



CITY OF BROOKHAVEN COMPREHENSIVE TRANSPORTATION PLAN



Prepared by



Gresham, Smith and Partners

In cooperation with
Vision Planning + Engineering
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September 2014

Adopted by Brookhaven City Council
September 9, 2014

Acknowledgements

The Gresham, Smith and Partners project team would like to acknowledge the positive contributions made by the Mayor and members of the Brookhaven City Council, the City's executive team and staff, and the Comprehensive Transportation Plan (CTP) Steering Committee. Special thanks go to Richard Meehan, PE, Director of Public Works and Staff Liaison for the CTP and Joe Palladi, PE, Chairman of the CTP Steering Committee. Our appreciation is also extended to the other members of the City's Steering Committees and their consultant teams for the City's Comprehensive Plan, the Buford Highway Improvement Plan and Economic Development Strategy, and the City's Parks and Recreation Master Plan. Most importantly, the team thanks the citizens of Brookhaven for their valuable insights and feedback in developing the City's first city-wide transportation plan.

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EXECUTIVE SUMMARY

In March, 2014, the City of Brookhaven initiated the development of the community’s first city-wide comprehensive transportation plan (CTP). The Plan is incorporated by reference into the City’s 2034 Comprehensive Plan, which was also developed in 2014 and meets the requirements of the Georgia Planning Act.

The City established a transportation vision for the community that encompasses six (6) major elements; including Safety, Economic Prosperity, Public Health, Sustainability, Mobility and Access, and State of Good Repair. The City, through its CTP Steering Committee, also identified a set of six (6) related goals to guide the development, maintenance, and management of the transportation planning and system development going forward.

Brookhaven’s Comprehensive Transportation Plan (CTP) Goals

SAFETY	To plan, develop, and manage a multimodal transportation system that is safe for all users.
MOBILITY AND ACCESS	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.
STATE OF GOOD REPAIR	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.
ECONOMIC PROSPERITY	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.
PUBLIC HEALTH	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.
SUSTAINABILITY	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.

Through the period from March through August, 2014, the project team, the CTP Stakeholder Committee, community stakeholders, and the citizens of Brookhaven, together with the Mayor and City Council identified a total of nearly 40 transportation projects for implementation over the planning period. These transportation projects are assigned to one of five (5) project types, including (1) Corridor Vision/Scoping/Concept Development projects; (2) Intersection Projects; (3) Active Transportation projects (bicycle facilities, sidewalks, and trails); (4) Public Transit improvements; (4) Transportation System Operations projects; (5) and Special Programs and Projects. The timing and costs of these projects vary depending on the nature and extent of the project as described in the CTP Recommended Projects Matrix shown in the Appendix.

This CTP is intended to be a “living document” and should be updated and/or amended from time to time to reflect the changing transportation needs and conditions in the City of Brookhaven.

I. INTRODUCTION

A. Purpose

The purpose of the Brookhaven Comprehensive Transportation Plan (CTP) is to establish 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. The CTP identifies a phased approach to implementing the plan, including estimates of funding resources needed and potential partnership opportunities with other jurisdictions and the private sector to carry out the Plan. The CTP includes an analysis of data on how well the transportation system is working now and how well it can be expected to operate in the future. It also describes proposed projects, supportive public policies, and implementation strategies to enable the City to be successful in achieving its transportation goals and overall community vision.

The CTP is incorporated by reference to the City's 2034 Comprehensive Plan and complies with Chapter 110-12-1-03(7) of the Georgia Statutes. The CTP was also developed in coordination with the City's Parks and Recreation Master Plan and the Buford Highway Improvement Plan and Economic Strategy, both conducted in 2014.

The CTP is also related to and has been developed in coordination with the local comprehensive transportation planning efforts of DeKalb County, the City of Sandy Springs, and the City of Dunwoody and the regional planning efforts of the Atlanta Regional Commission (ARC), the metropolitan planning organization for Metro Atlanta, including PLAN 2040, the long-range transportation plan for the 23-county region.

The proposed transportation projects identified and described in this Plan (see Appendix) have been developed based on guidance from the City's Joint Steering Committee, the CTP Steering Committee, and Brookhaven citizens. The CTP is designed to support the vision of the Comprehensive Plan and prioritize projects that provide effective solutions with the greatest return on investment to the City.

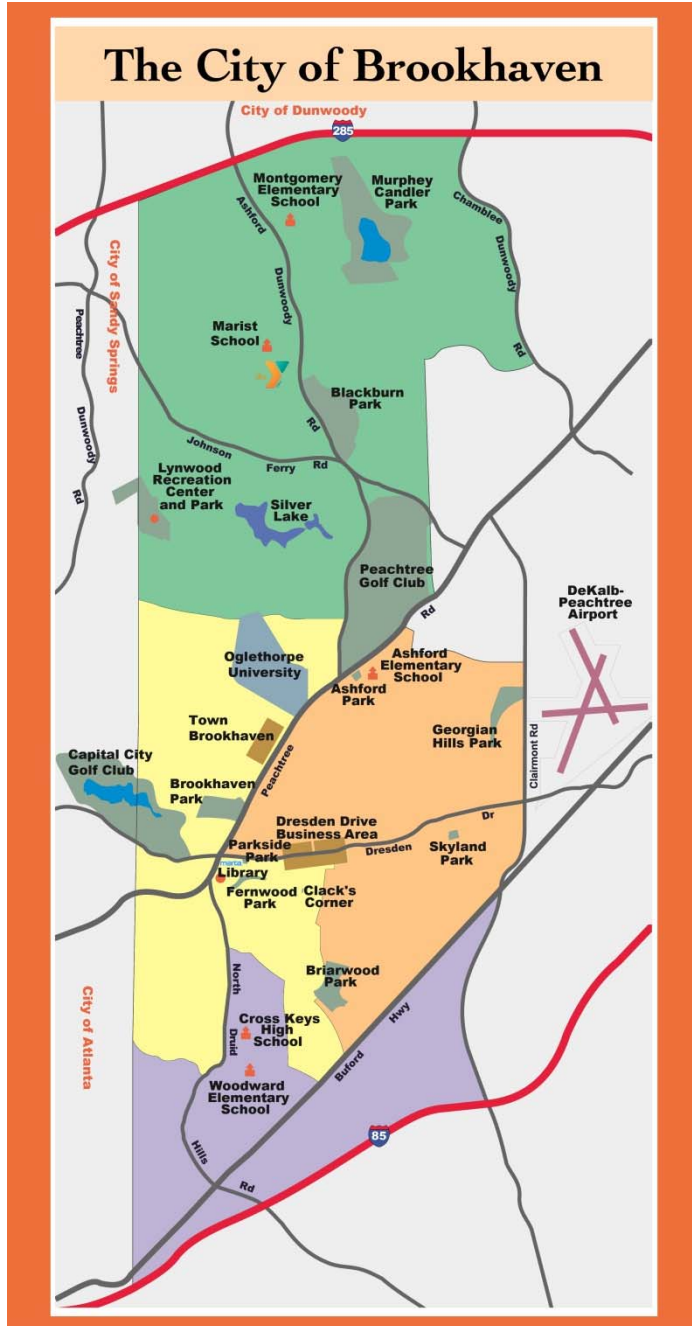
B. Planning Area Profile

The planning area for the CTP is the City of Brookhaven, a newly incorporated community with a resident population of nearly 50,000 people (48,583 in 2012). Detailed demographic and economic data and information are contained in the *2034 Comprehensive Plan*.

Brookhaven is located in northern DeKalb County, Georgia and was incorporated as a city in 2012. 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 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 east 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, 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) have been considered in the planning process. The City limits are shown in **Figure 1**.

Figure 1. City of Brookhaven



C. Planning Period

The CTP is designed to guide the City's future investments in transportation over a 20-year period from 2014 through 2034 consistent with the City's Comprehensive Plan. The Community Work Program, required by the Georgia Planning Act (see Appendix) covers the period 2014 – 2019 and includes proposed transportation projects for that period. Due to the need to coordinate the City's CTP with other regional plans and the lack of local transportation data for the period through 2034, some data from ARC's PLAN 2040 have been used in the CTP.

D. CTP Vision and Goals

The Brookhaven CTP Steering Committee developed the City's transportation vision and established a set of overarching goals to guide the performance of the CTP over time. The basic vision elements of the Plan are shown in **Figure 2**. The CTP goals are shown in **Figure 3**.

Over the past several decades, government agencies at all levels have struggled to maintain their transportation infrastructure in a state of good repair. Deferring repairs and improvements in favor of building new infrastructure has created a very large backlog of maintenance needs for streets and highways, public transit systems, and other important infrastructure systems. A primary focus area of Brookhaven's CTP is to consider sufficient resources to address transportation system preservation and maintenance as well as address future needs.

The safety of the transportation system users is paramount. The Brookhaven CTP aims to enhance safety across all modes, including drivers, pedestrians, cyclists, and transit users. During plan development, a variety of safety performance measures were assessed. The project team analyzed high crash intersections; pedestrian injuries; and pedestrian and vehicular fatalities. Many of the transportation improvements recommended as part of the CTP are intended to improve safety for users of the transportation system.

Figure 2. Brookhaven CTP Vision Elements



Figure 3. Brookhaven’s CTP Goals

SAFETY	To plan, develop, and manage a multimodal transportation system that is safe for all users.
MOBILITY AND ACCESS	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.
STATE OF GOOD REPAIR	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.
ECONOMIC PROSPERITY	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.
PUBLIC HEALTH	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.
SUSTAINABILITY	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.

Like other growing cities, traffic congestion has become a major issue in Brookhaven. Mobility and access pose unique challenges in Brookhaven, as there are two types of users of Brookhaven’s transportation system: residents who desire to reach local destinations in a reasonable amount of time, and those who want to pass through Brookhaven along one of the City’s major routes to important regional and local activity centers in an efficient manner. In order to balance the provision of mobility and access within the City, the CTP project team worked closely with the Comprehensive Plan team and the CTP Steering Committee to ensure that recommended transportation improvements are balanced and coordinated with future land uses.

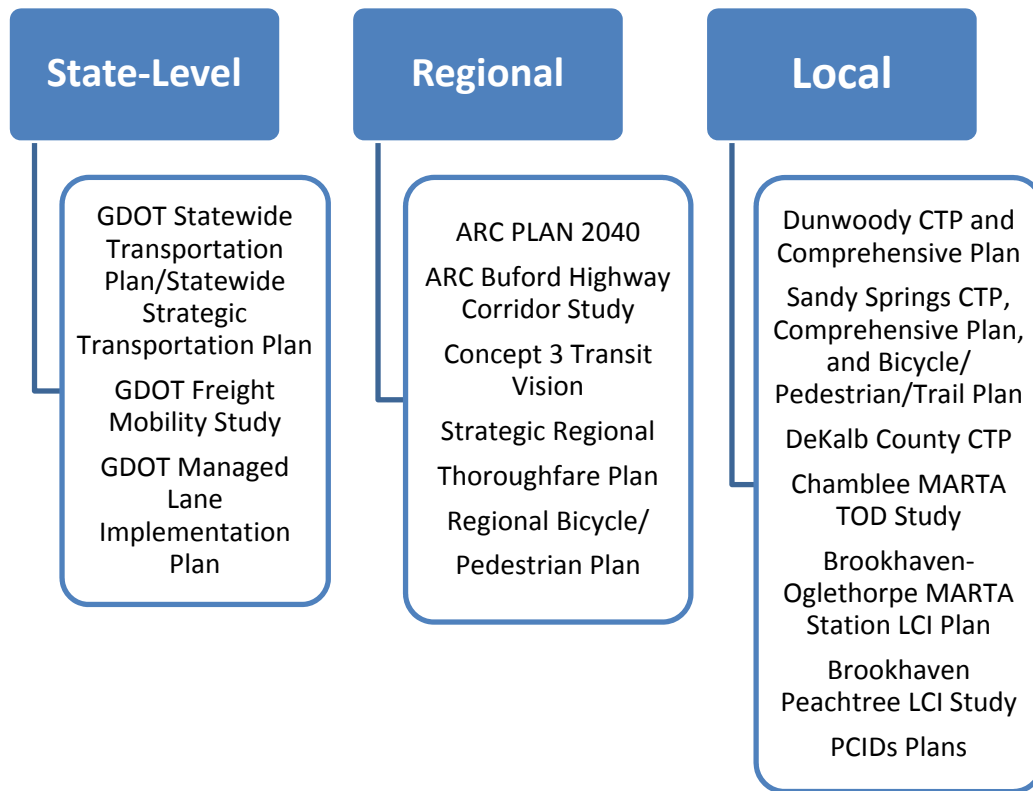
Transportation decisions have a direct impact on public health. The prevalence of personal auto use in major metropolitan regions, such as Metro Atlanta, has contributed to poor air quality and increased instances of respiratory illnesses and diseases associated with obesity. The Metro Atlanta region is no exception. When personal autos are the only viable means of travel, people are less physically active than they are if they are able to travel by walking or biking. These alternate methods of travel, referred to as “active transportation,” are only as viable as the existing infrastructure permits. In support of public health and in concert with the positive support of citizens participating in the CTP development, this Plan recommends the improvement of or addition of safe, well-designed pedestrian and bicycle facilities that residents can use to travel to and from their homes, schools, parks, and activity centers within Brookhaven.

In general, increased traffic in a region has been associated with economic growth and benefits. As the Atlanta region has grown and developed rapidly over the past five decades, however, the transportation system has not been able to keep pace with population growth and new development. Traffic congestion and poor air quality have ensued, and in many areas, economic growth has been stymied as businesses choose to locate in areas with a more efficient transportation network. Recent research has shown that workers are less willing to endure long commutes to work and are seeking travel options that give them more personal time (vs. time spent driving). The CTP recognizes many of these challenges within Brookhaven and recommends “sustainable” transportation improvements that enhance the local and regional economies and improve the quality of life for those who live and work in the city.

E. Relationship to Other Plans

Several state-level, regional, and local transportation plans and studies as well as the local comprehensive plans for the adjacent communities of Dunwoody and Sandy Springs have been reviewed for their implications to the City’s CTP. **Figure 4** lists these relevant plans and studies.

Figure 4. Relevant Plans and Studies



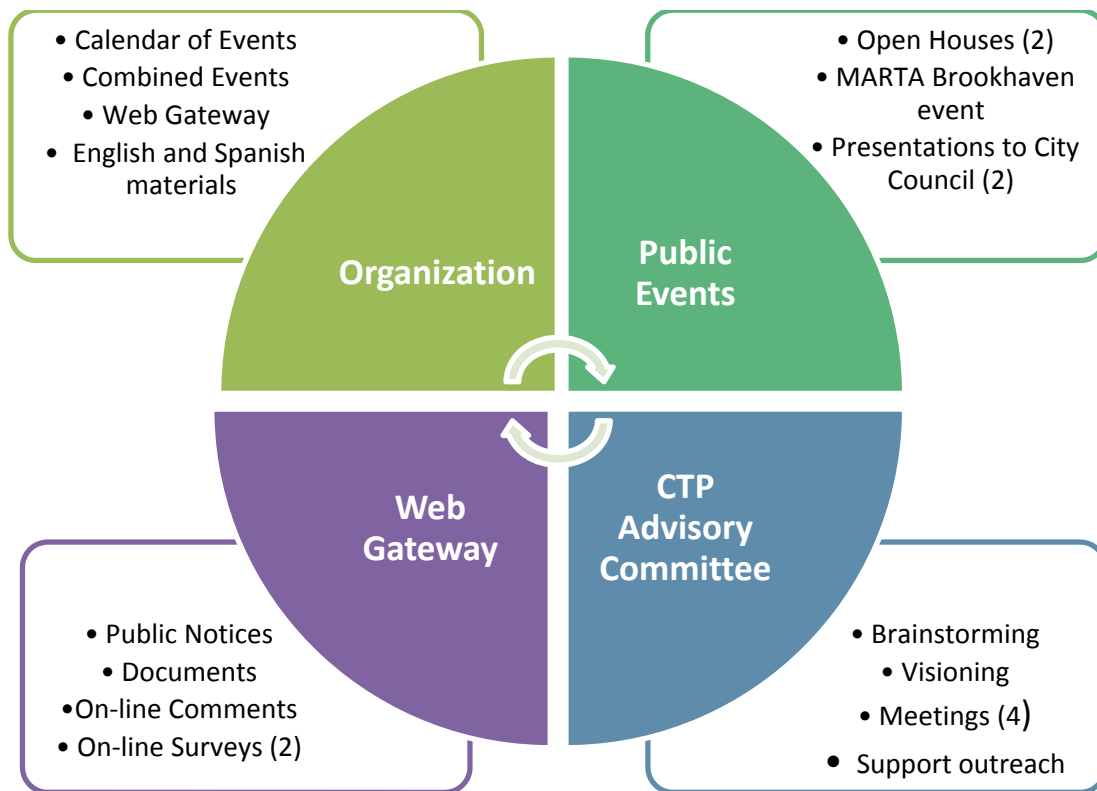
II. PUBLIC AND STAKEHOLDER ENGAGEMENT

From the outset of the CTP process, the City of Brookhaven’s local elected and appointed officials have demonstrated a very strong commitment to public and community stakeholder outreach and engagement. The City supported the use of both traditional and innovative techniques for seeking out and receiving public and stakeholder input on the CTP. This section summarizes the key players and results of the CTP community engagement activities.

A. City’s Approach to Public Engagement

The City and the CTP project team used a multi-pronged approach to inform and educate citizens and community stakeholders about the CTP. Various strategies and tools were also utilized to build consensus and help local decision-makers make key choices in how to advance and improve the City’s transportation system. **Figure 5** summarizes the City’s overall public outreach and engagement approach for the CTP.

Figure 5. CTP Public and Stakeholder Engagement Elements



This framework led to a high level of public and stakeholder engagement throughout the CTP development process.

The overall approach to public and stakeholder engagement was designed to reach six (6) subgroups within the City, including:

- Residents with a casual interest in transportation;
- Business and economic development community members;
- Individuals who are active social media users;
- Under-represented groups in the community, such as seniors, low-income, and disabled populations who find it difficult to participate in public workshops and on-line outreach activities;
- Good government advocates who have an especially strong interest in civic matters in the City.

B. Key Participants in the Public Engagement Program

The City of Brookhaven created a public engagement structure that included all four of the major planning initiatives previously described, including the CTP. The major players are described in this section.

- ***Mayor and City Council***

The City’s Mayor and members of the City Council attended many of the public outreach events and activities, including Joint Steering Committee meetings, CTP Steering Committee meetings, and open houses. Citizens from across the City were able to discuss transportation issues with their elected officials throughout the CTP development process.

- ***CTP Steering Committee***

The CTP Steering Committee, appointed by the City Council, was made up of community leaders and engaged citizens who offer unique, local perspectives on Brookhaven. These individuals are well-acquainted with the challenges facing Brookhaven and potential opportunities for improvement, and have a sense of the type of policies and strategies that will best serve the City. As mentioned previously, Steering Committees for the other three (3) planning efforts were also involved in the outreach activities for the CTP.

At the meetings, members of the CTP Steering Committee were asked to help envision the City’s future transportation system, including the provision of physical improvements to roads, walking and bike paths/trails, public transportation, and traffic management features. They provided valuable insights on the transportation needs and desires of the community, helped refine project alternatives, and prioritize recommended transportation improvements.

In addition to the initial joint kick-off meeting with City officials, the CTP Steering Committee met four (4) times during the six-month planning process. The committee was central to identifying key transportation issues facing the community and the consideration of specific improvements or solutions that should be pursued as part of the plan. Some of the major issues identified included:

- The need to protect established neighborhoods from the negative impacts of auto traffic;
- The importance of maintaining streets, sidewalks, paths, and other capital facilities in a state of good repair;
- The important focus on protecting and enhancing the economic success of Brookhaven by facilitating quality residential and non-residential growth in key parts of the City, including along the Buford Highway corridor;
- Improving the safety of all citizens, especially children who walk and bike in the community;
- Providing for better access to regional public transit facilities, including the MARTA Brookhaven station and in nearby communities, such as the MARTA Medical Center and Dunwoody stations;
- Creating more active transportation options, including new and improve pedestrian walkways, bicycle lanes and paths, and multi-purpose trails, including connections to regional trail facilities;
- Utilizing transportation strategies to help revitalize the Buford Road corridor;
- Helping the City create more walkable, bike-friendly, and transit-friendly places, including neighborhoods and commercial districts; and
- Coordinating the planning of transportation and land developments in a manner that creates quality outcomes for the community.

All of these visionary elements were strongly confirmed during the public and stakeholder outreach activities that were conducted throughout the plan development process (March – August 2014). Additionally, specific transportation project improvements were also identified by the CTP project team and reviewed and supplemented with other projects and programs proposed by the CTP Stakeholder Committee. For details on the CTP Recommendations, please see the *CTP Recommended Project Matrix and Recommended Community Work Program – Transportation*, located in the Appendix.

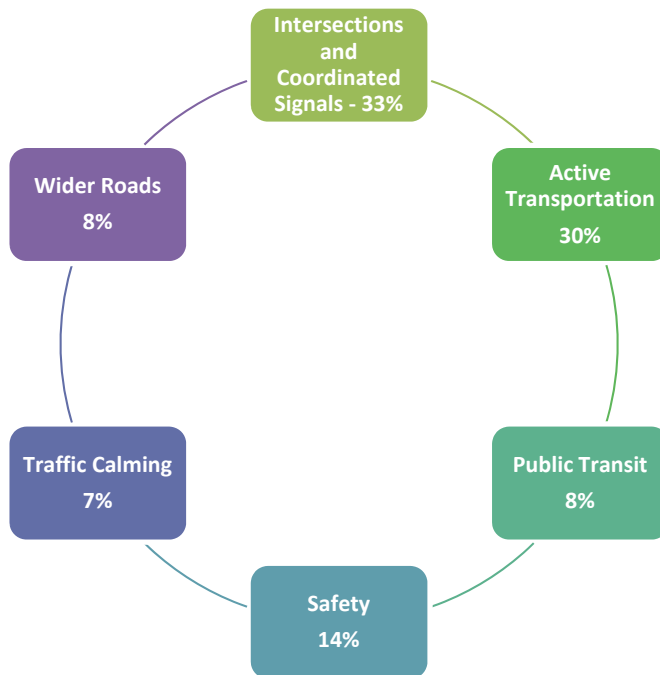
▪ **Brookhaven Citizens and Community Stakeholders**

Brookhaven citizens have been highly engaged in the development of the CTP. Approximately 115 citizens (excluding Steering Committee members and project team members) attended one of the two open house meetings in May 2014 and July 2014. At the first open house, approximately 40 people attended and provided 160 individual comments. Following the meeting, the project team received 20 emails with a total of 85 individual comments and suggestions on the city’s transportation system. The project team received over 250 individual comments from citizens as part of the first public open house.

Approximately 75 people attended the second open house meeting and provided a total of 92 comments. The City received approximately 146 individual comments on the CTP following the second open house, equaling a total of 238 individual comments on the draft CTP recommendations. Workshop attendees were also given an opportunity to spend \$ 10 million in “Brookhaven Bucks” to improve various aspects of the transportation system. **Figure 6** shows the percentages of funding assigned to specific types of transportation improvements.

Nearly one-third (30%) of the total spent was dedicated to active transportation improvements. About 14% of the total focused on safety improvements and about 33% of the total was spent on intersection improvements. The remainder (15%) was spent on transit improvements, traffic calming and access management/shared driveways.

Figure 6. “Brookhaven Bucks” Results



In addition to the public open houses, Brookhaven citizens had the opportunity to complete two (2) on-line surveys on their perspectives on the transportation issues facing the City and then their preferences for improving the City's transportation system. Two hundred (200) citizens completed the on-line surveys and provided a total of 586 on-line comments, bringing the overall total of public comments via on-line resources to over 800 (824). In summary, with public workshop and on-line comments, the CTP process received over 1,000 public comments during its four-month development time frame.

C. Transportation Improvements Generated by the Public

While a wide array of outreach activities and tools were used to accommodate the needs and desires of each of these groups, there were some engagement activities that provided an unusually rich level of insight into the community's transportation needs. These valuable components of the public engagement program are listed below.

- **Joint Stakeholder Meetings** – These meetings brought the Comprehensive Plan, Parks and Recreation Master Plan, and Buford Highway Improvement Plan and Economic Development Strategy together. There were three (3) events that brought these groups together which helped identify and clarify the City's transportation, land use, and redevelopment priorities.
- **CTP Stakeholder Committee Brainstorming** – At the outset of the CTP planning process, the CTP Stakeholder Committee participated in a mapping exercise focused on identified opportunities and constraints related to the future development of the City's transportation system. During this brainstorming and mapping session, several major themes guiding the CTP process were established, including:
 - The strong community interest in the development of active transportation systems, including links to regional paths;
 - The need for the City's transportation system to support its economic growth and prosperity;
 - The community's desire to protect its highly desirable quality of life so that people continue to want to live, work, and enjoy themselves in the City;
 - The need for a strong focus on transportation safety, especially pedestrian safety for children, families, and seniors.
- **On-Line Citizen Surveys** – These surveys provided numerous valuable insights and comments on what is working well with the City's transportation system and what aspects need improvement from the perspective of the City's residents. Preferences on various ways to accomplish a better transportation were also gauged in the survey.

Various types of issues with the following roadways were identified through the public engagement process, including:

- Ashford Dunwoody Road
- W. Nancy Creek Drive
- Windsor Parkway
- Peachtree Road
- Dresden Drive
- North Druid Hills Road
- Apple Valley Road
- Clairmont Road
- Future Buford Highway (Parkway)
- Need for new crossings at various locations

Intersection and safety issues were identified at the following locations:

- W. Nancy Creek Drive at Ashford Dunwoody Road
- Ashford Dunwoody Road at Peachtree Road
- Johnson Ferry Road at Ashford Dunwoody Road
- North Druid Hills Road and Dresden Drive at the Brookhaven-Oglethorpe MARTA Station

The following public transit needs were identified:

- Need better pedestrian access from neighborhoods to MARTA rail stations
- Need a community circulator service to link neighborhoods with MARTA rail stations

Active transportation improvements to bicycle, pedestrian, and trail networks were also identified throughout the City:

- More bike lanes in certain locations, including Windsor Parkway, Ashford Dunwoody Road and connections between the City's parks

- More/better sidewalks in certain locations, including Harts Mill Road, along Peachtree Road, among others.

Other transportation operational improvements were identified:

- Better traffic signal timing and coordination at multiple locations
- Need more traffic enforcement, especially for excessive speed, at some locations
- Measures to control cut-through traffic in some neighborhoods

These priorities were consistently expressed throughout the CTP development process.

D. Representative Insights from Citizens and Stakeholders

As described previously, many citizens and stakeholders participated in and commented on the progress of the CTP. During this process, some of the participants made several states that captured the community's desires for its transportation system. Some are listed below:

- "One of the great things about Brookhaven is that you can get to almost anything you need easily..."
- "We need to find ways to move people within the City without driving..."
- "The City's proximity to two major activity/job centers (Perimeter Center and Buckhead) is very important..."
- "Having two community improvement districts (CIDs) nearby is very important..."
- "We need to make better use of having three MARTA stations in and near the City..."
- "We need to look at improving east-west connectivity in the City..."
- "Clairmont Road is a great alternative corridor in the City..."
- "One of the City's strengths is its strong neighborhood groups – we need to reach out to them to get ideas for our transportation plan..."
- "Another strength of the City is that it is very open to innovation and new ideas..."
- "We need to look at the design criteria for each type of road in the City..."
- "Another great thing about the City is its parks. We need to look closely at the corridors around the parks to make sure there are safe places to walk, bike, and cross streets..."

III. EXISTING AND FUTURE CONDITIONS AND NEEDS

This section describes the roadway, transit (bus and rail), bicycle, pedestrian, freight-related, and airport access facilities serving the City. This network of multiple travel modes and their connections are essential for the safe and efficient movement of people and goods within and through Brookhaven. This section also highlights the major mobility issues, such as congestion, connectivity, and other challenges being addressed by the CTP and other related plans. In addition, it lays out the future multimodal mobility needs for the City given expected growth in population and employment. The City's focus on coordinated transportation and land use development is also described in this section. Finally, this section presents a summary of the prior and on-going planning studies that address transportation and mobility issues in the City.

A. Street and Highway System

Brookhaven is located in the heart of metropolitan Atlanta. The majority of land uses are comprised of residential uses, including single-family homes, apartments, townhomes, and condominiums that serve as the origin of many trips within the City. Brookhaven residents travel both within the City and to adjacent areas for school, work, shopping, recreation, and other purposes.

Brookhaven is also a major destination for people who live outside the City. Commercial and office uses line major arterials, such as Peachtree Road, Clairmont Road, North Druid Hills Road, and Buford Highway. Students from across North Georgia commute to Oglethorpe University located on Peachtree Road in the center of the city. Brookhaven sees a substantial amount of cross-regional traffic along these arterials as well. Freight-related traffic via trucks is also seen on Peachtree Road and Buford Highway. The intensity of land uses and attractiveness of the neighborhoods, Brookhaven Village, and Town Brookhaven, among other locations contribute to the high levels of traffic seen in the City, especially during the morning and late afternoon commute periods. Additionally, the new development and redevelopment occurring within and near the City is putting additional pressure on the transportation system.

In order to understand how well the City's street and highway system is working, it is necessary to understand two major concepts: Roadway Functional Classification and Roadway Level of Service. This section describes these concepts and their relationship to the overall performance of Brookhaven's street and highway system.

B. Roadway Functional Classification

Nationally, paved streets and roads are classified by the federal government (U.S. Department of Transportation) and State Departments of Transportation (DOTs) according to the transportation function they provide to the community. These classifications are assigned based on their combined ability to provide (1) mobility and (2) access to land parcels.

Roadway functional classification systems help communities to a point in describing the context of the transportation facility and its relationship to surrounding land. However, other solutions are used by communities to help assure context-sensitive transportation design strategies are

used so that elements of the transportation system “fit” the area where it is located and the community’s needs. These concepts are described in more detail in Section VI.

Table 1 summarizes the centerline miles by category for Brookhaven’s streets and highways. The City of Brookhaven has a total of approximately 149 centerline miles of roadways grouped into five (5) distinct roadway classifications: local roadways, collector roads, minor arterials, major arterials, and expressways/freeways. This number refers to the length of the roadways without regard to their number of lanes. The vast majority of roads within the City are two-lane roads. Notable exceptions include Buford Highway and portions of Peachtree Street, Clairmont Road, Ashford Dunwoody Road, and North Druid Hills Road. The City has no expressways/freeways. The functional classification of Brookhaven’s roads are shown in **Figure 7**.

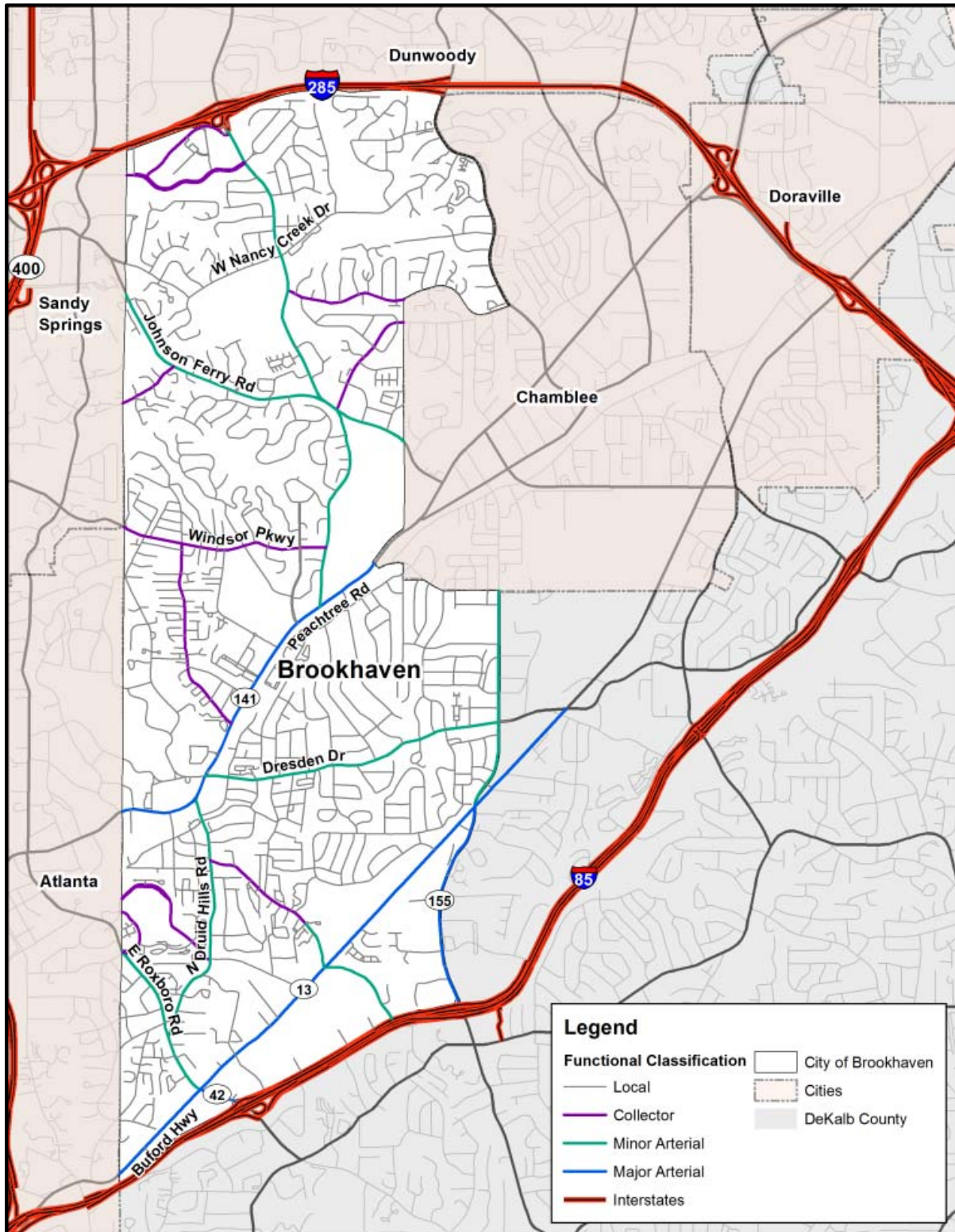
Table 1. Roadway Functional Classifications in Brookhaven

Roadway Classification	No. of Centerline Miles	Percent of Total Miles
Local Streets	122.0	81.8%
Collector Streets	9.0	6.0%
Minor Arterials	11.5	7.7%
Major Arterials	6.7	4.5%
Expressways/Freeways	0.0	0.0%
TOTAL:	149.2	100.0%

The majority of roads in the City (about 122 centerline miles), or 82% of all roads are local roads. Local roads are designed to provide access to homes, schools, and other community facilities with little to no through-traffic. In Brookhaven, local roads are primarily located in residential areas. In general, improvements to local roads are not eligible for the use of federal and state transportation funding and must rely on local funds.

Collector roads are designed to connect households and neighborhoods to arterial roads. They typically serve higher speed than local roads. In Brookhaven, there are nearly nine (9) centerline miles of collector roads. These roads link residential communities to land use activities such as schools, parks, churches, and limited office and retail areas. In Brookhaven, collector roads include portions of Briarwood Road; Donaldson Drive; Evergreen Drive; Harts Mill Road; Lake Hearn Drive; Lenox Park Boulevard; Mill Creek Road; Osborne Road; Perimeter Summit Boulevard; and Windsor Parkway.

Figure 7. Roadway Functional Classification in Brookhaven



Arterials are usually multi-lane roadways designed to transport vehicles at greater speeds for longer, uninterrupted distances. In Brookhaven, arterials make up about 12% (18 miles) of the

total centerline roadway mileage, but serve significant traffic volumes, both for trips that originate in Brookhaven and those that cross traverse the City with an origin or destination outside Brookhaven. Brookhaven's arterials transport people along primary office, commercial, and mixed use corridors. Some arterials also traverse or serve as boundaries for residential areas, serving as links between homes and more intense land uses.

Major and minor arterials are designed to serve trips within Brookhaven as well as cross-regional traffic. In the northeastern part of the City, Ashford Dunwoody Road connects to I-285 at an interchange along the City's northern boundary. This artery connects Brookhaven to a major regional activity center, the Perimeter Center, the second largest employment center in Metro Atlanta and one of the largest in the southeastern U.S.

Similarly, in the southern part of the City, North Druid Hills Road and Clairmont Road receive traffic from and distribute traffic to I-85 (the City's southern boundary) via two interchanges. Arterials such as Johnson Ferry Road, Windsor Parkway, Dresden Drive, and Buford Highway connect Brookhaven to the Cities of Atlanta, Sandy Springs, Chamblee, and unincorporated DeKalb County.

In Brookhaven, there are approximately 6.7 center miles of major arterials. These include Buford Highway, portions of Clairmont Road, portions of N. Druid Hills Road, and Peachtree Road. Posted speed limits along major arterials are typically greater than those along minor arterials. Conventionally, major arterials provide very limited access to adjacent land uses. In urban areas, however, major arterials provide access to more land uses than in urban areas. This is the case along portions of each major arterial in Brookhaven.

Minor arterials serve through-traffic, but have limited direct access to adjacent land uses. Posted speed limits along minor arterials are typically greater than those along collector roads. There are approximately 11.5 miles of minor arterials in Brookhaven. These include Ashford Dunwoody Road; portions of Briarwood Road; portions of Clairmont Road; Dresden Drive; E. Roxboro Road; Johnson Ferry Road; portions of North Druid Hills Road; and Johnson Ferry Road.

C. Traffic Congestion

Traffic congestion generally occurs when roads are being used **outside** of the scope of their functional classification. In Brookhaven, many local roads have seen increased cut-through traffic over the past several years, due to the City's proximity to Perimeter Center and nearby communities, such as the Cities of Dunwoody and Sandy Springs. This is especially true during the morning and late afternoon commute periods.

West Nancy Creek Drive, for instance, is classified as a local road. It crosses through residential areas within the City and provides a connection to the popular Murphey Candler Park. The road is also used by many people to cross between Sandy Springs and I-285, particular during daily commute times. The cut-through traffic has contributed to worsening traffic congestion and also poses a safety concern for those who are walking or biking along the road. In recent years, the increase in infill development within the City and in adjacent jurisdictions is causing traffic volumes to rise as new households and commercial uses come on line.

Traffic congestion is generally caused by excessive demand (vehicular trips) exceeding the available capacity of the roads. Traffic congestion is measured according to the concept of

“Roadway Level of Service” or “LOS”. The system operates similarly to letter grades (A through F) in school with LOS A and B indicating that the roadway is performing well and traffic is mostly in a free-flow (not congested) state. At LOS C, traffic flow is stable with a level of comfort and convenience for the driver. However, at LOS D, speed and freedom to maneuver in traffic become more restrictive. 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. Traffic operating mostly at “stop and go” with long travel times. For an urban area, which will likely rarely see LOS A or B on major roadways, LOS D is considered an acceptable level of service given the financial resources usually available to the community to expand transportation capacity to achieve higher (better) levels of service.

Based on 2013 daily (24-hour) traffic count data, three (3) corridors in City have unacceptable LOS (E or F). These include:

- Ashford Dunwoody Road between I-285 and West Nancy Creek Drive (LOS F);
- North Druid Hills Road between Peachtree Road and E. Roxboro Road (LOS F); and
- E. Roxboro Road between North Druid Hills Road and the western city limit (LOS F).

Future traffic projections indicate that congestion is predicted to worsen in Brookhaven by the planning horizon year 2040. The currently congested corridors will remain at LOS F and other roadway segments will either fail or degrade, including:

- The remainder of Ashford-Dunwoody Road, from W. Nancy Creek Drive to Peachtree Road (will worsen to LOS F);
- Peachtree Road, Perimeter Summit Boulevard, Johnson Ferry Road, and W. Nancy Creek Drive (west of Ashford Dunwoody Road) will degrade to LOS D.

The existing and future LOS for the City’s key streets and highways are shown in **Table 2** and also illustrated in **Figures 8 and 9**.

Table 2. Existing and Future Roadway Levels of Service (2013 and 2040)

City of Brookhaven Comprehensive Transportation Plan
Existing and Future Condition Roadway Section Levels of Service

Roadway Section	Existing (2013) AADT	Existing Level of Service	Future (2040) AADT	Future Level of Service
Ashford Dunwoody Rd				
between I-285 and Johnson Ferry Rd	19,420	F	23,760	F
between Johnson Ferry Rd and Peachtree Rd	10,610	D	12,980	F
Buford Hwy				
between City Limit and N Druid Hills Rd	24,450	C	39,250	C
between N Druid Hills Rd and Clairmont Rd	22,250	C	34,910	C
Clairmont Rd				
between I-85 and Buford Hwy	27,510	C	34,330	C
Dresden Dr				
between Peachtree Rd and Clairmont Rd	10,040	D	12,280	D
Roxboro Rd				
between City Limit and N Druid Hills Rd	17,940	F	23,520	F
Johnson Ferry Rd				
between City Limits	11,100	C	13,580	D
N Druid Hills Rd				
between City Limit and Roxboro Rd	35,030	C	44,190	F
between Roxboro Rd and Peachtree Rd	15,040	F	18,400	F
Peachtree Rd				
between City Limits	31,730	C	38,820	D
Perimeter Summit Pkwy				
between City Limits	7,230	C	11,530	C
W Nancy Creek Dr				
between W City Limit and Ashford Dunwoody Rd	3,030	C	5,430	D
Windsor Pkwy				
between City Limits	8,340	D	10,200	D

1) Existing AADT obtained from GDOT

2) Future AADT calculated based on growth rates obtained from the Atlanta Regional Travel Demand Model

Figure 8. Existing Roadway Level-of-Service (2013)

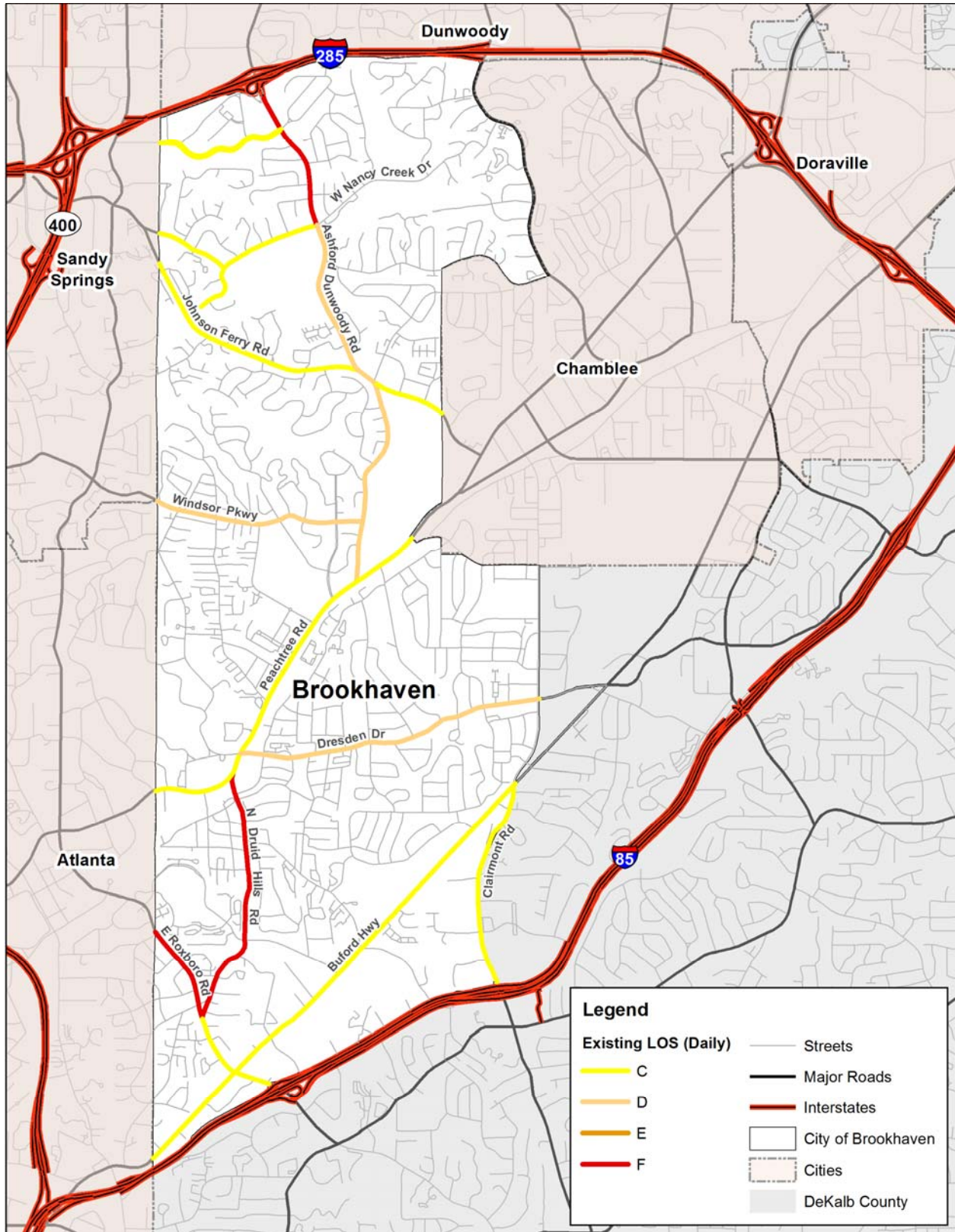
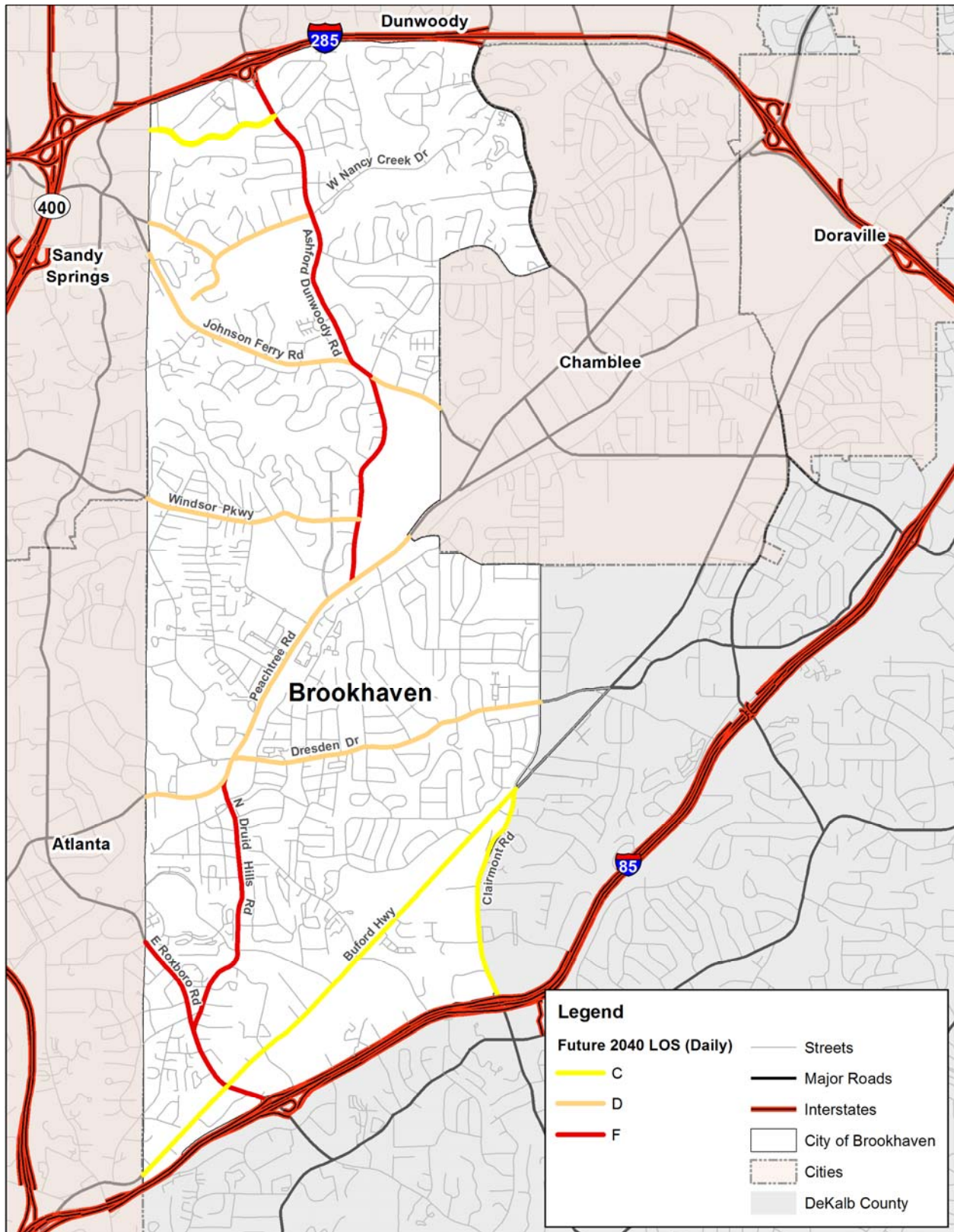


Figure 9. Future Roadway Levels of Service (2040)



D. Intersections

Traffic congestion at both signalized and non-signalized intersections is also an issue in Brookhaven. This problem is primarily attributed to excess vehicles on the roadways. Input from the public indicates that poor signal timing may also be a contributor to morning and even traffic congestion in the City. Intersections become congested particularly in the morning rush hour (“AM peak hour”) and afternoon rush hour (“PM peak hour”).

Currently, in the AM peak hour, just one intersection, Ashford Dunwoody Road at Perimeter Summit Parkway, operates at unacceptable LOS (LOS F). By 2040, several more intersections are expected to experience substantial traffic congestion, including:

- Perimeter Summit Parkway at Parkside Place (will worsen from LOS D to LOS F);
- Johnson Ferry Road at Ashford Dunwoody Road (will worsen from LOS C to LOS E);
- Buford Highway at Briarwood Road (will worsen from LOS C to LOS F); and
- Buford Highway at North Druid Hills Road (will worsen from LOS D to LOS F).

In the PM peak hour, three intersections currently operate at unacceptable levels of service:

- Ashford Dunwoody Road at Perimeter Summit Parkway (LOS F);
- Buford Highway at Briarwood Road (LOS F); and
- Buford Highway at Corporate Boulevard (LOS E).

By 2040, these intersections will remain congested, and several more will reach unacceptable levels of service. These include:

- Ashford Dunwoody Road at Ashford Green (LOS C to LOS E);
- Perimeter Summit Parkway at Parkside Place (LOS C to LOS E), and
- N. Druid Hills Road at Buford Highway (LOS D to LOS E).

These congested intersections are shown in **Figures 10 through 17**.

Figure 10. Existing AM LOS for Northern Brookhaven (2013)

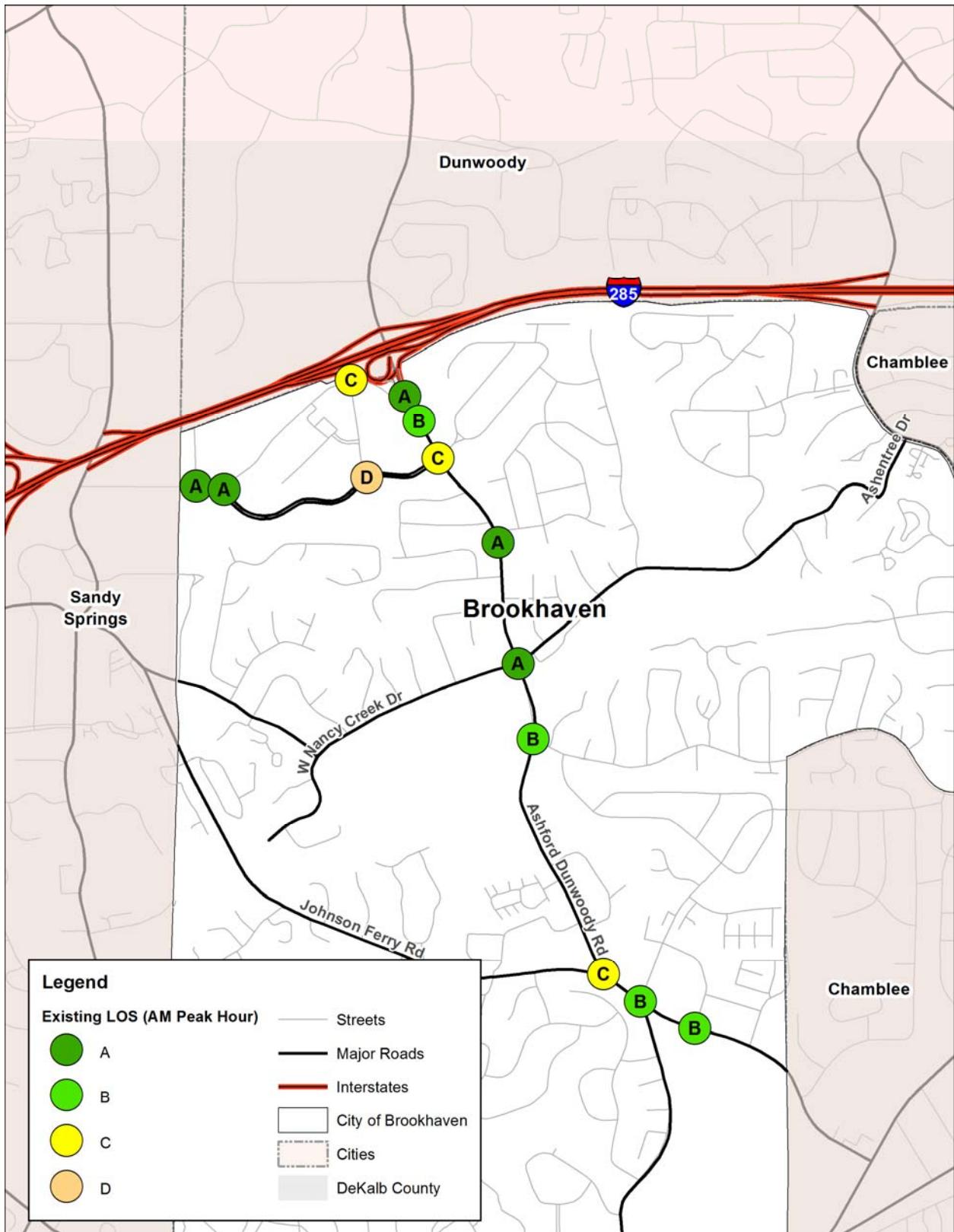


Figure 11. Future AM LOS for Northern Brookhaven (2040)

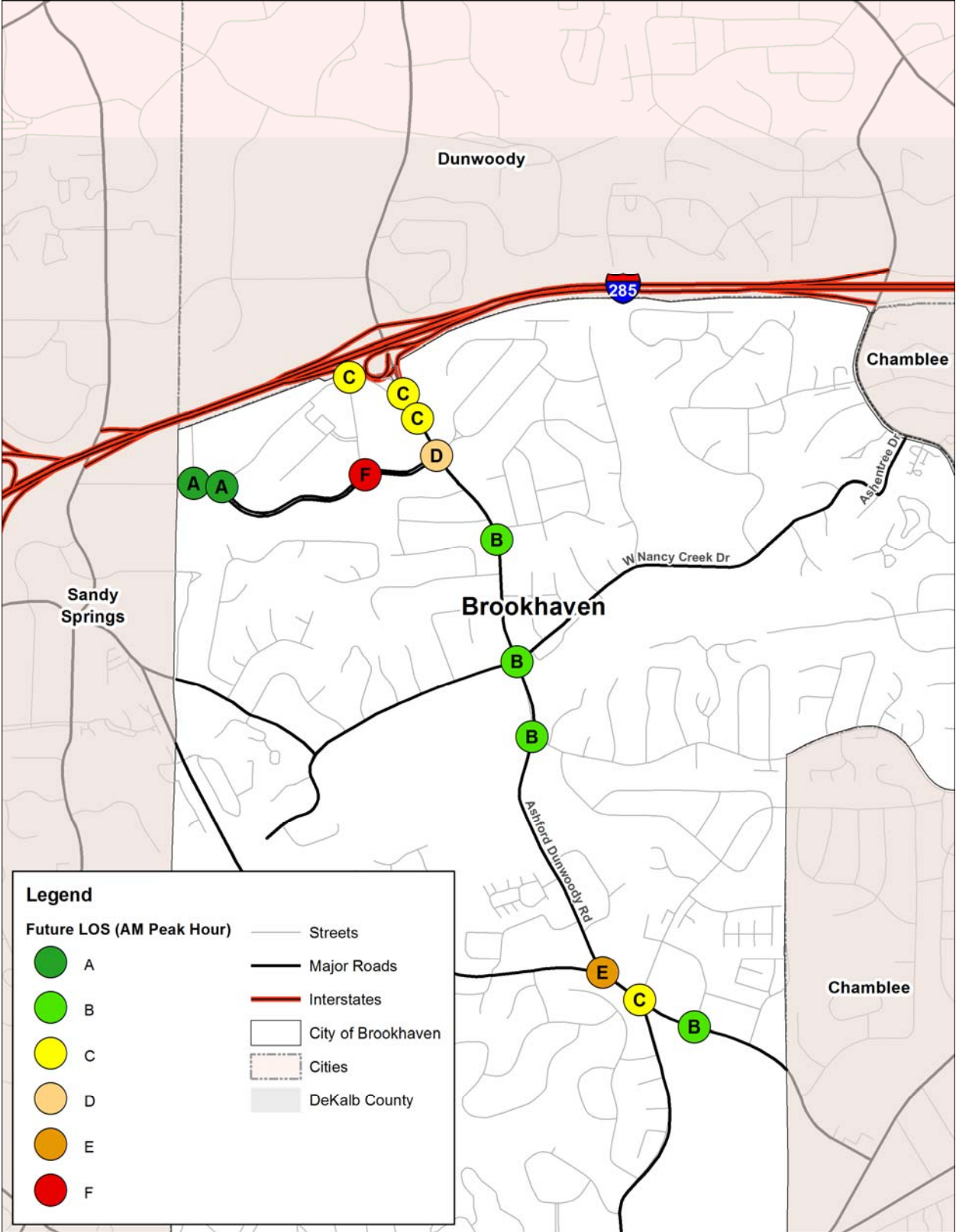


Figure 12. Existing AM LOS for Southern Brookhaven (2013)

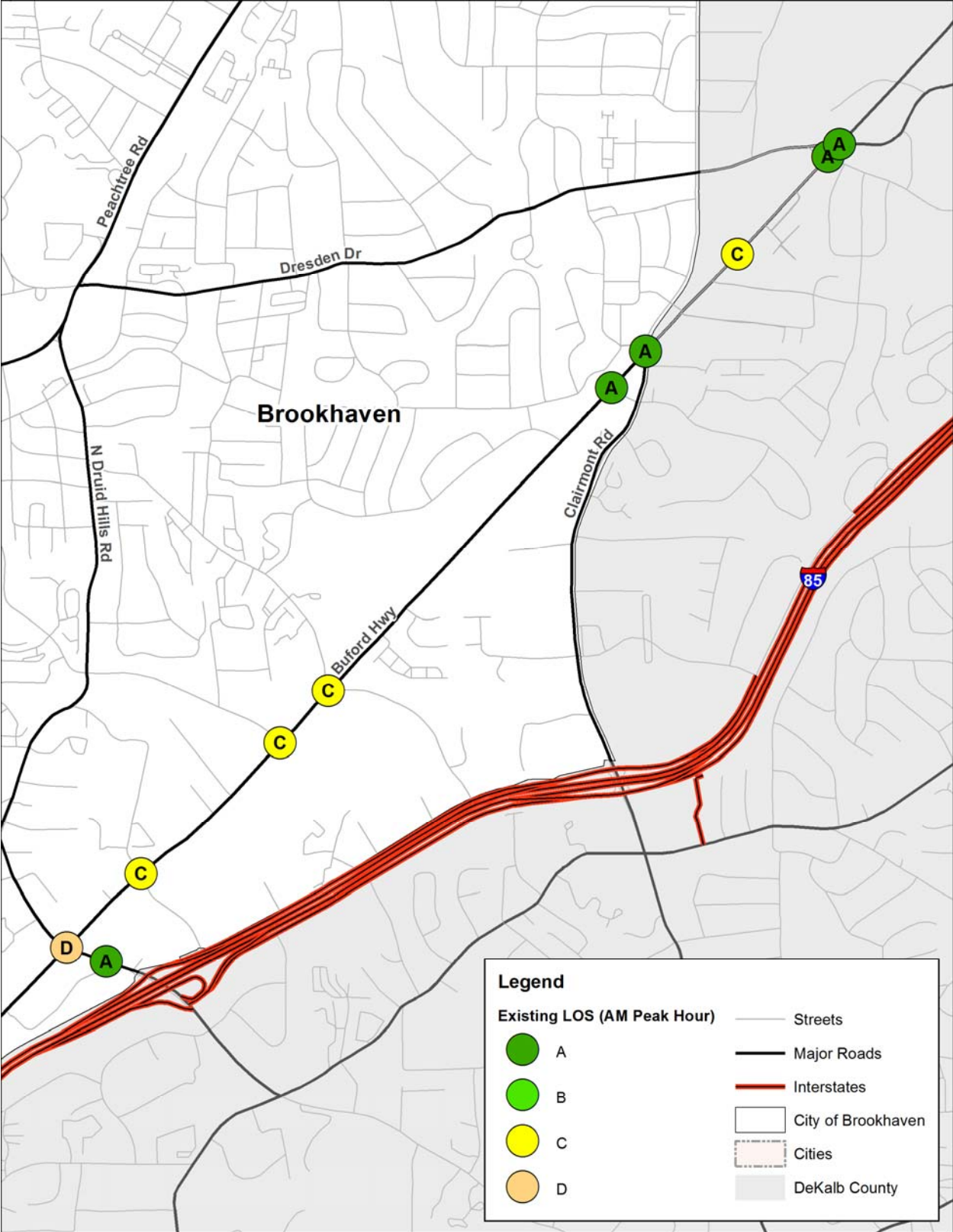


Figure 13. Future AM LOS for Southern Brookhaven (2040)

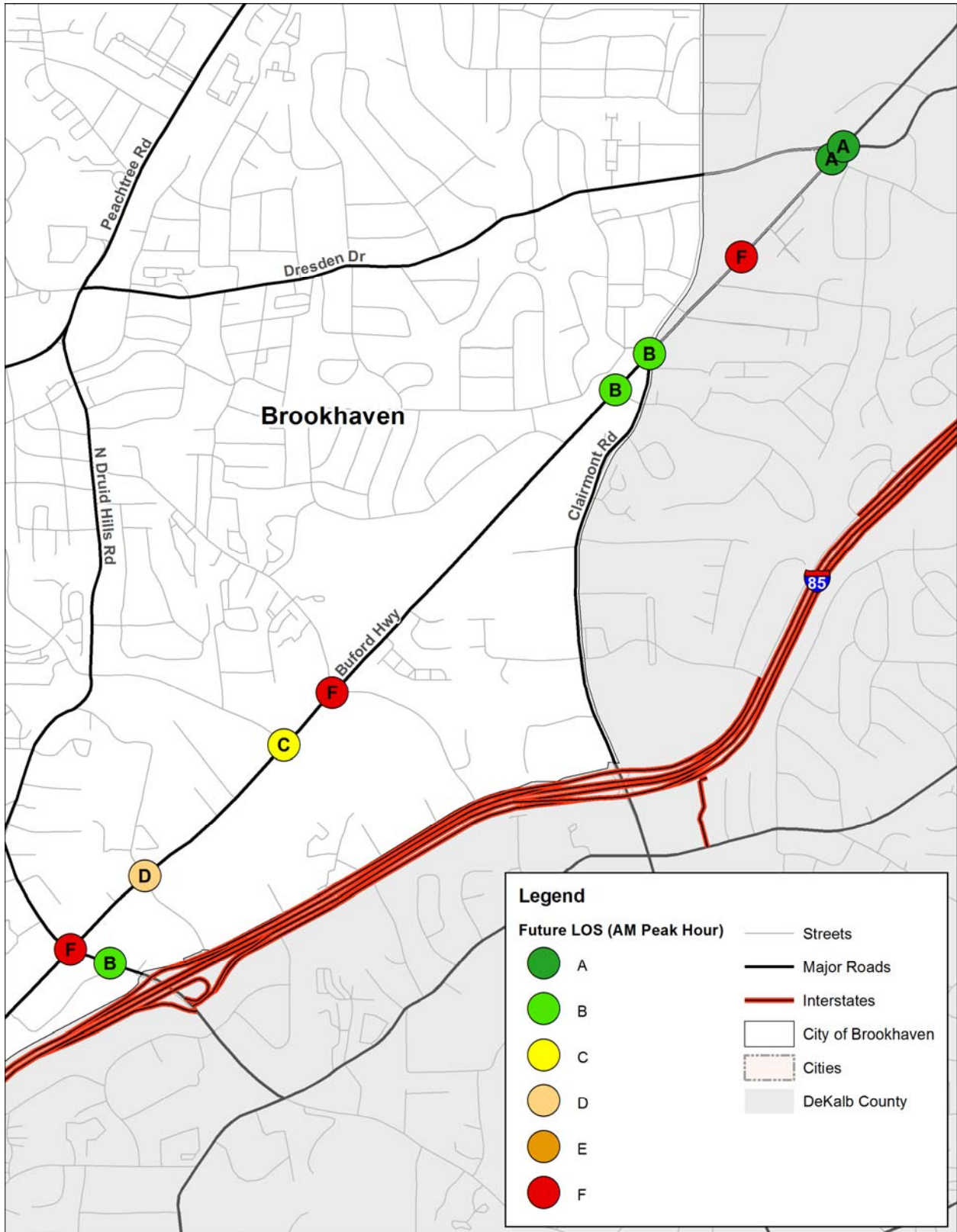


Figure 14. Existing PM LOS for Northern Brookhaven (2013)

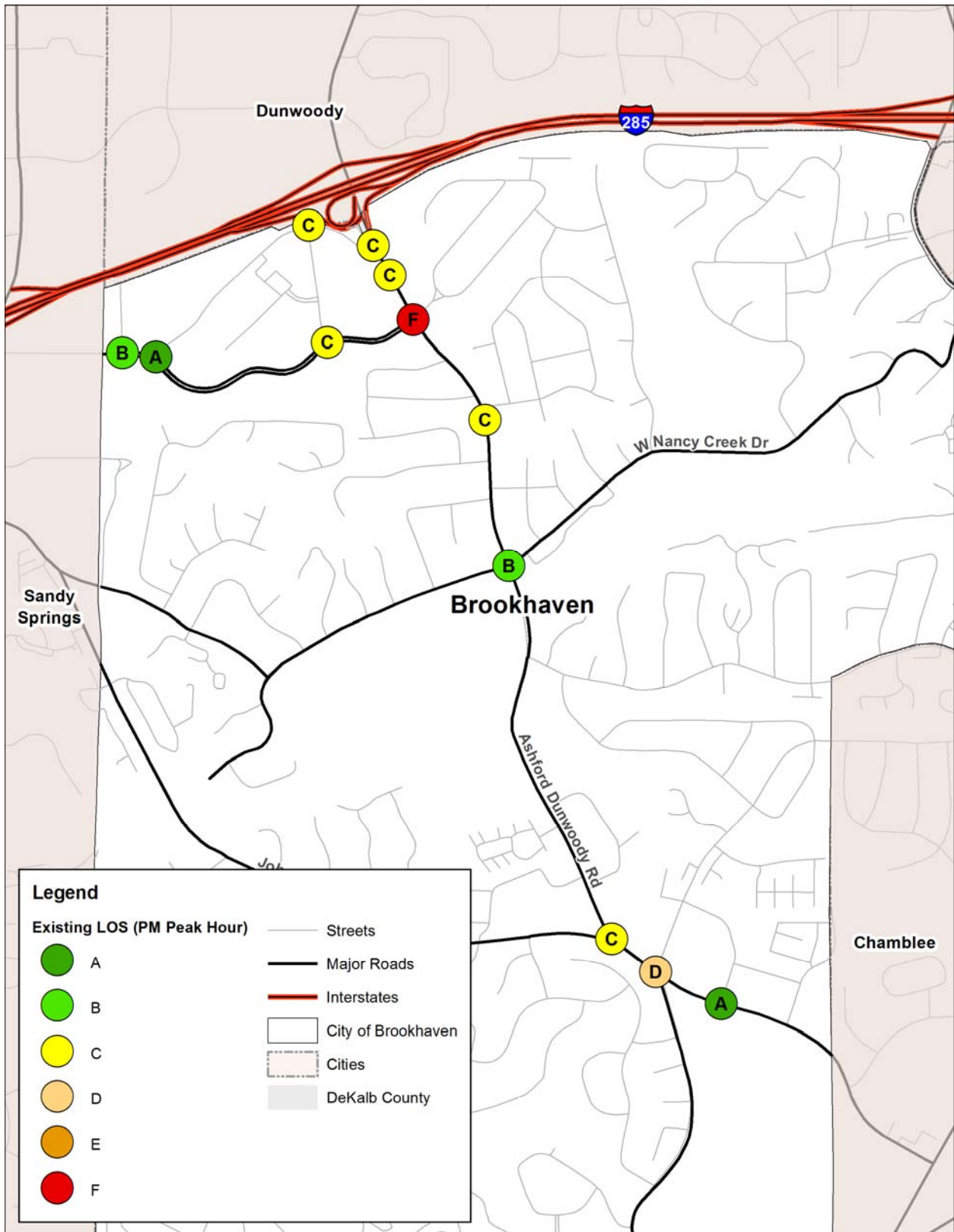


Figure 15. Future PM LOS for Northern Brookhaven (2040)

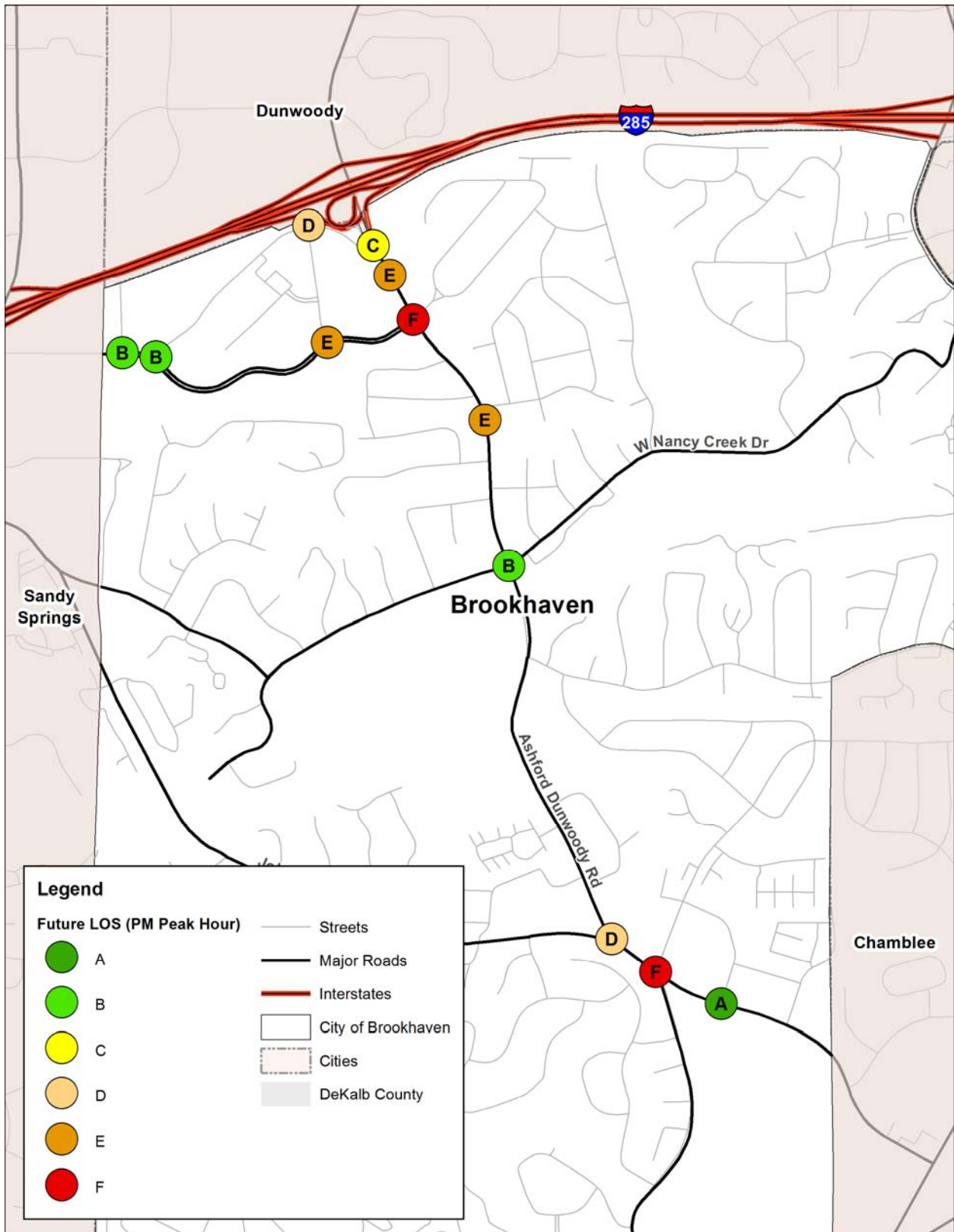


Figure 16. Existing PM LOS for Southern Brookhaven (2013)

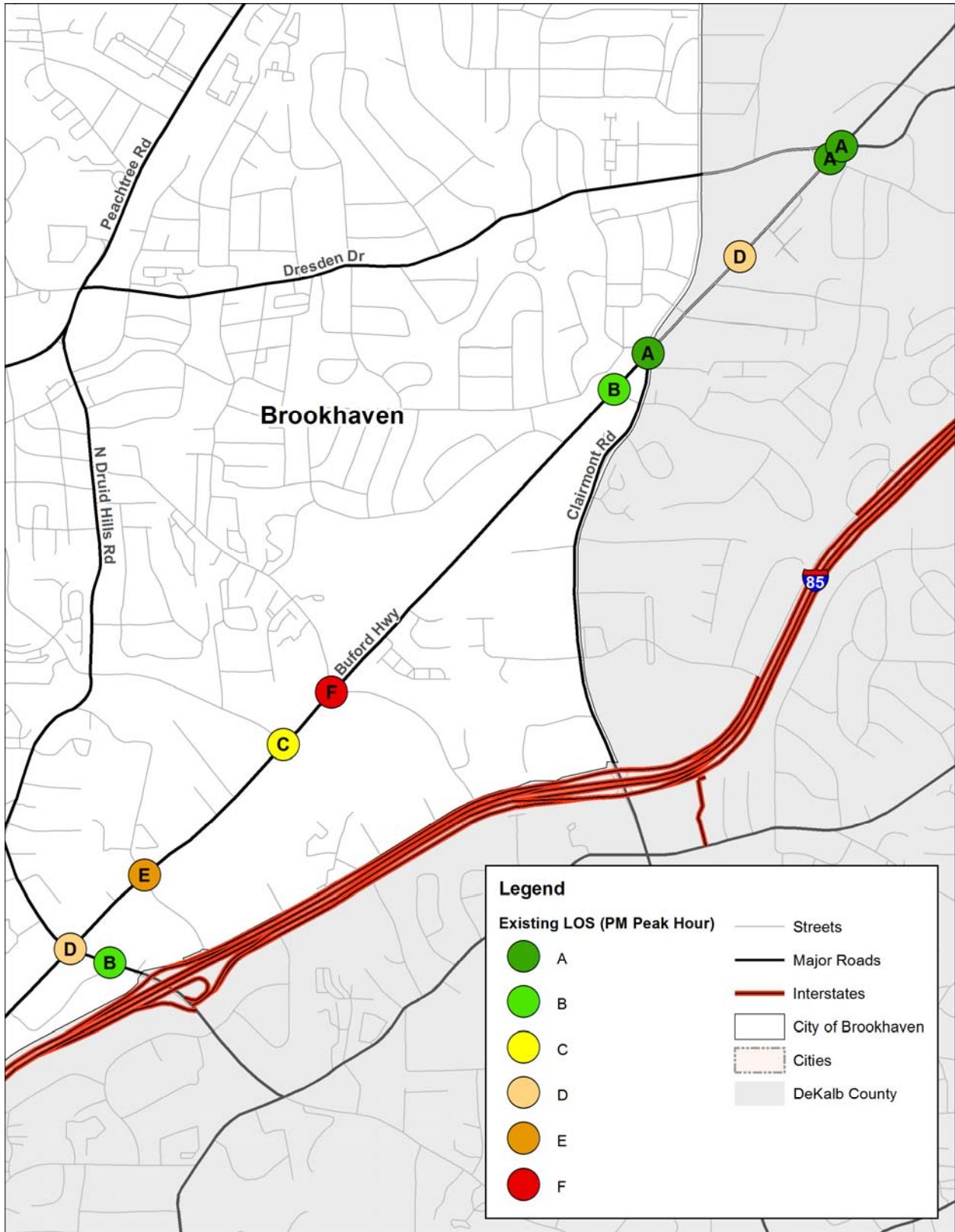
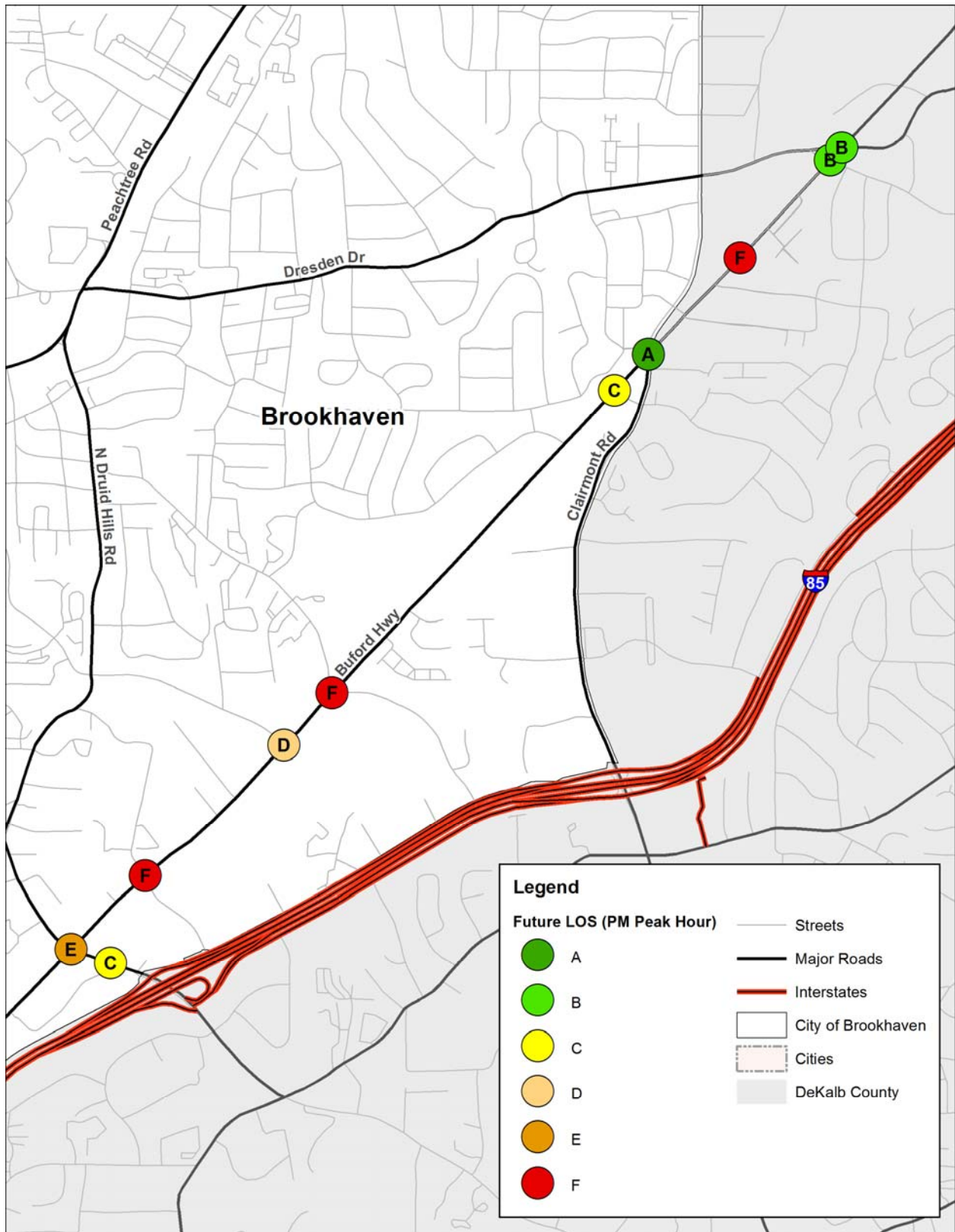


Figure 17. Future PM LOS for Southern Brookhaven (2040)



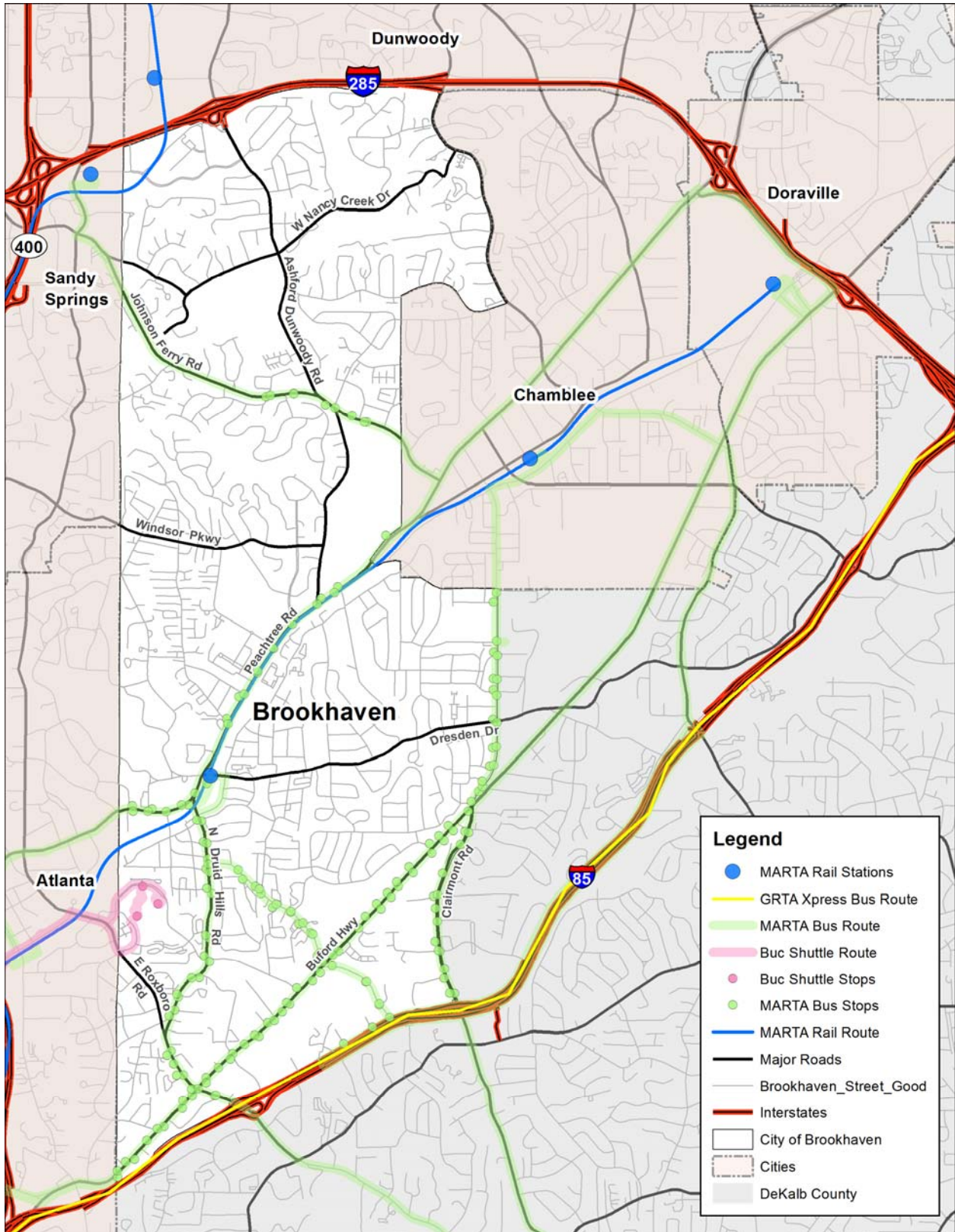
E. Public Transit (Bus and Rail)

Brookhaven has public transit available for those who do not have personal vehicles or do not wish to travel in a personal vehicle. The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates rail and bus service in the city. Five bus routes, routes 8, 19, 25, 39, and 47, travel through Brookhaven, with 171 bus stops within the City. Brookhaven also has a MARTA rail station, the Brookhaven Station, located at the intersection of Peachtree Road and Dresden Drive. The station is located along MARTA's Gold Line and connects Brookhaven to Buckhead, Midtown and Downtown Atlanta, and the airport to the south, and to Chamblee and Doraville to the north. Rail and bus transfers allow travelers to reach other areas of DeKalb and Fulton Counties as well as regional activity centers, including the Perimeter area and Downtown Decatur.

In addition to MARTA, the BUC Shuttle, operated by the Buckhead Community Improvement District (CID), has bus service within Brookhaven. The BUC's Red Line serves Lenox Park, including three stops in the AT&T complex. The Georgia Regional Transportation Authority (GRTA) also operates an Xpress Bus that travels along I-85 at the City's eastern border. The bus does not stop within Brookhaven, but brings commuters from outlying communities in DeKalb and Gwinnett Counties to job centers in the Lindbergh Station, Midtown, and Downtown Atlanta areas. Public transit service in Brookhaven is shown in **Figure 18**.

There is gap in bus service for thousands of Brookhaven residents who live along Ashford-Dunwoody Road, Windsor Parkway, Dresden Drive, and other main thoroughfares near residential areas. The Ashford- Dunwoody Road corridor, in particular, is just a few miles away from the Perimeter Center area where there is a substantial concentration of jobs and an increasing number of housing units, restaurants, shopping, and other uses. Brookhaven residents would benefit from expanded bus coverage that could transport people to the Perimeter Center area, as well as to the Perimeter and Brookhaven MARTA rail stations.

Figure 18. Public Transit in Brookhaven



F. Active Transportation Systems (Bicycle, Pedestrians, and Trails)

There are few active transportation alternatives available for recreational users in the City of Brookhaven at the present time. However, there is a great deal of interest in the community in focusing on developing new and improved facilities for pedestrians and bicyclists.

The City has limited facilities suitable for bicyclists, especially families. The main biking facility is Nancy Creek Trail in northern Brookhaven, which connects Murphey Candler Park to Blackburn Park and Johnson Ferry Estates. The trail begins at the southern end of Murphey Candler Lake and ends at Ashton Woods Retirement Center on Durden Drive. Destinations along the trail include the Marist School, Dunwoody YMCA, and the tennis center and soccer fields at Blackburn Park.

Sidewalk coverage within the City is more extensive than trail coverage. However, there is a notable lack of sidewalks in many residential areas. The exceptions are:

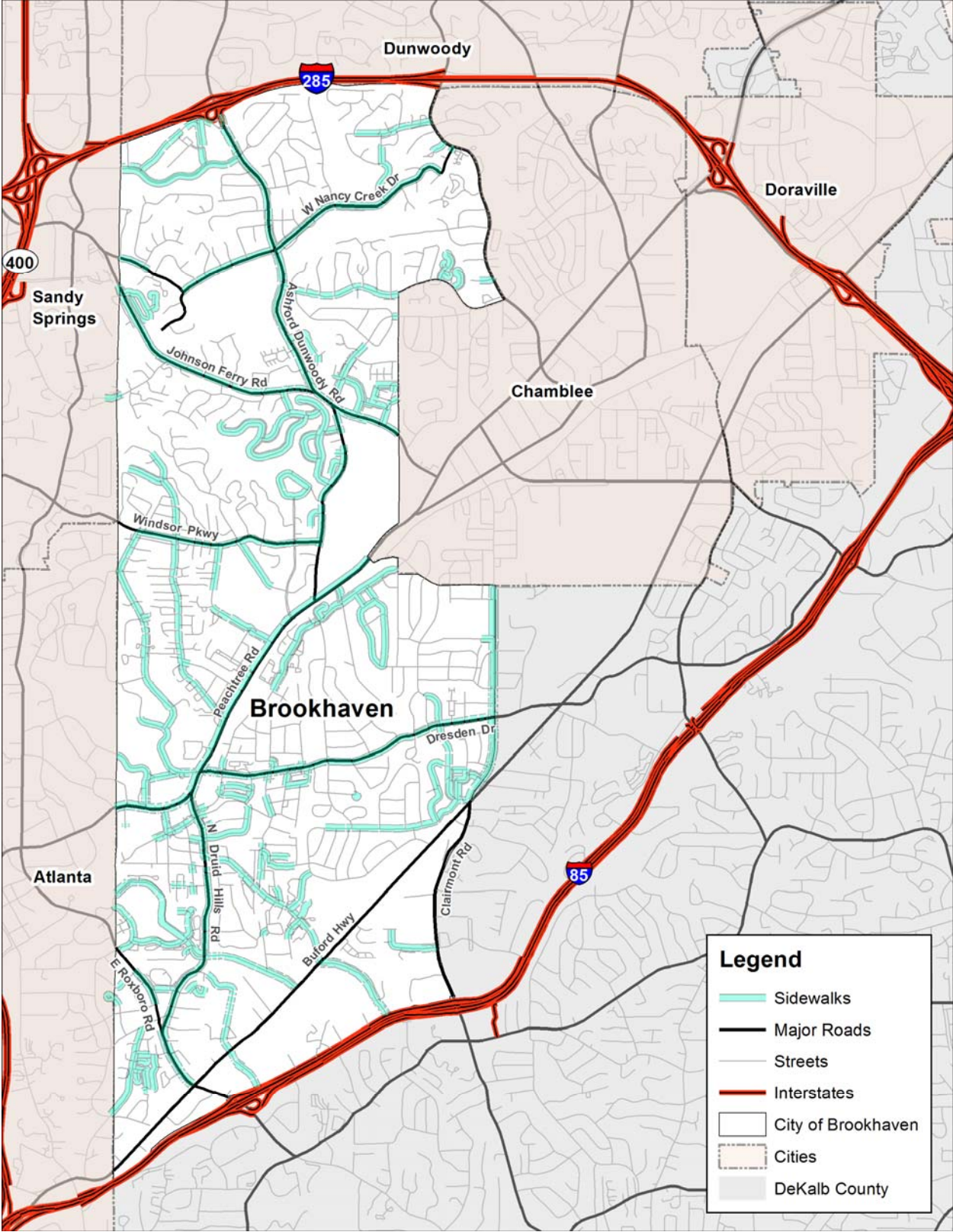
- Cambridge Park neighborhood along Johnson Ferry Road;
- Ashford Park near Ashford Park Elementary School;
- The area around the Capital City Country Club; and
- Scattered pockets of sidewalks in residential areas near Briarwood Road, Dresden Drive, and E. Roxboro Road.

Each of the major and minor arterials in Brookhaven has sidewalks on at least one side of the road. Peachtree Road has the widest sidewalk in the City, ranging from seven (7) to nine (9) feet in width. Buford Highway, which runs diagonally through the southern part of the City has been a pedestrian safety concern in the past due the lack of continuous wide walks of appropriate width to accommodate the number of pedestrians using the corridor. There is also a lack of crosswalks in the corridor and vehicle speeds along Buford Highway are often in the range of 35 – 45 miles per hour or more.

Many of the residents in the corridor live in affordable, multi-family housing units and have low auto ownership rates. Many are transit-dependent and walk to nearby stores for their daily needs. For the most part, the residential land uses are located on the north side of Buford Highway and the non-residential (commercial uses) the residents are trying to access are on the south side of the corridor. The separation of housing units from key land uses, such as food stores, ethnic restaurants, family businesses, medical facilities, and other important sites forces the crossing of Buford Highway which is seven lanes wide in some locations.

The Georgia Department of Transportation (GDOT), DeKalb County, and the City of Brookhaven are partnering in making some pedestrian safety-related improvements along Buford Highway, such as refuge islands in the roadway median and future crosswalks. It is anticipated that future pedestrian- and transit-related improvements will be needed in the future in this important corridor. Sidewalks in Brookhaven are shown in **Figure 19**.

Figure 19. Existing Sidewalks in Brookhaven



Given the strong interest in Brookhaven in having more walking, biking, and trail opportunities, it is recommended that one of the high priority CTP projects should be developing a detailed Citywide Active Transportation Plan. The Plan can further outline the recommended investments in active transportation infrastructure as well as establish policies and design concepts for sidewalks, bike paths, bike lanes, multi-use trails, and streetscape designs in important City corridors.

G. Freight-Related Transportation Facilities

There are some statewide and regionally-significant freight transportation facilities located in and near the City of Brookhaven. These include Buford Highway, which is part of Metro Atlanta's Strategic Truck Route System along the City's southern boundary; Peachtree Road which serves regional and local truck movements; and the Norfolk-Southern freight rail line, which parallels the MARTA Gold Line corridor through the City. Other important freight facilities near the City include I-285 and I-85, both nationally significant for truck traffic moving through and within Metro Atlanta, a freight market in the southeastern U.S.

H. Airport Access

No aviation facilities are located within the City of Brookhaven; however, the Peachtree-DeKalb Airport (PDK), is located in northwestern DeKalb County east of Clairmont Road, near the eastern boundary of Brookhaven. The primary roads used for airport access are Clairmont Road and Airport Road (outside the City of Brookhaven).

The airport is the second busiest in Georgia and is an important economic engine for the northeastern part of Metro Atlanta. With about 228,000 operations (take-offs and landings) per year, the airport is designated as a general aviation reliever airport. It accommodates personal aircraft, corporate jets, helicopters, training activities, and aircraft charters.

IV. POTENTIAL TRANSPORTATION SOLUTIONS

Brookhaven is in a unique position with respect to this CTP. While the City has been incorporated for less than two years, its primary transportation activities have been related to roadway and sidewalk maintenance, road resurfacing, and working with GDOT and others to implement intersection and operational improvements in certain locations. The City has also been an active stakeholder in local and regional transportation planning efforts, where appropriate.

With the adoption of this first CTP, the City will begin new and expanded technical activities related to helping shape future visions for important corridors in the community. It will also work with GDOT, ARC, the Perimeter CIDs, the City's Development Authority, and the private sector to position itself for the implementation of larger, more complex roadway, active transportation, and operations and safety projects. It will also become more influential on the transportation design standards for the City. ***Thus, the recommended transportation improvements or solutions identified in this CTP recognize the need for additional planning, traffic, environmental, and engineering analysis needed to advance projects forward to implementation.*** The initial set of recommended CTP improvements, on which the City will continue to build in the future, is described in this section.

A. Balanced, Multimodal Transportation System

In developing the City's first CTP, there was a clear focus on creating a blueprint for addressing current and future mobility and access deficiencies or barriers to a balanced, multimodal transportation system for all residents of Brookhaven. "Balanced" means that the transportation system has a variety of travel options that accommodate all of the different types of travel needs in the City - auto, freight, walk, bike, transit, etc. "Multimodal" means that the City's residents have some options, other than driving, to reach the places they need or want to access for their daily activities. This also means that the entire transportation system as a whole (including all its modes of travel, such as streets, walking paths, transit routes, etc.) are as convenient, safe, connected, and affordable as possible.

The CTP project team and Stakeholder Committee, along with the City's staff, focused on the following elements of the City's transportation vision to identify potential solutions to improve Brookhaven's transportation system to create a balanced, multimodal system that provides travel options for all the City's residents. In addition to guiding the set of potential solutions, these vision elements also guide the development of the transportation policy framework for the City described in Section VI of the CTP.

- ***Mobility and Access*** – this relates to the ability of all Brookhaven citizens to have reasonably convenient, safe, and affordable means of traveling to destinations that meet their daily needs.
- ***State of Good Repair*** – this principle means that the City has a strong interest in protecting its current and future investments in transportation infrastructure and is committed to maintaining them over time to their best ability given resource constraints for current and future residents.

- **Safety** – the protection of the traveling public, including motorists, pedestrians, bicyclists, and transit users is one of the most important transportation priorities of the City.
- **Economic Prosperity** – this principle relates to the importance of the City’s transportation system to support and enhance the community’s economy, including access to jobs, enabling businesses in the City to get their goods and services to market, and providing for the delivery of goods and services desired and consumed by City residents.
- **Public Health** – this principle relates to the City’s desire to encourage active transportation by providing opportunities for walking and bicycling as a means to commute to school or work or as part of recreational activities. Research has shown that encouraging more physical activity through walking and/or bicycling produces health benefits for all age groups.
- **Sustainability** – this principle relates to the City’s desire to plan, design, operate, and manage its transportation system in a manner that protects the human, built, and natural environments so that future generations have a high quality of life.

Given these principles and the input received from the project team, the CTP Steering Committee, and residents of Brookhaven, **Table 3** illustrates the range of potential transportation improvements or solutions that were considered during the development of the CTP.

Table 3. Potential Transportation Improvements and Solutions

Transportation System Elements	Potential Improvements or Solutions
Road Segments	<ul style="list-style-type: none"> ▪ Additional lanes in appropriate locations ▪ Access management (shared driveways)
Intersections	<ul style="list-style-type: none"> ▪ Traditional Intersections ▪ Innovative Intersections (i.e. roundabouts, continuous flow intersections, etc. ▪ Additional turn lanes ▪ Improved traffic signals ▪ Pedestrian crossings and/or special traffic signals for pedestrians
Active Transportation	<ul style="list-style-type: none"> ▪ New or widened sidewalks ▪ New bike lanes (adjacent to traffic lanes) ▪ New separated bike paths ▪ New multi-use trails ▪ Trail connections to nearby facilities ▪ New pedestrian tunnels ▪ Complete street designs
Transportation Systems Operations	<ul style="list-style-type: none"> ▪ Traffic signal coordination ▪ Intelligent transportation system (ITS) enhancements (using technology to improve the traveler experience)
Public Transit	<ul style="list-style-type: none"> ▪ New fixed route service ▪ Neighborhood circulator service ▪ Improved pedestrian and bicycle access to transit stops and stations
Transportation Demand Management	<ul style="list-style-type: none"> ▪ Discounted transit passes ▪ Carpool/vanpool programs ▪ Flextime and telework programs ▪ Guaranteed ride home programs

B. Corridor Visions, Scoping, and Concept Development

In Brookhaven, there is a high level of public awareness of the need to coordinate the planning and development of transportation facilities with land use, development, and redevelopment decisions. This is not always the case in communities. There is a concept in transportation planning and engineering, context-sensitive solutions, that helps implement transportation system improvements in a manner that results in a good “fit” with the surrounding area where the improvement project is located. For example, in a downtown area, where many people walk and bike to destinations there, the street design should accommodate and encourage travel by pedestrians and bicyclists.

As mentioned previously, with the adoption of the City’s first CTP, the community will become more involved in establishing the future vision of its transportation system, including individual corridors, and their subsequent development and implementation. This will require planning and engineering expertise to develop publicly acceptable, safe, and technically sound concepts for street, intersection, safety, transportation operations, and active transportation projects.

Among the corridors that are recommended for visioning (or scoping) and subsequent preferred concept development are:

- Ashford Dunwoody Road from I-285 to Peachtree Road
- North Druid Hills Road from the south City limit to Peachtree Road
- Dresden Drive from Peachtree Road to Buford Highway
- Buford Highway (Parkway) from the south City limit to the north City limit
- E. Roxboro Road from the south City limit to North Druid Hills Road
- Clairmont Road from the south City limit to north City limit
- West Nancy Creek Drive from Ashford Dunwoody Road to the east City limit

Similar visioning/scoping and concept development activities will be needed for various parts of the City's active transportation network. The CTP recommends that a citywide Active Transportation Plan is developed in the next few years to more fully identify these potential projects.

Priority Corridors

In order to communicate the nature of the roadways in Brookhaven, their functional purpose, and context in the overall City transportation system, some roadways in the community have been designated "Priority Corridors" or "Community Connectors". These designations provide some clear guidance on which context-sensitive design treatments may be appropriate in the corridors. A map of both these types of corridors can be found in the Appendix.

The designation of "Priority Corridors" is given to 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 since they serve as the basic street network for the City and support economic activity, emergency response, and access to evacuation facilities. The following roads fall into the category of Priority Corridors:

- Ashford Dunwoody Road
- Buford Highway (US 23/SR 13)
- Clairmont Road (US 23/SR 155)
- Dresden Drive
- Johnson Ferry Road

- N. Druid Hills Road (SR 42)
- Peachtree Road (SR 141)

Please note that all of the state routes within Brookhaven fall within this category, but Priority Corridors do not necessarily have to be state routes.

Community Connectors

The designation of “Community Connectors” is given to roadways whose main purpose is to connect various parts of Brookhaven to other parts of the community. These roads do not 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
- E. Roxboro Road
- Harts Mill Road
- Osborne Road
- Perimeter Summit Parkway
- Windsor Parkway
- W. Nancy Creek Drive

One of the special projects identified in this CTP is the development of transportation standards and criteria for the City. This effort will result in the establishment of allowable street, sidewalk, path, and trail designs appropriate to the type of roadway located nearby so there is a proper “fit” with adjacent surroundings.

C. Traditional and Innovative Intersections

Brookhaven’s roadway system provides opportunities for both traditional and innovative intersection improvements. The CTP has identified intersection improvement needs at certain locations in the City based on technical analysis and input from the community. These improvements could include, but not be 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. The following intersections were identified as locations where improvements were needed:

- Ashford Dunwoody Road at Johnson Ferry Road

- Buford Highway at Briarwood Road
- Buford Highway at Clairmont Road
- Windsor Parkway at Osborne Road, Mabry Road, and Lanier Drive
- Peachtree Road/Brookhaven-Oglethorpe MARTA Station area including Dresden Drive, North Druid Hills Drive, and Apple Valley Way

It is 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.

D. Active Transportation Opportunities

As described previously, there is a tremendous amount of interest in promoting pedestrian and bicycle travel in the City, based on the results of the CTP public engagement activities. Thus, one of the primary CTP recommendations is the further identification of sidewalk, bike facility, and trail investments based on needs, safety, connectivity, costs, potential use by the community, and other criteria important to the City. The vehicle for accomplish this is the development of a Citywide Active Transportation Plan.

Some high visibility trail projects have been identified by the City of Brookhaven and other jurisdictions, such as the N. Fork of the Peachtree Creek Trail (as part of a linear park in the Buford Highway (Parkway) Corridor), potential connections to the City of Dunwoody trail system and PATH 400, among others. These should be considered during the overall development of the City's ultimate Active Transportation Plan.

E. Public Transit

The City of Brookhaven has very good access to three MARTA rail stations, including one located within the city limits, the Brookhaven-Oglethorpe MARTA station. There are some MARTA fixed route bus routes located in the community as well as some bus circulator services operated by the Buckhead CID and GRTA Xpress regional commuter bus service in the I-85 corridor.

At the present time, there is a gap in bus service in the Ashford Dunwoody Corridor where no fixed route service is available. While the community did not advocate large investments in fixed route transit services, there was a recognition that providing better linkages from neighborhoods to the MARTA rail stations would be a worthwhile effort. Thus, one of the CTP recommendations is the assessment of whether a neighborhood transit circulator of this type for the City would be feasible.

Additionally, it is recommended that improved bicycle and pedestrian access to MARTA rail stations and bus stops in the City should be pursued as opportunities materialize.

F. Special Projects

In addition to the citywide planning efforts aimed at active transportation systems and the special needs of the Peachtree Road/Brookhaven-Oglethorpe MARTA station area (due to planned transit-oriented development), there is another special project identified for Buford Highway. As part of the City's 2014 *Buford Highway Improvement Plan and Economic Development Strategy*, the importance of the corridor's range of multimodal opportunities (auto, transit, bicycle, and pedestrian travel) was an essential ingredient for the future successful redevelopment of the corridor. Accordingly, based on the results of the Buford Highway study, the findings of the CTP project team, and input from the public and key stakeholders in the City, including those living and owning property in the corridor, the CTP recommends an update to the previous ARC Buford Highway Corridor Study in light of community, corridor, and governmental changes. The CTP project would determine the ultimate corridor improvement to Buford Highway, including concepts for roadway and active transportation improvements, enhanced transit services, and a potential road diet in some segments of the corridor.

V. TRANSPORTATION POLICY FRAMEWORK

As the City of Brookhaven begins the implementation of this CTP and it updates and modifies it in the future to address changing community needs, there is a need to establish a policy framework to guide transportation decision-making going forward.

A. Citizen Engagement in Transportation

The public and stakeholder engagement that strongly influenced the development of this CTP was extremely valuable. In order to encourage the development of future CTPs to address the concerns of the community, it is recommended that the City establish a Citizens Transportation Advisory Committee. This committee could serve as an advisory board to the City Council, could be the Steering Committee for future CTPs, and/or could act as a citywide stakeholder in transportation planning and development efforts by adjacent jurisdictions.

B. Public Awareness and Education

The various aspects of transportation planning, engineering, and system operations is not easy for the lay person to grasp. There is often a need to help citizens and local decision-makers understand the implications of transportation decisions, especially how they affect the community. If the City chooses to establish a Citizens Transportation Advisory Committee (as described above), this function could be one of the group's responsibilities.

C. State of Good Repair

Keeping the City's transportation assets in good repair is a very important priority to the community. The City should consider establishing maintenance standards, where appropriate, to guide the preservation of its transportation assets over the long term.

D. Complete Streets

The public engagement activities conducted during the CTP demonstrated the strong interest in adequately providing for pedestrian and bicycle travel in addition to vehicular travel. The principle of "complete streets" refers to the planning and design of roadways in a manner that accommodates the needs of all users of the facility. There is a wealth of information and guidance on complete street concepts available through the Complete Streets Coalition which is part of Smart Growth America. The website is www.smartgrowthamerica.com/complete-streets.

E. Context Sensitivity

The citizens and stakeholders involved in the CTP development seem to have a high level of awareness about the need to develop transportation infrastructure designs that are appropriate to the land use and development context within which they are located. Again, this goes to the principal of creating a good "fit" between the various modes of transportation serving an area and the nature of the built and natural environment within which the streets, paths, intersections, transit lines, etc. are located. There are several very useful guidance documents to help communities develop context-sensitive transportation designs. One is published by the Institute

of Transportation Engineers (ITE) and is entitled *“Walkable Urban Thoroughfares: A Context Sensitive Approach”*. The City of Brookhaven may find this guidance useful as it develops its corridor visions and concepts in the future.

F. Transportation Design Standards and Criteria

As a new community, there is not a great deal of technical guidance on the preferred and/or acceptable designs of transportation facilities, including sidewalks, paths, bike lanes, trails, traffic calming measures, complete streets concepts, streetscapes, etc. Roadway designs are somewhat flexible, but a good deal of technical guidance is already available for these facilities. Developing these standards and criteria that relate to complete streets and walkable urban thoroughfares provides the mechanisms for implementing these concepts in the community. It is recommended that the City establish its own standards for its transportation facilities, so that high quality, aesthetically pleasing, safe, sustainable, and enduring designs are used to plan and develop the City’s transportation system.

G. Transportation Demand Management

While not a focus area of this CTP, the field of transportation demand management is a growing element of urban transportation systems. This area of transportation includes encouraging the use of alternative forms of travel or reducing the need to travel during commute periods, such as with teleworking programs. As part of the Metro Atlanta region, the City of Brookhaven has access to transportation demand management (TDM) resources through the Atlanta Regional Commission (ARC) as well as through the efforts of various CIDs, including Perimeter Center and Livable Buckhead. In general, these organizations can match interested commuters with potential carpool and/or vanpool opportunities. There is no charge for matching services.

While some of the vanpools are employer-sponsored (where employers pay some or all of the operating costs of the vanpools), some are not and are open and available for the general public. Over time, there could be a desire by Brookhaven citizens to take advantage of these services, depending on their commute needs. This could be a future area for collaboration with ARC and the City.

H. Regional Transit Coordination

One of Metro Atlanta’s most important transportation challenges is the need to coordinate local transit services with regional transit operations, such as those provided by MARTA and the Georgia Regional Transportation Authority (GRTA). As the efforts to more closely coordinate these services evolves, there could be more opportunities for Brookhaven’s citizens to utilize transit services for some of their trips. The City of Brookhaven should monitor the progress of the coordination efforts and opportunities to bring improved services to the City’s residents and workers.

Over time, there will likely be other policy-related aspects to the City’s transportation program. As with the CTP as a whole, it is intended that the City amend its transportation policy framework from time to time to meet the evolving needs of Brookhaven.

VI. CTP IMPLEMENTATION PROGRAM

Developing the City's first CTP is a major step in developing transportation planning and system development processes for partnering with key agencies, such as GDOT, ARC, MARTA, GRTA, and local jurisdictions on mutually beneficial efforts. The most important component of a plan is its focus and preparation on implementation of transportation improvements that benefit the public. This section describes how the CTP implementation can be carried out in cooperation with other institutional partners.

A. Project Evaluation and Priorities

During the development of the CTP, there were several opportunities to gauge how important the proposed transportation projects were to citizens as well as to the CTP Stakeholder Committee. Nearly every public outreach activity included a component for assessing the relative importance of the CTP recommended projects in the overall transportation vision for the City. Based on input from the CTP Stakeholder Committee and Brookhaven citizens, the following transportation project types and project locations were viewed as high priority activities.

❖ ***Intersection Improvements***, especially those located at:

- Ashford Dunwoody Road at Peachtree Road
- Ashford Dunwoody Road at Johnson Ferry Road
- Ashford Dunwoody Road at Windsor Parkway
- Buford Highway at N. Cliff Valley Way and Briarwood Road
- North Druid Hills Road at Peachtree Road (included in the analysis of the Brookhaven-Oglethorpe MARTA Station area described below).

❖ ***Special projects impacting the City*** in the near future, including:

- ***The proposed MARTA Transit-Oriented Development (TOD) Project located at the Brookhaven-Oglethorpe MARTA Station and its adjacent area.*** The CTP recommends the City undertake a project design as soon as possible to determine the desired traffic circulation system, ultimate improvement of the Peachtree Road intersections with Dresden Drive and North Druid Hills Drive, the potential improvement and extension of Apple Valley Way. MARTA is expected to request submittals from potential developers of the project in the Fall of 2014. It is recommended the City assess its opportunities to improve transportation mobility and access in the area along with the TOD process.
- ***Buford Highway (Parkway) Corridor Vision/Scope/Concept*** – In 2014, the City launched a study to examine the potential redevelopment opportunities along the corridor throughout the City. Transportation facilities are a major factor in the overall success of community development and redevelopment. As a recommendation of

the Buford Highway Corridor Improvement Plan and Economic Development Strategy, it was recommended the City revisit and update the 2007 ARC study assessing the corridor in light of new demographics, market opportunities, and governmental structures. The CTP proposes a study to consider improving the walkability and accommodations for cycling in the corridor, as well as enhanced transit service, possibly bus rapid transit (BRT) or streetcar, and a potential reduction of general traffic lanes (a “road diet”) in some locations to provide space for the multimodal elements.

❖ **Corridor Visioning/Scoping/Concept Development**, especially those located along:

- Ashford Dunwoody Road from the north City limit to Peachtree Road
- North Druid Hills Road from the south City limit to Peachtree Road
- Osborne Road from Peachtree Road to Windsor Parkway
- Clairmont Road from the north City limit to the south City limit

❖ **Expansion of the City’s Active Transportation System**, including sidewalk, bike lane, bike path, and trail opportunities (consistent with the proposed Citywide Active Transportation Plan).

B. Partnership Opportunities

The City of Brookhaven has already established very effective relationships with all of the transportation planning and system implementation partners, including GDOT, ARC, MARTA, GRTA, the Perimeter CIDs, Livable Buckhead, and the Cities of Dunwoody and Sandy Springs. It has also engaged the private sector in transportation issues, such as in the *Buford Highway Corridor Study and Economic Development Strategy*. The City is well positioned to partner with any and all of these entities in the future as project opportunities present themselves over the life of the CTP and beyond.

C. Recommended Projects

A complete listing of the CTP Recommended Projects can be found in the Appendix. Additionally, a listing of the transportation-related Community Work Program (CWP) projects for 2015 – 2019 developed as part of the City’s 2034 Comprehensive Plan are also included there.

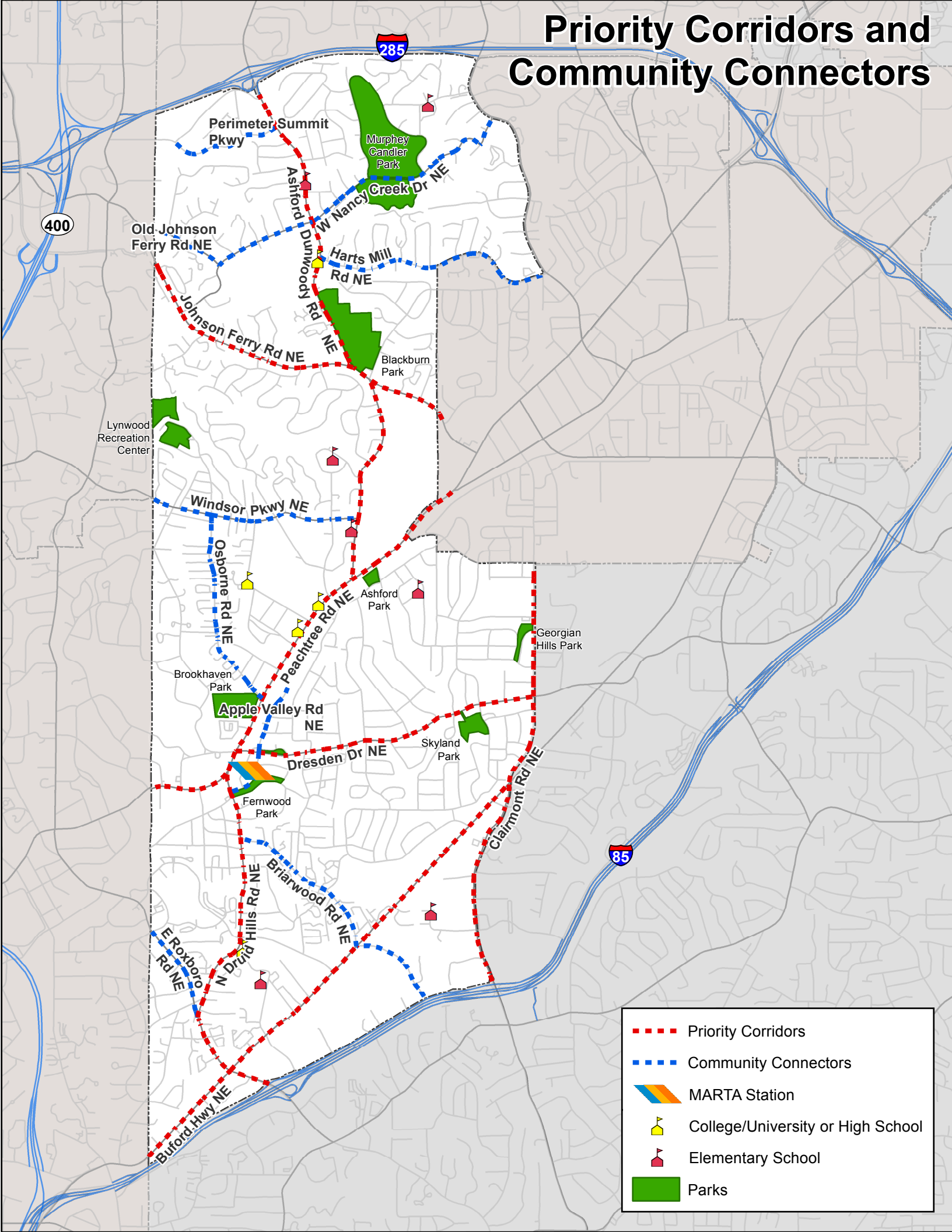
APPENDICES

A-1: Priority Corridors and Community Connectors Map

A-2: CTP Recommended Project Map

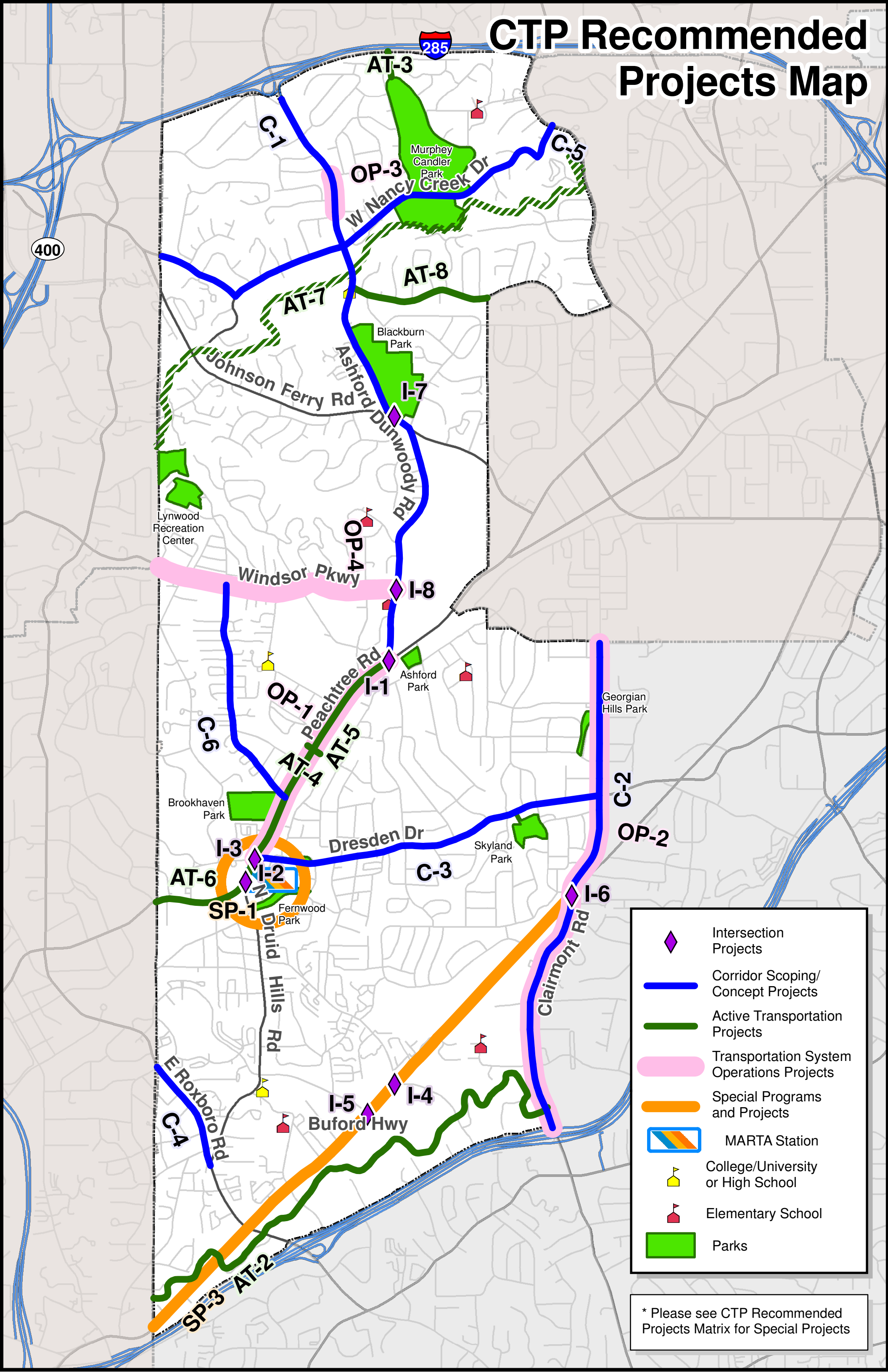
A-3: CTP Recommended Project Matrix

Priority Corridors and Community Connectors



- Priority Corridors
- Community Connectors
- MARTA Station
- College/University or High School
- Elementary School
- Parks

CTP Recommended Projects Map



	Intersection Projects
	Corridor Scoping/ Concept Projects
	Active Transportation Projects
	Transportation System Operations Projects
	Special Programs and Projects
	MARTA Station
	College/University or High School
	Elementary School
	Parks

* Please see CTP Recommended Projects Matrix for Special Projects

Brookhaven Comprehensive Transportation Plan (CTP) Recommended Work Program and Project Listing Adopted by the City Council on September 9, 2014

This Recommended Project Listing is a part of the City of Brookhaven's Comprehensive Transportation Plan which was adopted by the City Council on September 9, 2014. The projects, programs, and policy initiatives listed here have been developed in conjunction with input from the City Council, City staff members, the CTP Steering Committee, community stakeholders, and the citizens of Brookhaven. This is intended to be a "living document" that is amended as needed as the City's needs and priorities evolve. Given the nature of Brookhaven as a new municipality, many subsequent work phase descriptions and associated cost estimates will be determined as studies, traffic analysis, and concept reports are completed. The recommended CTP projects are categorized into the following groups:

- Part I – Corridor Scoping/Concept Projects – Priority Corridors and Community Connector Corridors
- Part II – Intersection Improvements
- Part III – Active Transportation Improvements (Bicycle, Pedestrian, and Trail Projects)
- Part IV – Public Transit Improvements
- Part V – Transportation System Operations and Management Projects
- Part VI – Other Citywide or Small Area Projects and Programs

Estimated costs were developed using the Atlanta Regional Commission's (ARC) Project Costing Tool and planning-level estimates of unit costs, where available. They do NOT include the cost of right-of-way, utility relocation, or contingencies. They are not intended for engineering design and/or implementation purposes.

Note: Costs shown as "TBD" will be determined based on more detailed analysis of project scope and other requirements.

CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART I - CORRIDOR SCOPING/CONCEPT PROJECTS FOR PRIORITY CORRIDORS AND COMMUNITY CONNECTORS							
C-1	Ashford Dunwoody Road	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.	High	Phase I FY 15 Phase II FY 16	GDOT, ARC, DeKalb County, Perimeter CIDs, and City	Phase I – \$ 125K Phase II – \$ 325K
C-2	Clairmont Road Corridor	North city limits to south city limits	Development of a corridor vision, including public outreach, environmental screening, complete streets concepts, and context-sensitive solutions	Medium	FY 18	GDOT, ARC, and City	\$ 150K
C-3	Dresden Drive	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.High	High	Phase 1 FY 17 Phase II FY 18	ARC, DeKalb County, and City	Phase I \$ 100K Phase II \$ 375K
C-4	E. Roxboro Road	West City limit to North 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.	Medium	Phase I – FY 18 Phase II – FY 19	ARC, DeKalb County, and City	Phase I \$ 125K Phase II \$ 325K
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 Road, and public outreach	Medium	FY 16	City	\$ 150K

06/15/2021 CTP Project No. C-3 revised to remove reference to possible realignment of Caldwell and Ellijay Rds.

CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART I - CORRIDOR SCOPING/CONCEPT PROJECTS FOR PRIORITY CORRIDORS AND COMMUNITY CONNECTORS (CONTINUED)							
C-6	Osborne Road	Peachtree Street to Windsor Parkway	Conduct corridor vision process including complete streets and traffic calming concepts, traffic analysis, and public outreach	Medium	FY 16	City	\$ 150K
PART II – INTERSECTION PROJECTS							
I-1	Ashford Dunwoody Road	Peachtree Road	Lengthen turn lane, add sidewalks, drainage improvements, including realignment of ADR to improve turning traffic.	High	TBD	GDOT	TBD
I-2	N. Druid Hills Road	Peachtree Road	To be addressed in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	High	FY 15	GDOT, ARC, MARTA, and City	TBD
I-3	Dresden Drive	Peachtree Road	To be address in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	High	FY 15	GDOT, ARC, and City	TBD
I-4	Buford Highway	Briarwood Road	Turn lanes and realign side street approaches; rebuild sidewalk in the SW quadrant and install new sidewalk in the NW quadrant	High	FY 16	GDOT, ARC, and City	\$ 1.4 million
I-5	Buford Highway	N. Cliff Valley Way	Intersection traffic study	Medium	FY 17	City	\$ 25K
I-6	Buford Highway	Clairmont Road	Intersection traffic study	Medium	FY 18	City	\$ 25K
I-7	Ashford Dunwoody Road	Johnson Ferry Road	Develop GDOT concept study and improve entire intersection including northbound Ashford Dunwoody Road, including innovative intersection, complete streets, and turn lanes.	High	Concept Study FY 16 Environ/ Design, R/W, and CST - TBD	GDOT, ARC, PCIDs and City	\$ 2.1 million

CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
I-8	Ashford Dunwoody Road	Windsor Parkway	Traffic study to determine need for turn lanes and active transportation improvements, including concept	Medium	FY 19	City	\$ 100K
PART III – ACTIVE TRANSPORTATION PROJECTS (BICYCLE, PEDESTRIAN AND TRAIL IMPROVEMENTS)							
AT-1	Citywide	--	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.	High	FY 16	DeKalb County, Perimeter CIDs, and City	\$ 150K
AT-2	N. Fork of Peachtree Creek Trail	West City limits near GDOT Creekside Trail to Clairmont Road	New multi-use trail and linear park (See 2014 City of Brookhaven's <i>Buford Highway Improvement Program and Economic Development Strategy</i>)	Medium	TBD	TBD	TBD
AT – 3	Murphey Candler Trail Connector	To Perimeter Center via route under I-285	New multi-use trail connector to City of Dunwoody trail system	Medium	TBD	TBD	TBD
AT – 4	Town Brookhaven	To east of MARTA Rail Line	Feasibility study for pedestrian tunnel	Low	FY 19	City and MARTA	\$ 40K
AT – 5	Peachtree Road	N. Druid Hills Road to Ashford Dunwoody Road	Pedestrian improvements (Included in ARC's PLAN 2040 RTP # 0010326)	High	FY 19	GDOT and City	\$ 4.5 million

CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART III – ACTIVE TRANSPORTATION PROJECTS (BICYCLE, PEDESTRIAN, AND TRAIL IMPROVEMENTS) – CONTINUED							
AT-6	Peachtree Road	West City limits to North Druid Hills Road	Pedestrian improvements	High	Beyond FY 19	GDOT and City	TBD
AT – 7	Nancy Creek Trail	--	Associated with linear park; trail concept needs additional analysis and public outreach	Medium	TBD	City	\$ 40K
AT- 8	Harts Mill Road	East City limits to Ashford Dunwoody Road	Sidewalks on both sides of the road	High	FY 17	City	TBD
CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART IV – PUBLIC TRANSIT PROJECTS							
PT – 1	Neighborhood Bus Circulator Study	Citywide	Study to examine the feasibility (demand, location, service type, and costs) for a community bus transit circulator linking MARTA stations.	Low	FY 19	City and MARTA	\$ 125K
CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART V – TRANSPORTATION OPERATIONS AND MANAGEMENT PROJECTS							
OP-1	Ashford Dunwoody Road	Dresden Drive Corridor	Intelligent Transportation System (ITS) expansion (included in ARC's PLAN 2040 (PI # TBD)	High	FY 17	GDOT and City	\$ 1. 3 million
OP-2	Clairmont Road	40 locations	Located in DeKalb County (included in ARC's PLAN 2040)	TBD	FY 17	GDOT and City	TBD

CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART V – TRANSPORTATION OPERATIONS AND MANAGEMENT PROJECTS							
OP-3	Ashford Dunwoody Road	North of entrance drive to West Nancy Creek Drive	Pedestrian crossing and signal improvements at Montgomery Elementary School entrance	High	FY 16	City	TBD
OP-4	Windsor Parkway	At Osborne Road, Mabry Road, Lanier Drive, and Ashford Dunwoody Road	Corridor traffic operations analysis	Medium	FY 18	City	TBD
CTP Project No.	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART VI – SPECIAL PROJECTS AND PROGRAMS							
SP – 1	Peachtree Road Corridor/ Brookhaven MARTA Station Area Plan	Including Peachtree Road, Dresden Drive, Apple Valley Way, and North Druid Hills	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 Road from Caldwell Road to Standard Drive. Also includes consideration of street alignments and improvements north and south of the station area (related to Peachtree Road LCI)	High	FY 15	GDOT, ARC, MARTA, and City	\$ 200K

CTP Project No.	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART VI – SPECIAL PROJECTS AND PROGRAMS (CONTINUED)							
SP – 2	Citywide	--	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.	High	FY 16	DeKalb County, Perimeter CIDs, and City	\$ 150K
SP – 3	Ultimate Buford Highway/ Parkway Concept Study	South City limits to north City limits	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 <i>Buford Highway Economic Development Strategy (2014)</i>	High	Phase I – Corridor Vision and Traffic Modeling - FY 16	GDOT, ARC, DeKalb County, MARTA, and City	\$ 100K
SP – 4	Citywide	Traffic Calming Program	Traffic analysis, public outreach, and support services to address cut-through traffic and other related activities.	High	FY 15 and beyond	City	\$ 60K annually
SP – 5	Citywide	State of Good Repair Program	Road maintenance and resurfacing and Sidewalk/Path maintenance activities	High	FY 15 and beyond	City	\$ 3 million annually
SP – 6	Citywide	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 activities by adjacent cities; and developing educational materials for citizens on the importance of transportation and key concepts such as complete streets, access management, traffic safety, pedestrian and bicycle safety, etc.	High	FY 15	City	NA

CTP Project No.	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART VI – SPECIAL PROJECTS AND PROGRAMS (CONTINUED)							
SP – 7	Citywide	--	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.	Medium	FY 18	City	\$ 50K

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.1.	Create overall philosophy and program structure for the City's balanced, multimodal transportation system addressing planning, design, maintenance and operations, including opportunities for citizen engagement.								
1.1.1.	Create Brookhaven Citizens Transportation Advisory Committee to provide input on transportation decisions and support public awareness and education programs for the community on transportation issues	X	X	X	X	X	Public Works Dept/Mayor/ City Council	TBD	Gen Fund
1.1.2	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.	X					Public Works Dept/Mayor/ City Council	\$ 50K	Gen Fund
1.1.3	Establish transportation program framework for City investments in transportation including (1) Maintenance and Resurfacing; (2) Active Transportation Improvements; (3) Corridor Visioning and Design; (4) Neighborhood Traffic Calming, and (5) Safety and Operations.	X	X	X	X	X	Public Works Dept/Mayor/ City Council	TBD	Gen Fund
1.2.	Protect Priority Corridors to support the City's economy and Community Connector streets to protect mobility throughout the City.								
1.2.1.	Conduct two-part study to (1) establish a corridor vision for Ashford Dunwoody Road from the north City limits to Peachtree Road, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).	X	X	X			Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.2.2.	Conduct two-part study to (1) establish a corridor vision for Clairmont Road from north City limit to south City limit, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).		X	X	X		Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund
1.2.3.	Conduct two-part study to (1) establish a corridor vision for Dresden Dr. from Peachtree Road to Buford Highway, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).				X	X	Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund
1.2.4	Conduct two-part study to (1) establish a corridor vision for E. Roxboro Road from west City limits to North Druid Hills Road, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).				X	X	Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund
1.2.5	Conduct traffic operations analysis, develop traffic calming concepts, assess need for turn lanes at Ashford Dunwoody Road, and public outreach			X			Public Works, DeKalb County, PCIDs, ARC, City	\$ 150K	ARC, PCID, and Gen Fund
1.2.6	Conduct two-part study to (1) establish a corridor vision for Osborne Road from Peachtree Road to Windsor Parkway, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).					X	Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC and Gen Fund

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.3.	Pursue intersection improvements to improve transportation system operations and safety for motorists, pedestrians, bicyclists, and transit users.								
1.3.1	Ashford Dunwoody Road at Peachtree Road - lengthen turn lane, add sidewalks, drainage improvements, including realignment of ADR to improve turning traffic		X				GDOT and City	TBD	GDOT and Gen Fund
1.3.2	North Druid Hills Road at Peachtree Road - To be addressed in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	X					MARTA, GDOT, and City	TBD	GDOT and Gen Fund
1.3.3	Dresden Drive at Peachtree Road - to be addressed in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	X					MARTA, GDOT, and City	TBD	GDOT and Gen Fund
1.3.4	Buford Highway at Briarwood Road - add turn lanes and realign side street approaches; rebuild sidewalk in the SW quadrant and add new sidewalks in the NW quadrant.			X			Public Works/Mayor/City Council/GDOT	\$ 1.4 mil.	GDOT and Gen Fund
1.3.5	Buford Highway and N. Cliff Valley Way - conduct traffic study to determine needs for turn lanes		X				Public Works/Mayor/City Council/GDOT	\$ 25K	GDOT and Gen Fund
1.3.6	Buford Highway and Clairmont Road - conduct traffic study to determine need for innovative intersection.				X		Public Works/Mayor/City Council/GDOT	\$ 25K	GDOT and Gen Fund
1.3.7	Ashford Dunwoody Road and Windsor Parkway - conduct traffic analysis and concept report for turn lanes, active transportation features, and public outreach.					X	Public Works/Mayor/City Council/GDOT	\$ 100K	GDOT and Gen Fund

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.3.8	Ashford Dunwoody Road and Johnson Ferry Road Intersection - conduct traffic analysis, concept report and construction of ultimate intersection improvement, including innovative intersection, turn lanes, active transportation features, and public outreach.			X			Public Works/Mayor/City Council/GDOT	\$ 2.1 mil.	GDOT and Gen Fund
1.4.	Develop Active Transportation (bicycle, pedestrian, trail) opportunities for commuting, improving health, and recreational purposes for City residents.								
1.4.1	Develop Citywide Active Transportation Plan to identify bicycle, pedestrian, and trail facilities, alignments, design concepts, estimated costs, potential funding sources, linkages to other local and regional		X				Public Works/Mayor/City Council	\$ 150K	DeKalb County and City
1.4.2	N. Fork of Peachtree Creek - new multi-use trail and linear park from west city limits near GDOT Creekside Trail along north bank of creek to Clairmont Road (see Buford Highway Improvement Plan and Economic Development Strategy - 2014)	X	X	X	X	X	Comm Dev/Public Works/Mayor/City Council/	TBD	Gen Fund and other sources
1.4.3.	Nancy Creek Trail (associated with linear park) - develop refined trail concept to determine project alignment and scope		X	X			Public Works/Mayor/City Council/private sector	\$ 40K	Gen Fund and other sources
1.4.4.	Harts Mill Road - from east City Limits to Ashford Dunwoody Road - install sidewalks on both sides of road		X	X			Public Works/Mayor/City Council/private sector	TBD	Gen Fund
1.4.5	Murphey Candler Road Trail Connection to City of Dunwoody Trail System in Perimeter Center				X		Public Works/Mayor/City Council	TBD	Gen Fund and other sources

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.4.6	Pedestrian Connection from Town Brookhaven to neighborhoods east - assess the feasibility of a pedestrian tunnel under the rail line.					X	Public Works/Mayor/City Council	\$ 40K	ARC and Gen Fund
1.4.7	Pedestrian improvements along Peachtree Road from N. Druid Hills Road to Ashford Dunwoody Road - included in ARC's PLAN 2040 RTP # 0010326					X	Public Works/Mayor/City Council	TBD	GDOT and Gen Fund
1.4.8	Peachtree Road from west city limit to North Druid Hills Road - pedestrian improvements					X	Public Works/Mayor/City Council	TBD	GDOT and Gen Fund
1.4.9	Pedestrian improvements along Peachtree Road from south City limits to N. Druid Hills Road					X	Public Works/Mayor/City Council	\$ 4.5 mil.	GDOT, ARC, and City
1.5	Encourage increased use of public transportation services by citizens, employees, and visitors and improve access to MARTA stations.								
1.5.1.	Conduct Neighborhood Bus Circulator Study to determine the feasibility and potential demand to connect City neighborhoods with MARTA rail stations.		X	X			Public Works/Mayor/City Council	\$ 125K	Gen Fund, ARC, and other sources
1.5.2	Conduct Brookhaven-Oglethorpe MARTA Station Area Traffic Study to determine the need for vehicle, pedestrian, bicycle, service vehicle, and emergency response vehicles and associated parking requirements in the area generally bounded by Peachtree Street, Dresden Drive, Apple Valley Way, and North Druid Hills Road. Needed to address transportation impacts from the proposed MARTA Transit-Oriented Development project and likely Development of Regional Impact at this location.	X					Public Works/Mayor/City Council	TBD	Gen Fund

**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.6.	Pursue transportation system operational improvements where needed.								
1.6.1.	Ashford-Dunwoody Drive at Dresden Drive Corridor - Intelligent Transportation System (ITS) Expansions - included in ARC's PLAN 2040 RTP (PI # -- TBD)			X			GDOT/Mayor/City Council	\$ 1.3 mil.	Federal, state, and Gen Fund
1.6.2.	Clairmont Road Signal Upgrades (40 locations to be determined) - included in ARC's PLAN 2040 RTP			X			GDOT/Public Works/Mayor/City Council	TBD	Federal, state, and Gen Fund
1.6.3	Windsor Parkway at Osborne Road, Mabry Road, Lanier Drive, and Ashford Dunwoody Road		X				Public Works/Mayor/City Council	TBD	Gen Fund
1.6.4	Ashford Dunwoody Road at Montgomery Elementary School - install pedestrian signal improvement		X				Public Works/Mayor/City Council	TBD	Gen Fund
1.7.	Address need for traffic calming in neighborhoods and other sensitive areas of the City								
1.7.1.	Conduct traffic calming analyses for various locations in the City to include, but not be limited to: Childers Road/Shady Valley Drive area; Johnson Ferry Road and Mill Creek Drive; and other locations.	X	X	X	X	X	Public Works/Mayor/City Council	\$ 60K annually	Gen Fund
1.8.	Develop transportation facilities in the City to support economic development initiatives, especially in the Buford Highway (Boulevard) Corridor								

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TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.8.1	Peachtree Road Corridor/Brookhaven MARTA Station Area Plan including Peachtree Road, Dresden Drive, apply Valley Way, and North Druid Hills Road - traffic circulation analysis, public outreach, and initial concept development to address the impacts of the proposed new								
1.8.2	Update ARC's 2006 Buford Highway Corridor Study to identify the ultimate preferred roadway and transit concept in two phases - the first being traffic microsimulation for a road diet; and Phase II to include the remaining activities - updated data and recommendations concerning demographics, economic changes, redevelopment options, complete street principles, potential streetcar, bus rapid transit or other technology, and public outreach.	X	X				Public Works/Mayor/City Council/GDOT	\$ 200K	MARTA and Gen Fund
1.9	Maintain the City's multimodal transportation facilities in a state of good repair.								
1.9.1	Maintain a Routine Maintenance and Resurfacing Program for City streets.	X	X	X	X	X	Public Works/Mayor/City Council	\$ 3 mil./ yr	Gen Fund
1.10	Protect City neighborhoods from the negative impacts of vehicular traffic, including cut-through traffic, excessive speeds, noise, etc.								

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TRANSPORTATION**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.10.1	Establish a citizen-based group to help advise City leaders on local and regional transportation issues affecting Brookhaven; assist in gathering information about transportation activities by adjacent cities; and developing educational materials for citizens on the importance of transportation and key concepts such as complete streets, access management, traffic safety, pedestrian and bicycle safety, etc.	X	X	X	X	X	Public Works/Mayor/City Council	TBD	Gen Fund

****Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.***