed.
PCIDs Commuter Trail System Master Plan (2014)	A12		Lake Hearn Drive Road Diet (Parkside Place to Ashford Dunwoody Road)	Install shared lane markings	Not Started		
PCIDs Commuter Trail System Master Plan (2014)	A22		Perimeter Summit Parkway (Perimeter Center Parkway to Lake Hearn Drive)	Install a sidepath adjacent to the westbound lanes.	Not Started		Bike lanes currently exist along this stretch of Perimeter Summit Pkwy.
Peachtree Creek Greenway Master Plan (2016)	N/A	Brookhaven CTP (AT-02); Bicycle, Pedestrian & Trail Plan (152-ST)	Segment 6 - Briarwood Road to Clairmont Road	The base trail includes one bridge over North Fork Peachtree Creek and concrete boardwalk across a wetland area that connects to Clairmont Rd. (SR 155).	Not Started		Also known as Peachtree Creek Greenway Phase III, which is awaiting TIP funding. The total greenway includes an additional concrete boardwalk across the wetland area to a trailhead.

# Appendix C:

## Projects to Be Removed or Superseded

TABLE C-1: PROJECTS TO BE REMOVED OR SUPERSEDED

This list consists of projects that are not being pursued by the City of Brookhaven at this time. Some are no longer priorities; some have been superseded by other projects.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	Notes
2020 Capital Improvement Program	N/A		Signal for Peachtree Road @ Cherokee Plaza	Install traffic signal at the Cherokee Plaza shopping center.	To Be Removed	City Council voted to remove from Capital Improvement Program (ORD-2020-02-02).
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	100-ST		Buford Highway	Fill in sidewalk gaps within the City limits of Brookhaven (from east of Cheshire Bridge Rd. to Clairmont Rd.)	Superseded	100-ST is combined with and superseded by Bicycle, Pedestrian and Trail Plan 100-MT.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	101-ST		Victor Road	Add sidewalks and sharrows (from N. Fork Peachtree Creek to Shady Valley Dr.)	To Be Removed	Peachtree Creek Greenway Phase II will be located south of the creek; therefore, this project is no longer needed.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	108-ST		Colonial Drive/Oglethorpe Avenue	Add sharrows (from Peachtree Rd. to N. Druid Hills Rd.)	Superseded	Superseded by Bicycle, Pedestrian and Trail Plan 108-LT.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	109-ST		Briarwood Road	Fill gaps in sidewalk to south and west (from Buford Hwy. and 1599 Briarwood Rd.)	Superseded	109-ST is combined with and superseded by Bicycle, Pedestrian and Trail Plan 109-LT, which upgrades sidewalk to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	112-ST		Apple Valley Road	Add sidewalk to north/west (from N. Druid Hills Rd. to Caldwell Rd.)	Superseded	112-ST is combined with and superseded by Bicycle, Pedestrian and Trail Plan 112-LT, which upgrades sidewalk to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	115-ST		Peachtree Road	Fill in sidewalk gaps (within City of Brookhaven)	Superseded	115-ST is combined with and superseded by Bicycle, Pedestrian and Trail Plan 115-MT, which upgrades sidewalk to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	117-ST		Osborne Road	Fill in sidewalk gaps; add sharrows (from Peachtree Rd. to Lynwood Park)	Superseded	117-ST is superseded by Bicycle, Pedestrian and Trail Plan 117-LT, which upgrades sidewalk to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	119-ST		Windsor Parkway	Fill in sidewalk gaps; add sharrows (from Ashford Dunwoody Rd. to Windsor Lake Dr./western City limits)	Superseded	119-ST is superseded by Bicycle, Pedestrian and Trail Plan 119-LT, which upgrades sidewalk to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	136-ST		Lake Hearn Drive	Add sharrows (from Perimeter Center Pkwy. to western City limit)	Removed	Project removed due to high speed limit.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	138-ST		Drew Valley Road	Add sharrows (from Skyland Dr. to stormwater walking path)	Superseded	Superseded by Bicycle, Pedestrian and Trail Plan 138-LT.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	146-ST	Ashford Dunwoody Road Corridor Study (MT-02);	Ashford Dunwoody Road (from Peachtree Road to Kadleston Way)	Fill sidewalk gaps (from Peachtree Rd. to northern edge of Peachtree Golf Club)	Superseded	Superseded by Bicycle, Pedestrian and Trail Plan 146-MT.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	150-ST		Clairmont Way	Add sharrows (from Buford Hwy. to Clairmont Rd.)	Superseded	Superseded by Bicycle, Pedestrian and Trail Plan 150-LT, which upgrades to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	171-ST		Skyland Drive	Add sharrows (from Drew Valley Rd. to Buford Hwy./Clairmont Rd. intersection)	Superseded	Multi-use path proposed on west side of Skyland Dr from Dresden Dr. to Drew Valley Rd., so sharrows are not necessary along this corridor.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	185-ST		Standard Drive	Add sharrows (from Colonial Dr. to N. Druid Hills Rd.)	To Be Removed	Insufficient room for sharrows on Standard Dr between Colonial Dr. and N. Druid Hills Rd.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	193-ST		Osborne Road	Add sharrows (from Peachtree Rd. to northern terminus at Lynwood Park)	To Be Removed	Project eliminated due to 35 MPH speed limit.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	156-MT		Cheshire Way (Caldwell Road to Green Meadow)/Vavedere Drive/N. Thompson Road	Add sidewalks to west/south; add sharrows (On Cheshire Way from Caldwell Rd. to Vavedere Dr.; On Vavedere Dr. from Cheshire Way to N. Thompson Rd.; On N. Thompson Rd. from Vavedere Dr. to Dresden Dr.)	Superseded	Superseded by Bicycle, Pedestrian and Trail Plan 156-LT.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	163-MT		Frontage Road (north)	Fill sidewalk gaps (from Corporate Blvd. to Briarwood Rd.)	Superseded	163-MT is superseded by Bicycle, Pedestrian and Trail Plan 163-LT, which upgrades sidewalk to multi-use path.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	164-MT		Tullie Road/Tullie Circle	Multi-use trail (from N. Druid Hills Rd. to S. Frontage Rd.)	To Be Removed	Road abandoned to CHOA.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	170-MT		Drew Valley Stormwater Trail	Improve (including potential paving) and widen existing trail, ideally to full 10-foot width (from Oostanaula Dr. to Drew Valley Rd.)	To Be Removed	Insufficient right-of-way.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	175-MT		Publix Connection	Multi-use path on property line between golf course and Publix shopping center (from Ashford Dunwoody Rd. to Blair Cir.)	To Be Removed	Have already built multi-use path along Ashford Dunwoody Rd. from the golf course to Johnson Ferry Road.



TABLE C-1: PROJECTS TO BE REMOVED OR SUPERSEDED

This list consists of projects that are not being pursued by the City of Brookhaven at this time. Some are no longer priorities; some have been superseded by other projects.

Most Recent Plan Source	Project ID	Plan Cross-References	Name	Description	Status	Notes
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	180-MT		Lenox Park Boulevard	Add sharrows (from N. Druid Hills Rd. to E. Roxboro Rd.)	To Be Removed	Project eliminated due to 35 MPH speed limit.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	147-LT		Ashford Park/Former Runway Protection Zone	Develop multi-use path through park and former runway protection zone (from Clairmont Rd. to Skyland Dr.)	To Be Removed	Deed restrictions do not allow any development within Ashford Forest Preserve.
Brookhaven Bicycle, Pedestrian and Trail Plan (2016)	178-LT		Matthews-Park Vista Connection	Multi-use path (from cul-de-sac of Park Vista Dr. to cul-de-sac of Matthews St.)	To Be Removed	Private property developed at this location.
Brookhaven CTP (2014)	AT-4		Town Brookhaven	Feasibility study for pedestrian tunnel.	To Be Removed	Recommended for removal as it is not a priority for the City at this time.
Brookhaven CTP (2014)	OP-4		Windsor Parkway (@ Osborne Road, Mabry Road, Lanier Drive, and Ashford Dunwoody Road)	Corridor traffic operations analysis.	To Be Removed	No longer needed due to programmed projects located at Windsor Pkwy. @ Osborne Rd. and Windsor Pkwy. @ Ashford Dunwoody Rd. (GDOT PI# 0016056 and ST-08 from Ashford Dunwoody Road Corridor Study). Per Community Development, the Windsor and Osborne area is the subject of a future special area plan.
Brookhaven/Oglethorpe MARTA Station TOD - DRI #2604 (2016)	N/A		Brookhaven/Oglethorpe MARTA Station TOD	This DRI is located in the City of Brookhaven on the Brookhaven/Oglethorpe MARTA Station site, bounded by Peachtree Rd. (SR 141), Dresden Dr., Apple Valley Rd. and N. Druid Hills Rd. The proposed project consists of a mix of uses on 17.75 acres, including 200,000 SF of office space; 63,100 SF of commercial (retail and restaurant) space; 547 residential units (340 apartments, 107 stacked flats/condominiums, and 100 senior living units); a 75,000 SF (125 room) hotel; and a town green/park. The planned build-out for this DRI is 2019. The trigger for this review is a rezoning application filed with the City of Brookhaven.	Project Cancelled	Project Canceled in 2017 but could potentially revisit and renew talks with MARTA. Zoning Ordinance rewrite for the City of Brookhaven includes articles pertaining to transit-oriented development (TOD) - including Sec. 27-475. - TOD height bonus. Chapter 27, Article VI, Division 2 outlines Peachtree Road Overlay and specifics towards the MARTA station.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A	2014 Brookhaven CTP (SP-3).	Ultimate Buford Highway/Parkway Concept Study	Update 2006 ARC Buford Highway Corridor Study to include updated demographic, economic, and transit system data, complete streets concepts, bus rapid transit and enhanced transit options, road diet considerations and public outreach. Associated with the Buford Highway Economic Development Strategy (2014).	To be Removed	Per City of Brookhaven Department of Community Development, this is a legacy document that pre-dates the City's incorporation. the City is not actively pursuing implementation and is emphasizing more recent Buford Hwy. (SR 13) initiatives such as ongoing GDOT PI# 0009400 and PI# 0010884.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Bus stop plazas	Identify high-use bus stops for potential development of plaza zones including shelters, public art, retaining or seat walls, shade structures, creative seating solutions, and enhanced landscaping.	To be Removed	While this recommendation can be pursued as part of a future project, the City is currently not actively pursuing this measure. MARTA is implementing a 5-year shelter upgrade project, which may include stops along Buford Hwy. (SR 13).
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Crosswalk visibility	Enhance crosswalk visibility with textured pavement material and/or reflective striping.	To be Removed	While this recommendation can be pursued as part of a future project, the City is currently not actively pursuing this measure. The City's Public Arts Commission looking for design of all crosswalks throughout the City.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Lane narrowing	Reduce lane width on Buford Hwy. (SR 13) from 12 feet to 11 feet.	To be Removed	While this recommendation can be pursued as part of a future project, the City is currently not actively pursuing this measure.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Public Transportation Improvements	Improve access to public transportation and improve transportation choices along the corridor (may include bus rapid transit, light rail, or streetcar).	To be Removed	Buford Highway BRT listed as a long-range project in ATL Regional Transit Plan. While this recommendation can be pursued as part of a future project, the City is currently not actively pursuing this measure. This is included as part of another plan, the Buford Highway Transit Study completed in April 2020.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Reduce speed limit	Reduce speed limit on Buford Hwy. (SR 13) to allow for landscaped median and landscape buffer sidewalk trees.	To be Removed	While this recommendation can be pursued as part of a future project, the City is currently not actively pursuing this measure.
Buford Highway Corridor LCI (2017) - City of Brookhaven Implementation Plan	N/A		Road Diet/Streetscape	Eliminate one drive lane each direction along Buford Hwy. (SR 13). Construct pedestrian and bicycle improvements within the public right-of-way gained in this lane reduction.	To be Removed	While this recommendation can be pursued as part of a future project, the City is currently not actively pursuing this measure.

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DeKalb County 2014 Transportation Plan (2014)	5084		Buford Highway Multimodal Corridor Improvements	Subtract two lanes to add bus-only facilities/transit priority facilities for BRT. This road diet project includes adding a pedestrian sidewalk and crossing improvements in key locations, as well as access management along the entire corridor.	To Be Removed	Elements of this project were adopted in other projects or considered in other plans. Sidewalk improvements are being addressed as part of GDOT PI# 0009400. The BRT elements, however, are not being pursued by the City at this time.