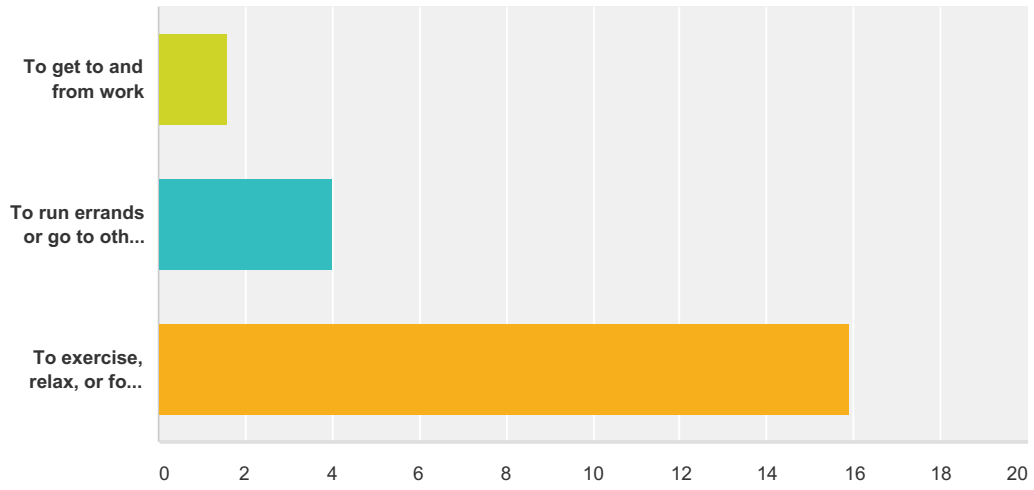


# Appendix A

# COMMUNITY SURVEY

### Q1 How often do you walk for each of the following purposes?

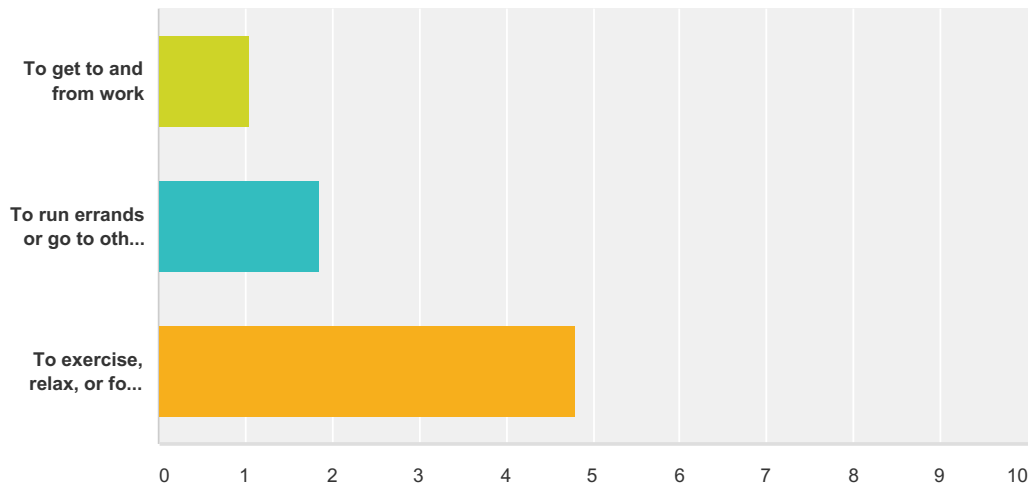
Answered: 394 Skipped: 1



	Daily	Multiple times each week	Weekly	Multiple times each month	Once a month or less	Never	Total	Weighted Average
To get to and from work	2.67% 10	4.27% 16	1.60% 6	1.87% 7	6.13% 23	83.47% 313	375	1.60
To run errands or go to other placesex: grocery shopping, dinner with friends	3.13% 12	13.02% 50	11.98% 46	19.53% 75	25.26% 97	27.08% 104	384	4.01
To exercise, relax, or for the sole purpose of walking or running	31.89% 125	36.73% 144	14.03% 55	10.46% 41	4.34% 17	2.55% 10	392	15.89

## Q2 How often do you ride a bike for each of the following purposes?

Answered: 394 Skipped: 1



	Daily	Multiple times each week	Weekly	Multiple times each month	Once a month or less	Never	Total	Weighted Average
To get to and from work	1.05% 4	3.66% 14	1.83% 7	1.31% 5	7.85% 30	84.29% 322	382	1.04
To run errands or go to other places: grocery shopping, dinner with friends	1.55% 6	5.96% 23	4.15% 16	8.55% 33	15.28% 59	64.51% 249	386	1.85
To exercise, relax, or for the sole purpose of riding a bike	5.37% 21	15.09% 59	13.55% 53	11.00% 43	17.39% 68	37.60% 147	391	4.81

### Q3 How many bicycles does your household own?

Answered: 387 Skipped: 8

#	Responses	Date
1	2	12/15/2015 12:09 PM
2	2	12/12/2015 2:04 PM
3	1	12/11/2015 6:35 PM
4	0	12/10/2015 9:03 AM
5	4	12/9/2015 9:09 PM
6	1	12/9/2015 3:14 PM
7	3	12/8/2015 2:29 PM
8	1	12/8/2015 1:48 PM
9	0	12/8/2015 11:20 AM
10	2	12/8/2015 10:46 AM
11	4	12/7/2015 4:55 PM
12	2	12/6/2015 11:39 AM
13	3	12/5/2015 2:27 AM
14	3	12/5/2015 1:18 AM
15	4	12/2/2015 9:14 PM
16	0	12/2/2015 6:24 PM
17	3	12/2/2015 9:03 AM
18	3	12/2/2015 6:47 AM
19	1	12/2/2015 5:24 AM
20	8	11/20/2015 5:27 PM
21	1	11/19/2015 10:23 AM
22	4	11/18/2015 9:17 PM
23	2	11/18/2015 9:06 AM
24	3	11/16/2015 12:03 PM
25	1	11/10/2015 2:00 PM
26	1	11/9/2015 11:30 PM
27	2	11/9/2015 12:58 PM
28	2	11/9/2015 4:32 AM
29	2	11/7/2015 4:54 AM
30	3	11/3/2015 8:26 PM
31	0	10/30/2015 2:51 PM
32	2	10/27/2015 9:36 AM
33	3	10/26/2015 2:20 PM
34	1	10/24/2015 8:37 AM

35	0	10/23/2015 11:40 AM
36	2	10/19/2015 1:05 PM
37	4	10/17/2015 6:16 PM
38	0	10/17/2015 3:05 PM
39	5	10/17/2015 12:46 PM
40	0	10/17/2015 10:49 AM
41	3	10/17/2015 9:01 AM
42	5	10/17/2015 8:30 AM
43	2	10/17/2015 7:34 AM
44	2	10/17/2015 7:07 AM
45	4	10/16/2015 10:17 PM
46	4	10/16/2015 10:08 PM
47	3	10/16/2015 10:07 PM
48	6	10/16/2015 10:06 PM
49	4	10/16/2015 9:10 PM
50	2	10/16/2015 5:02 PM
51	5	10/16/2015 4:48 PM
52	5	10/16/2015 4:07 PM
53	5	10/15/2015 12:13 PM
54	2	10/14/2015 6:03 PM
55	7	10/14/2015 8:12 AM
56	1	10/14/2015 5:55 AM
57	0	10/13/2015 7:31 PM
58	2	10/13/2015 7:00 PM
59	5	10/13/2015 4:34 PM
60	3	10/13/2015 4:24 PM
61	3	10/13/2015 4:11 PM
62	2	10/13/2015 4:06 PM
63	1	10/13/2015 3:38 PM
64	2	10/13/2015 3:37 PM
65	5	10/13/2015 3:34 PM
66	6	10/13/2015 3:05 PM
67	4	10/13/2015 2:59 PM
68	3	10/13/2015 2:58 PM
69	0	10/13/2015 2:58 PM
70	0	10/13/2015 2:52 PM
71	4	10/13/2015 2:52 PM
72	1	10/13/2015 2:43 PM
73	3	10/13/2015 2:31 PM
74	1	10/13/2015 2:19 PM
75	2	10/13/2015 1:41 PM

76	3	10/13/2015 1:28 PM
77	0	10/13/2015 11:39 AM
78	0	10/13/2015 11:37 AM
79	0	10/13/2015 11:34 AM
80	3	10/13/2015 11:26 AM
81	2	10/13/2015 10:58 AM
82	0	10/13/2015 10:46 AM
83	0	10/13/2015 9:27 AM
84	5	10/12/2015 11:13 PM
85	2	10/12/2015 6:22 PM
86	2	10/12/2015 5:32 PM
87	2	10/12/2015 5:21 PM
88	1	10/12/2015 2:19 PM
89	1	10/12/2015 1:34 PM
90	0	10/12/2015 12:56 PM
91	0	10/12/2015 12:26 PM
92	0	10/12/2015 11:38 AM
93	1	10/12/2015 11:25 AM
94	5	10/12/2015 11:10 AM
95	2	10/12/2015 10:51 AM
96	4	10/12/2015 10:22 AM
97	0	10/12/2015 10:17 AM
98	0	10/12/2015 10:01 AM
99	0	10/12/2015 9:25 AM
100	5	10/12/2015 9:22 AM
101	4	10/12/2015 9:09 AM
102	1	10/10/2015 8:43 AM
103	2	10/10/2015 7:21 AM
104	3	10/9/2015 11:41 PM
105	0	10/9/2015 10:02 PM
106	0	10/9/2015 7:16 PM
107	0	10/2/2015 8:08 AM
108	2	10/1/2015 8:44 PM
109	4	9/30/2015 8:50 PM
110	1	9/30/2015 4:32 PM
111	0	9/30/2015 11:40 AM
112	2	9/29/2015 7:03 PM
113	2	9/28/2015 11:16 AM
114	0	9/23/2015 7:48 AM
115	2	9/22/2015 10:28 AM
116	1	9/21/2015 12:11 PM

117	1	9/19/2015 10:41 PM
118	2	9/18/2015 10:10 PM
119	4	9/18/2015 2:05 PM
120	3	9/18/2015 12:30 PM
121	3	9/16/2015 9:51 PM
122	2	9/14/2015 3:23 PM
123	3	9/14/2015 1:48 PM
124	4	9/14/2015 1:47 PM
125	3	9/14/2015 1:15 PM
126	4	9/13/2015 2:28 PM
127	7	9/12/2015 6:40 PM
128	2	9/12/2015 8:06 AM
129	2	9/11/2015 1:41 PM
130	5	9/6/2015 12:04 PM
131	0	9/1/2015 5:42 PM
132	2	9/1/2015 10:10 AM
133	1	8/28/2015 1:28 PM
134	6	8/26/2015 8:49 AM
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136	0	8/25/2015 5:39 PM
137	0	8/23/2015 5:00 PM
138	0	8/19/2015 3:14 PM
139	1	8/18/2015 2:33 PM
140	0	8/17/2015 4:20 PM
141	2	8/15/2015 10:33 PM
142	1	8/13/2015 4:12 PM
143	1	8/13/2015 3:17 PM
144	0	8/12/2015 8:49 AM
145	5	8/11/2015 2:03 PM
146	2	8/8/2015 10:33 PM
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149	3	7/30/2015 9:37 AM
150	0	7/24/2015 9:11 AM
151	3	7/21/2015 10:40 PM
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153	1	7/19/2015 2:38 PM
154	2	7/16/2015 2:29 PM
155	1	7/15/2015 5:28 PM
156	1	7/15/2015 5:18 PM
157	1	7/15/2015 2:30 PM

158	4	7/15/2015 1:23 PM
159	5	7/15/2015 9:23 AM
160	0	7/15/2015 9:00 AM
161	0	7/12/2015 12:23 PM
162	2	7/9/2015 10:40 PM
163	5	7/9/2015 7:17 PM
164	0	7/8/2015 1:10 PM
165	4	7/8/2015 12:12 PM
166	1	7/7/2015 11:54 AM
167	2	7/7/2015 9:16 AM
168	2	7/6/2015 4:11 PM
169	4	7/6/2015 10:34 AM
170	5	7/5/2015 11:20 AM
171	5	7/2/2015 1:41 PM
172	2	7/2/2015 12:21 PM
173	5	7/1/2015 11:33 AM
174	2	6/30/2015 2:06 PM
175	2	6/29/2015 3:56 PM
176	2	6/26/2015 5:09 PM
177	0	6/25/2015 3:21 PM
178	1	6/25/2015 12:15 PM
179	1	6/25/2015 7:00 AM
180	4	6/23/2015 6:42 PM
181	4	6/22/2015 4:53 PM
182	4	6/22/2015 1:23 PM
183	0	6/21/2015 6:41 AM
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194	2	6/15/2015 4:13 PM
195	6	6/15/2015 1:47 PM
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198	2	6/14/2015 5:21 PM



199	4	6/13/2015 10:58 PM
200	2	6/13/2015 6:23 PM
201	2	6/13/2015 1:05 PM
202	0	6/13/2015 11:53 AM
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219	0	6/9/2015 5:48 PM
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240	2	6/7/2015 10:12 PM
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242	4	6/7/2015 4:13 PM
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267	2	6/6/2015 4:36 PM
268	0	6/6/2015 3:59 PM
269	0	6/6/2015 3:43 PM
270	1	6/6/2015 2:31 PM
271	5	6/6/2015 2:25 PM
272	4	6/6/2015 1:56 PM
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274	6	6/6/2015 1:03 PM
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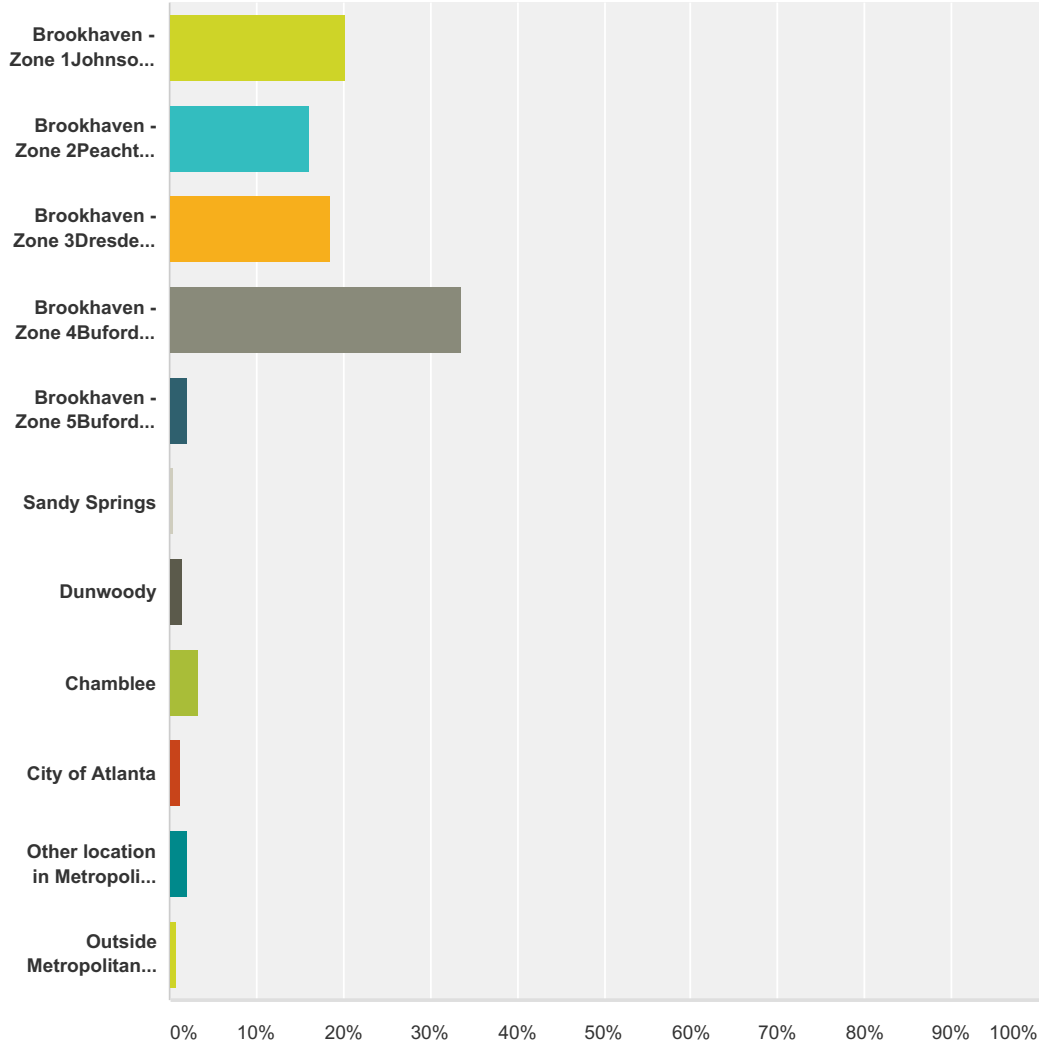
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284	0	6/6/2015 9:34 AM
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286	2	6/6/2015 9:02 AM
287	0	6/6/2015 8:58 AM
288	2	6/6/2015 8:51 AM
289	4	6/6/2015 8:49 AM
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291	4	6/6/2015 8:25 AM
292	1	6/6/2015 8:04 AM
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301	3	6/6/2015 7:14 AM
302	2	6/6/2015 7:07 AM
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305	0	6/6/2015 6:47 AM
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319	2	6/5/2015 10:51 PM
320	8	6/5/2015 10:50 PM
321	2	6/5/2015 10:48 PM

322	6	6/5/2015 10:38 PM
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337	2	6/5/2015 9:20 PM
338	2	6/5/2015 9:17 PM
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374	1	6/5/2015 5:00 PM
375	0	6/5/2015 4:38 PM
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377	0	6/5/2015 4:22 PM
378	0	6/5/2015 4:19 PM
379	4	6/5/2015 4:19 PM
380	1	6/5/2015 4:13 PM
381	0	6/5/2015 4:09 PM
382	2	6/5/2015 4:06 PM
383	1	6/5/2015 4:05 PM
384	2	6/5/2015 4:01 PM
385	2	6/5/2015 4:01 PM
386	10	6/5/2015 3:59 PM
387	0	6/5/2015 3:56 PM

### Q4 Where do you live? For City of Brookhaven residents, please select the zone from the map to the right

Answered: 392 Skipped: 3

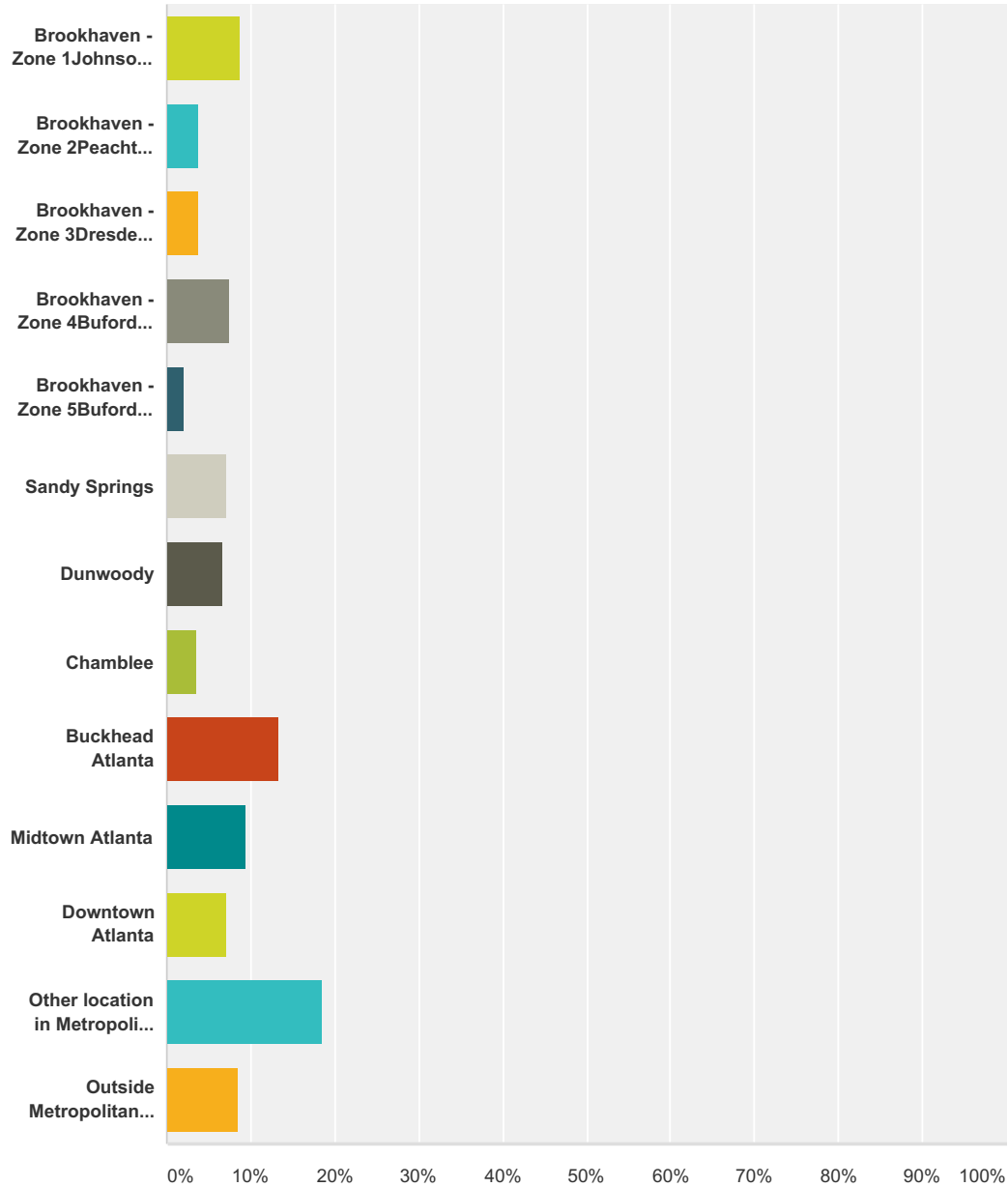


Answer Choices	Responses
Brookhaven - Zone 1 Johnson Ferry Road north to Interstate 285	20.15% 79
Brookhaven - Zone 2 Peachtree Road north to Johnson Ferry Road	16.07% 63
Brookhaven - Zone 3 Dresden Drive north to Peachtree Road	18.62% 73
Brookhaven - Zone 4 Buford Highway north to Dresden Drive and Peachtree Road	33.67% 132
Brookhaven - Zone 5 Buford Highway south to city limits	2.04% 8
Sandy Springs	0.51% 2
Dunwoody	1.53% 6
Chamblee	3.32% 13

City of Atlanta	1.28%	5
Other location in Metropolitan Atlanta	2.04%	8
Outside Metropolitan Atlanta	0.77%	3
<b>Total</b>		<b>392</b>

### Q5 Where do you work or go to school? For City of Brookhaven workers, please select the zone from the map from the previous question

Answered: 376 Skipped: 19



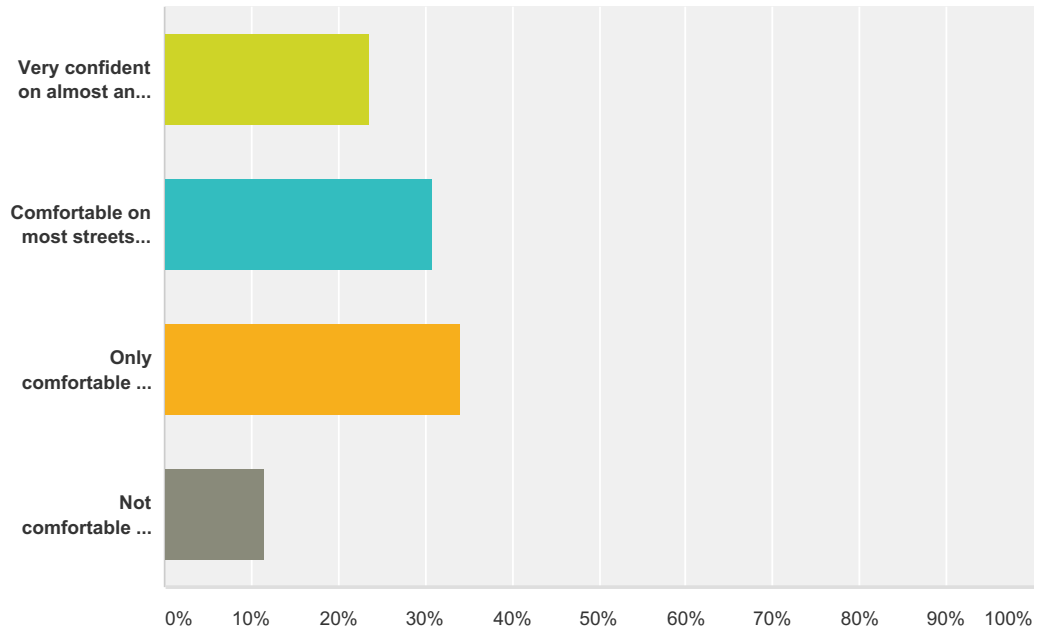
Answer Choices	Responses
Brookhaven - Zone 1 Johnson Ferry Road north to Interstate 285	8.78% 33
Brookhaven - Zone 2 Peachtree Road north to Johnson Ferry Road	3.72% 14
Brookhaven - Zone 3 Dresden Drive north to Peachtree Road	3.72% 14
Brookhaven - Zone 4 Buford Highway north to Dresden Drive and Peachtree Road	7.45% 28



Brookhaven - Zone 5 Buford Highway south to city limits	2.13%	8
Sandy Springs	7.18%	27
Dunwoody	6.65%	25
Chamblee	3.46%	13
Buckhead Atlanta	13.30%	50
Midtown Atlanta	9.31%	35
Downtown Atlanta	7.18%	27
Other location in Metropolitan Atlanta	18.62%	70
Outside Metropolitan Atlanta	8.51%	32
<b>Total</b>		<b>376</b>

### Q6 How comfortable are you riding a bike?

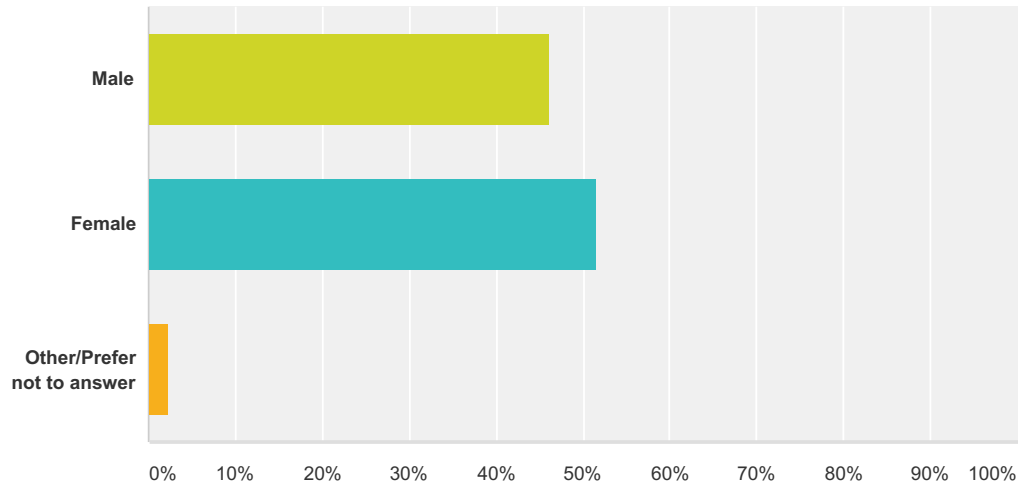
Answered: 394 Skipped: 1



Answer Choices	Responses
Very confident on almost any street or trail	23.60% 93
Comfortable on most streets and trails	30.96% 122
Only comfortable on a few streets and trails	34.01% 134
Not comfortable at all	11.42% 45
<b>Total</b>	<b>394</b>

### Q7 What is your gender?

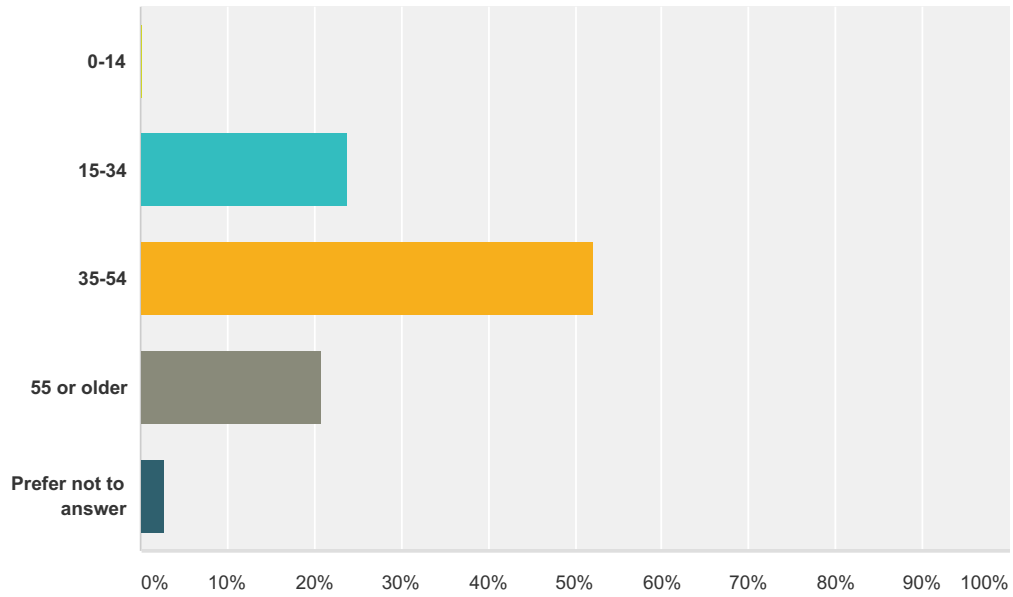
Answered: 392 Skipped: 3



Answer Choices	Responses	Count
Male	46.17%	181
Female	51.53%	202
Other/Prefer not to answer	2.30%	9
<b>Total</b>		<b>392</b>

### Q8 What is your age?

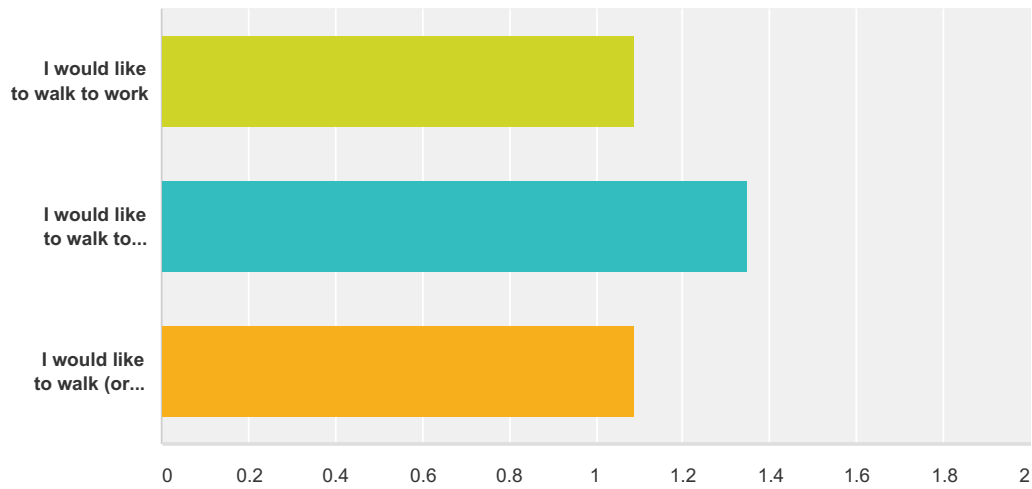
Answered: 391 Skipped: 4



Answer Choices	Responses
0-14	0.26% 1
15-34	23.79% 93
35-54	52.17% 204
55 or older	20.97% 82
Prefer not to answer	2.81% 11
<b>Total</b>	<b>391</b>

### Q9 How much more or less would you like to walk for the following reasons?

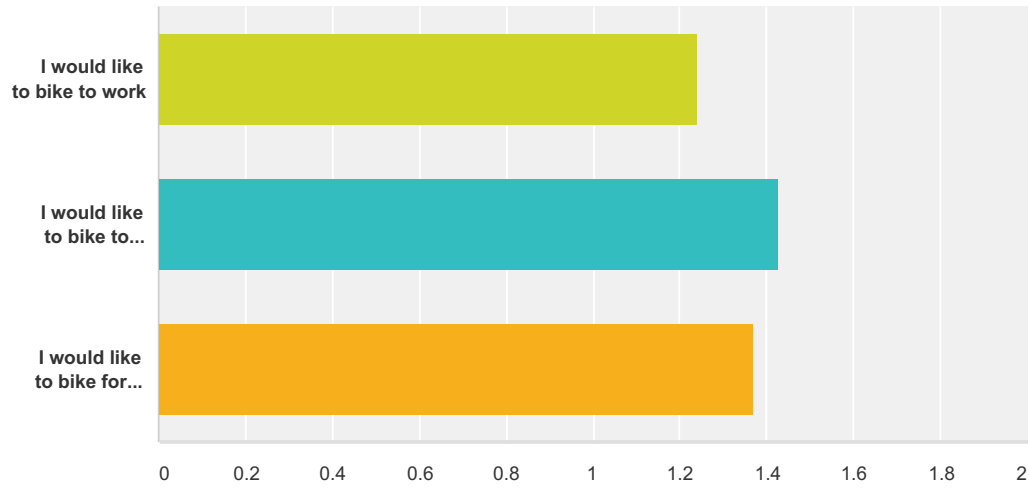
Answered: 373 Skipped: 22



	much more than I do now	more than I do now	about the same as I do now	less than I do now	much less than I do now	I do not do this now and I do not want to	Total	Weighted Average
I would like to walk to work	20.33% 73	14.48% 52	15.88% 57	0.00% 0	0.00% 0	49.30% 177	359	1.09
I would like to walk to other places	47.81% 175	36.07% 132	12.02% 44	0.00% 0	0.55% 2	3.55% 13	366	1.35
I would like to walk (or run) for recreation or exercise	37.16% 136	33.88% 124	27.05% 99	0.55% 2	0.00% 0	1.37% 5	366	1.09

### Q10 How much more or less would you like to ride a bicycle for the following reasons?

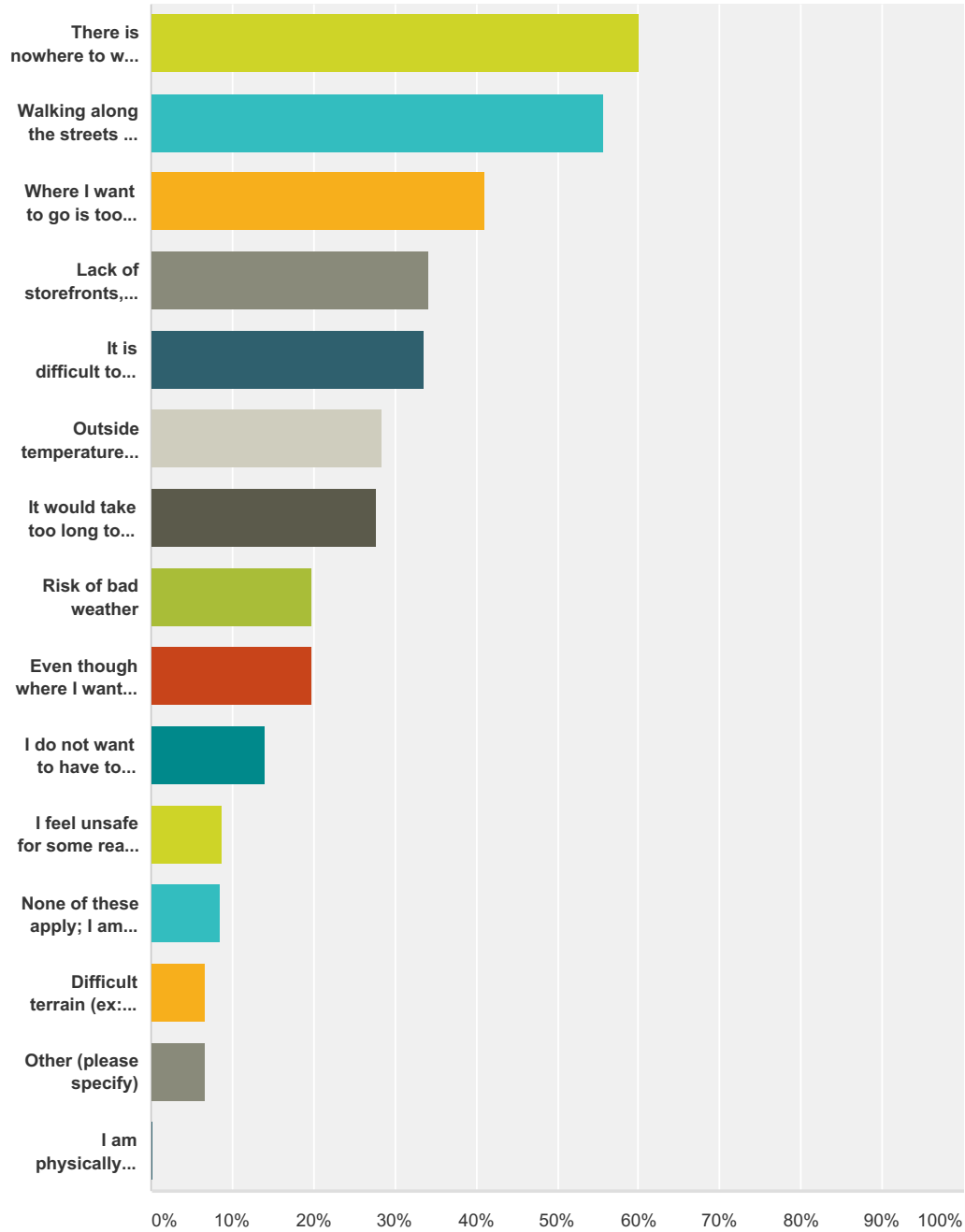
Answered: 372 Skipped: 23



	much more than I do now	more than I do now	about the same as I do now	less than I do now	much less than I do now	I do not do this now and I do not want to	Total	Weighted Average
I would like to bike to work	24.23% 87	16.16% 58	11.14% 40	0.00% 0	0.28% 1	48.19% 173	359	1.24
I would like to bike to other places	42.08% 154	32.51% 119	6.01% 22	0.27% 1	0.27% 1	18.85% 69	366	1.43
I would like to bike for recreation or exercise	43.72% 160	31.42% 115	10.93% 40	0.27% 1	0.00% 0	13.66% 50	366	1.37

### Q11 Which of the following keep you from walking as much as you would like? (check all that apply)

Answered: 372 Skipped: 23



Answer Choices	Responses
There is nowhere to walk along the streets I would take (missing sidewalks)	60.22% 224
Walking along the streets I would take is uncomfortable because of the amount of traffic on them	55.65% 207
Where I want to go is too far to walk	41.13% 153

Lack of storefronts, restaurants, and other activities	34.14%	127
It is difficult to cross streets safely	33.60%	125
Outside temperature (too hot or cold)	28.49%	106
It would take too long to walk	27.69%	103
Risk of bad weather	19.89%	74
Even though where I want to go is nearby, there is no direct route and I would have to walk far out of my way	19.89%	74
I do not want to have to carry things while traveling	13.98%	52
I feel unsafe for some reason other than traffic	8.87%	33
None of these apply; I am able to walk as much as I would like	8.60%	32
Difficult terrain (ex: steep hills)	6.72%	25
Other (please specify)	6.72%	25
I am physically disabled and can not walk	0.27%	1
<b>Total Respondents: 372</b>		

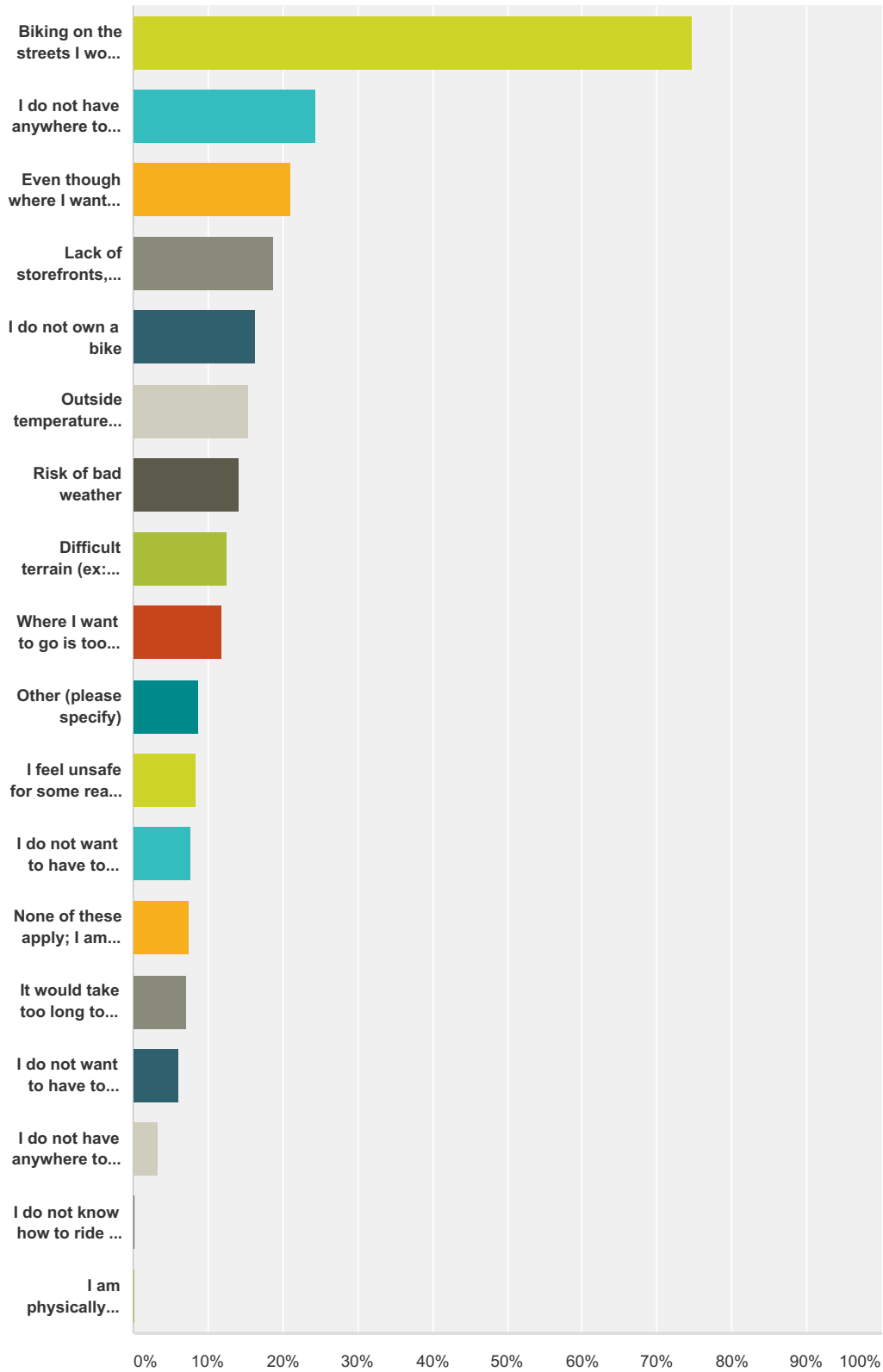
#	Other (please specify)	Date
1	Lack of path/trail easily accessible (I drive to chastain to walk)	12/8/2015 1:52 PM
2	Children	11/9/2015 1:00 PM
3	So much the infrastructure is ugly and not inviting to walk.	11/7/2015 4:56 AM
4	No major employment center within walking distance within my industry.	10/16/2015 10:23 PM
5	Brookhaven streets are way too narrow for cars let alone walkers or bicyclists. Widen the streets first, then add any bike lanes	10/14/2015 5:59 AM
6	It doesn't feel safe to push my baby's jogging stroller down a lot of streets in Brookhaven.	10/13/2015 3:03 PM
7	In Summer, there is no shade along the road.	10/13/2015 2:36 PM
8	I am retired. I only walk when the temperature is above 55 degrees and it's not raining. My walking range is 4 miles total. Lots of stores and restaurants within range. Sometimes I walk to grocery store when I need just a few items. If I need many and/or large items I use my car.	10/13/2015 10:59 AM
9	It's no fun walking along Peachtree Road. Nothing much to look at; no points of interest.	10/12/2015 11:20 PM
10	This is one of the most idiotic ideas I have heard in a while with as much traffic as we have in our neighborhood. Plus you want to cut up to 10' of property owners yards where the path would reside. I can think of many area;s where our tax dollars could go towards such as more traffic calming devices and security measures.	10/2/2015 8:12 AM
11	Uneven and poorly maintained sidewalks	8/23/2015 5:04 PM
12	too much traffic noise; sidewalks keep switching the side of the street	7/26/2015 12:42 PM
13	side walks look like a war zone. Police permit high speeding on residential streets making it hazardous to cross. Insufficient stop lights and stop signs (white paint designating walkways across street are not understood or recognized by many motorists, rendering them a sort of russian roulette for anyone trying to use them as traffic continues	6/15/2015 1:52 PM
14	Sidewalks have curbs which are difficult with strollers	6/10/2015 6:22 AM
15	I live on Bubbling Creek Road which parallels a section of Ashford Dunwoody Road. During morning and evening rush hour and noon lunch it is extremely dangerous to walk, ride bikes and push strollers on the street. People do it anyway including myself but if the traffic could be controlled it would be a wonderful area for bicyclists walkers, runners and baby strollers.	6/9/2015 11:41 AM
16	A lot of street crossing is required to stay on sidewalks. Many streets do not have sidewalks.	6/8/2015 4:47 PM
17	Would love to have more connectivity to the parks nearby without having to go way out of the way to get there.	6/7/2015 11:25 PM



18	bad connectivity... last mile	6/7/2015 7:45 AM
19	I walk a lot, but it is unsafe because the right-of-way is filled with (illegal) fences, overgrown bushes, not enough sidewalks, and terrifying routes along Peachtree Road!	6/6/2015 10:52 PM
20	I walk quite a bit, but only on low-traffic streets.	6/6/2015 6:49 AM
21	We need more walk and bike friendly routes. It is very dangerous now.	6/6/2015 12:01 AM
22	sidewalks in bad disrepair.	6/5/2015 10:29 PM
23	Lack of sidewalks is a huge problem in my area.	6/5/2015 5:54 PM
24	Sidewalks are horrible along Dresden and are on just one side of the street.	6/5/2015 5:18 PM
25	Don't tax us again lime for the sttreet lights sling Buford Highway.	6/5/2015 4:21 PM

**Q12 Which of the following keep you from riding a bicycle as much as you would like?  
(check all that apply)**

Answered: 361 Skipped: 34



Answer Choices	Responses
Biking on the streets I would take is uncomfortable because of the amount of traffic on them	74.79% 270
I do not have anywhere to safely store my bike at work, shops, or other places I travel to	24.38% 88

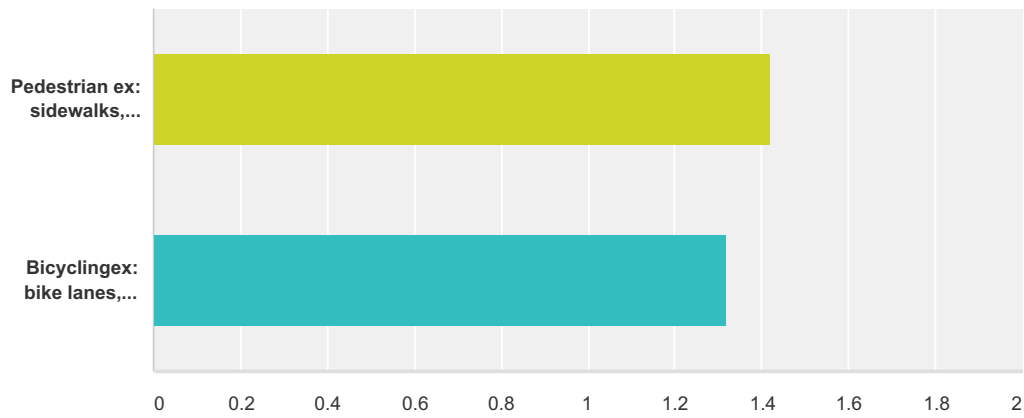
Even though where I want to go is nearby, there is no direct route and I have to bike far out of my way	21.05%	76
Lack of storefronts, restaurants, and other activity	18.84%	68
I do not own a bike	16.34%	59
Outside temperature (too hot or cold)	15.51%	56
Risk of bad weather	14.13%	51
Difficult terrain (ex: steep hills)	12.47%	45
Where I want to go is too far to bike	11.91%	43
Other (please specify)	8.86%	32
I feel unsafe for some reason other than traffic	8.31%	30
I do not want to have to carry things while traveling	7.76%	28
None of these apply; I am able to bike as much as I would like	7.48%	27
It would take too long to bike	7.20%	26
I do not want to have to carry things while traveling	6.09%	22
I do not have anywhere to safely store my bike at home	3.32%	12
I do not know how to ride a bike	0.28%	1
I am physically disabled and can not ride a bike	0.28%	1
<b>Total Respondents: 361</b>		

#	Other (please specify)	Date
1	Lack of safe bike lane or path to travel on	12/8/2015 1:52 PM
2	I hate bikes	11/16/2015 12:05 PM
3	There are so few safe bike trails. Traffic moves too fast.	11/7/2015 4:56 AM
4	It is not safe for biking on Atlanta streets	10/27/2015 9:39 AM
5	I would have to bike on Osborne and that road has no room for bikes and has turns that would blind drivers to bikers.	10/19/2015 1:07 PM
6	No dedicated bike lanes. It is too dangerous to share lanes and/or narrow shoulders with the speeding cars.	10/16/2015 10:23 PM
7	VERY unsafe to bike with a toddler in tow	10/14/2015 8:14 AM
8	Brookhaven streets are insanely narrow and can barely support two cars. There is no way they can support a bike lane without first widening the streets	10/14/2015 5:59 AM
9	I wish I could ride my bike but it gives me a real pain in the ass	10/13/2015 10:59 AM
10	I would certainly bike to work daily if road conditions permitted.	9/21/2015 12:13 PM
11	not enough side walks	9/14/2015 1:49 PM
12	a bike lane needs to be added from Windsor to Johnson ferry on Ashford Dunwoody. I feel very unsafe riding up this hill on the road. Please add a 24 to 36 inch bike lane	8/26/2015 8:52 AM
13	idiots in cars	8/12/2015 8:50 AM
14	it makes you sweat	8/6/2015 6:18 AM
15	No biking route	7/7/2015 11:56 AM
16	unsafe traffic and the bike lanes are TOO NARROW!!!!!!!	6/15/2015 1:52 PM
17	I want trails- I have no interest in riding bikes on streets!	6/13/2015 11:00 PM
18	Lack of safe trails for biking. I would never ride on the street	6/8/2015 4:47 PM

19	I wish there was more sidewalk and continuous sidewalk on both sides of busy main streets such as Harts Mill because we live on the side with NO sidewalk and crossing the road is very unsafe with people often driving close to 50mph :(	6/7/2015 11:25 PM
20	No biking trail from Chamblee to north druid hills	6/7/2015 8:15 AM
21	problems with last mile connectivity	6/7/2015 7:45 AM
22	Soooo unsafe on most Brookhaven roads! Yipes!	6/6/2015 10:52 PM
23	Need more bike racks!! Village place, town Brookhaven, etc	6/6/2015 7:52 AM
24	I'm very confident riding my bikes all over Atlanta w or without cycling infrastructure but realize having it would promote others to ride more	6/6/2015 7:51 AM
25	No shower at work	6/6/2015 7:30 AM
26	I don't want to get run over biking on the streets	6/6/2015 6:49 AM
27	drivers who don't obey the speed limits. no bike lanes	6/6/2015 1:38 AM
28	We need more bike lanes and dedicated bike paths	6/6/2015 12:01 AM
29	All	6/5/2015 11:48 PM
30	bad sidewalks	6/5/2015 10:29 PM
31	idiot drivers	6/5/2015 9:55 PM
32	Mo bike path ease.	6/5/2015 4:21 PM

### Q13 In your opinion, does Brookhaven have enough \_\_\_\_\_ facilities?

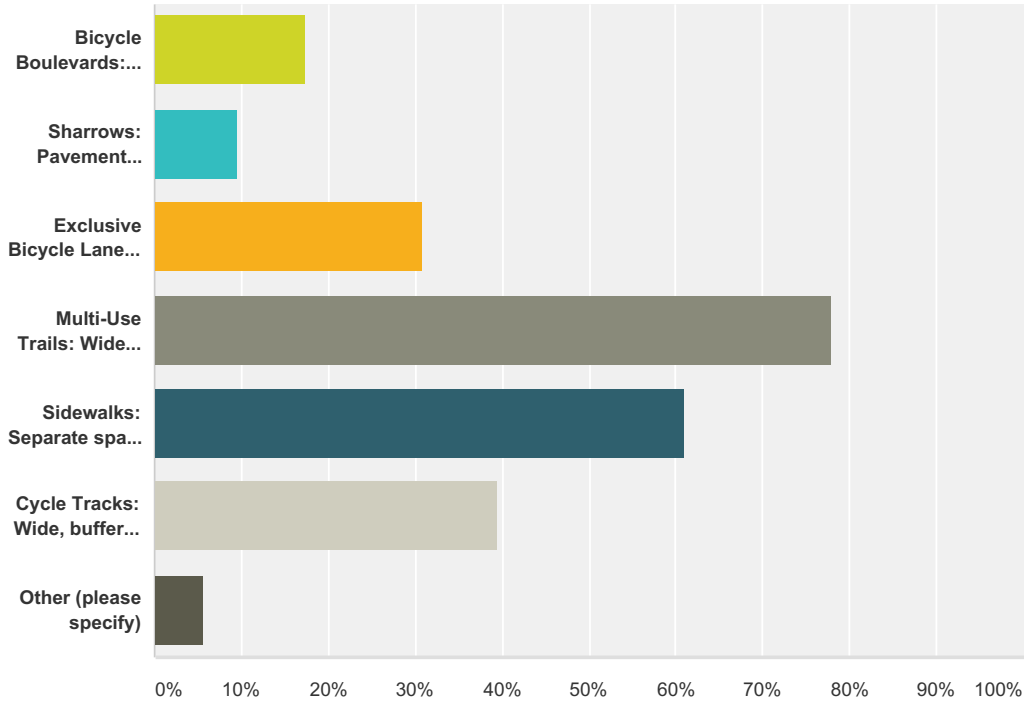
Answered: 334 Skipped: 61



	No, Brookhaven needs many more	No, Brookhaven needs some more	Yes, Brookhaven has the right amount	No, Brookhaven has some more than it needs	No, Brookhaven has many more than it needs	Total	Weighted Average
Pedestrian ex: sidewalks, walking paths, trails	54.79% 183	35.93% 120	7.19% 24	0.60% 2	1.50% 5	334	1.42
Bicycling ex: bike lanes, cycle tracks	57.58% 190	27.27% 90	8.79% 29	2.42% 8	3.94% 13	330	1.32

**Q14 Which of the following types of investments would you like to see in Brookhaven? Images of each are shown below the question text. (check between one and four options)**

Answered: 340 Skipped: 55



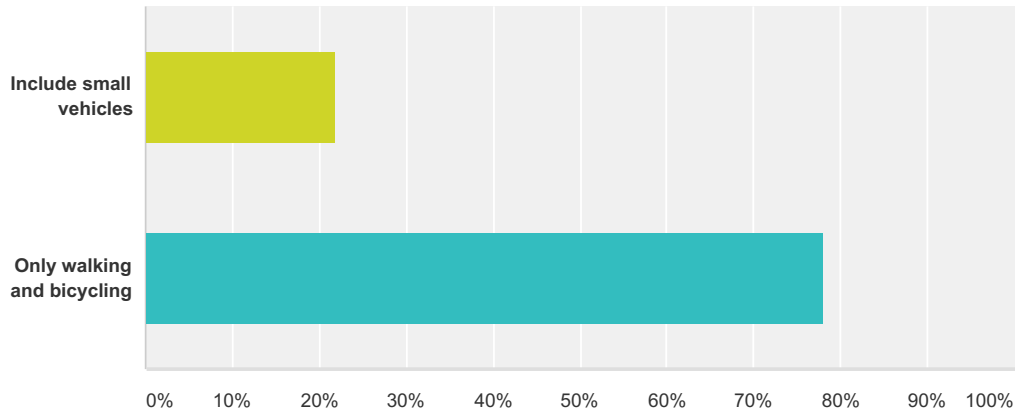
Answer Choices	Responses
Bicycle Boulevards: Streets designed with an emphasis on cycling instead of vehicular travel. Designs vary, but may include any of the following: low speed limits, signals timed for bicyclists, measures to discourage non-local vehicular travel, and/or additional wayfinding signage for cyclists.	17.35% 59
Sharrows: Pavement markings that indicate to drivers that a roadway is a cycling corridor. Typically used on low-speed, low-traffic streets with wide outer lanes. Formally called "shared-lane markings"	9.71% 33
Exclusive Bicycle Lanes: Separate, marked lanes exclusively for bicyclists. Typically placed immediately adjacent to vehicle lanes.	30.88% 105
Multi-Use Trails: Wide, completely separate pathways for non-vehicular travel, including, but not limited to, walking and bicycling. May be immediately next to a roadway or along a separate path.	77.94% 265
Sidewalks: Separate space designated for walking (or running) only. Typically built on a curb, adjacent to a street.	60.88% 207
Cycle Tracks: Wide, buffered bike lane on one side of a roadway. Usually built with some kind of barrier to protect from the adjacent roadway.	39.41% 134
Other (please specify)	5.59% 19
<b>Total Respondents: 340</b>	

#	Other (please specify)	Date
1	none	12/9/2015 3:16 PM
2	none	10/30/2015 2:53 PM
3	Like I said, there is much more traffic due to the overdevelopment of apartment buildings in Brookhaven. The streets are narrow and cannot accommodate sharrows, especially windsor parkway, Ashford dunwoody, hermance, Dresden, etc.	10/14/2015 6:09 AM
4	don't use private property	10/13/2015 3:04 PM
5	I believe this question is not presented properly because by answering/checking any of the options is indicating full buy-in to invest money. Conversely, by not checking a box would indicate no support for any investment. To totally invest or not invest are poor choices. Multiuse trails and cycle paths do not belong in residential neighborhoods with already narrow streets and front yards close to a street or existing sidewalk. Why would the city install any of these options and destroy private property. The greater good and quality of life of residential neighborhoods trumps the BPT. Again, the options listed make better sense in selected major thoroughfares. Sidewalks? Repair our existing sidewalks first. And as already stated, don't try and install sidewalks in residential neighborhoods with narrow streets and small front yards. The same logic I am expressing for this question also applies to question 13. Add walking and bike paths where it makes sense. Finally, any of these options will cost the city (and tax payers eventually) huge amounts of money. I do not support the city making these long term investments without a public vote.	10/13/2015 12:17 PM
6	You are skewing the survey results because these are not yes/no options. There are so many variables involved that definitely EXCLUDE multi-use trails, cycle tracks and sidewalks. Fix the existing sidewalks currently in disrepair before taking off on an EXPENSIVE pipe dream. Some of the alternatives sound wonderful if they were considered in pre-planning development phases. But to come down a residential neighborhood with narrow streets, residential streets already heavily traveled with speeding and aggressive drivers, and yards already close distance to the street...are you serious about trying to force any of these options against the wishes of a neighborhood (Brookhaven Heights is our neighborhood) is poor judgement and use of city resources. Also, Question 15 skewers survey results because there is no option to vote "none." So my comments also apply to question # 15.	10/12/2015 12:03 PM
7	Sidewalks only no golf carts.	10/12/2015 9:29 AM
8	See note on sidewalks	10/10/2015 8:49 AM
9	I've always been told to WALK against traffic and BIKE with the traffic. Is this an ordinance that needs to be enforced? Many bikers think they own the roads/sidewalks over pedestrians	10/9/2015 7:42 PM
10	PTV lanes	9/29/2015 7:08 PM
11	As traffic increases, drivers are LESS aware of bicyclists. Better to separate cycles from cars as much as possible.	9/21/2015 12:18 PM
12	none -- do not want to expend funds for such things	8/25/2015 10:49 PM
13	See notes below	8/19/2015 3:40 PM
14	Nature Trails	8/17/2015 4:25 PM
15	I don't want to see any of my money spent on pedestrian or bicycle "improvements."	7/19/2015 2:43 PM
16	None	6/13/2015 12:01 PM
17	connectivity points... ie random spots you can't get from a to b directly	6/7/2015 7:50 AM
18	Natural trails connecting Brookhaven parks	6/6/2015 8:35 PM
19	repair damaged sidewalks	6/5/2015 10:55 PM



**Q15 Do you think that trails and paths should be designed to accommodate small vehicles like golf carts, or should they only allow non-motorized travel, such as walking and bicycling?**

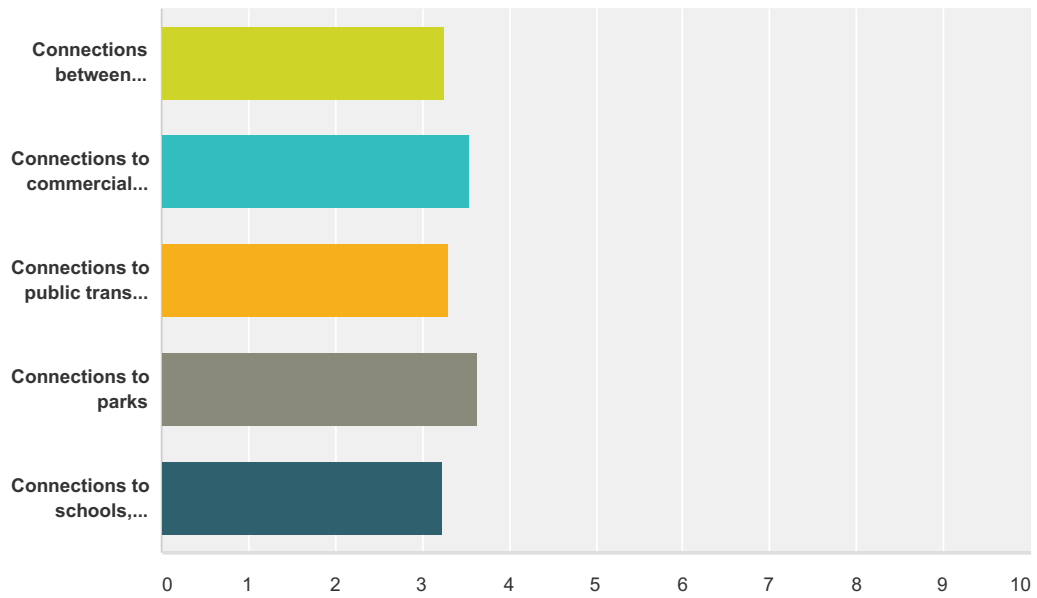
Answered: 327 Skipped: 68



Answer Choices	Responses
Include small vehicles	22.02% 72
Only walking and bicycling	77.98% 255
<b>Total</b>	<b>327</b>

### Q16 How important are the following types of pedestrian and bicycling connections?

Answered: 337 Skipped: 58



	Very Important	Important	Somewhat Important	Not important at all	Total	Weighted Average
Connections between residential neighborhoods	53.73% 180	25.37% 85	13.73% 46	7.16% 24	335	3.26
Connections to commercial retail areas: grocery stores, Town Brookhaven	70.54% 237	17.56% 59	8.04% 27	3.87% 13	336	3.55
Connections to public transit stops and stations	58.51% 196	21.49% 72	10.15% 34	9.85% 33	335	3.29
Connections to parks	76.12% 255	13.43% 45	7.76% 26	2.69% 9	335	3.63
Connections to schools, churches and other community resources	50.90% 169	27.41% 91	15.06% 50	6.63% 22	332	3.23

**Q17 What percentage of the City of Brookhaven's total transportation budget do you think should be used to build bicycle and pedestrian facilities? (Enter a number between 0 and 100)**

Answered: 302 Skipped: 93

#	Responses	Date
1	20	12/15/2015 12:12 PM
2	40	12/11/2015 6:53 PM
3	30	12/10/2015 9:07 AM
4	25	12/9/2015 9:16 PM
5	0	12/9/2015 3:16 PM
6	15	12/8/2015 2:31 PM
7	40	12/8/2015 2:02 PM
8	15	12/8/2015 11:23 AM
9	25	12/8/2015 10:51 AM
10	25	12/7/2015 4:59 PM
11	10	12/6/2015 11:42 AM
12	1	12/5/2015 2:37 AM
13	25	12/5/2015 1:22 AM
14	10	12/2/2015 9:18 PM
15	25	12/2/2015 6:29 PM
16	10	12/2/2015 9:10 AM
17	10	12/2/2015 5:29 AM
18	15	11/20/2015 5:30 PM
19	20	11/19/2015 10:26 AM
20	65	11/18/2015 9:09 AM
21	1	11/16/2015 12:30 PM
22	50	11/10/2015 2:03 PM
23	33	11/9/2015 11:37 PM
24	20	11/9/2015 1:03 PM
25	0	11/9/2015 4:35 AM
26	30	11/7/2015 5:00 AM
27	0	11/3/2015 8:29 PM
28	0	10/30/2015 2:53 PM
29	50	10/27/2015 9:42 AM
30	25	10/26/2015 2:25 PM
31	50	10/24/2015 8:42 AM
32	30	10/19/2015 1:22 PM

33	25	10/17/2015 3:09 PM
34	45	10/17/2015 10:57 AM
35	10	10/17/2015 9:08 AM
36	20	10/17/2015 8:37 AM
37	80	10/17/2015 7:15 AM
38	33	10/16/2015 10:32 PM
39	15	10/16/2015 10:22 PM
40	25	10/16/2015 10:09 PM
41	15	10/16/2015 9:18 PM
42	30	10/16/2015 5:04 PM
43	50	10/16/2015 4:54 PM
44	35	10/16/2015 4:13 PM
45	5	10/15/2015 12:16 PM
46	40	10/14/2015 6:09 PM
47	30	10/14/2015 8:18 AM
48	75	10/13/2015 7:38 PM
49	5	10/13/2015 7:04 PM
50	20	10/13/2015 4:40 PM
51	10	10/13/2015 4:28 PM
52	15	10/13/2015 4:09 PM
53	60	10/13/2015 3:52 PM
54	1	10/13/2015 3:41 PM
55	30	10/13/2015 3:38 PM
56	12	10/13/2015 3:25 PM
57	30	10/13/2015 3:09 PM
58	20	10/13/2015 3:06 PM
59	0	10/13/2015 3:04 PM
60	10	10/13/2015 2:59 PM
61	50	10/13/2015 2:56 PM
62	20	10/13/2015 2:54 PM
63	40	10/13/2015 2:42 PM
64	30	10/13/2015 2:22 PM
65	8	10/13/2015 1:43 PM
66	5	10/13/2015 1:32 PM
67	0	10/13/2015 12:17 PM
68	5	10/13/2015 11:44 AM
69	20	10/13/2015 11:29 AM
70	10	10/13/2015 11:14 AM
71	25	10/13/2015 10:52 AM
72	75	10/12/2015 11:34 PM

73	30	10/12/2015 6:26 PM
74	50	10/12/2015 5:37 PM
75	25	10/12/2015 2:22 PM
76	2	10/12/2015 12:58 PM
77	0	10/12/2015 12:03 PM
78	50	10/12/2015 11:15 AM
79	25	10/12/2015 10:26 AM
80	75	10/12/2015 10:21 AM
81	20	10/12/2015 10:14 AM
82	5	10/12/2015 9:26 AM
83	100	10/12/2015 9:16 AM
84	0	10/10/2015 8:49 AM
85	10	10/10/2015 7:27 AM
86	30	10/9/2015 11:44 PM
87	0	10/9/2015 10:06 PM
88	15	10/9/2015 7:42 PM
89	5	10/2/2015 8:13 AM
90	50	9/30/2015 8:53 PM
91	50	9/30/2015 12:00 PM
92	1	9/29/2015 7:08 PM
93	5	9/28/2015 11:27 AM
94	25	9/23/2015 7:51 AM
95	9	9/22/2015 10:39 AM
96	50	9/21/2015 12:18 PM
97	20	9/19/2015 10:50 PM
98	50	9/18/2015 10:13 PM
99	60	9/18/2015 3:16 PM
100	50	9/18/2015 12:32 PM
101	30	9/14/2015 3:32 PM
102	20	9/14/2015 1:51 PM
103	40	9/14/2015 1:30 PM
104	60	9/13/2015 2:31 PM
105	25	9/12/2015 6:45 PM
106	20	9/12/2015 8:14 AM
107	33	9/11/2015 1:44 PM
108	25	9/6/2015 12:07 PM
109	10	9/1/2015 10:15 AM
110	15	8/28/2015 1:36 PM
111	10	8/26/2015 8:56 AM
112	0	8/25/2015 10:49 PM
113	40	8/23/2015 5:07 PM

114	0	8/19/2015 3:40 PM
115	5	8/17/2015 4:25 PM
116	10	8/15/2015 10:41 PM
117	20	8/13/2015 4:41 PM
118	1	8/13/2015 3:20 PM
119	2	8/12/2015 8:51 AM
120	15	8/11/2015 2:10 PM
121	40	8/8/2015 10:38 PM
122	2	8/6/2015 6:23 AM
123	20	8/4/2015 10:18 AM
124	50	7/30/2015 9:41 AM
125	5	7/26/2015 12:47 PM
126	35	7/24/2015 9:14 AM
127	10	7/21/2015 10:44 PM
128	40	7/20/2015 11:05 PM
129	0	7/19/2015 2:43 PM
130	50	7/16/2015 2:31 PM
131	25	7/15/2015 5:30 PM
132	25	7/15/2015 5:26 PM
133	60	7/15/2015 2:35 PM
134	30	7/15/2015 9:28 AM
135	33	7/15/2015 9:04 AM
136	15	7/12/2015 12:25 PM
137	40	7/9/2015 10:47 PM
138	20	7/8/2015 1:14 PM
139	30	7/8/2015 12:16 PM
140	60	7/7/2015 11:57 AM
141	25	7/7/2015 9:21 AM
142	30	7/6/2015 4:15 PM
143	40	7/6/2015 10:39 AM
144	2	7/2/2015 1:55 PM
145	75	6/30/2015 2:11 PM
146	45	6/29/2015 3:59 PM
147	30	6/26/2015 5:14 PM
148	30	6/25/2015 3:25 PM
149	1	6/25/2015 12:23 PM
150	10	6/25/2015 7:06 AM
151	50	6/23/2015 6:46 PM
152	15	6/19/2015 5:12 PM
153	30	6/19/2015 12:36 AM
154	40	6/19/2015 12:20 AM

155	50	6/18/2015 11:14 AM
156	51	6/17/2015 9:45 AM
157	5	6/17/2015 8:14 AM
158	25	6/16/2015 2:08 PM
159	45	6/16/2015 1:59 PM
160	20	6/16/2015 12:30 PM
161	50	6/15/2015 4:15 PM
162	25	6/15/2015 2:19 PM
163	50	6/15/2015 12:32 PM
164	25	6/14/2015 7:03 PM
165	5	6/14/2015 5:26 PM
166	15	6/13/2015 11:03 PM
167	40	6/13/2015 6:33 PM
168	25	6/13/2015 1:11 PM
169	0	6/13/2015 12:01 PM
170	10	6/13/2015 11:48 AM
171	75	6/13/2015 9:27 AM
172	20	6/12/2015 10:54 PM
173	5	6/12/2015 7:49 PM
174	15	6/11/2015 1:25 PM
175	15	6/10/2015 11:44 PM
176	30	6/10/2015 6:09 PM
177	10	6/10/2015 4:41 PM
178	50	6/10/2015 4:00 PM
179	20	6/10/2015 2:49 PM
180	75	6/10/2015 9:03 AM
181	30	6/10/2015 6:23 AM
182	40	6/9/2015 10:05 PM
183	50	6/9/2015 2:22 PM
184	30	6/9/2015 1:11 PM
185	20	6/9/2015 9:33 AM
186	60	6/8/2015 11:52 PM
187	25	6/8/2015 10:29 PM
188	20	6/8/2015 4:04 PM
189	15	6/8/2015 4:00 PM
190	30	6/8/2015 3:23 PM
191	20	6/8/2015 12:47 PM
192	15	6/8/2015 11:18 AM
193	30	6/8/2015 11:15 AM
194	2	6/8/2015 11:09 AM
195	80	6/8/2015 10:23 AM

196	75	6/7/2015 11:34 PM
197	30	6/7/2015 10:18 PM
198	20	6/7/2015 4:17 PM
199	15	6/7/2015 4:01 PM
200	15	6/7/2015 12:05 PM
201	5	6/7/2015 10:44 AM
202	10	6/7/2015 10:19 AM
203	15	6/7/2015 9:45 AM
204	85	6/7/2015 8:16 AM
205	10	6/7/2015 7:50 AM
206	30	6/7/2015 1:44 AM
207	80	6/7/2015 1:16 AM
208	25	6/6/2015 11:44 PM
209	50	6/6/2015 11:09 PM
210	20	6/6/2015 10:49 PM
211	20	6/6/2015 10:32 PM
212	20	6/6/2015 10:12 PM
213	90	6/6/2015 9:52 PM
214	30	6/6/2015 9:47 PM
215	20	6/6/2015 8:49 PM
216	25	6/6/2015 8:40 PM
217	39	6/6/2015 8:40 PM
218	40	6/6/2015 8:35 PM
219	30	6/6/2015 4:42 PM
220	30	6/6/2015 3:47 PM
221	20	6/6/2015 2:50 PM
222	35	6/6/2015 2:41 PM
223	20	6/6/2015 2:00 PM
224	75	6/6/2015 1:44 PM
225	20	6/6/2015 1:22 PM
226	25	6/6/2015 11:29 AM
227	75	6/6/2015 11:12 AM
228	10	6/6/2015 10:20 AM
229	10	6/6/2015 10:02 AM
230	20	6/6/2015 9:13 AM
231	50	6/6/2015 9:09 AM
232	25	6/6/2015 9:07 AM
233	5	6/6/2015 8:58 AM
234	25	6/6/2015 8:52 AM
235	9	6/6/2015 8:37 AM
236	75	6/6/2015 8:36 AM



237	15	6/6/2015 8:08 AM
238	25	6/6/2015 8:02 AM
239	10	6/6/2015 7:42 AM
240	50	6/6/2015 7:24 AM
241	40	6/6/2015 7:18 AM
242	20	6/6/2015 7:16 AM
243	50	6/6/2015 6:58 AM
244	50	6/6/2015 6:55 AM
245	30	6/6/2015 2:49 AM
246	40	6/6/2015 1:42 AM
247	100	6/6/2015 12:46 AM
248	5	6/5/2015 11:49 PM
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251	20	6/5/2015 11:38 PM
252	10	6/5/2015 11:25 PM
253	15	6/5/2015 11:16 PM
254	30	6/5/2015 11:02 PM
255	20	6/5/2015 10:55 PM
256	100	6/5/2015 10:55 PM
257	20	6/5/2015 10:24 PM
258	30	6/5/2015 10:23 PM
259	10	6/5/2015 10:20 PM
260	40	6/5/2015 10:19 PM
261	20	6/5/2015 9:59 PM
262	15	6/5/2015 9:54 PM
263	15	6/5/2015 9:43 PM
264	33	6/5/2015 9:42 PM
265	50	6/5/2015 9:25 PM
266	10	6/5/2015 9:25 PM
267	20	6/5/2015 9:20 PM
268	15	6/5/2015 9:20 PM
269	5	6/5/2015 9:19 PM
270	20	6/5/2015 9:08 PM
271	45	6/5/2015 9:05 PM
272	57	6/5/2015 9:02 PM
273	10	6/5/2015 9:00 PM
274	50	6/5/2015 8:57 PM
275	15	6/5/2015 8:54 PM
276	50	6/5/2015 8:46 PM
277	20	6/5/2015 8:37 PM

278	20	6/5/2015 8:31 PM
279	60	6/5/2015 8:18 PM
280	90	6/5/2015 8:17 PM
281	40	6/5/2015 7:49 PM
282	45	6/5/2015 7:47 PM
283	50	6/5/2015 6:53 PM
284	10	6/5/2015 6:52 PM
285	20	6/5/2015 6:48 PM
286	100	6/5/2015 6:46 PM
287	20	6/5/2015 6:39 PM
288	10	6/5/2015 6:32 PM
289	30	6/5/2015 6:23 PM
290	20	6/5/2015 5:11 PM
291	30	6/5/2015 5:05 PM
292	60	6/5/2015 4:46 PM
293	50	6/5/2015 4:28 PM
294	15	6/5/2015 4:23 PM
295	20	6/5/2015 4:16 PM
296	70	6/5/2015 4:11 PM
297	15	6/5/2015 4:09 PM
298	50	6/5/2015 4:08 PM
299	30	6/5/2015 4:05 PM
300	30	6/5/2015 4:04 PM
301	25	6/5/2015 4:04 PM
302	25	6/5/2015 4:04 PM

## Q18 Please provide any additional comments or concerns you may have about improving walking or bicycling in Brookhaven:

Answered: 124 Skipped: 271

#	Responses	Date
1	I would love to see Brookhaven emerge as a walking/biking city. I think it would draw more people who enjoy an active lifestyle and be more convenient for those of us who reside here already. (A o-ring tram system would be the next step) wishful thinking!	12/8/2015 2:02 PM
2	Brookhaven should first address pedestrian sidewalks, safe crossing walks in all low income areas due to a higher usage getting to and from public transportation/and more walkers.	12/5/2015 2:37 AM
3	Q17 is a poorly designed question. There is no context given. We need dog parks and sidewalks to get there.	12/2/2015 9:18 PM
4	Our streets are already narrow and overcrowded. I can't see any of this working based on the current street size and traffic. The traffic is getting much worse due to all of the apartments being built around Brookhaven. Can't imagine how this can be accomplished.	12/2/2015 9:10 AM
5	more sidewalks and less bike paths	11/16/2015 12:30 PM
6	Brookhaven is a wonderful community. It will be more wonderful when it is more pedestrian friendly. Thank you for seeking resident input.	11/10/2015 2:03 PM
7	Stop wasting money on things you think are best for residents.	11/9/2015 4:35 AM
8	Physical beauty is an important point to keep into consideration. While so many of our neighborhoods are inviting and walkable, the routes to get to shops schools and other activity areas are uninviting and ugly. Please don't overlook trees and their role in keeping paths, trails and streets cool and beautiful.	11/7/2015 5:00 AM
9	Safety of residents along any trails must be a consideration.	11/3/2015 8:29 PM
10	We absolutely need pedestrian and biking trails & accommodations. We absolutely do NOT need any paths or accommodations for golf carts or other motorized vehicles.	10/24/2015 8:42 AM
11	I just moved to Brookhaven and would love to be able to bike to the Marta station and commercial shops on Peachtree from my house. Unfortunately, that would require me to bike down Osborne. I tried it once and it was terrifying. Drivers can't see the bikers around the corners and they risk crashing into on-coming traffic if they try to pass the biker. Osborne connects a massive amount of residential buildings to commercial areas and has the potential to be a fantastic corridor that would be heavily utilized if made safer for non-vehicular traffic.	10/19/2015 1:22 PM
12	Very skeptical about Brookhaven government. Too litigious. Too much bullying.	10/17/2015 10:57 AM
13	Brookhaven Heights needs sidewalks. Hundreds of cars cut through the neighborhood to access Kroger each day. When Walgreens comes it will be much worse. My children and I can't be outside walking/playing bc of all the traffic. That really cant be stopped, but sidewalks would be a wonderful solution. Another would be a trail that would allow us to access Lenox Park easily from the neighborhood. Thanks for offering this survey!	10/17/2015 9:08 AM
14	Healthier citizens provide more tax revenues since they live longer.	10/17/2015 7:15 AM
15	We have to be realistic about the balance between vehicular traffic and pedestrian/bike traffic. There are currently very few employment centers reasonably serviced by MARTA, so very few people can use public transportation on a daily basis. As such, there will continue to be a major influx of vehicular traffic on major thoroughfares such as Dresden/ N. Druid/ Ashford Dunwoody during the rush hours. It's already nearly unbearable to drive on these roads during peak hours. I don't want to see plans implemented that will add to that congestion. Ideally, I'd love to see these plans focus on connecting the neighborhoods to each other safely, and connecting the neighborhoods to the existing commercial districts. Additionally, I'd love to see a greater focus on attracting great storefronts and new tenants to the Dresden/Apple Valley/N. Druid corridor. It's only a mile from Thompson to Dresden, but it feels so much further because there is so little in the way of family-friendly and/or casual businesses on that stretch.	10/16/2015 10:32 PM
16	Question #17 is not easily answered without knowing what is spent today on these facilities, was there a surplus or deficit to previous years transportation budget, were would funding be decreased to fund additional bike/ped lanes. In short #17 is a flawed question for this given audience.	10/16/2015 10:22 PM

17	I see a lot of commentary from Brookhaven neighbors about cyclists not having a right to the streets. It's only my POV, but if you look at the global cities that are considered great, one thing that they all have in common is human scale architecture that placed first priority on pedestrians and cyclists. For me, it's not a matter of who has what right to use which roads, but how do we make our city great. I encourage you to look outside of Atlanta and outside of Georgia. Find the cities around the world that people hunger to live in...you'll find, almost universally, that walking and cycling are central to their city planning. It's no accident.	10/16/2015 9:18 PM
18	Pedestrian and cycling friendly infrastructure is clearly already a major attractant to the communities that have already secured them. In particular, this has proven to be an important imperative to wage earners in upper tax brackets, making it that much more important to municipalities. It would be in Brookhaven's strategic longterm interest to invest heavily in such infrastructure in my opinion. Plus as an avid cyclist, it would make the community more pleasant and livable.	10/16/2015 4:54 PM
19	-safe bike storage at MARTA (not just bike locks/racks) with lockers for storing belongings -effort to educate drivers about biking rules and vice versa (bikers don't stop at crosswalks, red lights, etc)	10/14/2015 8:18 AM
20	My biggest comment is this. Brookhaven streets are extremely narrow for vehicular traffic and could not safely accommodate a sharrow or bike lane without completely re vamping and widening the streets. We need to look at driver safety as well. There is not enough room to maneuver around a bicyclist on Windsor without moving into the oncoming lane which typically always has a lot of traffic. Whatever plan is chosen, drivers of vehicles should not have to slow down, stop, or endanger themselves to accommodate a bicyclist or walker on the street. There should be separate facilities and/or much wider streets.	10/14/2015 6:09 AM
21	Build it and they will come.	10/13/2015 7:38 PM
22	Sidewalks are very important. I would not want the lanes reduced on streets to accommodate bikes. There is already too much congestion with cars.	10/13/2015 4:28 PM
23	The small Brookhaven neighborhoods cannot accommodate the large groups of cyclists occupying the entire lanes. They need a separate path on which to ride.	10/13/2015 4:20 PM
24	Listen, I live in Brookhaven, I work in Alpharetta. If there was a safe route, I would ride to work every day, 20 miles, each way, without blinking.	10/13/2015 3:38 PM
25	Because a fit cyclist can travel at an average rate of 15 to 20+ MPH, mixing cyclists with walkers, runners, dog walkers and families with children on bikes or in carriages can be hazardous. Better to separate them.	10/13/2015 3:25 PM
26	Walking/biking improves health, property values, safety and overall desirability of an area. Look at the success of the Beltline!	10/13/2015 3:09 PM
27	speeding groups of bicycles are very dangerous in neighborhoods!!!!	10/13/2015 3:04 PM
28	Don't forget when planning, that it is above 90 degrees the better part of the summer. Brookhaven folks don't have the kind of jobs, at least in my neighborhood, where they can show up all sweaty to work. This stuff is for recreation. I doubt you will encourage a new way of transportation to work on the hot and cold and rainy days. How many days does that leave you, for this kind of planning and expense? Pay attention in the extreme weather. People are not out because of no walking or bike paths. They are not out because the weather is too hot, too cold, too rainy, too much threat of rain, etc. Pay attention to when they do come out. It's pretty miniscule. Stay real with this. It's for recreation only for the very largest majority of District 3 people at least. Thanks for the survey!	10/13/2015 2:59 PM
29	do this in concert with other organizations that have the experience in design and raising matching funds.	10/13/2015 2:56 PM
30	Hard to state what % to allocate of the transportation budget and prioritize without knowing the other transportation projects. But I firmly believe that having a path in front of or behind my house will improve the community much more than it will detract from my personal enjoyment of my home. With increased community comes reduced crime and improved quality of life for everyone involved. Many people are just afraid of change. But not all change is bad. This change would be for the better.	10/13/2015 2:42 PM
31	You are going to need to fix traffic first	10/13/2015 1:32 PM
32	The questionnaire has been prepared to force positive responses for this initiative.	10/13/2015 12:17 PM
33	n/a	10/13/2015 11:44 AM
34	I wish Brookhaven could be like Copenhagen. People there bike and walk a lot and are happier than us. But most Brookhavenites won't or can't give up their cars. So while I think it's noble to spend some money for the brave souls who bike, we need creative vehicular traffic solutions and major expenditures to implement them.	10/13/2015 11:14 AM
35	Unless the infrastructure ,roads widened, is improved there is no need for separate bike lanes,	10/13/2015 10:52 AM
36	If the majority of people are behind this, then we need to commit in a big way . . . no half measures.	10/12/2015 11:34 PM

37	Do not want additional concrete paths added through existing neighborhoods. We live in brookhaven heights with narrow streets and small lots. A 10" wide concrete path thru our front yard would leave us no yard!	10/12/2015 6:26 PM
38	Please see all my earlier comments. This is a very expensive initiative that will only pi** off residents if you start taking away front yards already close to the street to satisfy an entitled/elitist group of cyclist speeding through neighborhood and disobeying traffic laws.	10/12/2015 12:03 PM
39	While I do want to see more pedestrian friendly areas in brookhaven, I would hate to see this in Brookhaven Heights; especially the roads that are already used as cut throughs by vehicles.	10/12/2015 10:56 AM
40	On what other things is the budget used? (Need that info to properly answer #17) For the narrower streets, there should be a pedestrian walkway lane on the street. Pedestrians should not be walking in the middle of the streets and giving drivers dirty looks. Streets were made for driving and are being shared with pedestrians. Pedestrians should then be respectful of that and not walk in the middle or have their dog leashes stretching across the road.	10/12/2015 10:14 AM
41	No golf carts, this is not Peachtree City, if you want Peachtree City move to it.	10/12/2015 9:29 AM
42	Would love to see this in our community so much for so many reasons!	10/12/2015 9:16 AM
43	I waited years to be able to afford to move to Brookhaven. Sidewalks are great, but their placement on our very small lots is a reduction in the quality of life for those homeowners - you need to recognize that.	10/10/2015 8:49 AM
44	I would be ok with a small sidewalk in my yard but not a big old bike bath or multi use through my yard!	10/10/2015 7:27 AM
45	I do not want a side walk or path cut into my front yard.	10/9/2015 11:44 PM
46	No need for golf carts, this not Peachtree City.	10/9/2015 10:06 PM
47	I'd love to see older neighborhoods HAVE sidewalks and adequate lighting. This would encourage residents to get out and walk and not have to worry if they are going to make it home alive because of having to share the road with cars and trucks. I just moved back to GA Dec 2014, and I live in Brookhaven Heights and I cannot enjoy my daily walks with the dog (who stays at my heels), if I have to get OFF the roadway to dodge a car going too fast or because cars are parked on the side and it's not wide enough for 2 cars and ME. I do not agree with the 10' poured concrete paths that are proposed for a street inside our n'hood. I'm only okay with a 3-4' wide sidewalk because we are too much of a cut-through as it is with Starbucks taking everyones '5bucks' for a cup of java. Maybe they need to move. Cars back up at N. Druid Hills so they cut through Thornwell, Pine Grove, Oglethorpe, etc. OR make Peachtree/Colonial a ROUND A BOUT? I heard a rumor that Colonial/Standard was going to become a round-a-bout. YAY!! We're pleased to see Walgreens come into that delapidated lot on the other side of Colonial, but that is just going to ADD to the traffic and backups into our neighborhood. I'd like to see N. Druid Hills sidewalk situation improved, on both sides of the street.	10/9/2015 7:42 PM
48	Fix what you have. No need to build more	9/29/2015 7:08 PM
49	I find no enforcement of laws relating to bicycling. I view cyclists as a hazard on major roads and in packs greater than 5. Gas taxes and ad valorem taxes pay for our roads and I am not in favor of roads being devoted to cyclists. I am in favor of resources other than gas taxes and ad valorem taxes being used. Perhaps a licensing program or a tax of bicycles that would have them pay their way would be a good idea to allow them to share the costs of the mode of transportation they elect to use.	9/28/2015 11:27 AM
50	If a new path is developed between the north east and north west side of Murphy Candler Park, it should only be considered if there is a very significant boundary (at least 50 feet) from a property's side yard. It is very unfair to the owners of a property to have a path align with the side boundary of that property. Who wants to have unknown people constantly walking or biking immediately next to their side yard? What a terrible invasion of privacy!	9/22/2015 10:39 AM
51	The more Brookhaven invests in pedestrian/bicycle friendly communities now, the larger the return on investment later. I urge leadership to think of walking and biking as a MODE of transportation and not just a recreational activity. As our residents walk and bike more, their health will naturally improve.	9/21/2015 12:18 PM
52	Exercise Trails are the new Golf Courses. Connect a trail from Brookhaven to the Atlanta Beltway Trail.	9/19/2015 10:50 PM
53	I put a high % because something has to give with area traffic. Either people who live, work and attend school in the area need better (and more importantly, safer) options for getting around (walk, bike, cart) or a solution to divert traffic away from heavily congested areas (i.e. Johnson Ferry/Ash-Dunwoody) need to be made a priority.	9/18/2015 3:16 PM
54	The streets are not wide enough for the many bicylists on the roads. They are suppose to follow driving rules, but they do not. They need their own space and it might help improve traffic congestion.	9/14/2015 3:32 PM
55	There should be connectivity with the Peachtree Greenway. Sidewalks are needed on the north end of Buford Hwy for that walking oriented community. It would be good to have everyone share the trails. Cyclists and pedestrians should come together. If you want to ride as fast as cars, then those cyclists should probably be on the road with sharrows or bike lanes.	9/14/2015 1:30 PM

56	Murphey Candler and the areas around Montgomery Elementary are the areas in most dire need of walking and biking facilities for our family. I feel apprehensive every time my three young children and I need to go to or from school or the ballpark. Since these 2 sites accommodate hundreds of people on a daily basis, I would like to see Brookhaven give priority to these (and similar) areas/locations.	9/12/2015 6:45 PM
57	Enforce the speed limits on roads! Even when there are sidewalks I often feel unsafe because of the speed of the vehicles traveling on the road next to me. Slow down the vehicle traffic!!!!	9/12/2015 8:14 AM
58	Golf carts should have to be licensed and children should not be allowed to drive them like they do now in Ashford Park. That idiotic bicycle path on Caldwell for two blocks is extremely confusing and to put a bicycle path in between cars at Caldwell and Redding is just asking for an accident. Everyone I know in the neighborhood thinks it was an absolute waste of money. I sure hope the city makes better decisions in the future on how to spend our limited dollars.	9/1/2015 5:48 PM
59	I have cycled Brookhaven for 17 years. The 1 road that needs most improvement is the adding a cycling lane going up the hill from Windsor Parkway to Johnson ferry on Ashford Dunwoody. Just add a narrow strip for cycling only. This would be very good improvement.	8/26/2015 8:56 AM
60	Why are funds being used for such things. I do not want money expended in this manner.	8/25/2015 10:49 PM
61	Do not create more trails or connect existing trails. Privacy: creating or connecting trails through or alongside residential neighborhoods reduces home privacy. One moves to suburban neighborhoods to have a sense of privacy and quiet. Trails running through/along said neighborhoods would increase noise and decrease privacy. Safety: creating or connecting trails through/along our established neighborhoods would permit greater access to these neighborhoods, which can increase the likelihood of criminal activity. Trails and bike paths behind homes offer easy ways in and out of private property, increasing the odds of criminal acts (trespassing, burglary, destruction of property, littering). Conservation: creating and connecting trails would inherently require destruction of natural resources and placing in these untouched areas unnatural structures and the like. To build a trail, one must raze the land. To maintain a trail, one must continue to raze the land. Littering will become an issue, which will increase the population of critters. Noise pollution will increase. Trailway necessities (signs, bridges) again mar the natural landscape. There is an abundance of alternative options: there are plenty of walking/biking trails throughout the city as it already exists. What are becoming more scarce are the off-the-beaten-path neighborhoods and quiet cul-de-sacs: all of which are enjoyed by their residents, who do represent a significant part of the city. Again, one moves to such areas for the benefits of privacy, safety, quiet, natural landscape, and so much more. The trails/pathways can continue to exist where they are best suited: nearby parks and established mainways. The act of constructing, the act of maintaining, and the act of actually using trails and bikeways would greatly disturb the land and its residents. Please do not add more.	8/19/2015 3:40 PM
62	do NOT cut trees down to make bike or ped trails!	8/17/2015 4:25 PM
63	I commute by bike through Brookhaven on Peachtree, usually on the sidewalk. The sector between Kroger and Target is particularly challenging because of fast traffic, narrow sidewalks, and lots of turning cars. Thanks for considering the topic.	8/15/2015 10:41 PM
64	Let's do it!	8/13/2015 4:41 PM
65	Don't ruin our neighborhoods to do this	8/12/2015 8:51 AM
66	I would love to see Brookhaven create a trolley system (Dallas, TX has this) where bikers/walkers can jump on board or bring their bikes on board. The trolley could go to the Retail Areas, Parks, and Schools - connect the main hubs. The less congested areas can have bike paths/sharrows/trails.	8/11/2015 2:10 PM
67	I think that you have done a great disservice to Dresden Drive by re-paving, then grinding, then putting in a "sharrow" on a street that is clearly overburdened with vehicular traffic. Plus it indicates SOMEONE SCREWED UP.	8/6/2015 6:23 AM
68	Higher priority is to solve vehicular traffic problems that will only increase because the city allows more and more high density residential and commercial building.	7/26/2015 12:47 PM
69	I think this is an important infrastructure project for the future of Brookhaven. It will certainly make Brookhaven more livable and walkable.	7/20/2015 11:05 PM
70	We need more transit using existing streets and roads ... not goofy things like wider sidewalks and bicycle lanes. Stop spending my money on expensive things that only benefit a small minority of the population.	7/19/2015 2:43 PM
71	Am pleased with the sidewalk program to fill in numerous gaps (e.g. along Windsor Pkwy), hope it continues; groups of cyclists are already common on weekends on roads that likely are not large wide enough to add dedicated lanes needed to improve bicycle safety/vehicular movement; not sure how I feel about golf carts....P'tree City is great, but I'd initially rather have more opportunities to walk/bike with my kids in the community	7/15/2015 1:35 PM
72	I walk with my small dogs on a daily basis in ashford park and Brookhaven heights neighborhoods. People do not obey the speed limits at all I'm constantly passed while walking in the street by motorists exceeding 35 mph. Not comforting.	7/15/2015 9:28 AM

73	As ford dunwoody between peach tree & j ferry desperately needs a proper, consistent sidewalk	7/12/2015 12:25 PM
74	It needs to be safer. The city should organically invite biking and walking	7/9/2015 10:47 PM
75	North of Ashford Dunwoody road sidewalk is almost jungle now.	7/8/2015 1:14 PM
76	Keeping bicycle paths separate from vehicle traffic is very important to many recreational bikers. Broad sidewalks, such as the PATH trail on the Ashford Dunwoody bridge over W. Nancy Creek is a good example. Also, using existing sewer easements is sensible.	7/2/2015 1:55 PM
77	I don't actually know what the City of Brookhaven's budget is.	6/25/2015 12:23 PM
78	we have to have means and ways of being proactively more green, we can't expect people to bike that would like to bike very much while risking their life because there's nowhere safe to ride your bike.	6/25/2015 7:06 AM
79	Incorporate a dedicated bike lane through the commercial and shopping area along peachtree road which will encourage biking and walking	6/19/2015 12:36 AM
80	There needs to be public service announcements on the media to demonstrate how drivers need to respect pedestrians and bicyclists.	6/19/2015 12:20 AM
81	I do not like how close the sidewalks are to the street on Osborne. (no grass or anything in between) and the speed of the cars travelling is dangerous as well as the fact that it's hilly and windy, which make visibility quite poor.	6/18/2015 10:33 PM
82	needs to connect to buckhead 400 path and beltline eventually	6/16/2015 12:30 PM
83	I think it would be most useful to have bicycle paths that connect different parts of atlanta (ie buckhead, midtown, inman park) and the PATH, Beltline, maybe eventually the Silver Comet trail in Smyrna	6/15/2015 12:32 PM
84	I couldn't even begin to answer question #17 - that would require expertise and knowledge far beyond that needed to respond to this survey.	6/15/2015 9:36 AM
85	I don't know what percent is being spent now.	6/14/2015 5:26 PM
86	Fix the Peachtree traffic light issue (sync the timing) and the you will eliminate neighborhood cut thru traffic which will (in effect) make it safer for people to walk.	6/13/2015 12:01 PM
87	Keeping traffic under control is more important than sidewalks and such.	6/10/2015 4:41 PM
88	Most pressing need is for bike lanes along or parallel to Peachtree and Ashford Dunwoody. Not sure of percentage as I don't know what else the budget covers.	6/10/2015 12:36 PM
89	My main concern is safety. I would like to see speed limits enforced more especially in high traffic areas and school zones. As an example Ashford Dunwoody from Johnson ferry towards Marist School - cars speed during school hours and posted times.	6/9/2015 11:48 AM
90	Because there is so much cut through traffic in Brookhaven, measures MUST be taken to slow the traffic down and keep it out of residential neighborhoods. Then streets would be safer for walking bicycling.	6/8/2015 4:50 PM
91	Safety is a major concern especially on the major roads like Clairmont, Peachtree and Dresden. Clearance of weeds and debris on the sidewalks as well as uneven pavement are also a huge issue.	6/8/2015 4:04 PM
92	I would walk or bike to work if I felt it was safe - completely shielded from traffic	6/8/2015 3:23 PM
93	I put in 15% for the question above, but I have no idea of the amount of the transportation budget. I would need to know that information to accurately answer this question. Also, I was trying to select bike lanes, sidewalks, multi-use trails, and cycle tracks, but I kept getting an error message.	6/8/2015 11:18 AM
94	Interconnectivity in Brookhaven is a HUGE issue. If we could make it a more active community where people have access to sidewalks and bike paths to get to retail establishments and parks, it would make Brookhaven one of the better communities in Atlanta - a truly desirable destination to live. Unfortunately we don't have access to the beltline however, it would be great to at least have a lot of access to and lots of useful connected trails at our parks and sidewalks to retail that isn't too far to get to. Thanks for all you do! Your focus on this initiative is what will make Brookhaven a flourishing community!	6/7/2015 11:34 PM
95	right now it's a death trap along the main roads - and these are the only ones which connect. Address problems of no connections between cul-de-sacs	6/7/2015 12:05 PM
96	Brookhaven is a growing community and I would like to see it evolve into a Virginia Highlands type of environment.	6/7/2015 10:19 AM
97	Police could enforce existing laws and aggressive driving toward cyclist	6/6/2015 11:44 PM

98	DO NOT ALLOW GOLF CARTS ON SIDEWALKS!!! Read the studies! Make adjacent property owners (including the railroad at N Druid Hills and Marta) clean up sidewalks n right-of-ways. Lots of overgrown, obstructed areas. Get a safe route to Brookahven Park-- Peachtree is scary. EVERY renovated or new house should be required to install a sidewalk. ALL new commercial business should be built with parking lots in the back, fewer curb cuts, and wider sidewalks --- apply the Peachtree Overlay streetscape to ALL commercial areas.	6/6/2015 11:09 PM
99	The vehicle is the death of any urban environment. We need to change our priorities.	6/6/2015 9:52 PM
100	A dedicated walking/Bike trail would be outstanding and would have us walking and riding more!	6/6/2015 9:47 PM
101	Drew Valley and Ashford Park desperately need sidewalks!	6/6/2015 8:35 PM
102	I'm 37, mom of two, and a marathon runner. I'm most interested in sidewalks that would safely connect District One to the rest of the city. The Ashford Dunwoody and Johnson Ferry intersection is very difficult to navigate as a runner.	6/6/2015 2:50 PM
103	Need a sidewalk along all of Chamblee dunwoody.	6/6/2015 1:44 PM
104	We moved here 2 years ago from Charlotte. We lived close to downtown Charlotte and used greenways to bike to shops and restaurants, parks etc and road the booty loop for exercise. Our kids do not bike in Brookhaven so we miss this access here. Good Luck!	6/6/2015 1:22 PM
105	The reason I voted for cityhood for Brookhaven was because of the increased likelihood we would have better sidewalks and cycling. I saw other areas that recently became cities and saw the investments in sidewalks and walkability. We have an opportunity to shake off a history of poor design and neglect. Let's go.	6/6/2015 8:37 AM
106	When I think about the good walking and biking town, I think about Bethesda Maryland. Look at how they connected their neighborhoods and how they created an environment that is very biker and Walker friendly. Also, consider the trails and how they keep them safe. The biggest struggle for our family is how the neighborhoods aren't connected and that we live very close to Murphy candler park, as the crow flies, but we have to drive to get there.	6/6/2015 8:36 AM
107	Brookhaven Heights is a nightmare for biking and walking because of the cut through traffic. My kids and I cannot safely bike the neighborhood and walking can be risky. There's no park in the neighborhood and no safe way to walk or bike to Briarwood park. Crossing Druid Hills is deadly and the sidewalks on Briarwood are in very poor shape and much too close to the road where cars zoom by at 50 mph.	6/6/2015 7:42 AM
108	provide biking and walking paths along stream buffers and try to connect to a path network	6/6/2015 7:16 AM
109	I like the idea of some pedestrian trails, but not if they run adjacent to the creek system and through backyards. Anything that could contribute to flooding in Drew Valley, including having pedestrian trails next to the creek system, is a bad idea.The Drew Valley Detention Pond and floodplain buyouts were a response to unprecedented flooding in 2003-2004, where 176 homes flooded, many with 5-6 feet of water. This 12 million dollar investment was not built to withstand pathways next to creeks or over-development upstream.	6/6/2015 6:58 AM
110	While I don't live in Brookhaven, I do work there. I cycle to work and home and my route can take me through much of brookhaven. It would be nice to have more bike lanes. It would also be nice if on residential streets (single lane each way with houses on them) had speed limits of 25 mph instead of 35 or 45. Safer for residents, kids, walkers, cyclists.	6/6/2015 1:42 AM
111	Please make it easier for your Dunwoody neighbors to ride to Brookhaven!	6/6/2015 12:46 AM
112	Please no golf carts	6/5/2015 11:49 PM
113	Please put something on Chamblee Dunwoody road...sidewalk, bike lane something so we can get to the Georgetown area and Murphy candler from Dunwoody Forrest. There is no way to walk or bike that direction at all and traffic is very fast.	6/5/2015 11:38 PM
114	Safety is important. No enhancements of sidewalks or trails to MARTA. It would be too easy for would-be criminals to utilize. Would love more sidewalks in Ashford Park, from Peachtree to St. Martin's, and also a designated community bike/walk trail in a safe part of Brookhaven.	6/5/2015 11:16 PM
115	I would love to see some of our roads to become only one way. The second lane could become solely a bikepath.	6/5/2015 10:55 PM
116	Something is better than nothing.	6/5/2015 9:59 PM
117	We have to find ways to traverse over, or tunnel under, our CSX/MARTA, Peachtree, and Buford Hwy. They are each lethal obstacles to people and connectivity of all types.	6/5/2015 9:25 PM
118	A cycletrack or dedicated bike lanes on peachtree are a must.	6/5/2015 9:20 PM
119	We should emulate what is happening with the belt line.	6/5/2015 8:17 PM
120	It will be nice over time but we don't need to break the budget to get them. Improve the parks first. That's what we were promised and they are the best destinations for everyone to enjoy.	6/5/2015 6:48 PM



121	Boost the taxes on gasoline to fund roadways. Boost the cost of parking. Limit available parking space. Make driving as inconvenient as possible. Get MARTA trains and buses to run on time.	6/5/2015 6:46 PM
122	If there is any chance to make bike paths (e.g. beltline) that would be my preference!	6/5/2015 4:16 PM
123	We need trails through neighborhoods so pedestrians don't have to use streets.	6/5/2015 4:04 PM
124	Used to live in Madison, WI, which has an outstanding cycling system in place. Recommend reviewing their models.	6/5/2015 4:04 PM



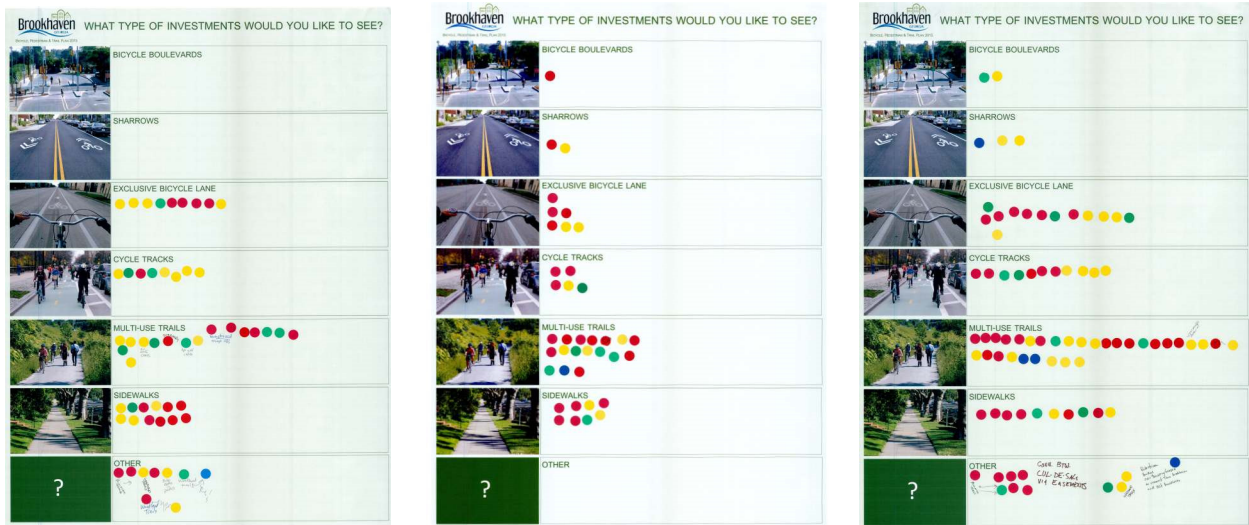
# Appendix B

# COMMUNITY MEETING #1

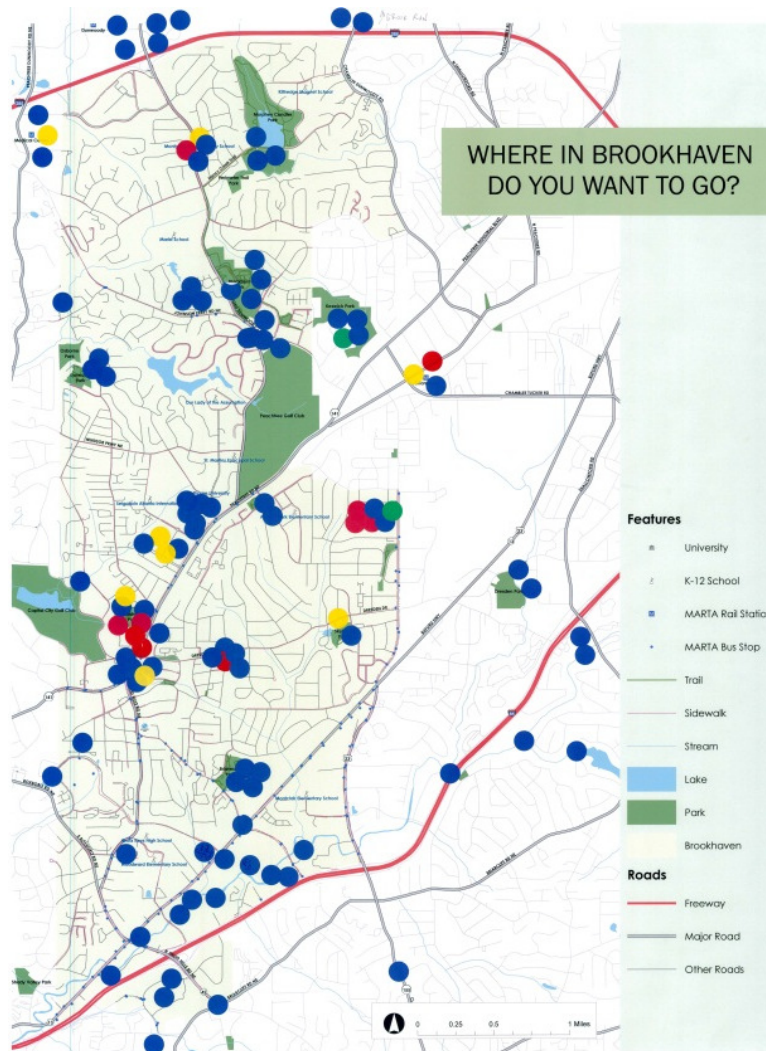
The public meeting held May 19<sup>th</sup>, 2015 in the Lynwood Park Community Center served as a kick-off meeting to engage the general public in the decision making process for the creation of a bicycle, pedestrian, and trail plan for the City of Brookhaven. Attendance at this meeting was strong, with over 70 people signing in.

### PREFERENCE EXERCISES

The meeting began with an open house session during which participants were able to engage with a number of questions. A series of boards asked participants to select which types of infrastructure they most preferred, including bicycle boulevards, sharrows, exclusive bike lanes, cycle tracks, multi-use paths, sidewalks, and an “other” section, in which participants could add any additional type of improvement that they would like to see. Participants were able to indicate multiple different investments. Of these, multi-use trails, exclusive bicycle lanes, and sidewalks were most popular. There was also community interest in connecting isolated neighborhoods via cul-de-sac trails.



An additional board asked participants “Where in Brookhaven do you want to go?” and gave participants the opportunity to indicate their favorite locations within and adjacent to Brookhaven on a single map. Many locations were heavily favored, but major clusters of interest were indicated at the intersection of Peachtree Road and North Druid Hills Road (near the Brookhaven MARTA station), Town Brookhaven, around Blackburn and Murphey Candler Parks, as well as along Buford Highway, both Medical Center and Chamblee MARTA Stations, the Dunwoody/Perimeter Center area, and other, smaller parks.



## FORMAL PRESENTATION

After this open house session, a brief presentation was given by Pond & Company. This presentation introduced residents to the consulting team and to the planning process that will be used.

## VISION EXERCISE

As part of the planning process, participants were introduced to the upcoming tabletop exercise. In this exercise, facilitators guided six groups of participants through the creation of an overall vision for cycling and walking in Brookhaven. Each group of participants began by identifying locations popular for travel, and especially locations that they would like to be able to walk or bike to. From this layout of locations, the groups identified the primary routes by which they currently get between these locations, creating an existing, primary transportation network. With this network and these locations in mind, participants were then asked to create a vision of a walking and biking system for the city. This vision was designed to connect important destinations with neighborhoods and each other, while considering existing conditions, upcoming projects, and the feasibility and suitability of different facilities at different locations. At the conclusion of the meeting, each group shared a few important points of their vision with the other groups, giving all participants the chance to see what every group had created.

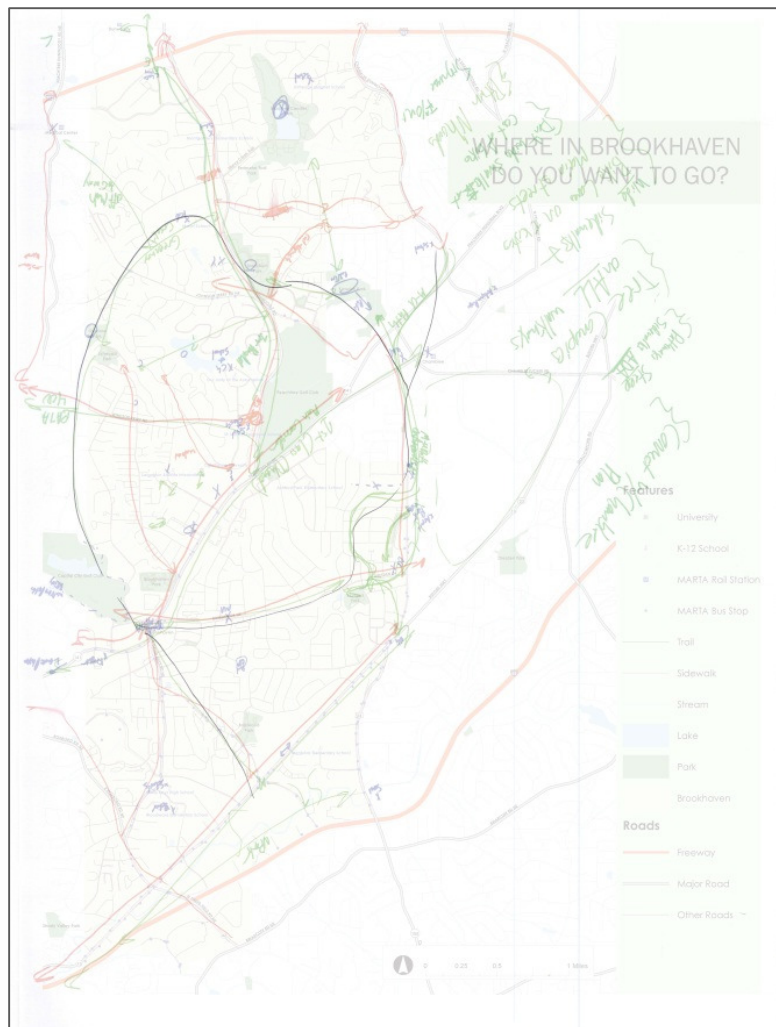
## GROUP 1

### *Existing Network*

This group was interested in travelling to many locations within the city of Brookhaven, including but not limited to Town Brookhaven, the Brookhaven MARTA station, various grocery stores, city parks (especially in the northern portion of the city), churches, and schools. The group also indicated locations adjacent to the city in Chamblee, Dunwoody, and Sandy Springs as well as the Buckhead neighborhood of Atlanta. The identified network largely followed regionally significant corridors, including Peachtree Road, Buford Highway, Ashford Dunwoody Road, and North Druid Hills Road as well as local streets including Dresden Drive, Windsor Parkway, and Donaldson Drive/Harts Mill Road.

### *Vision*

The vision created by this group began with the connection of nearby parks, specifically direct links from Keswick Park to Murphy Candler Park and Blackburn Park, which would complete a large loop between the three. Next, a greenway was suggested running from Ashford Dunwoody Road and the existing Nancy Creek Trail along Nancy Creek to the west, connecting to both Osborne Park and Lynwood Park. Dresden Drive was then also identified as an active corridor in need of pedestrian and cycling improvements. With these segments, two more stretches were added – from Osborne and Lynwood Parks south to the Capital City Golf Club, and Clairmont Rd north from Dresden Drive through the city of Chamblee north to Keswick Park. These links completed a continuous loop around the city, directly connecting five public parks, the Brookhaven MARTA station, and numerous important corridors. Additional links were added passing through the loop (Peachtree Road), extending from the center of the loop outward (Ashford Dunwoody Road) and branching from the edge of the loop (Briarwood Road, and a spur trail to PATH400). Different segments were envisioned with different treatments. Portions of the loop which follow creeks, cut through parks or otherwise pass through natural areas were typically envisioned as multi-use paths, while existing roadways were more typically imagined with added bike lanes and sidewalks.



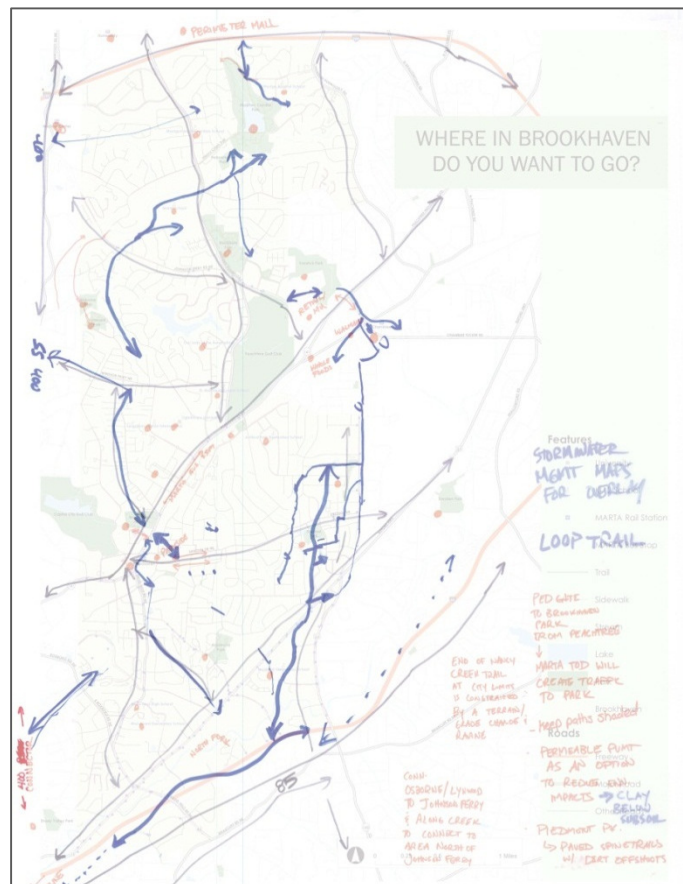
## GROUP 2

### Existing Network

The group spent a few minutes going around the table and identifying destinations that each person felt were important to connect to with biking and walking facilities. Neighborhood schools were identified as an important destination, and it was mentioned that a large majority of students at Woodward Elementary walk to school from the surrounding residences. In addition to schools, the city's parks were singled out as being desired connection points. One citizen commented that Brookhaven Park on Peachtree Road would be better served if access from Peachtree Road could be provided. The retail along Dresden Drive and Peachtree Road, and Town Brookhaven were highlighted as important shopping and dining areas that would benefit by being connected to a pedestrian/bicycle network. Lastly, the group identified several desired connections to places outside of the city, such as PATH400, the Beltline Spur to the southwest, and the redevelopment efforts in Chamblee on New Peachtree Road (Whole Foods), destinations in downtown Chamblee, and the redevelopment proposed near the "Great Gatsby" antique store.

### Vision

The connected network that was envisioned in the group exercise revealed a loop system that encompassed the North Fork Greenway on the south side, a series of sidepaths north along Clairmont Road and/or creekbeds or parks (Skyland or the linear park north of Dresden near eastern city limit) in this area of the city. The east side of the loop would extend across Dresden Drive to the north and tie into the existing path in Chamblee that runs under Peachtree Road. This would create a connection to the retail of Chamblee that was mentioned as being a key destination. The loop would pass under Peachtree Road via the existing Chamblee path, into Keswick Park. Keswick Park could be connected to the terminus of the Nancy Creek Trail via a bridge (there are steep grade changes in this area, which would likely require a bridge structure). The Nancy Creek Trail can be connected with residential areas to the west of Ashford Dunwoody Road at West Nancy Creek Drive, through or near Marist School property, and along Nancy Creek bed to Lynwood Park. Connection from Lynwood back to Peachtree Road could be accomplished along more creek beds, or along one of the north-south roads of Mabry Road, Osborne Road, or Hermance Drive. Crossing Peachtree Road is a challenge, but could be accomplished with grade separation or even with wider, more pronounced crosswalks at North Druid Hills Road or Dresden Drive. Sidewalk/trail sections along North Druid Hills Road made sense to citizens considering the MARTA stops and gaps in sidewalk coverage. This connection would take trail users back south to the North Fork Greenway and complete the loop.



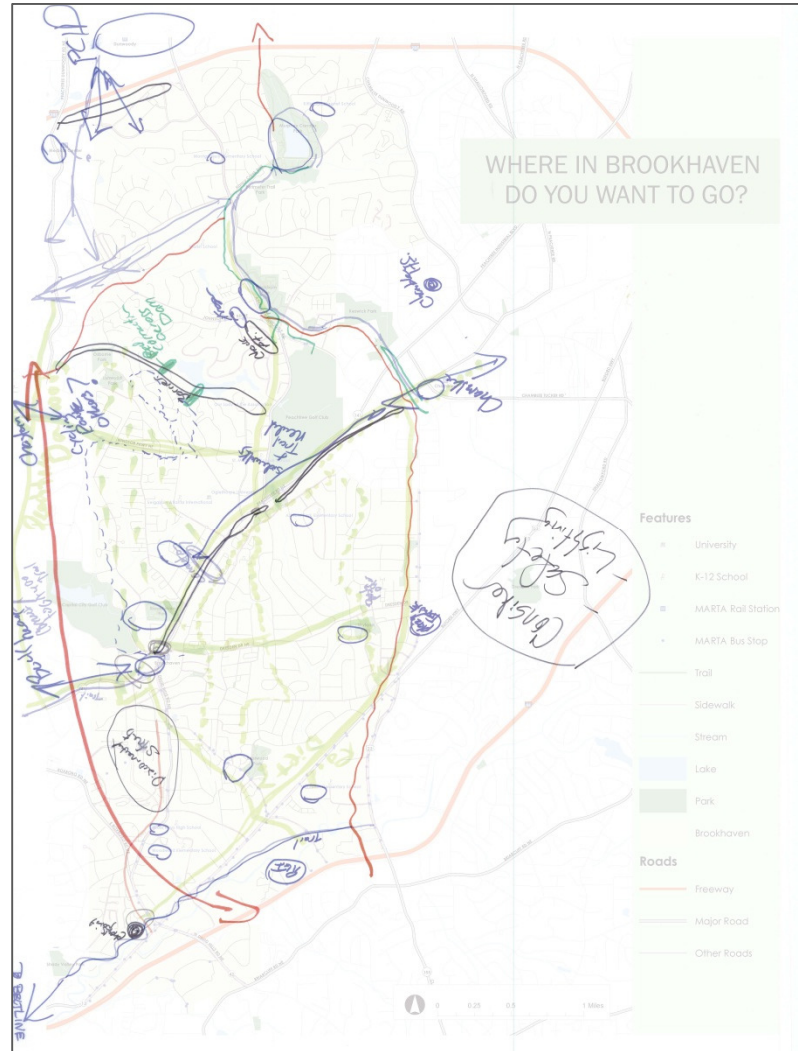
### GROUP 3

#### Existing Network

This group identified Brookhaven schools as well as connections to adjacent Buckhead, Sandy Springs, Dunwoody, and Chamblee as important locations as well as many nearby MARTA rail stations and public parks. These considerations led the group to identify a primary existing network focused on Peachtree Road, Clairmont Road and Peachtree Dunwoody Road, just west of the city limits. The group also noted Johnson Ferry Road as a way to get in and out of the city, especially to and from Peachtree Dunwoody Road and Ashford Dunwoody Road, which is a primary crossing point of Interstate 285.

#### Vision

This group's vision followed many of these corridors when laying out a pedestrian and bicycling vision, especially Peachtree Dunwoody Road, Peachtree Road, and Clairmont Road. It also identified Windsor Parkway, and three of the roughly parallel roads it crosses – Mabry Road, Osborne Road and Woodrow Way – as ways into central neighborhoods. This group's vision identified Buford Highway as a candidate corridor for a road diet, and Ashford Dunwoody Road as a corridor from the Nancy Creek Trail south to Peachtree Road. Within the southern/central portion of the city, a network of residential streets that connect from Briarwood Park, Briarwood Road and the intersection of Buford Highway and Clairmont Road north to Peachtree Road and continuing east into Chamblee towards the existing Keswick Park Extension Trail were also called out as potential walking and cycling paths.









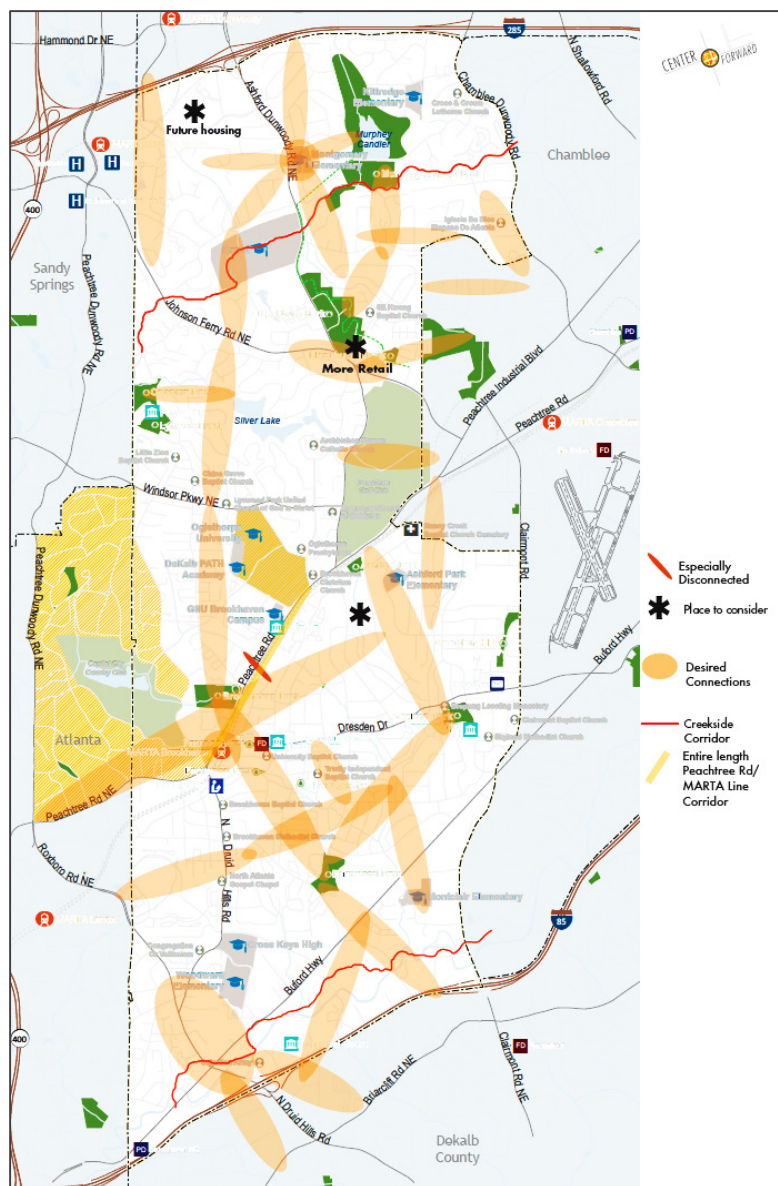
## GROUP 6

### Existing Network

This group sought to connect schools, restaurants, parks, community centers, and shopping centers within Brookhaven. These notably included the Brookhaven MARTA station, the YMCA, Children's Healthcare of Atlanta, the Brookhaven Library, post offices, and Kroger. This group especially noted that Post Brookhaven apartments are disconnected from commercial activity by the rail lines, and how pizza restaurants (including Mellow Mushroom, Avelino's, and Corner Pizza) are family-friendly activity nodes that would be well served by pedestrian connections. They also identified a number of locations outside of the city limits, including Lenox Mall in Buckhead Atlanta to the southwest, Perimeter Mall to the north, PATH400 to the west, three adjacent MARTA stations (Chamblee, Dunwoody, and Medical Center), and various nearby bike projects in neighboring jurisdictions.

### Vision

The vision created by this group includes a special note of the Peachtree Road corridor and need for improvements along the full length of the street. In addition, it includes connections north and south from the Brookhaven MARTA station area, through neighborhoods from Murphy Candler Park south to Interstate 85 via the Marist School and Silver Lake. The area near Montgomery Elementary School and Murphy Candler Park serves as a hub of access to nearby neighborhoods, parks and schools. South of Peachtree Road, a connection was envisioned from Peachtree, via Ashford Park Elementary School through a residential neighborhood to Skyland Park before turning to Briarwood Park. Additional connections were included from this corridor south to Montclair Elementary School, north to Village Place on Dresden Drive and west connecting across North Druid Hills Road to Roxboro Road. South of Briarwood Park, links were included across Buford Highway to the planned North Fork trail, and across I-85. Additional interstate crossings were envisioned near the North Druid Hills Road interchange, providing access to the southernmost part of the city.





# Appendix C

# COMMUNITY MEETING #2

## Public Meeting #2

September 30, 2015

### Study Team Attendees

Richard Meehan (City of Brookhaven)  
 Richard Fangmann (Pond & Company)  
 Eric Lusher (Pond & Company)  
 Graham Malone (Pond & Company)  
 Andrew Babb (Pond & Company)  
 Niwana Ray (Pond & Company)

### Meeting Notes

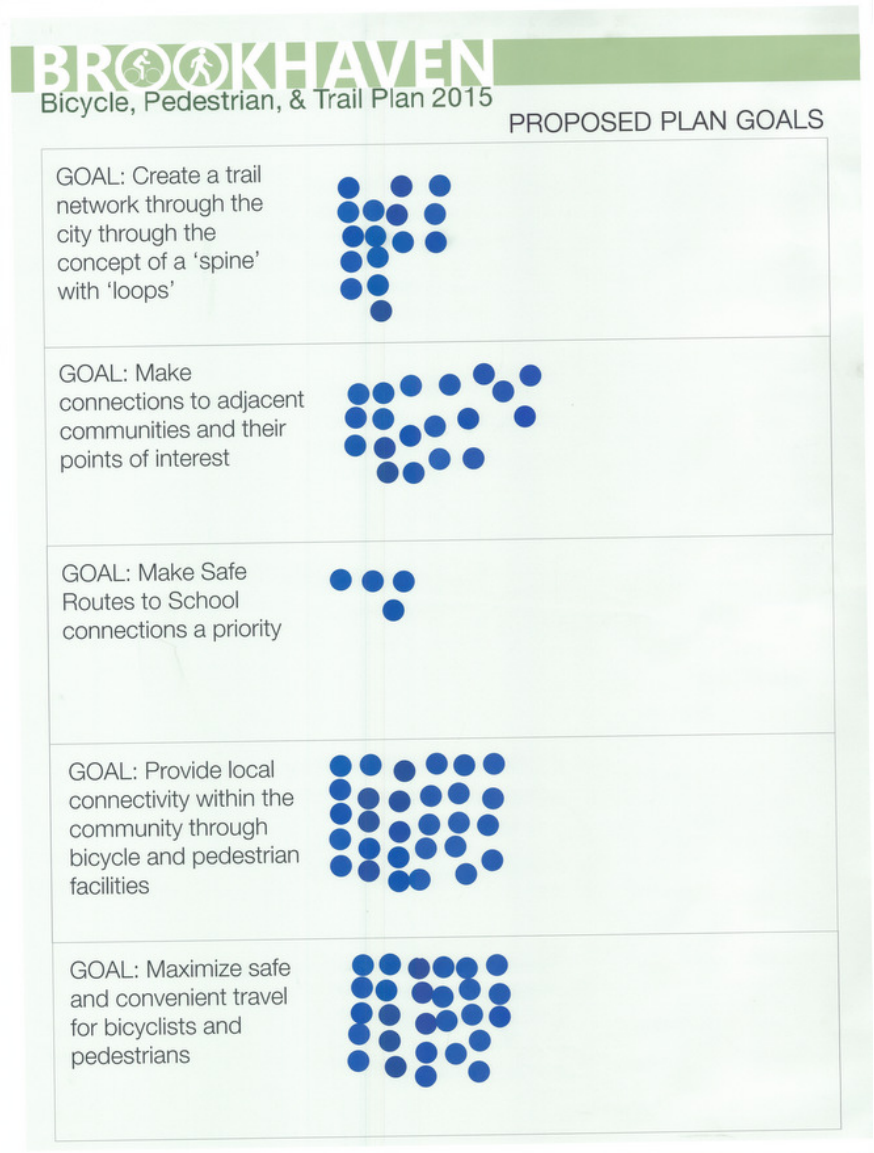
This public meeting was held at Lynwood Park Community Center to discuss progress on the planning efforts and receive direction from the general public regarding initial draft recommendations. Over 34 people attended the meeting. The meeting had three distinct phases:

1. Open House Discussion
2. Formal Presentation
3. Group Discussions

### Open House Discussion

The first half hour of the meeting was set up informally to allow attendees to arrive at their own pace. During this period of time, maps of the pedestrian, bicycle, and trail visions (see attachments) were available for discussion with study team members. These visions were updated to incorporate stakeholder group comments from a previous meeting. During these discussions, overall reaction to the plan was positive but general concerns were voiced about the impacts of multi-use trails on residential streets.

Additionally, attendees were asked to indicate preferences for overarching goals developed to guide further planning efforts. Attendees were given a total of five votes (via five dots) and were allowed to distribute as many of their votes to any goal they thought appropriate. In effect, an attendee could place all five votes for one goal or spread all five of their votes evenly through the goal categories. **The results are indicated to the right.**



### Formal Presentation

A formal presentation was conducted to educate meeting attendees on the planning process and efforts to date.

### Group Discussions

Meeting attendees split into three groups, with each group conducting the same table top exercise to discuss the pedestrian, bicycle, and trail visions and indicate the projects that appeared to be the most critical as indicated **on the table below**. Areas of commonality amongst the groups are indicated within the same rows – showing large interest in various connections along the ‘Spine’ concept (a north-south trail network along Druid Hills Road, Druid Hills Road, and a vital connection across and along Peachtree Road), and the connections to Keswick Park in Chamblee.

GROUP 1	GROUP 2	GROUP 3
Connection across Peachtree Road	Corridors on the “spine” including Ashford-Dunwoody Road, the connection across Peachtree Road and Druid Hill Roads.	Corridors on the “spine” including Ashford-Dunwoody Road, the connection across Peachtree Road and Druid Hill Roads.
Ashford-Dunwoody Road between Blackburn and Murphey Candler Parks		
Peachtree Road		
Dresden Road		Dresden Road, with emphasis on the more developed area
Connection to Keswick Park	Connection to Keswick Park	
		Osborne Road
Lenox Park Boulevard		
Caldwell Road		
	Nancy Creek Trail	Nancy Creek Trail
		North Fork Trail
		Clairmont Road

Additionally, attendees were encouraged to provide any additional handwritten comments or thoughts. **These are provided in the attachments.**

### **ATTACHMENTS**

- Sign-in Sheet
- Bike/Ped/Trail Vision Maps
- Formal Presentation
- Comments Received

# BROOKHAVEN

## Bicycle, Pedestrian, & Trail Plan 2015

PUBLIC MEETING  
SEPTEMBER 30, 2015  
SIGN-IN SHEET

	Name	E-mail Address	Street Address
1	JIM GALLO		
2	Conor Sen		
3	Cristina Diaz		
4	Michael Clifford		
5	Katherine Moore		
6	Bob Otto		
7	Bill Cox		
8	Christina Cherniak		
9	MATT RITCHIE		
10	Lauren Beckl		
11	Jennifer Harper		
12	Dan Clarke		
13	Kathy Forber		
14	EP O'CONNOR		
15	Kayla Fitzpatrick		
16	Jim Guden		

10



# BROOKHAVEN

## Bicycle, Pedestrian, & Trail Plan 2015

PUBLIC MEETING  
SEPTEMBER 30, 2015  
SIGN-IN SHEET

Name	E-mail Address	Street Address
1 <u>Maura Kiper</u>		
2 <u>Colin Munnich</u>		
3 <u>Tessel Carstens</u>		
4 <u>Frank McCloskey</u>		
5 <u>Meredith O'Connor</u>		
6 <u>Shelly Donaldson</u>		
7 <u>Michael Diaz</u>		
8 <u>SANDY MURPHY</u>		
9 <u>BLAIR BELTON</u>		
10 <u>Chad Arceneaux</u>		
11 <u>JAMES BOHAYAN</u>		
12 <u>Tom Spasun</u>		
13 <u>Edith Darnen</u>		
14 <u>Kyle + Katie Acavedo</u>		
15		

# DRAFT BICYCLE VISION

*These project descriptions were presented at the public meeting on 9/30/15 for discussion purposes. Therefore, they do not represent the final recommendations of the planning effort.*

## Network Type

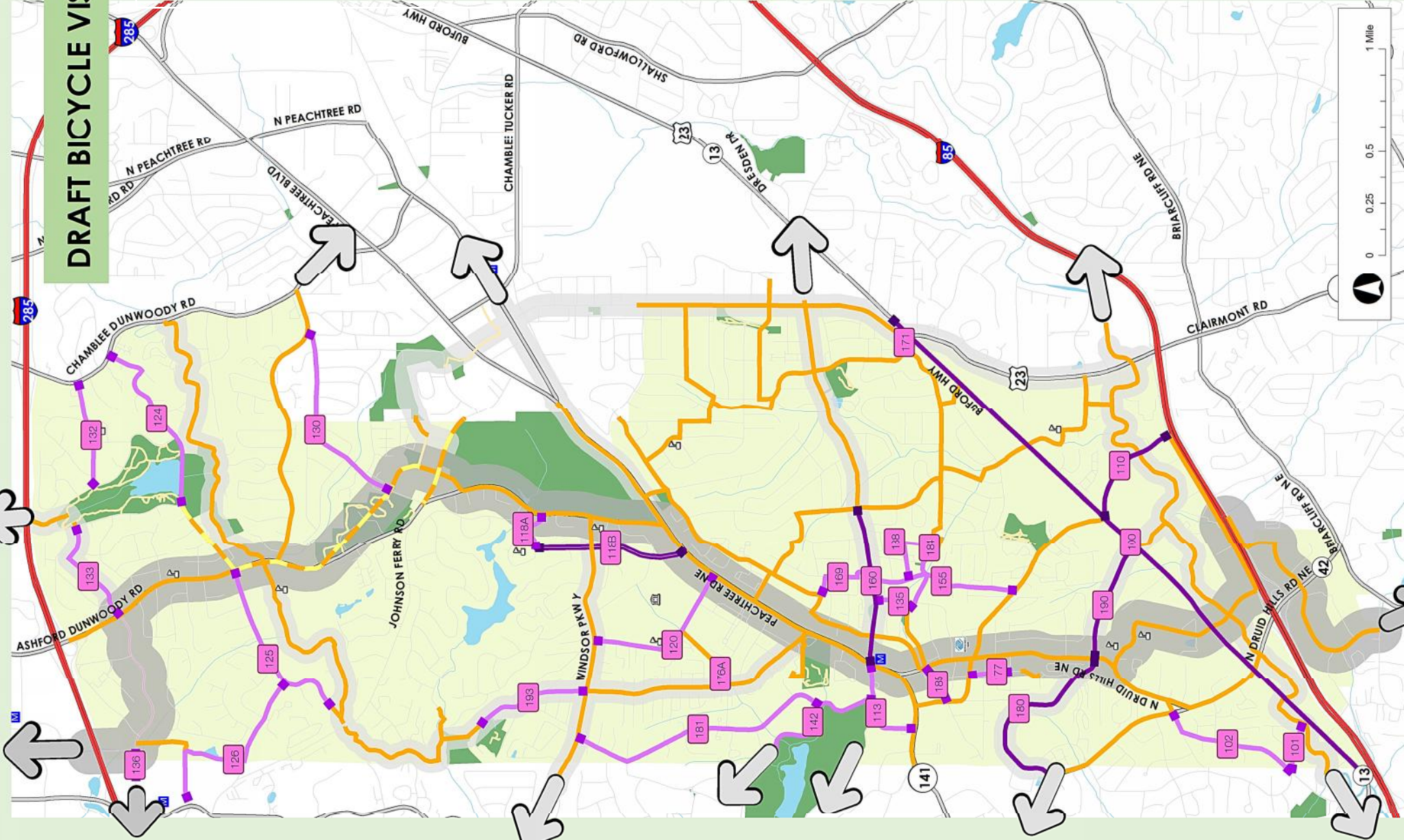
- Existing Trail
- Existing Bike Lanes
- Cycle rack
- Buffered Bike Lanes
- Sharrows
- Multiruse Path\*
- Improve/Brand Existing Path\*

## Features

- University
- K-12 School
- MARTA Rail Station
- Stream
- Lake
- Park

## Roads

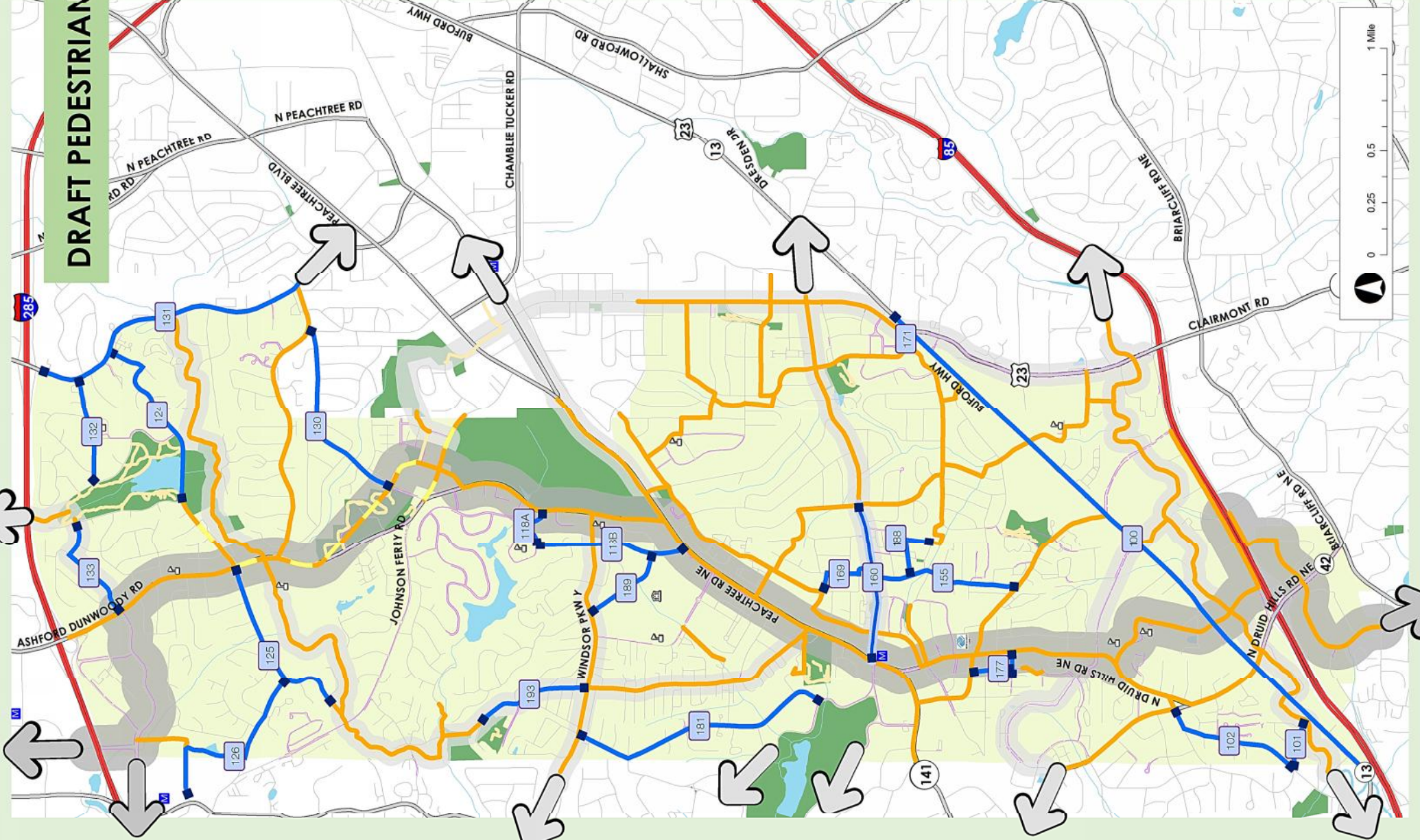
- Freeway
- Other Road



\*Multiruse paths provide a facility for both pedestrians and cyclists separate from the roadway, but may be implemented in many different ways. Paths built in different locations may provide different facilities.

# DRAFT PEDESTRIAN VISION

*These project descriptions were presented at the public meeting on 9/30/15 for discussion purposes. Therefore, they do not represent the final recommendations of the planning effort.*



## Network Type

- Existing Trail
- Existing Sidewalk
- Sidewalks
- Wider Sidewalks
- Multiuse Path\*
- Improve/Brand Existing Path\*

## Features

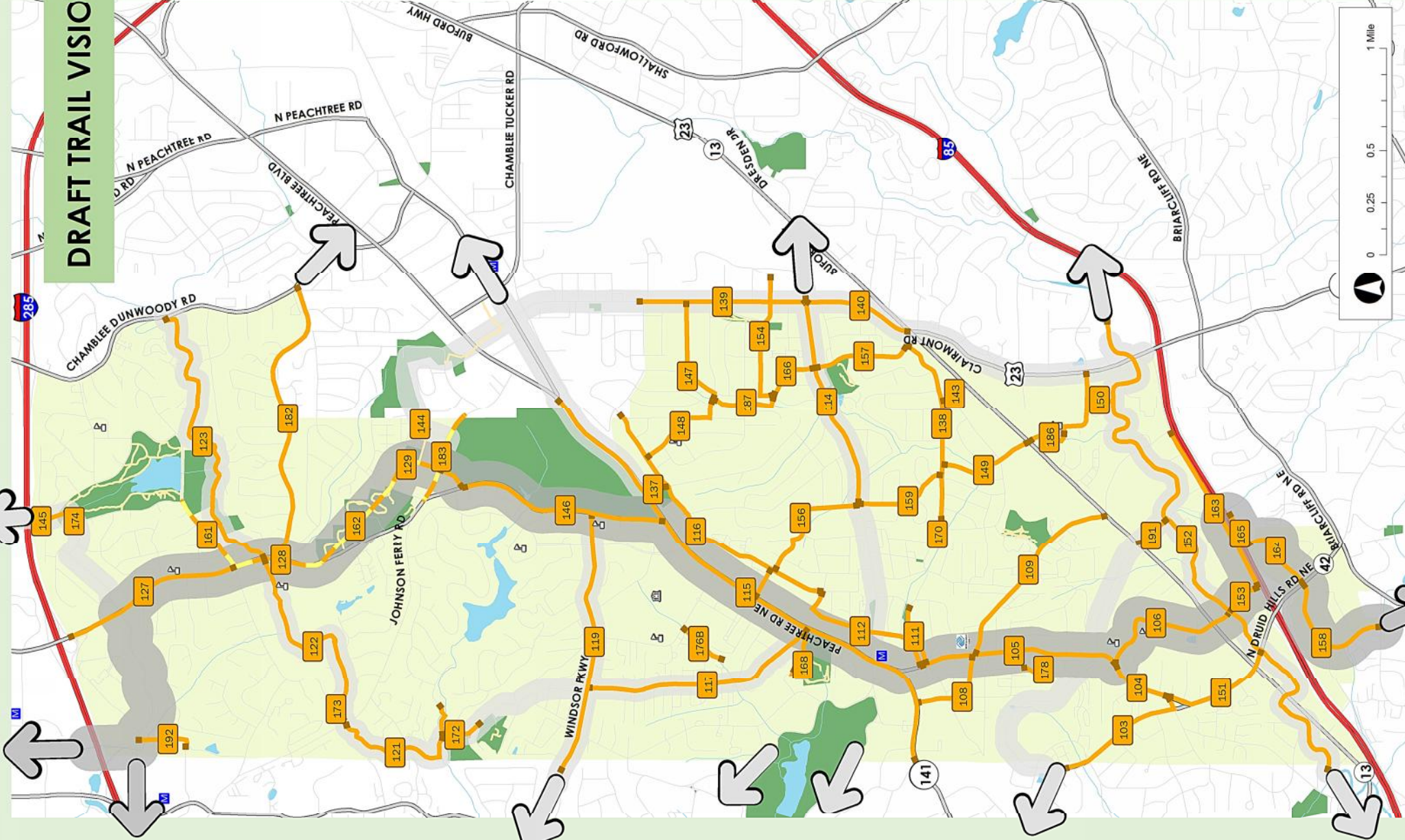
- University
- K-12 School
- MARTA Rail Station
- Stream
- Lake
- Park

## Roads

- Freeway
- Other Road

# DRAFT TRAIL VISION

*These project descriptions were presented at the public meeting on 9/30/15 for discussion purposes. Therefore, they do not represent the final recommendations of the planning effort.*



## Network Type

- Existing Trail
- Multi-use Path\*
- Improve/Brand Existing Path\*

## Features

- University
- K-12 School
- MARTA Rail Station
- Stream
- Lake
- Park

## Roads

- Freeway
- Other Road

\*Multi-use paths provide a facility for both pedestrians and cyclists separate from the roadway, but may be implemented in many different ways. Paths built in different locations may provide different facilities.

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015



Public Meeting #2  
September 30, 2015

# WHAT IS THE PLAN?

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015



Public Meeting #2  
September 30, 2015



# GENERAL PROCESS

SPRING 2015

SUMMER 2015

FALL 2015

## EXISTING CONDITIONS

Field Inventory  
Review of Other Planning Efforts  
Review Community Conditions

## SYSTEM APPRAISAL

Suitability Methodology  
Suitability Evaluation

## NETWORK DEVELOPMENT

Corridor Feasibility Review  
Identification of Improvements

## RECOMMENDATIONS

Prioritization  
Cost Estimates  
Funding  
Documentation

WE ARE HERE



PUBLIC ENGAGEMENT



STAKEHOLDER ADVISORY & PARTNER AGENCIES



Public Meeting #2  
September 30, 2015

# GENERAL PROCESS

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

SUITABILITY



INPUT



FEASIBILITY



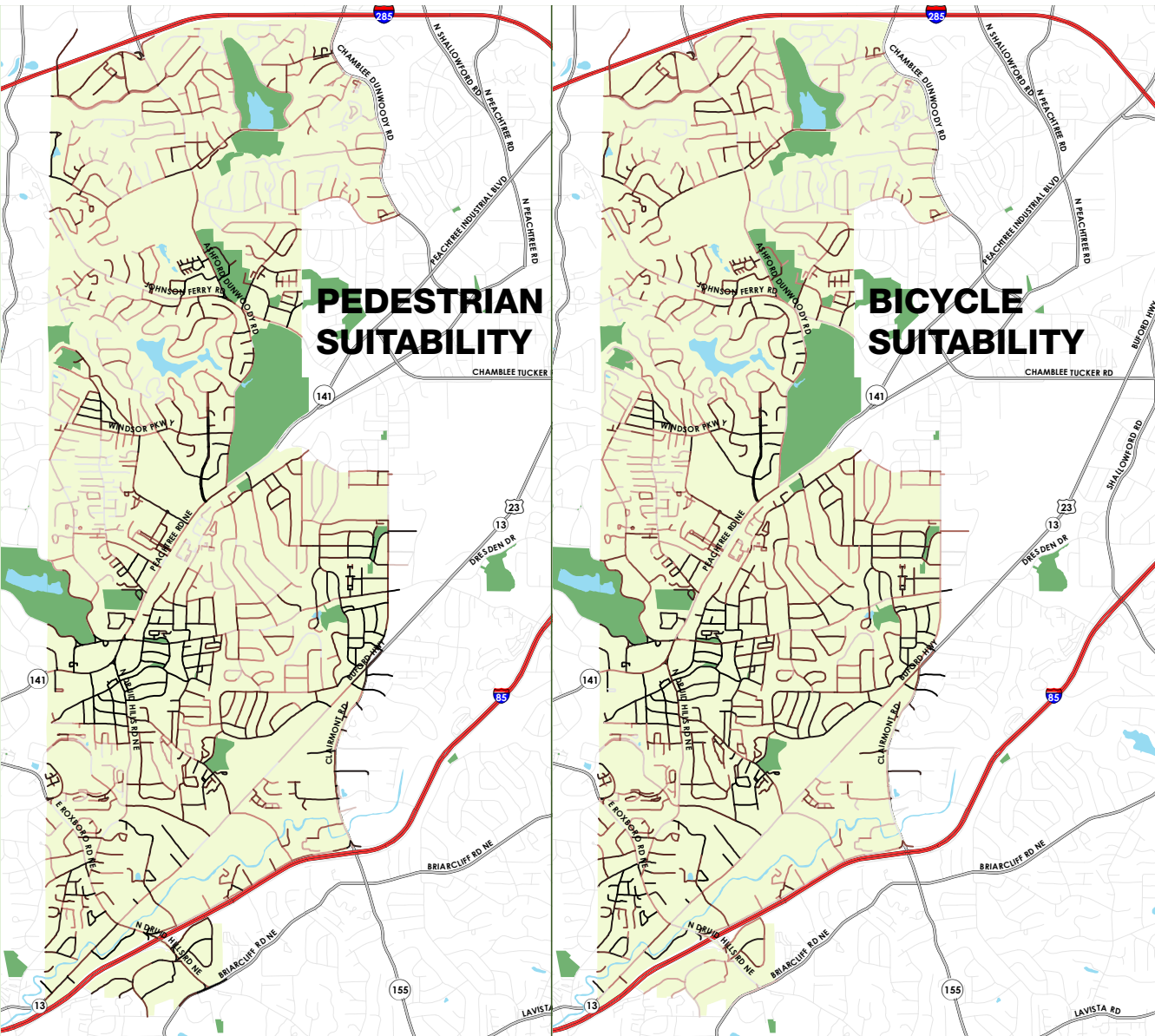
PRIORITIZATION



Public Meeting #2  
September 30, 2015







# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

- Attraction Analysis
- Demand Analysis
- Character Analysis

# GENERAL PROCESS

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

SUITABILITY



INPUT



FEASIBILITY



PRIORITIZATION



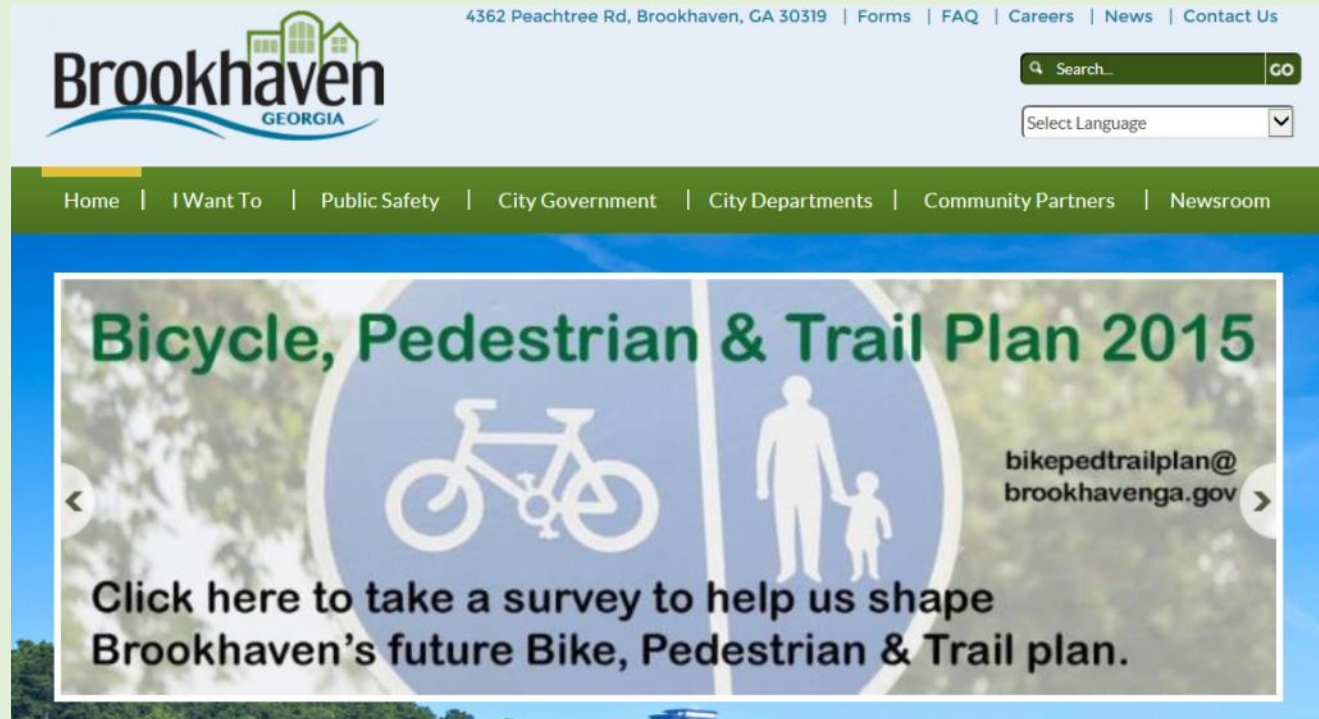
Public Meeting #2  
September 30, 2015



# INPUT – Web Survey

**BROOKHAVEN**  
Bicycle, Pedestrian, & Trail Plan 2015

- 247 responses
- 90% of respondents are Brookhaven residents
- 94% of respondents advocate for more pedestrian facilities
- 89% of respondents advocate for more bicycling facilities



# INPUT – Public Meeting

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

Brookhaven WHAT TYPE OF INVESTMENTS WOULD YOU LIKE TO SEE?

**BICYCLE BOULEVARDS**

**SHARROWS**

**EXCLUSIVE BICYCLE LANE**

**CYCLE TRACKS**

**MULTI-USE TRAILS**

**SIDEWALKS**

**OTHER**

Brookhaven WHAT TYPE OF INVESTMENTS WOULD YOU LIKE TO SEE?

**BICYCLE BOULEVARDS**

**SHARROWS**

**EXCLUSIVE BICYCLE LANE**

**CYCLE TRACKS**

**MULTI-USE TRAILS**

**SIDEWALKS**

**OTHER**

Brookhaven WHAT TYPE OF INVESTMENTS WOULD YOU LIKE TO SEE?

**BICYCLE BOULEVARDS**

**SHARROWS**

**EXCLUSIVE BICYCLE LANE**

**CYCLE TRACKS**

**MULTI-USE TRAILS**

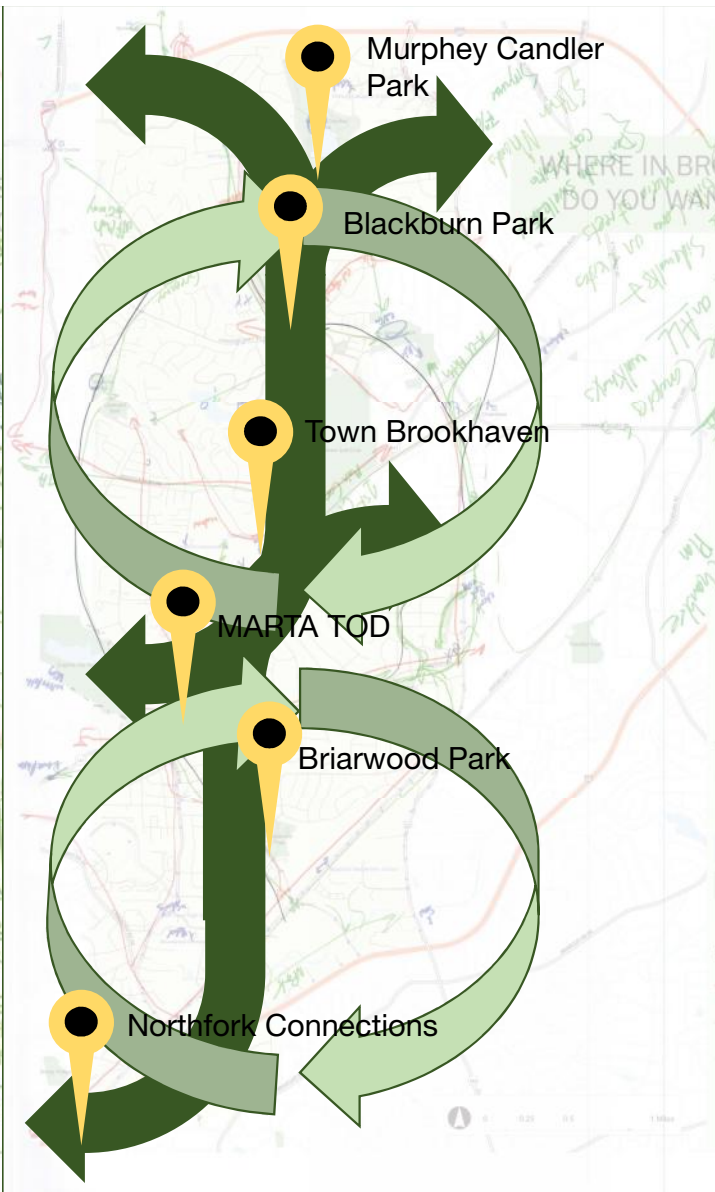
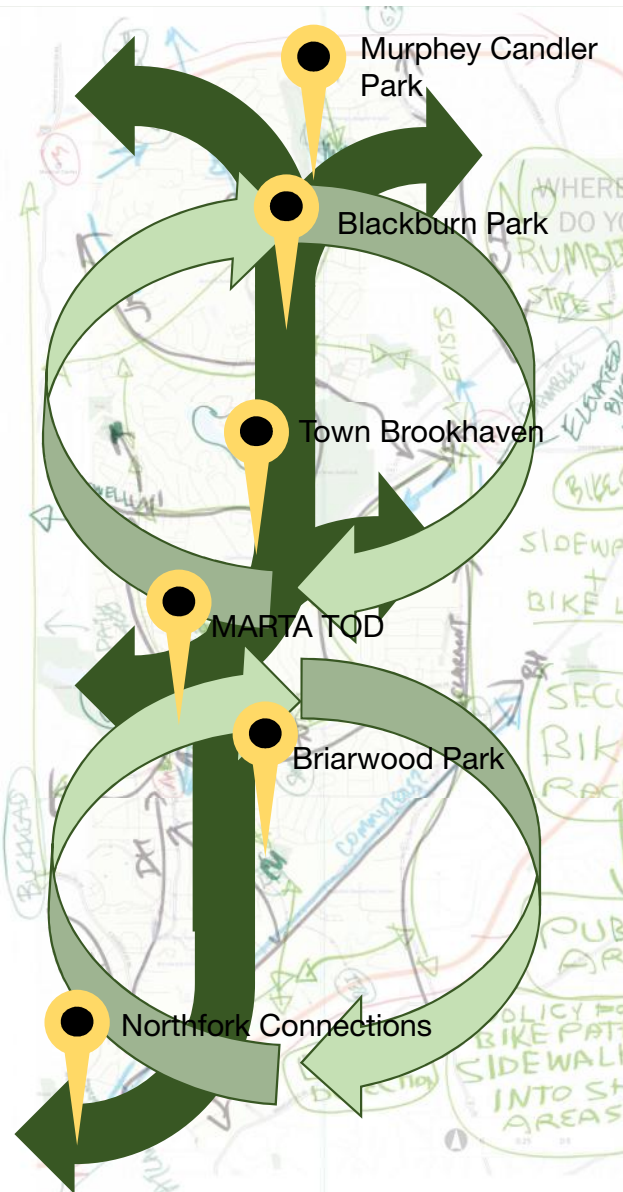
**SIDEWALKS**

**OTHER**

GEN. BLDG  
CUL-DE-SAC  
VIA EASEMENTS

Use bike  
lanes on  
residential streets  
to connect to trails  
and bike boulevards

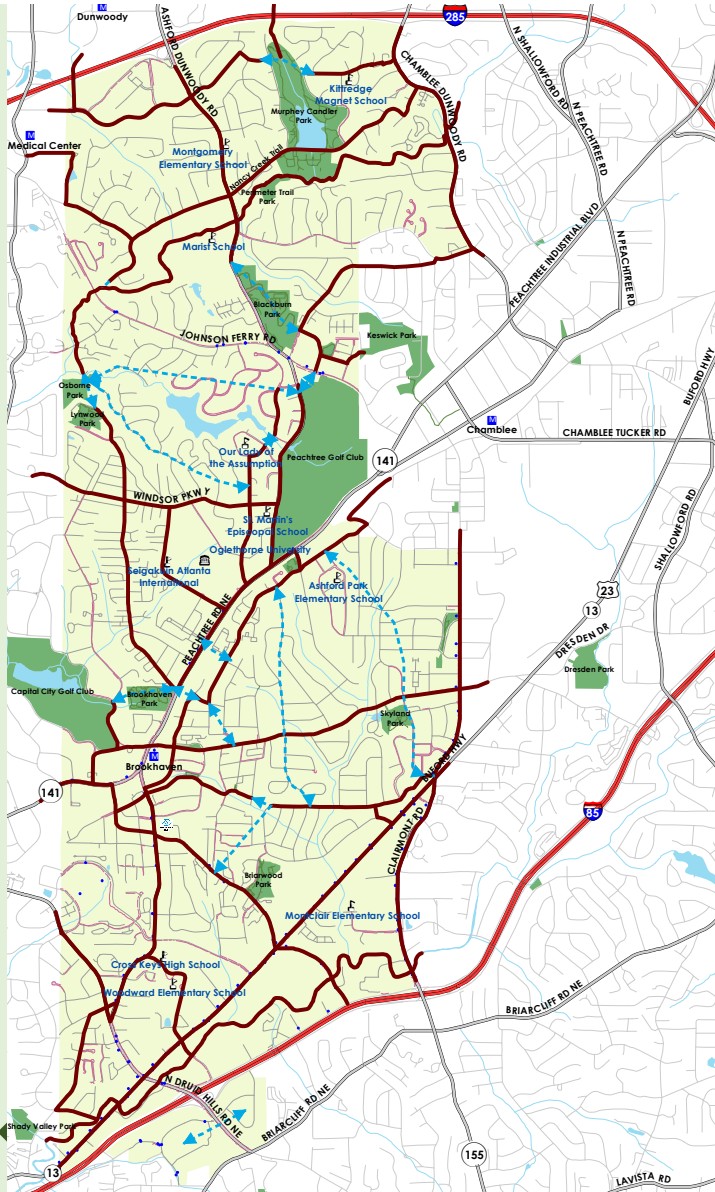
Public Meeting #2  
September 30, 2015



# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015





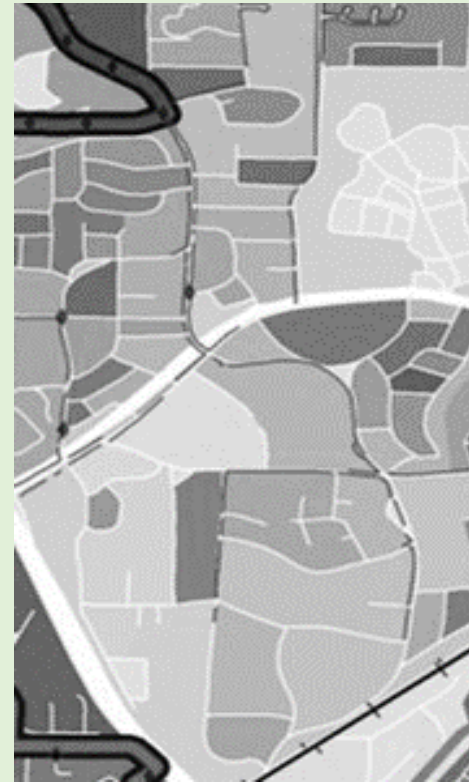
# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

## SUITABILITY

## INPUT

=



+



# GENERAL PROCESS

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

SUITABILITY



INPUT



FEASIBILITY

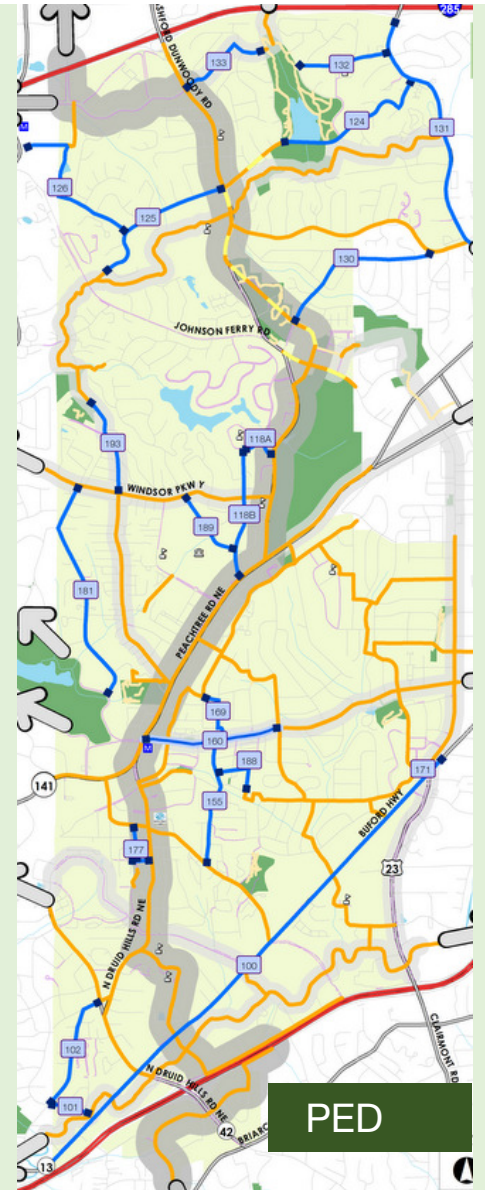
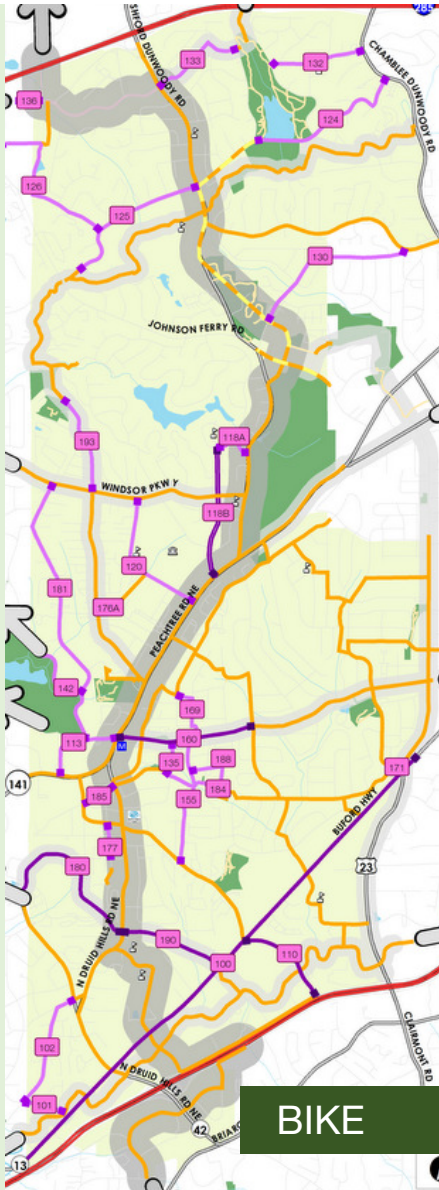
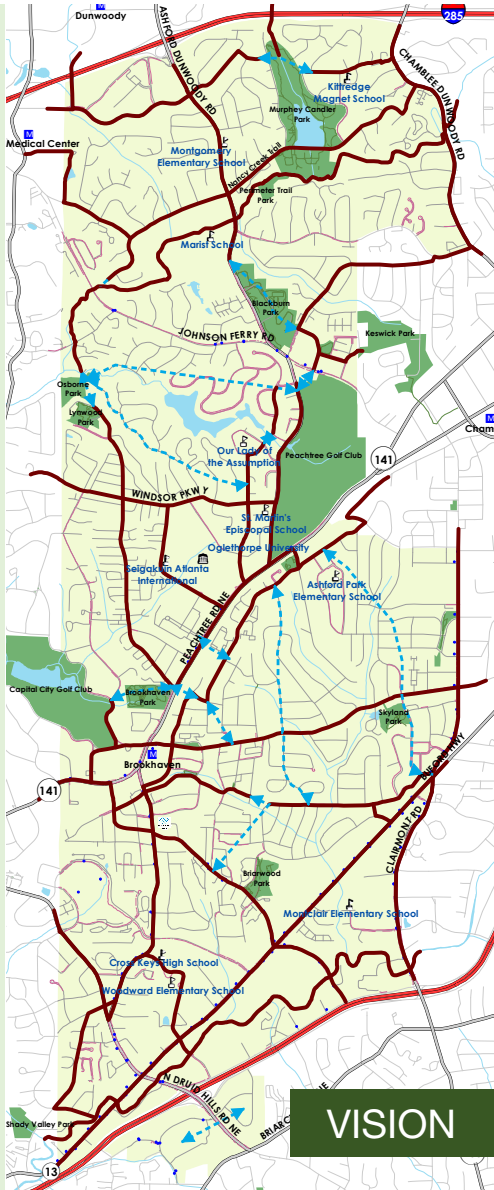


PRIORITIZATION



Public Meeting #2  
September 30, 2015







# NEXT STEP

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

SUITABILITY



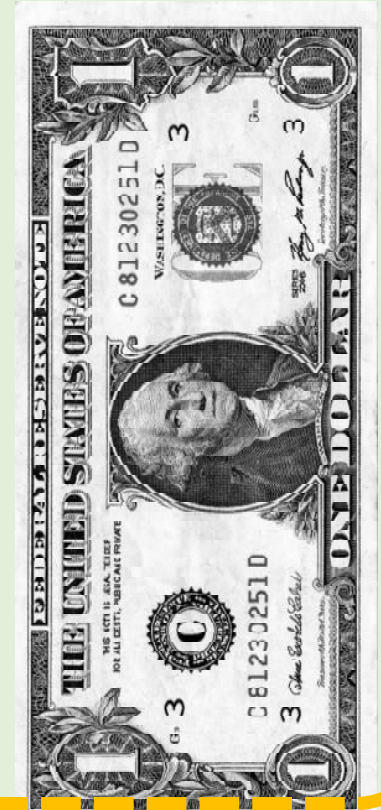
INPUT



FEASIBILITY



PRIORITIZATION



Public Meeting #2  
September 30, 2015



- WEBSITE

<http://www.brookhavenga.gov/city-departments/public-works/bicycle-pedestrian-trail-plan>

- EMAIL CONTACT

[bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov)

Need

Bike Racks

throughout the

City —

have here @ Lynnwood

Michael Diaz

- on Northfork advisory,

also mentioned H&L would be  
reaching out to POND to ~~do~~ do some  
coordination on projects.

# BROOKHAVEN

## Bicycle, Pedestrian, & Trail Plan 2015

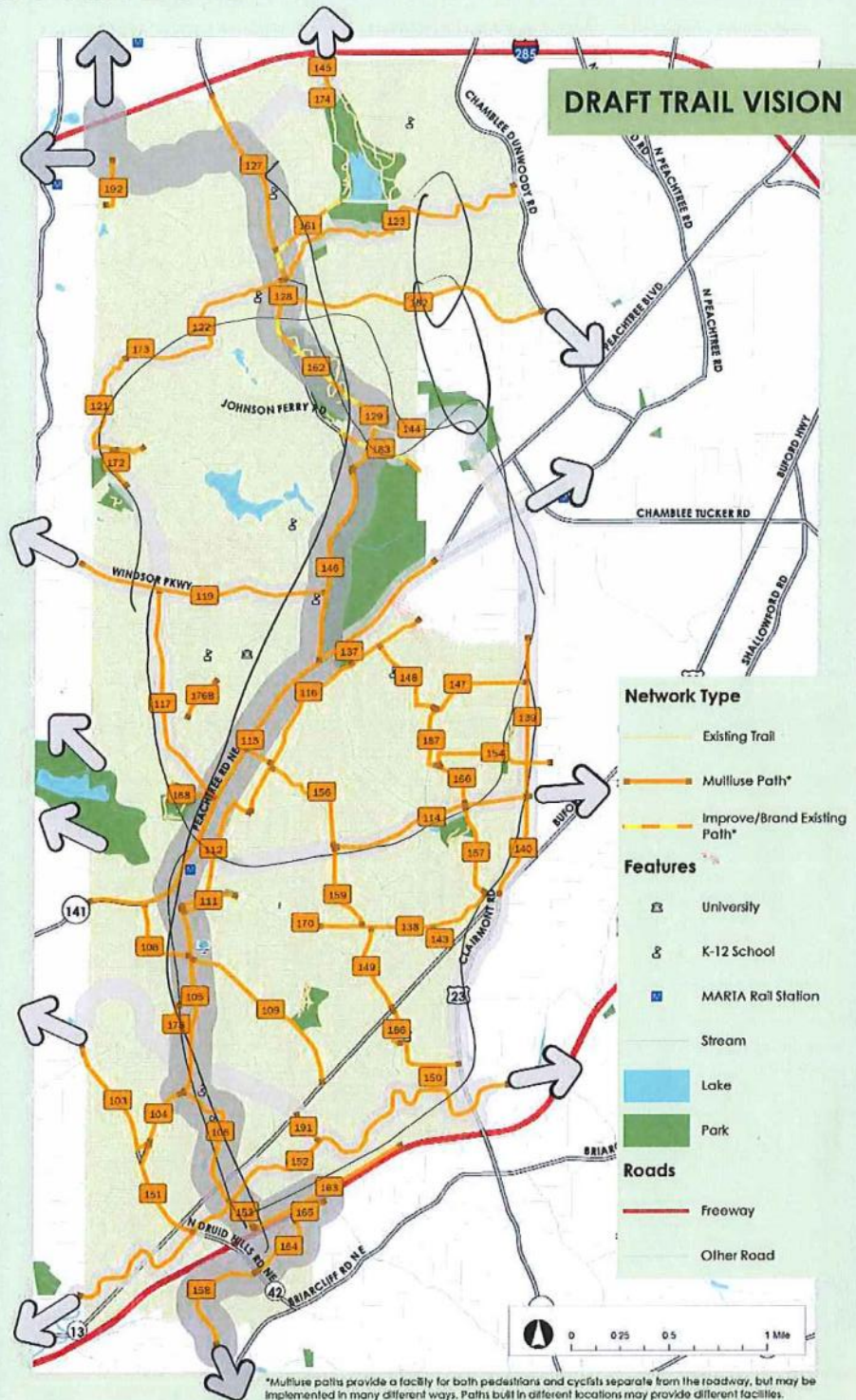
**Thank you for attending our second public meeting tonight!**

This study process is scheduled to conclude in early 2016 and will include a combination of technical data analysis and public input to make recommendations for how pedestrians and bicyclists can be better accommodated in the City of Brookhaven.

Right now, we have prepared initial recommendations for consideration. Our final steps are to refine these recommendations based on your comments and structure them as short-, mid-, and long-term initiatives

### How you can reach us:

- We are regularly updating the project website with new information at: [www.brookhavenga.gov/city-departments/public-works/bicycle-pedestrian-trail-plan](http://www.brookhavenga.gov/city-departments/public-works/bicycle-pedestrian-trail-plan)
- You can also email us at: [bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov)
- Provide any comments below



Spine + 2 loops



# Appendix D

# COMMUNITY MEETING #3

Name	E-mail Address	Street Address
Franz McClosky		
BILL TOWNSHAW		
Shannon Sabat		
KAY CONNELLY		
JIM GALLO		
Ronda Fox		
Blain Belton		
Thad Elkett		
Mary Kelley		
Deborah		
Jane Rogers		
Brent Gunn		
Sally Velen		
Betsy Eggers		
Jack Henderson		
Ara Levine		
Joe Ballack		
Julie Gebbia		
David March		



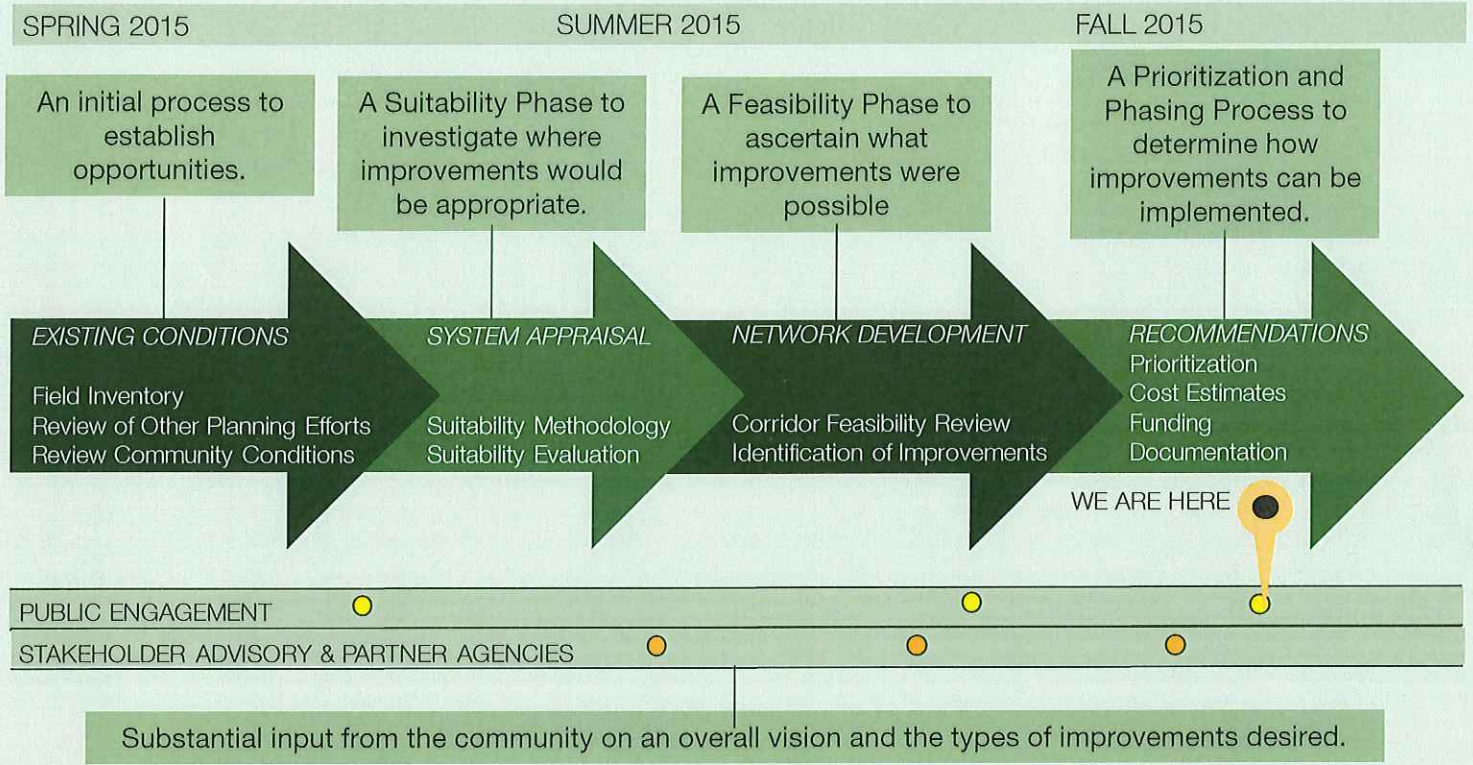


# BROOKHAVEN

## Bicycle, Pedestrian, & Trail Plan 2015

Thank you for attending our third and final public meeting tonight!

Tonight, we are presenting our draft recommendations for the City's first Bicycle, Pedestrian, and Trail Plan. The planning process is described below.



Please review the materials we have prepared for tonight's meeting and discuss with members of the study team. **How you can reach us:**

- We have placed study materials on the web at: [www.brookhavenga.gov/city-departments/public-works/bicycle-pedestrian-trail-plan](http://www.brookhavenga.gov/city-departments/public-works/bicycle-pedestrian-trail-plan)
- You can also email us at: [bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov)
- Provide any comments below

*Project 195 would go through people's backyards who may not be willing to sell. The price will probably be higher than estimated*

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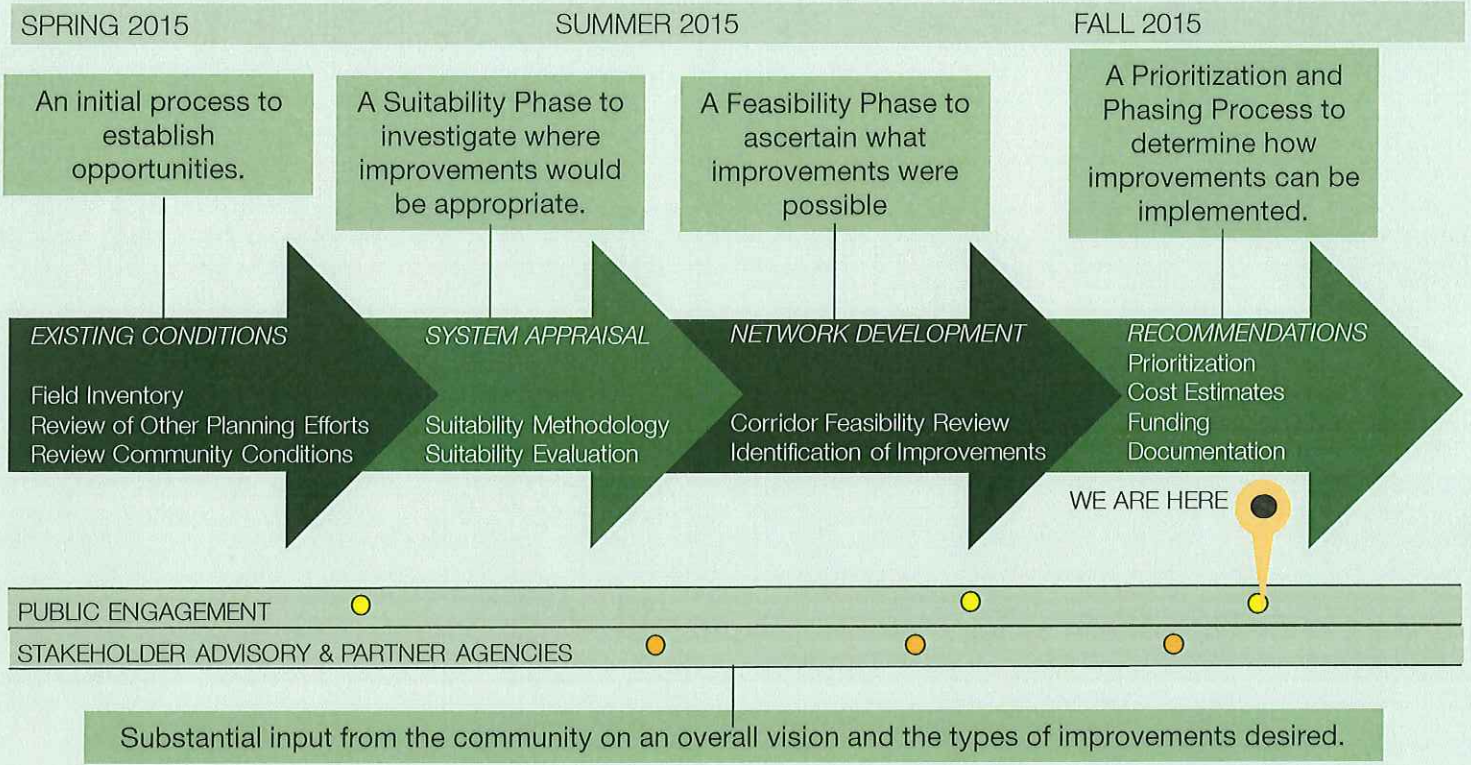
---

# BROOKHAVEN

## Bicycle, Pedestrian, & Trail Plan 2015

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Tonight, we are presenting our draft recommendations for the City's first Bicycle, Pedestrian, and Trail Plan. The planning process is described below.



Please review the materials we have prepared for tonight's meeting and discuss with members of the study team. **How you can reach us:**

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- You can also email us at: [bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov)
- Provide any comments below

*Betsy Eggers@gmail.com*

*Include:*

*- Peachtree Creek Greenway, Inc.  
- Double check \$9,260,000 - amt. of land acquisition (mostly flood plain)*

*- Name is no longer No Fork - "Peachtree Creek Greenway at Brookhaven"*

# Appendix E

# PUBLIC COMMENTS

## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Thursday, December 17, 2015 11:07 AM  
**To:** Lusher, Eric  
**Subject:** FW: BikePed Plan thought

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508 BrookhavenGa.gov

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-----Original Message-----

From: Jack Honderd [mailto:jkhonderd@gmail.com]  
Sent: Thursday, December 17, 2015 10:46 AM  
To: Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
Cc: Richard Meehan <richard.meehan@brookhavenga.gov>; Christian Cherniak <Christian.Cherniak@morganstanley.com>; Bill Cox <whc281@yahoo.com>  
Subject: BikePed Plan thought

I am on the BikePed plan steering committee and would like to pass on a couple additional thoughts re. the final draft of the plan. [BTW, I admire the thoroughness of your approach to the mapping of bikeped facilities in Brookhaven, as well as the detailed report containing costs and priorities.]

In thinking about implementation, it seems to me it would be very useful to have a permanent citizens' steering committee, appointed by the mayor and council, to oversee plan implementation. The committee's role could include:

- 1) recommendation/analysis for annual funding in the city budget
- 2) assisting public works personnel with ongoing evaluation of priorities
- 3) overseeing public education initiatives, such as bike safety and urban riding classes, organizing bicycle-friendly businesses, defining safe bike routes and making them available to the public, organizing bike-trains to schools, etc.
- 4) cooperating with and maintaining awareness of bike initiatives in surrounding jurisdictions so Brookhaven works efficiently with the metro-area bike network
- 5) tracking and educating Brookhaven on progress toward meeting Bicycle-Friendly Community status per League of American Bicyclists

In discussing this with Richard Meehan, he suggested this could be done through the permanent Transportation Advisory Committee which is called for in the Comp Transportation Plan but hasn't yet been set up by the mayor/council. This has some advantages as it would help monitor a Complete Streets approach to transportation and a coordinated approach to the overall transportation budget. However, bikeped advocates could also potentially get marginalized, depending on the makeup of the committee. Perhaps a hybrid approach, with a specific bike-ped steering/advisory committee to inform city decisions on bike-ped-specific measures, with 2 of the members also serving on the overall Trans. Advis. Committee, would be a sound approach.

Please consider these ideas for possible recommendation in the final version of the BikePed Plan.

Thanks,

Jack Honderd  
404-456-6323

---

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## Lusher, Eric

**From:** Sean Pharr <seanpharr@gmail.com>  
**Sent:** Friday, October 16, 2015 2:02 PM  
**To:** bikepedtrailplan@brookhavenga.gov; Richard Meehan; Lusher, Eric  
**Subject:** Comments on trail segments 121,171,122

Related to Trail 121, 173, and 122 and Pedestrian segment 125;

Consider alternative which uses Mill Creek Rd @ back of County/City owned park to Johnson Ferry Rd. Look into highlighted parcel below, if this is non develop-able, the only small easement would be required to get to W. Nancy Creek. Consider enhanced crossing at Mill Creek and Johnson Ferry into MUP for short distance along Johnson Ferry to new trail connection to W. Nancy Creek.

1611 S Johnson Ferry Rd NE,  
Atlanta, GA 30319  
4 beds · 2 baths · 2,568 sqft [Edit](#)  
Edit home facts for a more accurate Zestimate.  
● OFF MARKET  
Zestimate®: None  
2014 assessed: \$324,000  
EST. REFI PAYMENT  
\$94/mo [See current rates](#)  
Get your 2015 Equifax Credit Score!

**Get Your Home Report**  
See Zestimate updates, plus the latest sales and listings in your area.

**GET A PROFESSIONAL ESTIMATE**

- Madalyn Suits, Nina Harris [Recent sales \(44\)](#) [\(844\) 831-4658](#)
- Stephanie McGarity [Recent sales \(11\)](#) [\(770\) 335-9244](#)
- Cindy Fen [Recent sales \(2\)](#) [\(678\) 486-5277](#)

Your Name: \_\_\_\_\_  
Phone: \_\_\_\_\_  
seanpharr@gmail.com  
I own this home and would like a professional estimate at 1611 S Johnson Ferry Rd NE.  
[Contact Agent](#)  
[Learn how to appear as the agent](#)

## Lusher, Eric

---

**From:** Richard Meehan <richard.meehan@brookhavenga.gov>  
**Sent:** Thursday, October 15, 2015 4:18 PM  
**To:** 'Pharr, Sean'  
**Cc:** Fangmann, Richard; Lusher, Eric; Bike Ped Trail Plan; Jennifer Harper  
**Subject:** FW: Bike/Ped Information/connection to PATH 400 @ PCID

We will be updating the website soon. I have copied Pond and they may be able to send the information directly to you. I have also passed your comment on to them so that they can incorporate into the plan.

Thanks

**Richard J. Meehan, PE**

City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319  
Main: 404-637-0500  
Direct: 404-637-0520  
Fax: 404-637-0501  
[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)



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**From:** Sean Pharr [mailto:seanpharr@gmail.com]  
**Sent:** Thursday, October 15, 2015 4:11 PM  
**To:** Richard Meehan <richard.meehan@brookhavenga.gov>; Jennifer Harper <jharper@perimetercid.org>  
**Subject:** Bike/Ped Information/connection to PATH 400 @ PCID

I didn't get a copy of the latest prioritized list of Bike/Ped projects, was this available at the public meeting and can you send or get the latest list and maps uploaded to the City webpage.

Also, since PATH400 is now a real project terminating at the intersection of Johnson Ferry and Peachtree Dunwoody;

[http://www.bizjournals.com/atlanta/morning\\_call/2015/10/path400-trail-to-extend-from-buckhead-to-perimeter.html?ana=e\\_du\\_pap&s=article\\_du&ed=2015-10-15&u=X6585RGF3IxcQwfll%2BFzUg0f6917f3&t=1444937935](http://www.bizjournals.com/atlanta/morning_call/2015/10/path400-trail-to-extend-from-buckhead-to-perimeter.html?ana=e_du_pap&s=article_du&ed=2015-10-15&u=X6585RGF3IxcQwfll%2BFzUg0f6917f3&t=1444937935)

One of the top tiered projects should be to extend a sidepath 1000-feet from that intersection south on Johnson Ferry to Old Johnson Ferry Road.

Thanks,

Sean

On Tue, Oct 13, 2015 at 7:58 AM, Sean Pharr <[seanpharr@gmail.com](mailto:seanpharr@gmail.com)> wrote:

I stopped by Mill Creek, that's pretty interesting back there. Would be a short easy bridge to do and old Johnson ferry roadbed could be converted to trail to head back to Lynwood park rec center.

On Mon, Oct 12, 2015 at 5:26 PM Richard Meehan <[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)> wrote:

The road r/w does extend across the creek, but not sure the road bed does. The ep level on our GIS taken from actual mapping shows the road turning parallel to the creek to give driveway access that last property (the road there looks more like a driveway on street view than a road). As for a bridge, there may be one there, I haven't had a need to go back there and look. But for planning purposes, it definitely is a place where connectivity can occur. I believe Pond is already showing that in their study.

**Richard J. Meehan, PE**

City of Brookhaven Public Works

4362 Peachtree Road

Brookhaven, Georgia 30319

Main: [404-637-0500](tel:404-637-0500)

Direct: [404-637-0520](tel:404-637-0520)

Fax: [404-637-0501](tel:404-637-0501)

[www.brookhavenga.gov](http://www.brookhavenga.gov)

[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)

---

**From:** Sean Pharr <[seanpharr@gmail.com](mailto:seanpharr@gmail.com)>

**Sent:** Monday, October 12, 2015 5:01 PM

**To:** Richard Meehan

**Subject:** Re: 30319 Real Estate - 377 Homes For Sale | Zillow

Actually, looks to me the road rw does extend over the creek, and the old roadbed(I assume of Johnson Ferry) goes right through there.

Look on google map street view, appears there is a trail head already down there.

Residents told me there used to be a little bridge down the too.

Sean

On Mon, Oct 12, 2015 at 4:56 PM Sean Pharr <[seanpharr@gmail.com](mailto:seanpharr@gmail.com)> wrote:



So small easement needed/bridge over creek to connect to park....

On Mon, Oct 12, 2015 at 4:54 PM Richard Meehan <[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)> wrote:

From DeKalbs GIS, that parcel does extend all the way up to the Mill Creek Road R/w. However, because of the creek, Mill Creek Road itself does not extend all the way to the parcel

**Richard J. Meehan, PE**

City of Brookhaven Public Works

4362 Peachtree Road

Brookhaven, Georgia 30319

Main: [404-637-0500](tel:404-637-0500)

Direct: [404-637-0520](tel:404-637-0520)

Fax: [404-637-0501](tel:404-637-0501)

[www.brookhavenga.gov](http://www.brookhavenga.gov)

[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)

---

**From:** [seanpharr@gmail.com](mailto:seanpharr@gmail.com) <[no-reply@evernote.com](mailto:no-reply@evernote.com)>

**Sent:** Monday, October 12, 2015 3:53 PM

**To:** Richard Meehan

**Subject:** 30319 Real Estate - 377 Homes For Sale | Zillow

Richard, this is the Park area across from the Lynwood Rec Center, can you check the GIS data and see if the parcel map actually extends up to Mill Creek Rd? it looks like a trail head there as well (from the road).

Sean

---

**30319 Real Estate - 377 Homes For Sale | Zillow**

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Evernote helps you remember everything and get organized effortlessly. [Download Evernote.](#)

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Wednesday, October 14, 2015 2:23 PM  
**To:** Lusher, Eric  
**Subject:** FW: Concerns regarding the proposed Trail Plan

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Rebecca Oertell [mailto:roertell@comcast.net]  
**Sent:** Wednesday, October 14, 2015 10:22 AM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Subject:** Concerns regarding the proposed Trail Plan

To whom it may concern,

My family is building a home in the Brittany neighborhood of Zone 2 in Brookhaven. It has come to my attention that the neighborhood currently has serious safety concerns due to high numbers of bikers riding through the neighborhood streets in large numbers, at excessive speeds and without obeying traffic signs. Some pedestrians have been knocked into bushes, and cars and bikes have been hit on numerous occasions. The Brittany neighborhood has many blind curves. Not only do many adults walk, run or walk their pets on the neighborhood streets, but many young children scooter and ride bikes in the Brittany neighborhood which also has an active swim/tennis club. It is only a matter of time before someone is seriously injured.

We are completely in favor of adding safe paths for biking, running and walking in Brookhaven; but, we have serious concerns that if these paths are wide enough to accommodate more than two bikes riding in a group, they will (1) become over run by large biking clubs and therefore rendered unsafe for pedestrians and children; and (2) encourage more cyclist traffic through our neighborhood streets which are already unsafe due to the numbers of bikes coming through in the area in large numbers at excessive speeds.

Please take into consideration the size of the paths and the impact they may have on neighborhood streets, especially pertaining to the target connections, and the safety of children in particular. Consider limiting the width of the path, having posted speed limits monitored by authorities, or posted hours where speeds and use can vary so that parents can keep their children safe on the trail. **In addition, adding sidewalks in those neighborhoods that are impacted by the larger "trail plan", especially those that are identified as target connections (such as the Brittany neighborhood), should be included in the Trail Plan so that pedestrians and children have a safe place to walk if neighborhood streets have to absorb large groups of cyclists making connections to the trail.**

Regards,

Rebecca Oertell  
[Roertell@comcast.net](mailto:Roertell@comcast.net)  
404-915-1291

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, October 12, 2015 2:38 PM  
**To:** Lusher, Eric  
**Subject:** FW: Draft Plan

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508 BrookhavenGa.gov

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-----Original Message-----

From: Sitton, Larry E. [mailto:LESITTON@southernco.com]  
Sent: Monday, October 12, 2015 2:30 PM  
To: Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
Subject: Draft Plan

Yes - I have completed the survey, but feel compelled to respond to the current draft "proposal" or "plan" - yes, I recognize it is not yet a recommendation.

For decades, I wanted to move inside the perimeter to Brookhaven and finally did so about 3 years ago, building a home on a previously undeveloped lot on Oglethorpe.

The constraints of the lot (including limitations of a 50 foot frontage) significantly impacted what we could build, but we did what we had to do.

While I embrace the objective of providing transportation options for bicyclists, pedestrians, etc. in our community, I encourage you to do so without potentially wiping out a significant amount of yard frontage with a 10 foot sidewalk.

Let's get creative - I would be supportive if you wanted to make Oglethorpe Avenue "one way" - I believe that would ease the traffic constriction created by parked cars as well as providing ample room for a bicycle lane without confiscating lawns.

Be glad to discuss further -

Larry Sitton  
1151 Oglethorpe Avenue NE  
Brookhaven GA 30319  
404-625-2330  
lesitton@southernco.com<mailto:lesitton@southernco.com>

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Thursday, October 01, 2015 10:16 AM  
**To:** Lusher, Eric  
**Subject:** FW: Murphey Candler Park - Path Planning

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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---

**From:** Bob kruer [mailto:Bob@innovativeroofing.net]  
**Sent:** Wednesday, September 30, 2015 11:36 AM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Cc:** Linley Jones <linley.jones@brookhavenga.gov>; Rebecca C. Williams <rebecca.williams@brookhavenga.gov>; 'Vivian Kruer' <vkruer@mindspring.com>  
**Subject:** Murphey Candler Park - Path Planning

I have reviewed the information on the website and I am very concerned about some of the plans I see as regards to Murphey Candler Park. Looks as if I will not be able to attend tonight's meeting but would like to go on record. Also, is there a email list or other communication that I can sign up for future notifications?

Generally I favor development of paths and walking trails inside parks for recreational use only. The plans shown included paths or trails that would serve to allow a cross flow of traffic through the parks and allow trail access from multiple points. For instance the plans to cross Murphey Candler at the north end and to provide access across (under?) 285. Both would destroy the existing "natural state / wilderness appeal" of the park and existing trail. There is plenty of access across the north end now by way of two small pedestrian bridges.

Roads and paths to the park can be improved, but I do not support changes inside the park.

Unfortunately, it has been my experience that outside engineers and consultants are predisposed to building bigger, better, more as that is their business. They can slant surveys and reports to justify their findings. They never present no build options.

Our parks need better maintenance and small improvements, not wholesale change. Murphey Candler is a unique park and provides a combination of a wooded area with athletic fields to the south. The natural area needs to be protected.



Bob Kruer  
4151 Brawley Dr  
Brookhaven, Ga. 30319-1716

404 405 6558 (C)

[bob@innovativeroofing.net](mailto:bob@innovativeroofing.net)

9

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, September 21, 2015 9:42 AM  
**To:** Lusher, Eric  
**Subject:** FW: new ashford-dunwoody connector

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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---

**From:** Ann Marie Quill  
**Sent:** Monday, September 21, 2015 9:39 AM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Subject:** FW: new ashford-dunwoody connector

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** jxh [<mailto:jxhughes@gmail.com>]  
**Sent:** Friday, September 18, 2015 5:59 PM  
**To:** COB-News <[news@brookhavenga.gov](mailto:news@brookhavenga.gov)>  
**Subject:** new ashford-dunwoody connector

**Is Brookhaven/Dunwoody working with transportation for a pedestrian option on the new connector?**

<http://www.myajc.com/news/news/local/new-dunwoody-connector-road-planned-to-relieve-con/nngYf/>

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, September 21, 2015 9:42 AM  
**To:** Lusher, Eric  
**Subject:** FW: Brookhaven to hold second public meeting on Bike, Pedestrian & Trail Plan

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Ann Marie Quill  
**Sent:** Monday, September 21, 2015 9:41 AM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Subject:** FW: Brookhaven to hold second public meeting on Bike, Pedestrian & Trail Plan

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Brian Fenner [<mailto:bfenner24@att.net>]  
**Sent:** Friday, September 18, 2015 2:45 PM  
**To:** COB-News <[news@brookhavenga.gov](mailto:news@brookhavenga.gov)>  
**Subject:** Re: Brookhaven to hold second public meeting on Bike, Pedestrian & Trail Plan

Hi Ms. Quill,

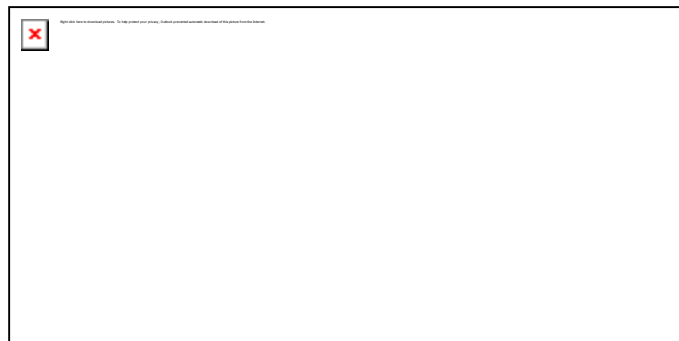
Thanks for returning my call. After looking at the Brookhaven Bicycle, Pedestrian, Trail Plan target corridor map I was thinking that the north end of Brookhaven that borders with Sandy Springs and the medical arts center station would be a great place to extend the target corridor to make it friendly for bicycles and pedestrians. Turning Old Johnson Ferry into the a dead end street where it flows into

the traffic circle, except for access by emergency and police vehicles, bicycles and pedestrians, this would make the neighborhoods along West Nancy Creek (west and east of Ashford Dunwoody) a safer and more desirable area for non-motorized and foot traffic. Another benefit of turning Old Johnson Ferry into a dead end would be the increased use of the MARTA Medical Arts Station by bicyclists and pedestrians due to its close vicinity to the traffic circle at Old Johnson Ferry and the increase safety with the decrease in traffic. Medical Arts Station may provide a better connection to other trails located near MARTA and PATH Atlanta (Belt-line, Stone Mountain, etc.) thus increasing the use of both. Please pass my suggestions onto the consultants. Thanks for your cooperation in this matter.

Sincerely,

Brian T. Fenner  
404-790-3437

On Friday, September 18, 2015 9:34 AM, City of Brookhaven <[news@brookhavenga.gov](mailto:news@brookhavenga.gov)> wrote:



**FOR IMMEDIATE RELEASE**

**Brookhaven to hold second public meeting on Bike, Pedestrian & Trail Plan**

**Brookhaven, GA, Sept. 18, 2015 -**

The City of Brookhaven continues to work on its first Bicycle, Pedestrian, and Trail Plan. This important effort will help develop a vision for a future bicycle, pedestrian and trail network to be enjoyed by all residents and visitors to the city.

The plan effort is scheduled to conclude in early 2016 and includes an initial analysis of existing conditions, a determination of future needs, and an implementation plan to guide the city in future decision making.

There will be several opportunities for residents to participate in the development of this plan, including the second public meeting to be held Wednesday, Sept. 30, from 6 to 8 p.m. at the Lynwood Park Community Center (3360 Osborne Road). This will be the second of three planned meetings throughout the planning effort.

This meeting will include the following topics:

- 6-6:30 p.m.: An open house where attendees can view initial recommendations developed as part of the planning effort.
- 6:30-7 p.m.: A formal presentation regarding the plan development
- 7-8 p.m.: An interactive exercise to discuss initial recommendations and priorities for the community.

Click [here](#) for more information on the planning efforts.

###

**Media Contact:**

Ann Marie Quill

404-637-0508

[news@brookhavenga.gov](mailto:news@brookhavenga.gov)

**Spread the word!**

The City of Brookhaven is working hard to keep residents up to speed with what's going on in their city. Please take a moment to forward this email to anyone you know who wants to stay up-to-date with Brookhaven's happenings and let them know they can sign up [here](#)

**Thanks!**



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City of Brookhaven | 4362 Peachtree Rd | Brookhaven | GA | 30319

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, September 14, 2015 10:05 AM  
**To:** Lusher, Eric  
**Subject:** FW: Speed bumps on Cates Ave

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Glianny Fagundo [mailto:glianny@gmail.com]  
**Sent:** Saturday, September 12, 2015 3:18 PM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Subject:** Fwd: Speed bumps on Cates Ave

Glad to hear that the City is seeking input from its residents re: the bike and other paths. A quick drive around our city on a Saturday morning shows that we're an active, healthy City, where residents walk, run, and bike on a regular basis. There are some areas, however, in which these activities are dangerous due to narrow roads, limited visibility, or poor sidewalks. The idea of building paths is an excellent one. I hope we can get multi-use paths like the ones on Silver Comet and the Beltline. Given that the user traffic would be less than at the Beltline, 10 foot paths would be more than enough. I heard a rumor that a handful of residents are clamoring for separate paths for pedestrians and cyclists, but that seems silly and unnecessary. First, it would not be fair to the businesses and homeowners losing property due to eminent domain. Second, the traffic/use would not merit it. Third, such plan would be unnecessarily expensive. I nonetheless agree that road-level bike lanes that are merely separated by road lines would be unnecessarily dangerous and would force families who are cycling or recreational cyclists to run on sidewalks. (See e.g. Buckhead bike lanes.) Hence, please consider paths that are separate from traffic lanes.

Finally, as our area (Brookhaven and beyond) continues to develop, please, please, please consider building the first paths up and down the Peachtree corridor. I'd love for residents and visitors to be able to ride bikes to Town Brookhaven, Oglethorpe, MARTA, and visit the new stores being built in Chamblee.

Thank you for considering the information here and working on this worthy project.

Glianny

----- Forwarded message -----

**From:** Nextdoor Lynwood Park <[reply@rs.email.nextdoor.com](mailto:reply@rs.email.nextdoor.com)>  
**Date:** Fri, Sep 11, 2015 at 8:19 PM



Subject: Re: Speed bumps on Cates Ave

To: [glianny@gmail.com](mailto:glianny@gmail.com)



Sean Pharr, Lynwood Park

The city is currently seeking input from the community for pedestrian and bicycle accommodations;

<http://www.brookhavenga.gov/city-departm...>

Email concerns to the email address;

[bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov)

Sean

Original post by Corey Alison from Lynwood Park (62 replies):

To all those on Cates Ave -

I know there have been discussions before about speed bumps on Cates and surrounding areas. We sadly lost our sweet Cavalier last night after being struck by a truck...

Apr 15 in Crime & Safety to 1 neighborhood

[View or reply](#)

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This message is intended for [glianny@gmail.com](mailto:glianny@gmail.com).

[Unsubscribe or adjust your email settings](#)

Nextdoor, Inc. 760 Market St., Suite 300, San Francisco, CA 94102

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, September 14, 2015 10:04 AM  
**To:** Lusher, Eric  
**Subject:** FW: Buford Hwy

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Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Michael.Diaz@ch2m.com [mailto:Michael.Diaz@ch2m.com]  
**Sent:** Saturday, September 12, 2015 3:07 PM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Cc:** DSchaefer@thelaa.org; seanpharr@gmail.com  
**Subject:** Buford Hwy

Dear Bike and Pedestrian Committee, I was driving Buford Hwy the other day and noticed there are no sidewalks as you get closer to Clairmont near the Kroger. Please add to your list of items. I am afraid the community in that corridor is the one that needs it the most but yet will not provide feedback. Thanks.

Michael Diaz

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, August 17, 2015 10:25 AM  
**To:** Lusher, Eric  
**Subject:** FW: Sidewalks for students!

-----Original Message-----

From: Amy Henry [mailto:amyhenryntimer@gnail.com]  
Sent: Friday, August 14, 2015 6:21 PM  
To: COB-News <news@brookhavenga.gov>  
Subject: Sidewalks for students!

Hi! I can't make the meetings but would love to have side walks put in on Lanier Drive between St Martins and Our Lady of Assumption. A great deal of students walk that street and there are no side walks and a lot of cars going to and from both schools. There is a middle strip on that road that would be easy to use for side walks to ensure the safety of the kids walking.

Thank you for considering.

Amy Henry

Sent from my iPhone

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## Lusher, Eric

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**From:** Malone, Graham  
**Sent:** Monday, August 17, 2015 9:52 AM  
**To:** Lusher, Eric; Fangmann, Richard  
**Subject:** FW: path ideas  
**Attachments:** Brookhaven Path ideas.docx

John Park is the City Councilman for District 2 in Brookhaven. He sent this document to me which has some very good information regarding his district's desires and overall feasibility of creating a connection from the Peachtree-DeKalb Airport area down to the North Fork and along Dresden Drive.

**Graham Malone, P.E.**  
Transportation Engineer II



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p 678.336.7740 | f 678.336.7744 | e [MaloneG@pondco.com](mailto:MaloneG@pondco.com) | direct 404.748.4835

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**From:** John Park [mailto:[john.park@brookhavenga.gov](mailto:john.park@brookhavenga.gov)]  
**Sent:** Tuesday, August 04, 2015 6:17 PM  
**To:** Malone, Graham  
**Subject:** path ideas

Graham,

It was a pleasure meeting you back in may at the public input session. As promised, here is a list of path ideas for my district here in Brookhaven. I hope you find it useful.

Please feel free to call me with any questions. My cell number is 404 822 7059.

Regards,

John Park  
City council District 2  
Brookhaven City Hall  
4362 Peachtree Road  
Brookhaven, GA. 30319  
Office: 404-637-0714  
Cell: 404-822-7059  
[www.brookhavenga.gov](http://www.brookhavenga.gov)

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Wednesday, August 05, 2015 9:29 AM  
**To:** Lusher, Eric  
**Subject:** FW: Need Cross Walk on corner of Cates and Osborne

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Corey Alison [mailto:Corey.Alison@amwins.com]  
**Sent:** Tuesday, August 04, 2015 4:36 PM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Subject:** Need Cross Walk on corner of Cates and Osborne

I previously sent an email about possible sidewalks on Cates. However, due to the narrowness of the streets, I realize that may not be feasible. On a much smaller scale is a need for a cross walk to allow people to cross over from Cates to get onto the sidewalk on Osborne. As it stands now, for my family to go to Lynwood Park, we must cross over Osborne, which is a busy street, to get to the sidewalk. There is no stop sign or cross walk to help ensure a safe crossing of the street. Since we want to encourage people to come to Lynwood Park, I feel that safe ways to get to the sidewalks is imperative.

Thank you,

**Corey T. Alison, ARM**

Senior Vice President - Casualty | AmWINS Brokerage of Georgia, LLC  
T 404.920.3760 | M 678-481-9481 | [corey.alison@amwins.com](mailto:corey.alison@amwins.com)  
3630 Peachtree Road NE, Suite 1700 | Atlanta, GA 30326 | [amwins.com](http://amwins.com)

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Tue Aug 04 2015 16:35:55 "Corey Alison" <[Corey.Alison@amwins.com](mailto:Corey.Alison@amwins.com)>

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## Lusher, Eric

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**From:** Shane Day Boyer <sdayboyer@gmail.com>  
**Sent:** Monday, August 03, 2015 7:43 PM  
**To:** Gloria Goins  
**Cc:** Lusher, Eric; BRushing@atlantaregional.com; pbradshaw@atlantaregional.com  
**Subject:** Re: Bike Ped Trail Plan Stakeholders Meeting

Pond & Co Reps,

I enjoyed the meeting the other night but want to point out a couple of things. First of all, we have worked very hard to get the word out to use the phrase "Murphey Candler Park" instead of a shortened version of Murphey Candler that was used in the mapping presentation at the meeting. There is a Murphey Candler Elementary in Dekalb and we want it to be known moving forward by the three words of Murphey Candler Park to avoid confusion and to showcase the largest park in the City of Brookhaven.

The other point I want to make is on Chamblee Dunwoody Road. The lack of bike lanes and even basic sidewalks prohibits people from using this corridor especially down the Chamblee Methodist for exercise. I just ran it and was almost run over twice by speeding motorists on the curve. My understanding is the City of Chamblee took most of the right of way when they annexed Gainsborough East and Huntley Hills before Brookhaven was a city. If that is the case can they give us back our half of the right of way so we can build appropriate sidewalks. Otherwise, when you talk with Chamblee can you ask they consider installing curbing and sidewalks along the entire stretch. It would be very appealing to have that in the plans.

Thanks for all you are doing.

Best,  
Shane  
c)404-966-7740

Sent from my iPhone

On Jul 10, 2015, at 2:27 PM, Gloria Goins <[gloria.goins@brookhavenga.gov](mailto:gloria.goins@brookhavenga.gov)> wrote:

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<mime-attachment.ics>

## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, August 03, 2015 10:47 AM  
**To:** Lusher, Eric  
**Subject:** FW: Brookhaven Fields Sidewalk Input

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** J S [mailto:bizjs@outlook.com]  
**Sent:** Wednesday, July 29, 2015 4:31 PM  
**To:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Cc:** Richard Meehan <richard.meehan@brookhavenga.gov>; alishawist@yahoo.com  
**Subject:** Brookhaven Fields Sidewalk Input

Hello,

Per request from Richard Meehan, I am submitting the following sidewalk input on behalf of the Board of the Brookhaven Fields Civic Association (BFCA).

1. Complete sidewalks on the patches that are missing on the entire length of Ellijay/Coosawattee from Dresden to Briarwood.

Note: there are only a few areas along this stretch, most critical being the western side of Coosawattee on the hill near Noel.

2. Cartecay from Fernwood Circle/Sylvan Circle to Clack's Corner.



Note: this recommendation extends the city's initial proposal past Ellijay and continues to Appalachee.

3. Appalachee from Canoochee to Cartecay.

Note: An alternative (or perhaps addition) is to include stop signs at Canoochee and Etowah to slow the north/south traffic on Appalachee. If this is more viable/practical, please let me know the approach to get this done (who I should speak with, how to get it on a list, etc.)

Please let me know if additional information or clarification is necessary.

Thanks,

Josh

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Tuesday, July 07, 2015 4:06 PM  
**To:** Lusher, Eric  
**Subject:** FW: Sidewalk for Brookhaven side of Harts Mill

--

Ann Marie Quill  
Communications Manager | City of Brookhaven, GA | 404-637-0508  
[BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Richard Meehan  
**Sent:** Monday, July 06, 2015 4:47 PM  
**To:** 'Ann Council'  
**Cc:** Rebecca C. Williams; Bike Ped Trail Plan  
**Subject:** RE: Sidewalk for Brookhaven side of Harts Mill

Ann,

We have not had direct talks with Chamblee about the Harts Mill Sidewalk yet. However, these discussions and analysis of a need for a sidewalk along Harts Mill will be discussed with Chamblee as part of our coordination with them on the Bike Ped Plan that is currently underway. The consultant working on the plan is aware of the input from residents about the need for this sidewalk. They are currently in the process of evaluating the initial input received from all residents and will be ready for another round of Public Meeting on the plan in August. The plan is scheduled to be completed later this year and there will be another final round of public meeting for review and comment in the fall before the final plan is presented to City Council for adoption.

Thanks

**Richard J. Meehan, PE**  
City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319  
Main: 404-637-0500  
Direct: 404-637-0520  
Fax: 404-637-0501  
[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)



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**From:** Ann Council [<mailto:anncouncil@gmail.com>]  
**Sent:** Monday, July 06, 2015 4:03 PM  
**To:** Richard Meehan  
**Cc:** Rebecca C. Williams; Bike Ped Trail Plan  
**Subject:** Re: Sidewalk for Brookhaven side of Harts Mill

Hello Richard,  
I wanted to follow-up about the sidewalk situation on Harts Mill. Has any more thought or conversation happened along these lines? You mentioned it would require working with the City of Chamblee - how could that play out?  
Any input or suggestions would be greatly appreciated.  
Thanks,  
Ann

On Mon, May 18, 2015 at 12:33 PM, Richard Meehan <[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)> wrote:

Ann,

We have just started work on our citywide Bicycle, Pedestrian, and Trail Plan and I have forwarded your comments to our consultant so we can include this area in our plan. Part of that plan will be to coordinate with the adjacent cities, including Chamblee, to allow for the continuation of our sidewalk network.

Please be aware that Harts Mill Road itself from Flowerland to Chamblee Dunwoody Road is entirely within the City of Chamblee even though the properties on the north side of the road are in Brookhaven. As such, Brookhaven cannot construct the sidewalk on this section of Hart Mill, but would need to work with Chamblee to get them to include it in their plans. We would be able to construct the section from Watkins Pl to just past Flowerland.

Thanks

**Richard J. Meehan, PE**

City of Brookhaven

4362 Peachtree Road

Brookhaven, Georgia 30319

Main: [404-637-0500](tel:404-637-0500)

Direct: [404-637-0520](tel:404-637-0520)

Fax: [404-637-0501](tel:404-637-0501)

[www.brookhavenga.gov](http://www.brookhavenga.gov)

[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)



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**From:** Rebecca C. Williams

**Sent:** Monday, May 18, 2015 10:14 AM

**To:** Ann Council; Richard Meehan

**Subject:** Re: Sidewalk for Brookhaven side of Harts Mill

Hi Ann

Thanks for your good suggestion. Safe sidewalks to schools are indeed a priority. I'm forwarding this to our public works director to get his comment on your suggestion. Chamblee controls the right of way on Chamblee Dunwoody so we would have to work with them as well. Thanks for your input.

Best regards

Rebecca

Rebecca Chase Williams

City council District 1

Brookhaven City Hall

4362 Peachtree Road

Brookhaven, GA. 30319

Main: [404-637-0500](tel:404-637-0500)

Cell: [770-314-0730](tel:770-314-0730)

[www.brookhavenga.gov](http://www.brookhavenga.gov)

On May 17, 2015, at 10:24 PM, Ann Council <[anncouncil@gmail.com](mailto:anncouncil@gmail.com)> wrote:

Hello Rebecca,

I am a Brookhaven resident who lives on Granger Dr. off of Harts Mill Rd.

I have seen recent publications from the city of Brookhaven regarding the emphasis of creating a pedestrian friendly community. I think this is a wonderful initiative and would like to bring one area of our community that I believe needs improvement.

The Brookhaven side of Harts Mill running from the Mendenhall neighborhood to the corner of Watkins Pl. does not have a sidewalk. In addition, the only locations to safely cross Harts Mill is at the corner of Chamblee-Dunwoody and the new pedestrian cross walk located near Watkins Pl.

For our family, the lack of safe passage across Harts Mill has become more of a concern this year as our eldest son now attends Chamblee Middle School. If he were to safely walk home from the middle school today, he would have to walk up to the corner of Chamblee-Dunwoody and then head back down Harts Mill. The second challenge is that the sidewalk ends at the end of the Mendenhall neighborhood.

This is an issue for all middle school and high school students choosing to walk to school and live on the Brookhaven side of Harts Mill down to Watkins Pl.

As I am sure you are aware, it is not only students who walk along Harts Mill, but much of our community uses Harts Mill as a path for exercise.

I would greatly appreciate if the City Council would consider making Harts Mill a more pedestrian friendly street for the residents of Brookhaven, mostly importantly the children seeking a safe path to school.

I am starting my contacting you. Please advise if there are additional government officials that I should contact or other steps I should take to have this issue consider by the city of Brookhaven.

Thank you,

Ann Council

3956 Granger Dr.

[770-452-8428](tel:770-452-8428)

----- Forwarded message -----

From: **City of Brookhaven** <[news@brookhavenga.gov](mailto:news@brookhavenga.gov)>

Date: Fri, May 8, 2015 at 6:04 PM

Subject: City of Brookhaven Updates

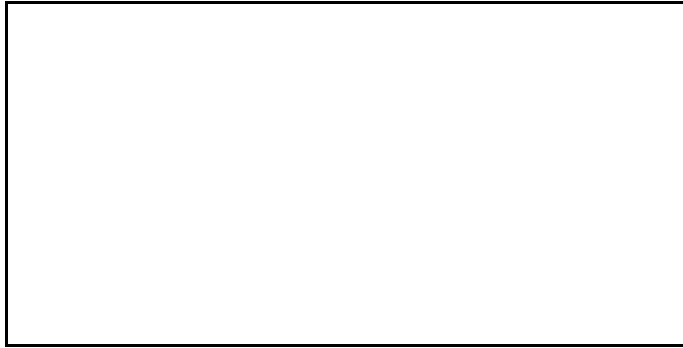
To: [anncouncil@gmail.com](mailto:anncouncil@gmail.com)

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## Brookhaven to hold public meeting on Bike, Pedestrian & Trail Plan

The City of Brookhaven has begun work on its first Bicycle, Pedestrian, and Trail Plan.

This important effort will help develop a vision for a future bicycle, pedestrian and trail network to be enjoyed by all residents and visitors to the city.

The plan effort is scheduled to conclude in early 2016 and includes an initial analysis of existing conditions, a determination of future needs, and an implementation plan to guide the city in future decision making.

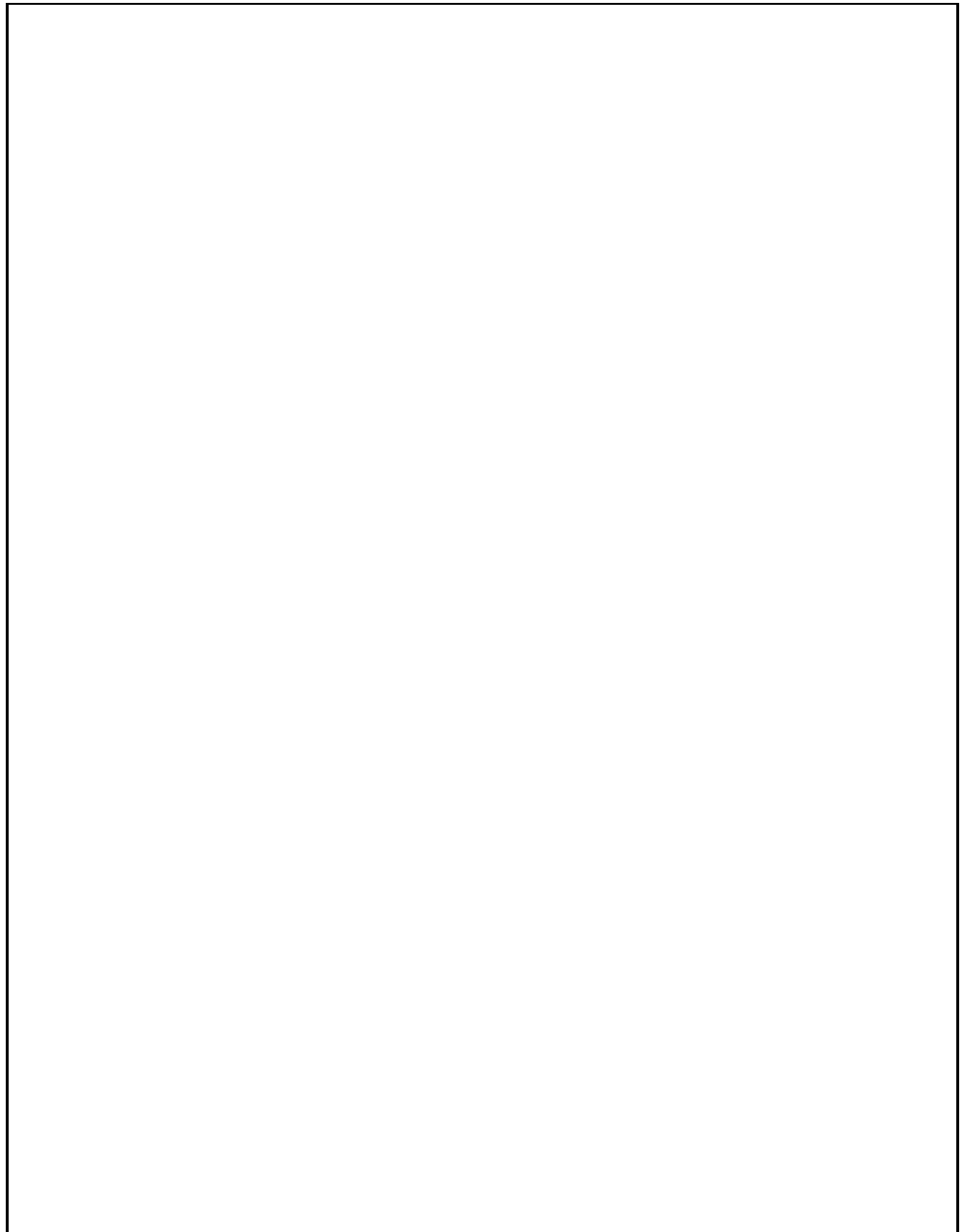
There will be several opportunities for residents to participate in the development of this plan, including the first public meeting to be held Tuesday, May 19, from 5:30 to 7:30 p.m. at the Lynwood Park Community Center (3360 Osborne Road). This will be the first of three planned meetings throughout the planning effort. This initial meeting will include the following topics:

- **5:30-6:00 PM:** A community preference exercise to determine community preferences for different types of bicycle, pedestrian, and trail improvements
- **6:00-6:20 PM:** A formal presentation regarding the plan development
- **6:20-7:30 PM:** An interactive exercise to craft an overall vision for a bicycle, pedestrian, and trail network

Click [here](#) for more information.

[En Espanol.](#)

We hope to see you there!



□

**New turning lane on Ashford Dunwoody**

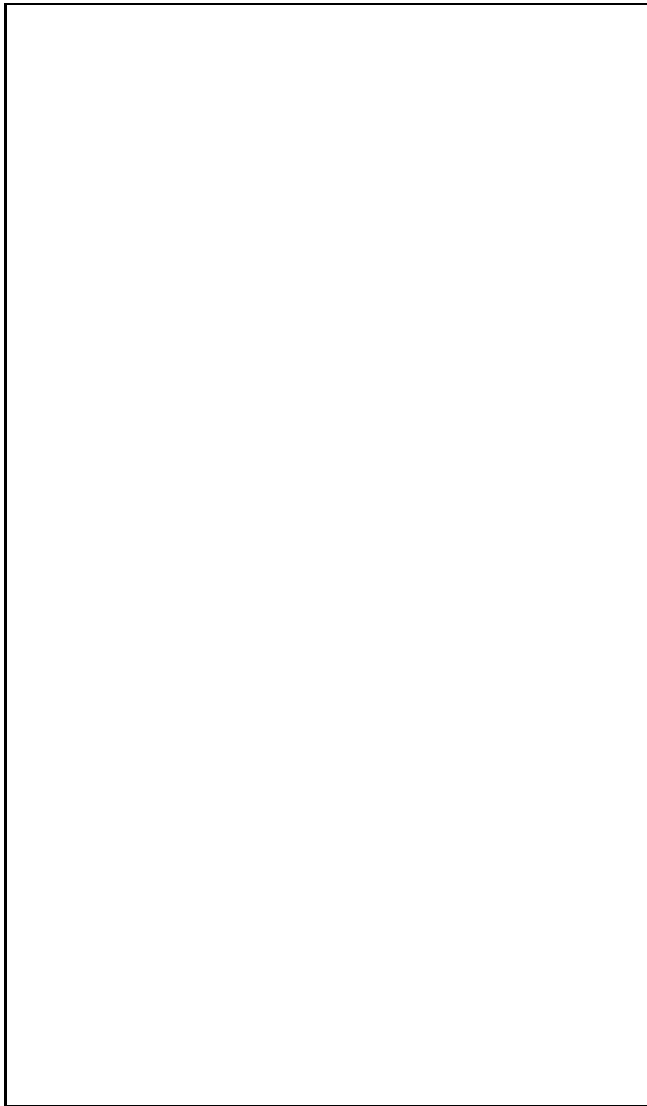


In collaboration with the Perimeter Community Improvement District, Brookhaven's Public Works Department recently restriped a section of Ashford Dunwoody Road in front of Montgomery Elementary School to add a southbound left turn lane into the school.

The lane was needed so that southbound vehicles wanting to turn left into the school, including school buses, would not hold up southbound through traffic while waiting to make the turn.

The change will help with relieving some of the congestion that occurs at Montgomery Elementary at both the arrival and dismissal times and make it safer for those drivers turning left into the school.

■

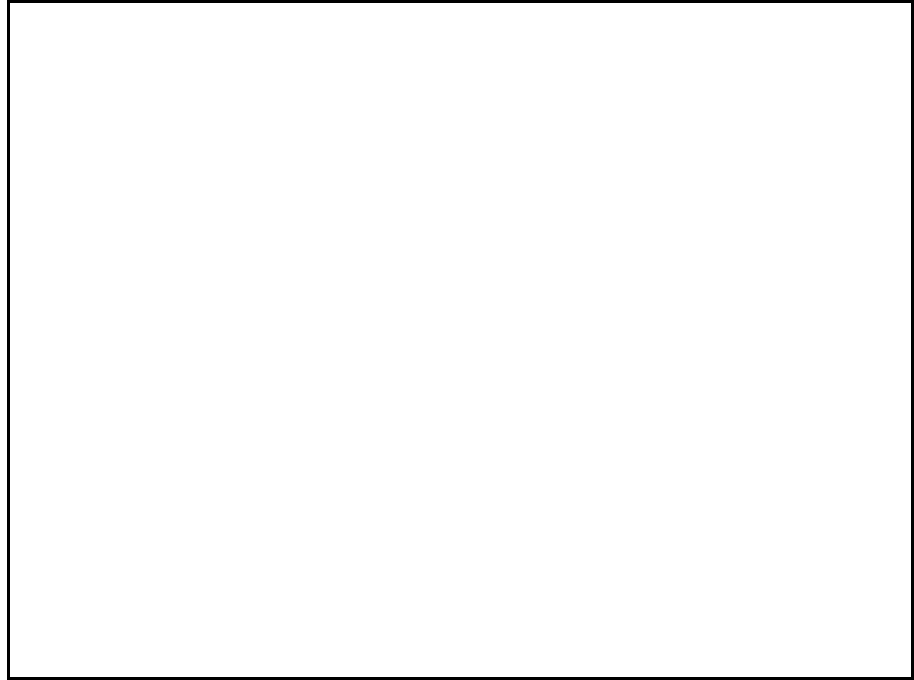


### **Brookhaven Bolt returns May 16**

The Brookhaven Bolt 5K returns Saturday, May 16, with 100 percent of proceeds donated directly to Ashford Park Elementary School. The City of Brookhaven is a proud sponsor of the race. Visit [www.brookhavenbolt.com](http://www.brookhavenbolt.com) for information on registering, road closures and volunteering.

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## **Volunteers pitch in during city's first annual stream cleanup**

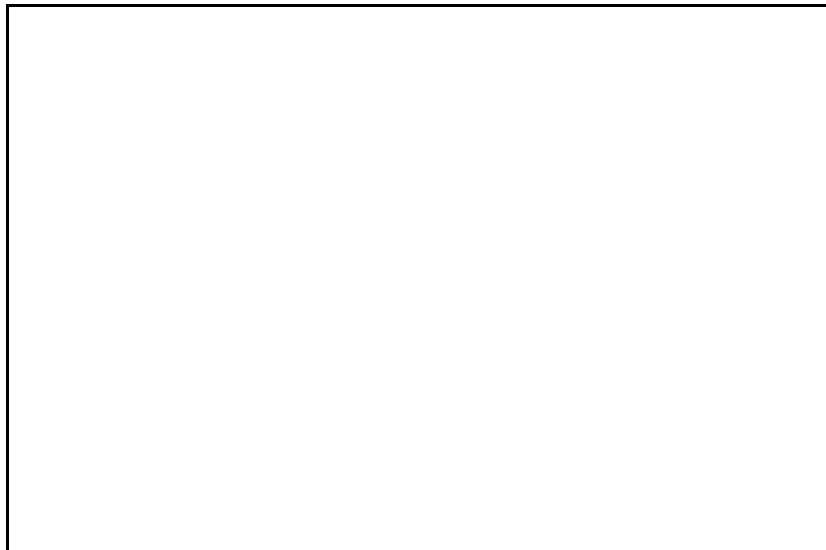


About 30 volunteers, including Girl Scouts, local students and city employees, pitched in when the City of Brookhaven's Stormwater Division hosted its inaugural Stream Cleanup on May 2 at a tributary of West Nancy Creek.

Volunteers pulled out 24 tires and many bags of trash along the way.

The event was held in recognition of Water Appreciation Day, a full-day celebration of water cleanups around the metro Atlanta area.

## **Brookhaven celebrates Community Day at Lynwood Park**



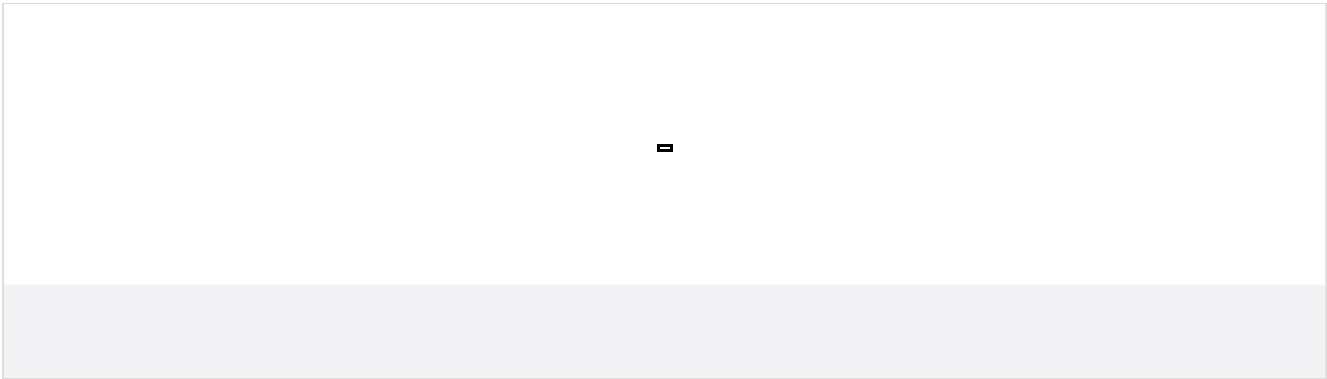
The city continued a 40-year tradition when it celebrated Brookhaven Community Day in Lynwood Park on May 2 with a parade, music, cookout, children's activities and special guests, including comedian George Wallace, a native of the neighborhood.

**Spread the word!**

The City of Brookhaven is working hard to keep residents up to speed with what's going on in their city. Please take a moment to forward this email to anyone you know who wants to stay up-to-date with Brookhaven's happenings and let them know they

can sign up [here](#)

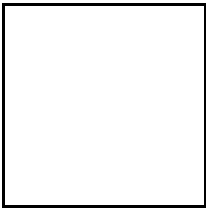
**Thanks!**



STAY CONNECTED

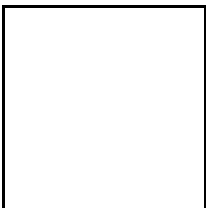


[Forward this email](#)



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City of Brookhaven | 4362 Peachtree Rd | Brookhaven | GA | 30319

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Thursday, June 11, 2015 4:30 PM  
**To:** Lusher, Eric  
**Subject:** FW: Suggestion for trail on Clairmont Road  
**Attachments:** Clairmont Road Today.pdf

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Blair Belton [mailto:blair.belton@gmail.com]  
**Sent:** Thursday, June 11, 2015 4:28 PM  
**To:** Bike Ped Trail Plan  
**Subject:** Suggestion for trail on Clairmont Road

Here is a flyer for a trail on Clairmont. Part of it could use right of way around the periphery of the airport.

Thanks

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## Lusher, Eric

---

**From:** Bates Mattison <bates.mattison@brookhavenga.gov>  
**Sent:** Wednesday, June 03, 2015 7:06 PM  
**To:** FJM  
**Cc:** Bennett White; Richard Meehan; Fangmann, Richard; Lusher, Eric; atlantapm@yahoo.com  
**Subject:** Re: Follow-Up to Public Meeting on Bike, Pedestrian and Trail Plan

Thank you for your email. It is very helpful to understand your position and I'm glad our consultants were copied on this email so that they are also aware.

Sincerely,  
Bates

Bates Mattison, Brookhaven City Council District 3  
City of Brookhaven  
4362 Peachtree Rd, NE  
Brookhaven, GA 30319  
Office: 404-637-0716  
Direct: 678-390-3424  
Fax: 404-637-0501  
[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[bates.mattison@brookhavenga.gov](mailto:bates.mattison@brookhavenga.gov)



On Jun 3, 2015, at 5:38 PM, FJM <[fjmc7272@gmail.com](mailto:fjmc7272@gmail.com)> wrote:

As a participant at the May 19th public meeting, I wanted to follow-up and thank you for facilitating a very informative and interactive session. I know you received excellent feedback on ideas that will eventually make the BPTP special.

It was also a pleasure and important to speak with each of you individually about not allowing any consideration of a proposed BPTP connecting Colonial Drive and Lenox Park to come up. In order for a BPTP to exist at this location, the city would have to confiscate private property from multiple homeowners.

Fortunately the clear message I heard from each of you was the city is not interested in taking homeowner property and would not even consider a BPTP location where private property owners adamantly opposed the plan. That would assuredly be the case with this location. In addition to my property at 2260 Colonial Drive, the Weathers Creek Town Homes HOA, individual residents of Weathers Creek, and many other residents in Brookhaven Heights who live on Colonial and near the location where a few well meaning but grossly uninformed residents have suggested, would all vigorously oppose any trespassing or public access to our collective private property; this is a non-negotiable stance.



Since the city and Pond & Company are still in the information gathering phase of the project study and timeline, my invitation still stands in having any or all of you to meet with me, Paul Melita, a director with WCTHA who is copied on this e-mail, and other concerned citizens to express not only opposition but provide an on-the-ground review of the dangerous topography of the site. Even if no opposition existed, this is unquestionably a terrible location for any proposed BPTP that carries definite liability risk for two HOAs and multiple homeowners...here is why.

In addition to environmental restrictions preventing land disturbance around two creek located on the property, these streams quickly swell to powerful rapids with just moderate rainfalls. I even shared with you at the May 19th meeting an iPhone video of a recent rainfall and the dramatic shift, volume and force of water that transformed these streams into an extremely hazardous situation for anyone standing nearby. There is also an extensive flood plan in the wooded area behind the Weathers Creek Town Homes, along with an assortment of natural hazards such as snakes, bees, poison ivy, sinkholes, slippery rocks, and a very deep slope that runs along the fence line of the Arbor Trace gated community and above a Lenox Park retention pond. When combined with an unforgiving public invasion and violation of long established and cared for homes and backyards, this location should not even see the light of day as a reasonably legitimate BPTP option.

Thank you for your attention, understanding the litany of concerns presented and agreeing that the Colonial-Lenox Park BPTP is off the board. Please feel free to contact me with questions or arranging a time to meet. In the meantime, I look forward to future public meetings and the opportunity to once again participate in the BPTP process.

Frank McCloskey

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## Lusher, Eric

---

**From:** FJM <fjmc7272@gmail.com>  
**Sent:** Wednesday, June 03, 2015 5:38 PM  
**To:** Brookhaven District 3 Bates Mattison; Brookhaven Land Development Mgt./Engr. Bennett White; Brookhaven Public Works Richard Meehan; Fangmann, Richard; Lusher, Eric; atlantapm@yahoo.com  
**Subject:** Follow-Up to Public Meeting on Bike, Pedestrian and Trail Plan

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Frank McCloskey

## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Wednesday, June 03, 2015 4:39 PM  
**To:** Lusher, Eric  
**Subject:** FW: Sidewalks on Cates Ave

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Corey Alison [mailto:Corey.Alison@amwins.com]  
**Sent:** Wednesday, June 03, 2015 4:02 PM  
**To:** Bike Ped Trail Plan  
**Subject:** Sidewalks on Cates Ave

Richard Meehan had suggested I email here to request that sidewalks on Cates Avenue be added to the Bike Ped Trail Plan. Please let me know if you need anything further from me. Cates Ave is narrow, so if sidewalks would be considered, we obviously would need to evaluate the amount of front yard that would have to be taken out before proceeding.

Thank you,

**Corey T. Alison, ARM**

Senior Vice President - Casualty | AmWINS Brokerage of Georgia, LLC  
T 404.920.3760 | M 678-481-9481 | [corey.alison@amwins.com](mailto:corey.alison@amwins.com)  
3630 Peachtree Road NE, Suite 1700 | Atlanta, GA 30326 | [amwins.com](http://amwins.com)

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Wed Jun 03 2015 16:02:03 "Corey Alison" <[Corey.Alison@amwins.com](mailto:Corey.Alison@amwins.com)>

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## Lusher, Eric

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**From:** Fangmann, Richard  
**Sent:** Tuesday, June 02, 2015 1:43 PM  
**To:** Richard Meehan  
**Cc:** Lusher, Eric  
**Subject:** Re: Meeting recap

Richard

We are aware of the ARC project and will be coordinating with them as we work on the city's plan. We are working this week to get the results of the recent public meeting on your website along with a questionnaire so that we can get additional information from the public.

Our next steps will be coordination with the adjacent cities and CIDs regarding their plans, as well as ARC. We will also want to meet soon with the stakeholder advisory committee you're preparing and other stakeholders as necessary.

I am out of the office this week, but will plan to coordinate with you next week regarding these items and next steps. Feel free to contact Eric Lusher this week if there are specific items you want to discuss prior to my return.

Richard Fangmann  
Pond

Sent from my iPhone

On Jun 1, 2015, at 3:02 PM, Richard Meehan <[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)> wrote:

Richard,

Wanted to make sure you were aware of this meeting that occurred with ARC. We do need to make sure we are coordinating our plan with their regional Bike Ped Update. I'm sure you were already planning on doing that.

Thanks

**Richard J. Meehan, PE**  
City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319  
Main: 404-637-0500  
Direct: 404-637-0520  
Fax: 404-637-0501  
[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)

<image001.png>

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**From:** Jack Honderd [<mailto:jkhonderd@gmail.com>]  
**Sent:** Sunday, May 31, 2015 2:06 PM  
**To:** Marie Garrett; Rebecca C. Williams; Joe Gebbia  
**Cc:** Betsy Eggers; Richard Meehan; Bates Mattison; John Park; Bennett White; Ben Song  
**Subject:** Meeting recap

Hi Rebecca, Joe and Marie,

I see you aren't followers of our WalkRunBike Brookhaven FB page so I'm forwarding my recent posts that summarize Friday's meeting at ARC. Hope you find this informative and useful for our goals for Brookhaven!

Jack

Betsy and I attended the Walk-Friendly + Bike-Friendly Communities Forum put on by the ARC on Friday. Mia Birk, former Bicycle Coordinator for Portland, OR, was the keynote speaker. Her firm, ALTA Design, has been retained by ARC to create a regional bike-ped plan. Here are some highlights from her keynote:

-polls across the country pretty consistently show the following:

32% of people are NOT interested in cycling

1% are "fearless cyclists"--that's us--who will bike no matter what

7% are "enthused and confident," and will start as soon as there are reasonable bike facilities

60% are "interested but concerned"--primarily about safety

**THEREFORE, PROTECTED, COMFORTABLE BIKE/WALK NETWORKS ARE ESSENTIAL IF WE WANT MANY MORE PEOPLE TO PARTICIPATE.** Can shift 10-13% of the 60% pretty readily with education and outreach.

-multi-use trails are "catalytic projects" that have a much bigger economic and social impact than just allowing people to ride bikes. Important element in business and personal relocations—communities are using/needing them to compete.

-3 key human roles to implementation. Need all 3 working for success:

a) political vision and leadership--need elected official champions

b) dedicated community advocates (that's us again)

c) trained, supported staff--especially transportation engineers (Richard Meehan, e.g.)

-gov't transp. engineers are KEY! Need to educate, work closely with them. Essential to get them to experience cycling, walking in community first-hand. Reframe focus from "getting people in cars where they need to go" to "improve mobility options for everyone."

-20% of all trips are commuting to work, 80% are other. Don't just focus on work commuting, which may have limited options for most people. Focus on using bikes for OTHER trips. Any

reduction of car trips is positive. BTW, Atlanta average trip length is much longer than most places.

2nd post:

### ARC Plan

ARC, with consultants, ALTA Design, will be working on this regional plan for bike-ped connectivity for the remainder of the year. There will be a public forum or other review of the work approximately monthly, and metro governments are encouraged to participate throughout. (Planners from Woodstock, John's Creek, Alpharetta, Roswell, Sandy Springs, and Dunwoody were in my "breakout" session; I assume many other jurisdictions were represented in other breakout groups.)

The main value of this regional plan is that it will provide a framework and blueprint for metro jurisdictions to apply for ARC implementation funds. Be part of the plan, follow the rules, and **YOU GET MONEY** to build bike lanes and trails!

## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, June 01, 2015 4:04 PM  
**To:** Lusher, Eric  
**Subject:** FW: Meeting recap

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Richard Meehan  
**Sent:** Monday, June 01, 2015 3:01 PM  
**To:** Bike Ped Trail Plan  
**Subject:** FW: Meeting recap

**Richard J. Meehan, PE**

City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319  
Main: 404-637-0500  
Direct: 404-637-0520  
Fax: 404-637-0501

[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)



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**From:** Jack Honderd [<mailto:jkhonderd@gmail.com>]  
**Sent:** Sunday, May 31, 2015 2:06 PM  
**To:** Marie Garrett; Rebecca C. Williams; Joe Gebbia



**Cc:** Betsy Eggers; Richard Meehan; Bates Mattison; John Park; Bennett White; Ben Song

**Subject:** Meeting recap

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Monday, June 01, 2015 4:03 PM  
**To:** Lusher, Eric  
**Subject:** FW: Crosswalk on Hermance / Crosswycke Forest Drive

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | BrookhavenGa.gov

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-----Original Message-----

From: Richard Meehan  
Sent: Monday, June 01, 2015 10:55 AM  
To: Marie Garrett; Dina Molaison; J. Max Davis  
Cc: Bennett White; Bike Ped Trail Plan  
Subject: RE: Crosswalk on Hermance / Crosswycke Forest Drive

We will look at this and add the appropriate school crosswalk signage as well as a "State Law Stop for Pedestrians" sign.

As for the speed hump, if there was one there, it was removed by DeKalb before we became a city and replaced by the island. The island itself is a traffic calming measure and does help provide a safe refuge for pedestrians looking to cross. As part of the Bike Ped Trail plan that is currently underway, we will be evaluating these crossing locations and developing standards for enhancement. Also this location on Hermance is on our list of needed sidewalks to complete the sidewalk on both sides of Hermance up to Windsor Parkway.

Thanks

Richard J. Meehan, PE  
City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319  
Main: 404-637-0500  
Direct: 404-637-0520  
Fax: 404-637-0501  
[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)

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-----Original Message-----

From: Marie Garrett  
Sent: Monday, June 01, 2015 10:12 AM  
To: Dina Molaison; J. Max Davis  
Cc: Bennett White; Richard Meehan  
Subject: Re: Crosswalk on Hermance / Crosswycke Forest Drive

Richard and Bennett:  
Please advise.

Thank you  
Marie L. Garrett  
City Manager  
4362 Peachtree Rd  
Atlanta, GA 30319  
404-637-0500

On 6/1/15, 9:13 AM, "Dina Molaison" <Dina.Molaison@trade.gov> wrote:

>Thank you very much!

>

>Dina

>

>-----Original Message-----

>From: J. Max Davis [mailto:jmax.davis@brookhavenga.gov]

>Sent: Saturday, May 30, 2015 12:55 AM

>To: Dina Molaison

>Cc: Bennett White; Richard Meehan; Marie Garrett

>Subject: Re: Crosswalk on Hermance / Crosswycke Forest Drive

>

>Thank you Ms. Molaison for your email. I have forwarded to appropriate

>staff. You should hear something back next week.

>Sincerely,

>J. Max Davis

>

>Sent from my iPhone

>

>> On May 29, 2015, at 3:41 PM, Dina Molaison <Dina.Molaison@trade.gov>

>>wrote:

>>

>> Hello Mayor Davis,

>>

>>

>> It was a pleasure meeting you and your family at the Brookhaven

>>Farmers Market a couple of weeks ago. Many thanks for offering to take  
>>a look into our crosswalk issue. Frankly, I never use the crosswalk at  
>>the edge of my street because no one ever stops. My guess is that most  
>>folks just don't know what the white markings indicate?? (photo  
>>attached)

>>

>>

>>

>> Also, there is a school (DeKalb PATH Academy) located across the  
>>street from Crosswycke, so I'd suggest putting "pedestrian crossing"  
>>and "school zone" signs on the divider sign post. (There is currently  
>>a sign with 2 children holding hands a good way north of the school,  
>>but it's covered by tree limbs and has no "school" indication.)

>>

>>

>>

>> Another option would be a speed bump, which we once had but was  
>>removed for some unknown reason. Because of Town Brookhaven, folks  
>>speed directly in front of our street at Crosswycke and the PATH Academy.  
>>Anything you can suggest or implement is greatly appreciated, Mayor  
>>Davis. Thank you.

>>

>>

>>

>> Very best regards,

>>

>>

>> Dina Molaison

>>

>>

>>

>>

>>

>> <Crosswalk at Hermance and Crosswycke.jpg>

>

>

>

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Tuesday, May 26, 2015 11:48 AM  
**To:** Lusher, Eric  
**Subject:** FW: Suggestions

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Kim Rizik [mailto:kimberly.s.rizik@gmail.com]  
**Sent:** Saturday, May 23, 2015 6:06 AM  
**To:** Bike Ped Trail Plan  
**Subject:** Suggestions

2 suggestions:

1. Please consider doing everything possible to keep bicyclists off Windsor Parkway. They pose a hazard to themselves, pedestrians, and motorists.
2. Our children NEED sidewalks and crosswalks in the area of OLA and St. Martin's. Please consider making a priority the installation of sidewalks down Lanier Drive and a crosswalk from Hearst/Humility to Lanier.

---

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Friday, May 22, 2015 3:58 PM  
**To:** Lusher, Eric  
**Subject:** FW: bike plan suggestion

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | BrookhavenGa.gov

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-----Original Message-----

From: Richard Meehan  
Sent: Friday, May 22, 2015 3:38 PM  
To: Bike Ped Trail Plan  
Subject: FW: Delivery Status Notification (Failure)

Richard J. Meehan, PE  
City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319  
Main: 404-637-0500  
Direct: 404-637-0520  
Fax: 404-637-0501  
[www.brookhavenga.gov](http://www.brookhavenga.gov)  
[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)

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-----Original Message-----

From: Marie Garrett  
Sent: Friday, May 22, 2015 3:38 PM  
To: McCall Ginsberg  
Cc: Jerry Kinsey; Bennett White; Richard Meehan

Subject: Re: Delivery Status Notification (Failure)

Thank you so much. I will have your comments sent to our Parks/Rec and Public Works Departments.

Thank you  
Marie L. Garrett  
City Manager  
4362 Peachtree Rd  
Atlanta, GA 30319  
404-637-0500

On 5/19/15, 7:39 AM, "McCall Ginsberg" <mccall.ginsberg@gmail.com> wrote:

>  
>>> Good morning,  
>>> Due to an unavoidable scheduling conflict, I will not be able to  
>>> attend the meeting tonight, but I would like to provide input. I  
>>> live in Pine Hills, and I would like to see bicycle connectivity to  
>>> the Dresden Mixed Use, preferably in the form of a wider protected  
>>> bike lane (with some sort of barrier) if it is on a busy road.  
>>>  
>>> I would also like to see a protected bike lane on North Druid that  
>>> goes across the interstate over to Briarcliff (and its bike lanes).  
>>> There is quite a bit of traffic at rush hour, and a protected bike  
>>> lane would provide a way to get over to the Brighton Square shopping,  
>>> Fresh Market, and restaurants. Brighton Square is also lacking in  
>>> parking, and bike connectivity would help with this issue. I would  
>>> advocate for a wider protected bike lane (with some sort of barrier)  
>>> for North Druid because of the traffic. This would also have a bonus  
>>> of connecting to the new linear park when it becomes a reality.  
> Sincerely,  
> McCall Ginsberg  
>>>  
>>>  
>>> Sent from my iPhone

---

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Friday, May 22, 2015 12:34 PM  
**To:** Lusher, Eric  
**Subject:** FW: Additional observation

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Cortlandt Minnich [mailto:cortlandtm@gmail.com]  
**Sent:** Wednesday, May 20, 2015 10:29 PM  
**To:** Bike Ped Trail Plan  
**Subject:** Additional observation

Nancy Creek and/or the Colonial Pipeline could make an interesting corridor that would connect PATH 400 to the new GM planned facility - or to Dunwoody.

--

Cortlandt Minnich  
404-578-5861

---

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## Lusher, Eric

---

**From:** Fangmann, Richard  
**Sent:** Wednesday, May 20, 2015 3:36 PM  
**To:** Lusher, Eric  
**Subject:** FW: Message Notification from VPS, 18049829829, Wells Erika  
**Attachments:** 18049829829\_rcvm4737\_2015052012005300.wav

Eric,

Please see the attached. I think we should follow up with the City before responding, but it may be good to let them know we got input from 6 groups regarding a vision for the plan.

Richard Fangmann, P.E., PTOE  
Director of Transportation Planning | Associate D Pond & Company Architects ( Engineers ( Planners  
3500 Parkway Lane, Suite 600 | Norcross, GA 30092 | [www.pondco.com](http://www.pondco.com)

p 678.336.7740 | f 678.336.7744 | e [FangmannR@pondco.com](mailto:FangmannR@pondco.com) | direct 404.748.4737 | mobile 770.598.1142

-----Original Message-----

From: Voice Mail [<mailto:VoiceMail@pondco.com>]  
Sent: Wednesday, May 20, 2015 12:00 PM  
To: Fangmann, Richard  
Subject: Message Notification from VPS, 18049829829, Wells Erika

A voice message was left from 18049829829 Wells Erika at 12:00 PM on May 20, of 32 seconds length. New:3, Old:0.

## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Wednesday, May 20, 2015 11:14 AM  
**To:** Lusher, Eric  
**Subject:** FW: Past activities related to the Brookhaven Bike Ped Plan  
**Attachments:** 2015-01-08 10.54.45.jpg

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Michael Clifford [mailto:mjclifford@hotmail.com]  
**Sent:** Wednesday, May 20, 2015 9:04 AM  
**To:** Bike Ped Trail Plan  
**Cc:** 'Cherniak, Christian'  
**Subject:** Past activities related to the Brookhaven Bike Ped Plan

To the Pond staff:

Thanks for the opportunity to involve us in the planning of trails around Brookhaven. It was a pleasurable experience (except for bicycling in the rain over to the meeting).

Richard Meehan suggested that I update the Pond staff on the activities some of us residents have already accomplished related to the Brookhaven planning for biking and walking.

A few of the people last year bicycled around town with police escort and ended up at the Town Hall to meet the press (I met them there). We followed up with a number of planning meetings. During the last (January 8), we also conducted a Blue Sky mapping activity like the one conducted last night (see attachment). We also met with Richard on the striping along Dresden and other areas.

We also started the Walk Run Bike Brookhaven public group on Facebook (see <https://www.facebook.com/groups/WalkRunBikeBrookhaven/>). We used it to notify a number of people who ultimately attended last night. Active members include Bill Cox, Jack Honderd, and Christian Cherniak. By the way, I believe that Christian has the large maps on which we worked during the January meeting.

I think I can speak for the above people and others and say we are ready and eager to assist in this effort in any way possible. Please don't hesitate to contact us (some via Facebook) for any assistance you may need.

Regards,

Michael Clifford

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## Lusher, Eric

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**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Wednesday, May 20, 2015 11:13 AM  
**To:** Lusher, Eric  
**Subject:** FW: Input from Workshop - May 19th - Brookhaven Bike/Ped/Trail Plan

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Sean Pharr [mailto:seanpharr@gmail.com]  
**Sent:** Tuesday, May 19, 2015 10:47 PM  
**To:** Bike Ped Trail Plan  
**Subject:** Fwd: Input from Workshop - May 19th - Brookhaven Bike/Ped/Trail Plan

**Subject:** Input from Workshop - May 19th - Brookhaven Bike/Ped/Trail Plan  
**To:** [bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov), [rebecca.williams@brookhavenga.gov](mailto:rebecca.williams@brookhavenga.gov)

Enjoyed the meeting, very informative and I met a wonderful cross sections of people! Here is summary of takeaway's from my table's inputs;

1. Peachtree Road should serve as a principle signature multi-modal street with first class bike/ped accommodations. Tree lined boulevard/economic engine of Brookhaven
2. Ashford Dunwoody Road should accommodate ped and bike traffic through combination of sidewalks and extension of PATH's MUT along it's length through the City.
3. Dresden Drive should at a minimum provide buffered sidewalks and in-road bike accommodations for it's length
4. Windsor Parkway should accommodate bike and pedestrian traffic to Peachtree Dunwoody Road and connect to future GA 400 trail extensions to make a regional connection to Dunwoody, Buckhead, Sandy Springs, and the future Beltline(via Buckhead CID PATH 400 trail).
5. From Lynwood Park/Osborn Park provide off roadway network system of trails which use Nancy Creek and tributaries to connect to Marist/Ashford Dunwoody to W. Nancy Creek Drive where low volume traffic roadway network connects to Medical Center Station (study recommendations for enhancement to these roadway segments). This connection would provide entire District 1 essential access to Dunwoody MARTA line (along with future expansion of MARTA to Alpharetta)
6. Complete Blackburn Park to Keswick Park trail segment, work with Chamblee to better connect PATH trail under Clairmont to MARTA (this should be part of ongoing development in the area anyway - verify)

7. Study viability of alternate MUP route from new mixed use Coro property at Ashford/Johnson Ferry to Lynwood Park - coordinate with Silver Lake for possibility of enhancement to a "portion" of their northern trail segment to Silver Lake to better connect both the Brittany/Lynwood Park neighborhood to grocery, shopping etc
8. Enhance Osborne Road with MUP, buffered sidewalks, or combination of both to connect Lynwood Park to Brookhaven Park, as well as entire northern portion of Brookhaven to transit(Brookhaven MARTA Station).
9. Study best route to connect from Chamblee MARTA stations to Skyland Park, and then best route through Ashford Park to Briarwood Park.
10. Enhance Briarwood Road for multi-modal accommodations (side path), Briarwood Rd will then connect to North Fork Peachtree Creek, and provide connection to Southfork Peachtree Creed and ultimately Beltline.

In summary, the above recommendations create the following;

- Both on and off system intercity ring of multi-modal accommodations connecting parks, commercial, residential, institutional, religious, educational and transit hubs.
- East-west connections to multi-modal ring noted above, provided on Peachtree Corridor, Dresden, and Windsor.
- North-South Connections created on Osborne, Ashford Duwoody and Briarwood Road.

The above is an enhanced description of what my table was fortunate enough to discuss and put on paper. We really keyed in on providing all our residents and neighborhoods vital connections that reduce vehicle trips, and if appropriately implemented will make Brookhaven a regional example of providing first class multi-modal travel accommodations to its citizens for generations to come.

Thanks,

Sean H. Pharr, PE  
Lynwood Park  
1152 Victoria Street, 30319  
[sean.pharr@aecom.com](mailto:sean.pharr@aecom.com) | [seanpharr@gmail.com](mailto:seanpharr@gmail.com)

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## Lusher, Eric

---

**From:** Bike Ped Trail Plan <bikepedtrailplan@brookhavenga.gov>  
**Sent:** Tuesday, May 19, 2015 9:36 AM  
**To:** Lusher, Eric  
**Subject:** FW: Sidewalk for Brookhaven side of Harts Mill

Eric, here's the first email suggestion we've gotten from the public. Should I be forwarding them to you?

Looking forward to the open house tonight!

--

Ann Marie Quill

Electronic Communications Manager | City of Brookhaven, GA | 404-637-0508 | M: 404-205-3832 | [BrookhavenGa.gov](http://BrookhavenGa.gov)



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**From:** Richard Meehan  
**Sent:** Monday, May 18, 2015 12:34 PM  
**To:** Rebecca C. Williams; Ann Council  
**Cc:** Bike Ped Trail Plan  
**Subject:** RE: Sidewalk for Brookhaven side of Harts Mill

Ann,

We have just started work on our citywide Bicycle, Pedestrian, and Trail Plan and I have forwarded your comments to our consultant so we can include this area in our plan. Part of that plan will be to coordinate with the adjacent cities, including Chamblee, to allow for the continuation of our sidewalk network.

Please be aware that Harts Mill Road itself from Flowerland to Chamblee Dunwoody Road is entirely within the City of Chamblee even though the properties on the north side of the road are in Brookhaven. As such, Brookhaven cannot construct the sidewalk on this section of Hart Mill, but would need to work with Chamblee to get them to include it in their plans. We would be able to construct the section from Watkins Pl to just past Flowerland.

Thanks

**Richard J. Meehan, PE**

City of Brookhaven  
4362 Peachtree Road  
Brookhaven, Georgia 30319

Main: 404-637-0500

Direct: 404-637-0520

Fax: 404-637-0501

[www.brookhavenga.gov](http://www.brookhavenga.gov)

[richard.meehan@brookhavenga.gov](mailto:richard.meehan@brookhavenga.gov)



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---

**From:** Rebecca C. Williams  
**Sent:** Monday, May 18, 2015 10:14 AM  
**To:** Ann Council; Richard Meehan  
**Subject:** Re: Sidewalk for Brookhaven side of Harts Mill

Hi Ann

Thanks for your good suggestion. Safe sidewalks to schools are indeed a priority. I'm forwarding this to our public works director to get his comment on your suggestion. Chamblee controls the right of way on Chamblee Dunwoody so we would have to work with them as well. Thanks for your input.

Best regards  
Rebecca

Rebecca Chase Williams  
City council District 1  
Brookhaven City Hall  
4362 Peachtree Road  
Brookhaven, GA. 30319  
Main: 404-637-0500  
Cell: 770-314-0730  
[www.brookhavenga.gov](http://www.brookhavenga.gov)

On May 17, 2015, at 10:24 PM, Ann Council <[anncouncil@gmail.com](mailto:anncouncil@gmail.com)> wrote:

Hello Rebecca,

I am a Brookhaven resident who lives on Granger Dr. off of Harts Mill Rd.

I have seen recent publications from the city of Brookhaven regarding the emphasis of creating a pedestrian friendly community. I think this is a wonderful initiative and would like to bring one area of our community that I believe needs improvement.

The Brookhaven side of Harts Mill running from the Mendenhall neighborhood to the corner of Watkins Pl. does not have a sidewalk. In addition, the only locations to safely cross Harts Mill is at the corner of Chamblee-Dunwoody and the new pedestrian cross walk located near Watkins Pl.

For our family, the lack of safe passage across Harts Mill has become more of a concern this year as our eldest son now attends Chamblee Middle School. If he were to safely walk home from the middle school today, he would have to walk up to the corner of Chamblee-Dunwoody



and then head back down Harts Mill. The second challenge is that the sidewalk ends at the end of the Mendenhall neighborhood.

This is an issue for all middle school and high school students choosing to walk to school and live on the Brookhaven side of Harts Mill down to Watkins Pl.

As I am sure you are aware, it is not only students who walk along Harts Mill, but much of our community uses Harts Mill as a path for exercise.

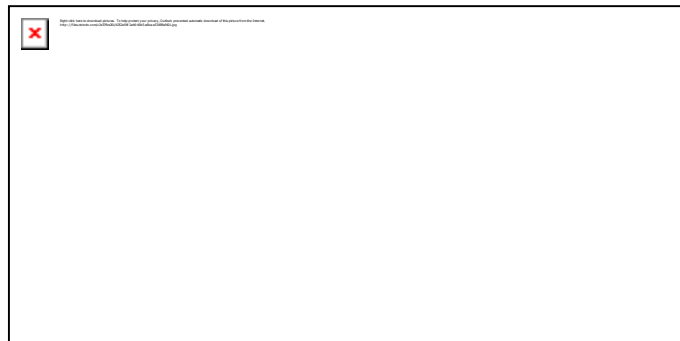
I would greatly appreciate if the City Council would consider making Harts Mill a more pedestrian friendly street for the residents of Brookhaven, mostly importantly the children seeking a safe path to school.

I am starting my contacting you. Please advise if there are additional government officials that I should contact or other steps I should take to have this issue consider by the city of Brookhaven.

Thank you,  
Ann Council  
3956 Granger Dr.  
770-452-8428

----- Forwarded message -----

From: **City of Brookhaven** <[news@brookhavenga.gov](mailto:news@brookhavenga.gov)>  
Date: Fri, May 8, 2015 at 6:04 PM  
Subject: City of Brookhaven Updates  
To: [anncouncil@gmail.com](mailto:anncouncil@gmail.com)



### **Brookhaven to hold public meeting on Bike, Pedestrian & Trail Plan**

The City of Brookhaven has begun work on its first Bicycle, Pedestrian, and Trail Plan.

This important effort will help develop a vision for a future bicycle, pedestrian and trail network to be enjoyed by all residents and visitors to the city.

The plan effort is scheduled to conclude in early 2016 and includes an initial analysis of existing conditions, a determination of future needs, and an implementation plan to guide the city in future decision making.

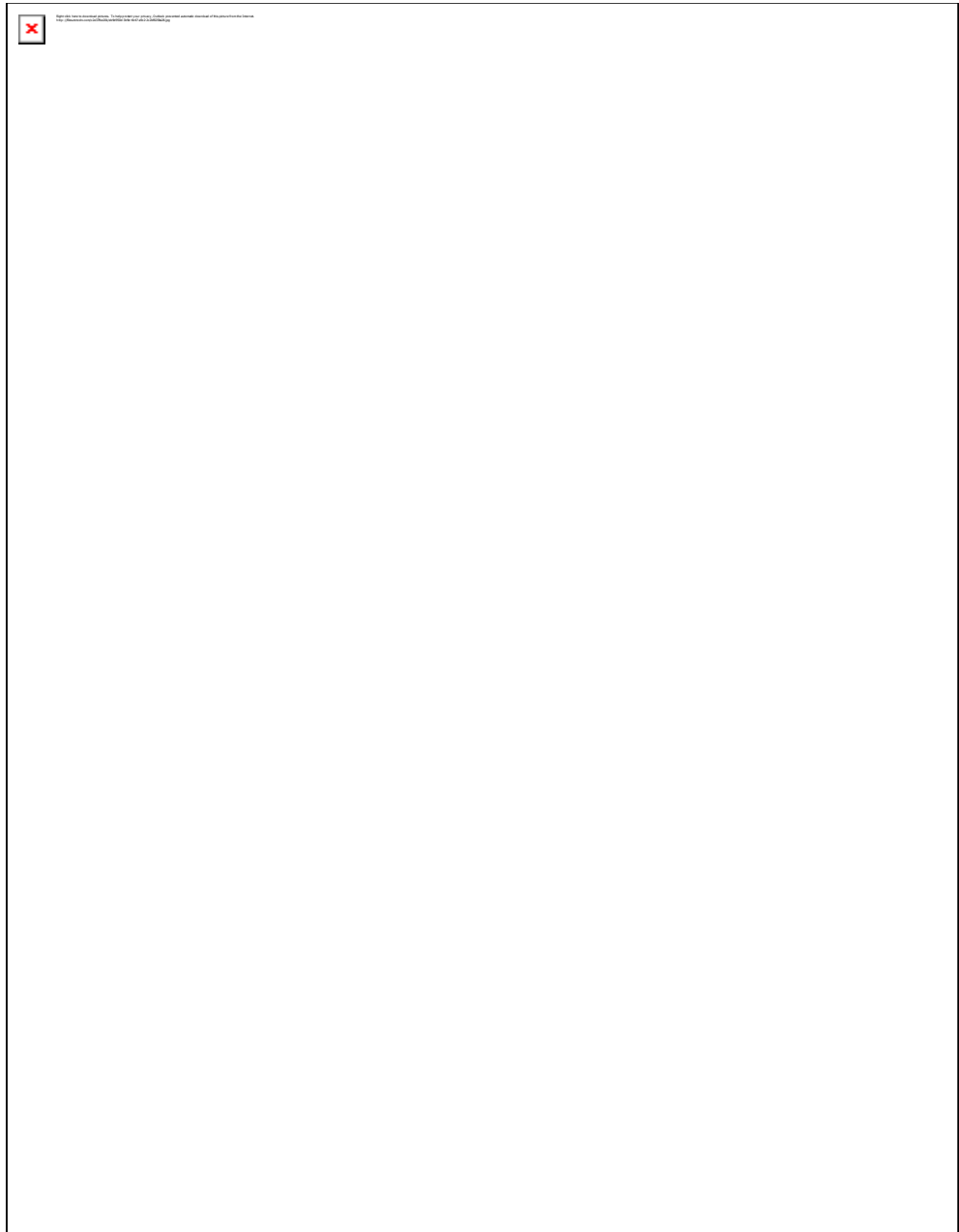
There will be several opportunities for residents to participate in the development of this plan, including the first public meeting to be held Tuesday, May 19, from 5:30 to 7:30 p.m. at the Lynwood Park Community Center (3360 Osborne Road). This will be the first of three planned meetings throughout the planning effort. This initial meeting will include the following topics:

- **5:30-6:00 PM:** A community preference exercise to determine community preferences for different types of bicycle, pedestrian, and trail improvements
- **6:00-6:20 PM:** A formal presentation regarding the plan development
- **6:20-7:30 PM:** An interactive exercise to craft an overall vision for a bicycle, pedestrian, and trail network

Click [here](#) for more information.

[En Espanol.](#)

We hope to see you there!



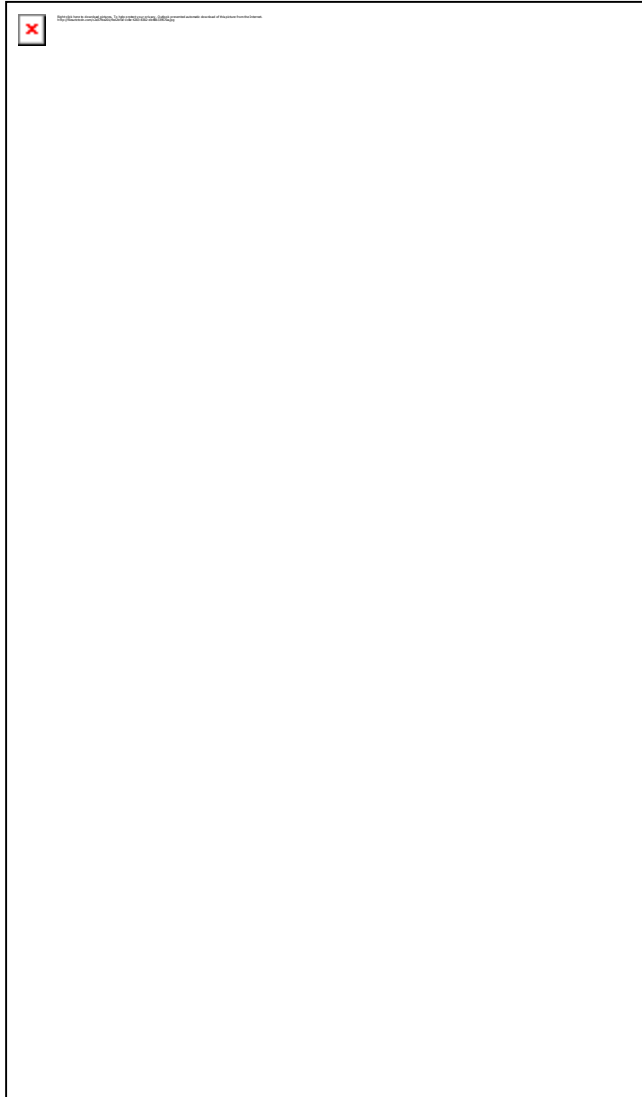
### **New turning lane on Ashford Dunwoody**

In collaboration with the Perimeter Community Improvement District, Brookhaven's Public Works Department recently restriped a section of Ashford Dunwoody Road in front of Montgomery Elementary School to add a southbound left turn lane into the school.

The lane was needed so that southbound vehicles wanting to turn left into the school, including school buses, would not hold up southbound through traffic while waiting to make the turn.

The change will help with relieving some of the congestion that occurs at Montgomery Elementary at both the arrival and dismissal times and make it safer for those drivers turning left into the school.

---



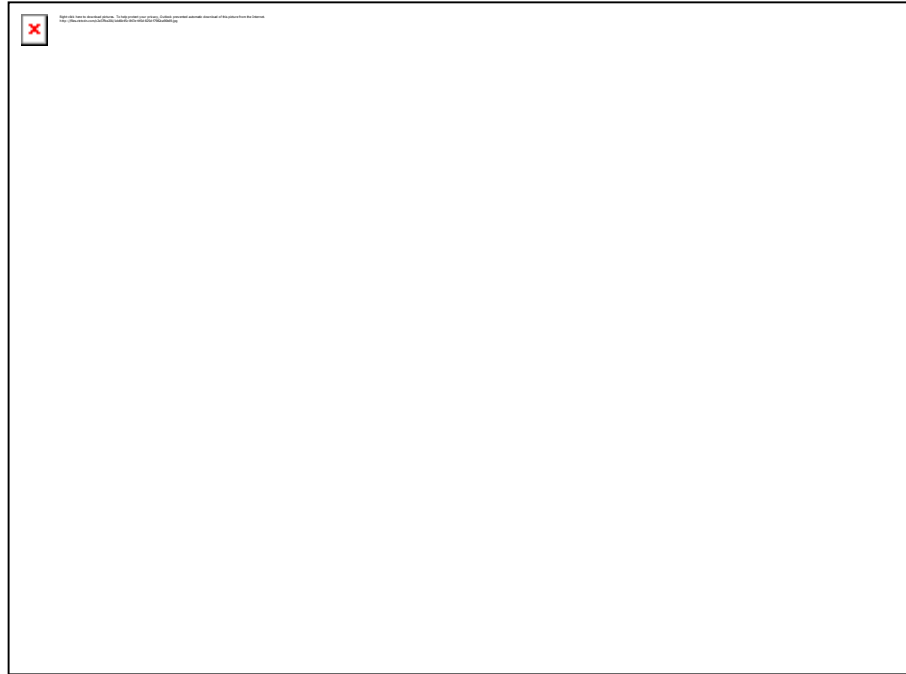
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### **Brookhaven Bolt returns May 16**

The Brookhaven Bolt 5K returns Saturday, May 16, with 100 percent of proceeds donated directly to Ashford Park Elementary School. The City of Brookhaven is a proud sponsor of the race. Visit [www.brookhavenbolt.com](http://www.brookhavenbolt.com) for information on registering, road closures and volunteering.

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### **Volunteers pitch in during city's first annual stream cleanup**

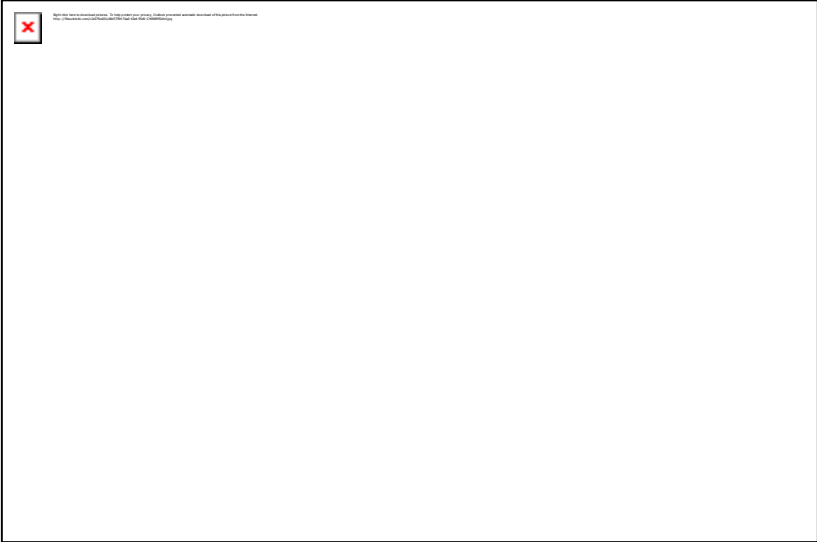


About 30 volunteers, including Girl Scouts, local students and city employees, pitched in when the City of Brookhaven's Stormwater Division hosted its inaugural Stream Cleanup on May 2 at a tributary of West Nancy Creek.

Volunteers pulled out 24 tires and many bags of trash along the way.

The event was held in recognition of Water Appreciation Day, a full-day celebration of water cleanups around the metro Atlanta area.

**Brookhaven celebrates Community Day at Lynwood Park**

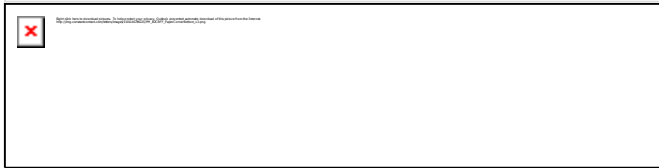


The city continued a 40-year tradition when it celebrated Brookhaven Community Day in Lynwood Park on May 2 with a parade, music, cookout, children's activities and special guests, including comedian George Wallace, a native of the neighborhood.

### Spread the word!

The City of Brookhaven is working hard to keep residents up to speed with what's going on in their city. Please take a moment to forward this email to anyone you know who wants to stay up-to-date with Brookhaven's happenings and let them know they can sign up [here](#)

Thanks!



#### STAY CONNECTED



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City of Brookhaven | 4362 Peachtree Rd | Brookhaven | GA | 30319

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## Lusher, Eric

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**From:** Fangmann, Richard  
**Sent:** Tuesday, May 12, 2015 2:42 PM  
**To:** Bennett White  
**Cc:** Lusher, Eric  
**Subject:** RE: Brookhaven Bike Ped Plan FW: Brookhaven Heights and Lenox Park Connector

Bennett,

Thank you for forwarding this comment. We will consider this connection.

As this email shows, there is a lot of desire to implement trails to provide connectivity between residential areas, but there also can be resistance based on the location of the connection and anticipated number of trail users.

### **Richard Fangmann, P.E., PTOE**

Director of Transportation Planning | Associate

#### **Pond & Company**

Architects · Engineers · Planners

3500 Parkway Lane, Suite 600 | Norcross, GA 30092 | [www.pondco.com](http://www.pondco.com)

p 678.336.7740 | f 678.336.7744 | e [FangmannR@pondco.com](mailto:FangmannR@pondco.com) | direct 404.748.4737 | mobile 770.598.1142

---

**From:** Bennett White [mailto:[bennett.white@brookhavenga.gov](mailto:bennett.white@brookhavenga.gov)]  
**Sent:** Tuesday, May 12, 2015 9:23 AM  
**To:** Fangmann, Richard  
**Subject:** Brookhaven Bike Ped Plan FW: Brookhaven Heights and Lenox Park Connector

Richard:

Please see below.

Councilman Mattison forwarded some resident input regarding connectivity.

I am forwarding on to you for your information.

Thanks,

### **J. Bennett White, PE**

Director of Public Works / City Engineer

#### **City of Brookhaven**

4362 Peachtree Road

Brookhaven, GA 30319

[www.brookhavenga.gov](http://www.brookhavenga.gov)

Phone: 404-637-0576

Cell: 770-853-4720

[bennett.white@brookhavenga.gov](mailto:bennett.white@brookhavenga.gov)

---

**From:** Bates Mattison  
**Sent:** Tuesday, May 12, 2015 6:57 AM

**To:** Bennett White; Richard Meehan

**Subject:** Fwd: Brookhaven Heights and Lenox Park Connector

Did I forward you this email with the proposed trail? Just FYI for Bike/Ped planning, but connectivity between Brookhaven Heights & Lenox Park would be a great asset.

Bates Mattison, Brookhaven City Council District 3

City of Brookhaven

4362 Peachtree Rd, NE

Brookhaven, GA 30319

Office: 404-637-0716

Direct: 678-390-3424

Fax: 404-637-0501

[www.brookhavenga.gov](http://www.brookhavenga.gov)

[bates.mattison@brookhavenga.gov](mailto:bates.mattison@brookhavenga.gov)



Begin forwarded message:

**From:** Giles Stevens <[gstevens@lee-associates.com](mailto:gstevens@lee-associates.com)>

**Subject: RE: Brookhaven Heights and Lenox Park Connector**

**Date:** May 11, 2015 at 5:32:21 PM EDT

**To:** Roman Brillman <[rbrilman@MeridianInvestments.com](mailto:rbrilman@MeridianInvestments.com)>, Bates Mattison <[bates.mattison@brookhavenga.gov](mailto:bates.mattison@brookhavenga.gov)>

Bates/Roman,

While I am not opposed to this connectivity and could see the benefit I will tell you the neighbor (Frank McCluskey, BHCA Secretary) who's land would have to cross over is VERY VERY opposed to this. Just an FYI. He is on the board with me and is support of our traffic calming efforts. While I am the neighborhood president, I would like to sit this one out for now and have you deal directly with each other/him, as I need his support for our traffic calming efforts.

Sincerely,

--

**Giles Stevens | Director, CCIM**  
**Lee & Associates | Atlanta**

3500 Lenox Road, NE

Suite 200

Atlanta, GA 30326

Phone: 404.442.2402

Mobile: 404.918.0331

[GStevens@Lee-Associates.com](mailto:GStevens@Lee-Associates.com) ▪ [www.Lee-Associates.com](http://www.Lee-Associates.com) ▪ [Bio](#)

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---

**From:** Roman Brilman [<mailto:rbrilman@MeridianInvestments.com>]  
**Sent:** Monday, May 11, 2015 11:23 AM  
**To:** Bates Mattison  
**Cc:** Giles Stevens; Richard Meehan; Bennett White  
**Subject:** RE: Brookhaven Hights and Lenox Park Connector

Bates,

Thank you for passing on the information and getting the city staff involved.

As you have heard at the last week's Brookhaven Heights Community Association meeting, there were quite a few residents who feel very strongly about the benefits of such connector.

Needless to say, a pedestrian walk connecting to Lenox park will not only benefit the residents of Brookhaven Heights but also other neighboring Brookhaven communities. Currently these communities do not have access to any parks that can be accessed on foot, this side of Peachtree Rd.

I think the location proposed below may work best as the property backs directly into one of the Lenox park's entrances.

Please let me know if I can be of any help.

Best,

Roman Brilman

---

**From:** Bates Mattison [<mailto:bates.mattison@brookhavenga.gov>]  
**Sent:** Friday, May 8, 2015 1:28 PM  
**To:** Roman Brilman  
**Cc:** Giles Stevens; Richard Meehan; Bennett White  
**Subject:** Re: Brookhaven Hights and Lenox Park Connector

Thanks for your email. I received the email info below from your neighbor regarding the property mentioned to connect to Lenox Park. I've forwarded it to our city staff to see how we can add this to our planning.

Sincerely,  
Bates

On May 6, 2015, at 10:18 PM, Gerry Polk <[gpolk@polkcis.com](mailto:gpolk@polkcis.com)> wrote:

Bates,

It was great to see you at our neighborhood meeting. Thanks for all of your information.

The land that I was thinking of is owned by Weathers Creek Townhouses. Please see attached. It would be easy to put a walking path through there.



## Lusher, Eric

---

**From:** Fangmann, Richard  
**Sent:** Tuesday, May 12, 2015 2:29 PM  
**To:** Bennett White  
**Cc:** Lusher, Eric  
**Subject:** RE: Brookhaven Sidewalk and Trail planning meetings

Bennett,

Thank you for forwarding this information. The use of golf carts on public streets is a complex issue. One of the challenges is crossing state routes with Golf Carts. We are on call transportation engineers for the City of Peachtree City, where golf cart use is prevalent and a well-developed trail system for golf carts is in place. We are working with them and GDOT to develop criteria for designating at-grade golf cart crossings of state routes at signalized intersections. We will let you know more regarding this topic after we meet with the City and GDOT this Friday.

As we move forward with the Brookhaven Plan, we will need to know to what degree you want to consider this mode in developing your trail system. Since you are likely to have significant bike and pedestrian traffic on streets and side trails, you may want to address the use of golf carts only on low volume side streets and at signalized crossings connecting these streets.

### **Richard Fangmann, P.E., PTOE**

Director of Transportation Planning | Associate

#### **Pond & Company**

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---

**From:** Bennett White [mailto:[bennett.white@brookhavenga.gov](mailto:bennett.white@brookhavenga.gov)]  
**Sent:** Thursday, May 7, 2015 9:44 AM  
**To:** Fangmann, Richard  
**Subject:** FW: Brookhaven Sidewalk and Trail planning meetings

Richard:

See below for some input from a resident.

### **J. Bennett White, PE**

Director of Public Works / City Engineer

#### **City of Brookhaven**

4362 Peachtree Road

Brookhaven, GA 30319

[www.brookhavenga.gov](http://www.brookhavenga.gov)

Phone: 404-637-0576

Cell: 770-853-4720

[bennett.white@brookhavenga.gov](mailto:bennett.white@brookhavenga.gov)

---

**From:** Ben Song  
**Sent:** Wednesday, May 06, 2015 11:11 AM  
**To:** Bennett White

**Cc:** Richard Meehan

**Subject:** FW: Brookhaven Sidewalk and Trail planning meetings

FYI

**Ben Song**

Director of Community Development

City of Brookhaven | [www.brookhavenga.gov](http://www.brookhavenga.gov)

O: 404-637-0536

F: 404-637-0537

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**From:** Bob Kruer [<mailto:bob@innovativeroofing.net>]

**Sent:** Wednesday, May 06, 2015 11:08 AM

**To:** J. Max Davis; Rebecca C. Williams; Ben Song

**Cc:** 'Vivian Kruer'

**Subject:** Brookhaven Sidewalk and Trail planning meetings

I noticed this morning an article about planning sessions to work on trail and sidewalk development. Seems like I rarely have the opportunity to attend the public meetings so I wanted to present my opinion directly.

Expanding sidewalks and trails is a great idea especially in an intown setting such as Brookhaven. However, I would like to offer an additional component. Many communities, neighborhoods, and residents are taking advantage of Georgia's new Personal Transportation Vehicle (golf cart) ordinance. They are a great alternative to traditional vehicle use and would certainly help the connectivity of our neighborhoods. Look at what has been done in Peachtree City and on St Simons Island. Both are very cart friendly.

Imagine being able to take your kids to Murphey Candler Park for sports by golf cart! Or taking in the tennis or events at Blackburn Park by golf cart! How about back roads to Montgomery School? Or going to Publix or Kroger and other restaurants and shops without taking your car! Parking and traffic at Murphey Candler and Blackburn for events are problems that PTV's can mitigate.

As I understand it, golf carts are now legal for street use if they meet certain criteria and stay on streets with speed limits below 25 MPH. There are wide areas such as our neighborhood around Murphey Candler (Gainesborough, Nancy Creek Heights) that are already viable for PTV's. A few crossings at Ashford Dunwoody Road and at the bridge at Nancy Creek would connect large areas of the community. Cross Johnson Ferry near Cambridge and you have added the Silver Lake neighborhood to the plan.

I am sure this would be controversial and would required additional expense, but I think long term it would add both practicality and uniqueness to our neighborhoods. I hope you would consider adding this to the planning agenda for study.

Bob Kruer

(404) 405 6558

4151 Brawley Drive

Brookhaven, Ga 30319

Appendix F

# STAKEHOLDER COMMITTEE MEETINGS

## **Stakeholder Advisory Group Meeting #1**

July 29, 2015

### **Stakeholder Advisory Group Attendees**

Shane Boyer  
David Fournier  
Jennifer Harper  
Jack Honderd  
Arthur Kennedy  
Michael Lennon  
Sean Pharr  
Gerri Vereen

### **Study Team Attendees**

Richard Meehan (City of Brookhaven)  
Richard Fangmann (Pond & Company)  
Eric Lusher (Pond & Company)  
Graham Malone (Pond & Company)

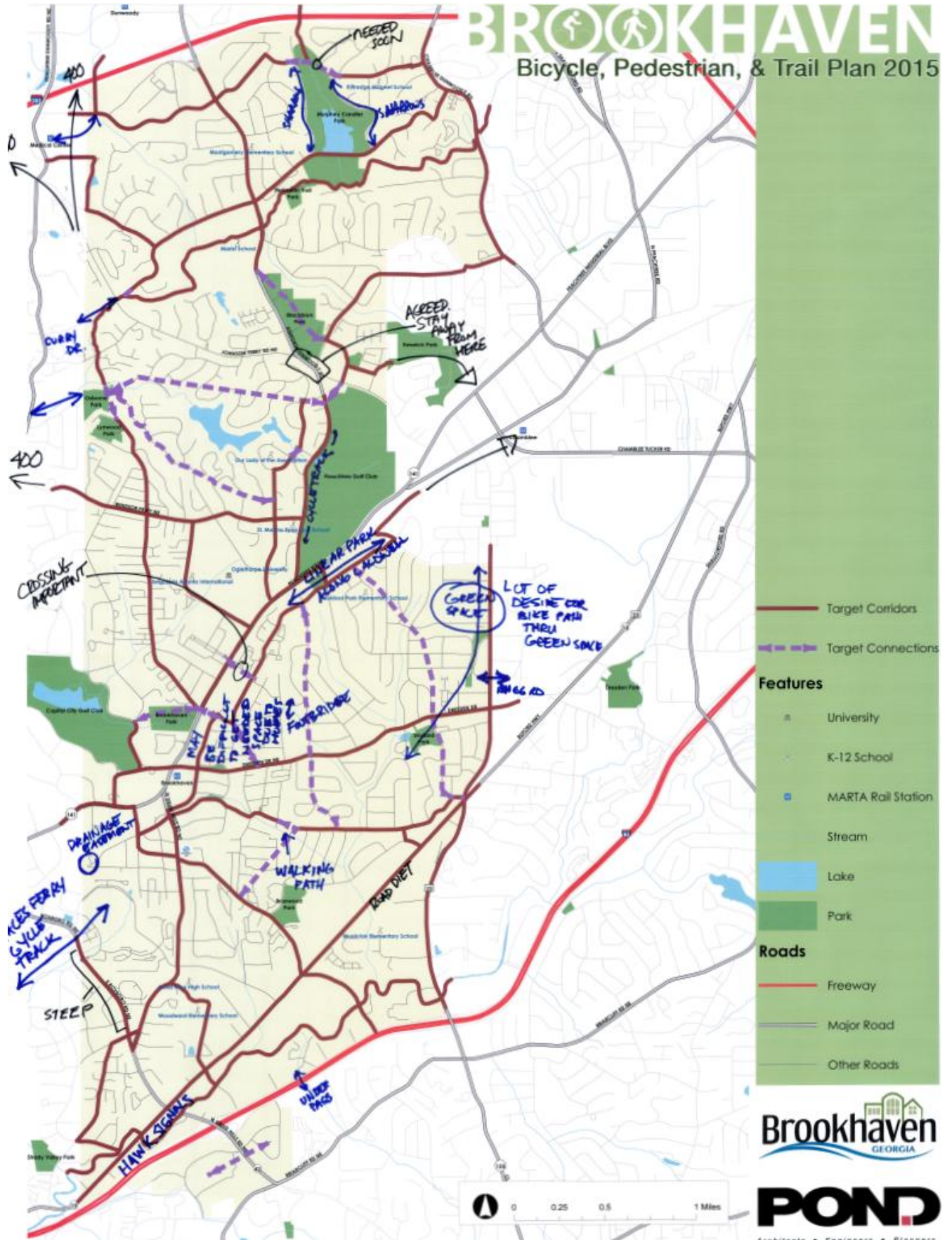
### **Other Attendees**

Christian Cherniak

### **Meeting Notes**

- The meeting began with a short introduction of the study team attendees by Mr. Fangmann, followed by introductions of the stakeholder advisory group attendees.
- Mr. Fangmann discussed the role of the Stakeholder Advisory Committee
- Via a powerpoint presentation, Mr. Lusher summarized the goals of the study and processes used as part of the plan. This presentation included:
  - An introduction to what the plan's goals were and a reinforcement that the plan is intended to serve all users and age groups interested in non-motorized transportation
  - A quick summary of different bicycle, pedestrian, and trail facilities. Subsequent discussion amongst the stakeholder advisory committee focused on:
    - Additional signage that could be used to supplement sharrow stripings
    - Enforcement considerations for vehicles that park in bike lanes
    - Clarification on the concept of bike boulevards and how they can relate to bike routes
    - Discussion of how City ordinances relate to the legality of riding bicycles on sidewalks
    - Consideration of how golf carts and similar motorized vehicles relate to trail planning. The expectation is that the plan will make some recommendations for whether it is appropriate to accommodate such vehicles and if so, at what locations. As discussed, the challenge in accommodating such vehicles is that it can be very challenging and expensive as they are typically on separated facilities planned before urbanization. In the case of Brookhaven, there are limited opportunities to retrofit the community.
  - A summary of the different phases of the study process and schedule with the estimation that in terms of work generated, we are approximately halfway through the plan
  - Reinforcement that the plan will focus on four major areas: suitability, public input, feasibility, and prioritization considerations

- An in depth description of the completed Suitability Analysis was provided. This analysis is spatially based and divided into three focus areas:
  - Attraction Analysis: focusing on points of interest in the community and their accessibility for non-motorized travel
  - Demand Analysis: focusing on the characteristics of city residents that suggest propensity to non-motorized travel
  - Character Analysis: focusing on the function of the transportation system and the built environment to determine the context appropriateness for non-motorized travel
- A brief discussion of STRAVA data which collects information from bicyclists and runners about routes used. This information is very helpful in highlighting where users are comfortable today but less helpful in identifying where users actually want to travel
- A web survey was discussed with a summary of responses. Overall, respondents are receptive to investing in pedestrian and bicycle facilities with a preference for multi-use trails and sidewalks. Additional information was provided regarding the general use and desire of respondents to use such facilities primarily for recreational use or to run errands (not for commuting purposes). Finally, some background information was provided on respondents included what parts of the community they resided in and their comfort level regarding bicycle travel.
  - Ms. Harper inquired whether any specific questions were asked of respondents about their preference for separating bicycle and pedestrian users within the typical section of multi-use trails. While this question was not asked, the study team responded affirmatively that such design issues will be considered as part of the recommendations given available room and appropriateness.
- A summary of the activities and input gathered at the first Public Meeting was discussed.
  - Meeting attendees also favored multi-use trails over other facility types
  - The visioning exercises were described with the results indicated as follows:
    - An identification of major points of interest in the community such as Town Brookhaven, parks in the community, MARTA, and connections to the south via Northfork
    - The general concept that a north-south spine could connect the majority of those points of interest
    - That the north-south spine would be supplemented by other connections that formed loops within the community. Over time, these loops could ensure that all major points of interest were accessible and that there would be redundancy in the system.
- A summary of how the suitability analysis and visioning exercises were combined to identify target corridors and connections was described. A map of these target corridors and connections was provided for consideration by the stakeholder advisory group and subsequently discussed using aerial photography. Overall, the advisory group was supportive of the corridors identified and advised the study team to begin identifying the feasibility and specific types of improvements that could be implemented on these corridors. Additional comments and thoughts are documented on the marked up map on the next page. The subsequent page includes additional comments received via email from a stakeholder advisory committee member following the meeting.
- The meeting concluded with the understanding that the committee would reconvene again to review the results of this feasibility phase and the initial recommendations accompanying them. Following this meeting, the study team will present these findings in a public meeting format.





**From:** Michael Lennon  
**Sent:** Thursday, July 30, 2015 1:47 PM  
**To:** Fangmann, Richard  
**Cc:** John Park; Richard Meehan  
**Subject:** Bike / Ped Planning for Brookhaven

Thank you Richard for a very productive meeting last night.

I was very encouraged with your thought of a "spine" for the trails through Brookhaven, and it seems that a continuation of the Blackburn Park Trail running down the east side of Ashford Dunwoody Road all the way to Peachtree Rd is the best "bang for the buck" that we could get to get this trail system started.

I like the idea of running behind the Publix, and crossing Johnson Ferry Road at that new traffic light at Blair Circle. The short span of sidewalk between Ashford Dunwoody and Redding Road is already wide enough for a trail along Peachtree for that one block. The traffic light at Redding Road provides an excellent crossing, and puts the trail under the Marta tracks.

Redding & Caldwell should start the E-W "spine" for Brookhaven and could link to what seemed the most desired destination: the Brookhaven Marta station, and the business cluster on Dresden Drive at Caldwell. The north side of Caldwell has great space for a full size multi-use trail, though the short section with houses may have to be a mix of trail and bike lane.

East of Redding on Caldwell already has bike lanes on both sides and would be an excellent start to tie into the Ashford Forest green Space off Skyland, Georgian Hills Park, Skyland Park, and eventually all the way down to Briarwood park; in other words our vision of the PATH proposed "Skyland Trail" This would also be a great tie-in point to the Chamblee trails at Bragg & Clairmont.

Crossing Peachtree again from the Brookhaven Marta station at Dresden/Brookhaven Drive seems the shortest route to drive our trail towards the Mountain Way Common in Buckhead and the trailhead of the PATH400 Trail. I know dealing with the Capital City Country Club might be difficult, but running a trail along their property up Brookhaven Drive and coming out on Peachtree Dunwoody right at the Little Nancy Creek Park puts us very close to linking to PATH400. I hope we can work with Atlanta/Fulton on this.

The Ashford Dunwoody and Caldwell trails alone would be a huge boost for Brookhaven and a great basis for the start of a Brookhaven-wide trail system.

Thank you again and look forward to our next meeting.

Michael Lennon

**Stakeholder Advisory Group Meeting #2**

September 17, 2015

**Stakeholder Advisory Group Attendees**

Patrick Bradshaw

Jennifer Harper

Jack Honderd

Michael Lennon

Sean Pharr

Gerri Vereen

**Study Team Attendees**

Richard Meehan (City of Brookhaven)

Richard Fangmann (Pond &amp; Company)

Eric Lusher (Pond &amp; Company)

Heather Alhadeff (Center Forward)

**Meeting Notes**

Following a short presentation, stakeholders were presented with preliminary lists of trail, pedestrian, and bike projects. Boards were presented showing the envisioned networks, including proposed projects and existing facilities. Attendees were given a handout detailing each individual corridor. This handout presented the project's alignment and limits, as well as the existing conditions and proposed changes. With these tools, participants reviewed the preliminary project list and the network it would create.

The stakeholder group was asked to choose which corridors which they would like to see developed more fully in the report. On the whole, this group chose the following:

- Dresden Drive
- North Druid Hills Road
- Caldwell Road
- Osborne Road
- Harts Mill Road
- Windsor Parkway
- Buford Highway

Both Ashford Dunwoody Road and Peachtree Road were cited as important corridors, but separate projects dedicated to the development of concepts for these corridors are being undertaken by the city. The visions created as part of those processes will be used to guide any specific future improvements along these roads.

Additionally, a discussion was held on how far-reaching the plan should be. Many proposed projects included sharrows which were developed with sensitivity to right-of-way and community impacts (such as avoiding established homeowner landscaping). However, the stakeholder committee advised the study team make some corridor recommendations more ambitious so that such corridors would have instead multi-use trails, buffered bike lanes, dedicated sidewalks, etc.

The stakeholder group was also asked for opinions about goals that the plan should aspire towards. After discussion, following factors were created:

1. Create a viable spine, focusing on trails
2. Leverage connections beyond city

3. Connections to schools
4. Local connectivity
5. Safety of existing facilities

The study team lead a discussion of policies that affect bicycle, pedestrian, and trail infrastructure. Specific discussions included zoning policies, sidewalk maintenance, complete streets policies, and Safe Routes to Schools programs. Collaboration with other departments to incorporate public art and amenities from stormwater features were also mentioned as ways to enhance projects.

Members of the stakeholder advisory group were also encouraged to indicate any other thoughts or comments on provided index cards. Responses included:

- Preference for a trail within the neighborhood to the west of Clairmont Road instead of along Clairmont Road
- Special attention to connections to PATH 400
- Encouragement for adoption of a complete streets policy

### ATTACHMENTS

- Sign-in sheet
- Presentation
- Draft Project Handout
- Draft Vision Maps

Name	E-mail Address	Present	Updated Contact Information
1 Boyer, Shane	sdayboyer@gmail.com		
2 Bradshaw, Patrick	pbradshaw@atlantaregional.com	✓	
3 Fitzpatrick, Kevin	kevinfitz@aol.com		
4 Fournier, David	david.fournier@towerswatson.com		
5 Geier, Mari	mari@thebootcampcompany.com		
6 Harper, Jennifer	jharper@perimetercid.org	✓	
7 Honderd, Jack	jkhonderd@gmail.com	✓	
8 Kennedy, Arthur	arthur@urban-nest.net		
9 Lennon, Michael	mlennonat@yahoo.com	✓	
10 Levine, Ari	ari_levine@homedepot.com		
11 Pharr, Sean	seanpharr@gmail.com	✓	
12 Rusing, Byron	BRusing@atlantaregional.com		
13 Strickler, Meg	meg@cs-lawyers.com		
14 Vereen, Gerri	gerrivereen@gmail.com	✓	
15			
16			
17			
18			
19			

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015



Stakeholder Advisory Committee Meeting #2  
September 17, 2015

# TODAY'S AGENDA

- Quick Recap
- (1 hour) General Discussion of Projects
- (30 minutes) Discussion about Prioritization
- (30 minutes) Discussion about Policy
- Next Steps

# QUICK RECAP

SPRING 2015

SUMMER 2015

FALL 2015

## EXISTING CONDITIONS

Field Inventory  
Review of Other Planning Efforts  
Review Community Conditions

## SYSTEM APPRAISAL

Suitability Methodology  
Suitability Evaluation

## NETWORK DEVELOPMENT

Corridor Feasibility Review  
Identification of Improvements

## RECOMMENDATIONS

Prioritization  
Cost Estimates  
Funding  
Documentation

WE ARE HERE

PUBLIC ENGAGEMENT



STAKEHOLDER ADVISORY & PARTNER AGENCIES



Stakeholder Advisory Committee Meeting #2  
September 17, 2015

# QUICK RECAP

# BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan 2015

SUITABILITY



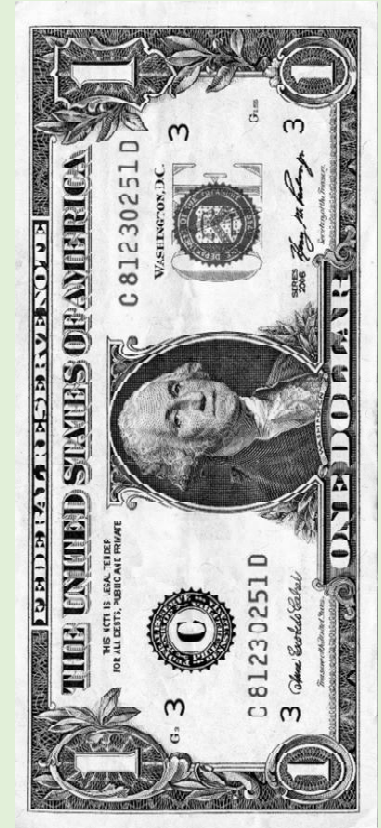
INPUT



FEASIBILITY



PRIORITIZATION



Stakeholder Advisory Committee Meeting #2  
September 17, 2015





## General Discussion of Project Recommendations

- Overall Plan – What are the highest priorities?
- Typical sections – separation of uses

## Potential Prioritization Factors

- Suitability Ratings
  - Areas of Demand, Attraction, or Appropriate Character
- Consistency with Community Vision
  - Network continuity
- General Community Connectivity
- Ease of Implementation
  - Cost
  - R-O-W
- Community Support

## Potential Policy and Code Considerations

- Complete Streets
- Development Regulations
- Other regulatory considerations
  - Personal Transportation Vehicles
  - Enforcement
- Bike Sharing Programs

# NEXT STEPS

SPRING 2015

SUMMER 2015

FALL 2015

## COMPLETE

### *EXISTING CONDITIONS*

Field Inventory  
Review of Other Planning Efforts  
Review Community Conditions

### *SYSTEM APPRAISAL*

Suitability Methodology  
Suitability Evaluation

### *NETWORK DEVELOPMENT*

Corridor Feasibility Review  
Identification of Improvements

### *RECOMMENDATIONS*

Prioritization  
Cost Estimates  
Funding  
Documentation

PUBLIC ENGAGEMENT



STAKEHOLDER ADVISORY & PARTNER AGENCIES



Stakeholder Advisory Committee Meeting #2  
September 17, 2015

- **WEBSITE**

<http://www.brookhavenga.gov/city-departments/public-works/bicycle-pedestrian-trail-plan>

- **EMAIL CONTACT**

[bikepedtrailplan@brookhavenga.gov](mailto:bikepedtrailplan@brookhavenga.gov)

## Bike, Pedestrian, & Trail Plan

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
100	Buford Highway		Recent pedestrian improvements Large transit-dependant population	State maintained, limited ROW Heavily travelled corridor Little room for improvements in road			Fill in sidewalk gaps Addition of "bus and bike only" lane Identify locations for future HAWK crossings	B P
101	Victor Road		Near North Fork Creek Connection to PATH 400	Private property Extends outside of city limits Utilities to south			Add sidewalks and sharrows	B P
102	Shady Valley Drive Goodwin Road		Wide travel lanes Low speed, low volume road Could lead to connections through Atlanta	Extends outside of city limits Utilities on both sides of road Parking on road common Significant slope on sides			Add sidewalks on Goodwin Road Add sharrows Crossing improvements	B P
103	Roxboro Road		Connection to Buckhead Various width path on either side in some segments	Four lane section south of project limits Utilities on both sides, close on west			Multi-use path along east to Goodwin Road (Connection to Project #102)	T
104	North Druid Hills Road		Roughly parallel to Buford Highway Connection to Cross Keys High MARTA bus and rail connections	Complicated intersection with Roxboro Road Nearby obstacles (mailboxes, trees, utility poles, etc.)			Sidewalk to west Multi-use path along east	P T
105	North Druid Hills Road		Connection between Cross Key High School and MARTA/Dresden area MARTA bus and rail connections	Frequent residential driveways to east, utilities to west Busy vehicular corridor			Fill gaps in sidewalk to west Expand sidewalk to multi-use path along east	P T
106	Curtis Drive Corporate Boulevard		Connection between Cross Keys High and North Fork/Buford Hwy Space to widen sidewalk and buffer	Steep slopes Coordination with Cross Keys High School			Fill gaps and expand to multi-use path along east	T
107	Nancy Creek/ Lynwood Park connection		Off-road connection between nearby but disconnected neighborhoods to Lynwood Park and other Nancy Creek projects	Private property Nearby obstacles (mailboxes, trees, utility poles, etc.)			Multi-use path along creekbed, with neighborhood connections according to resident demand	T
108	Colonial Drive Oglethorpe Avenue		Existing railway overpass Connection to Peachtree Road Existing traffic calming	Offset-T intersection at east Landscaping, trees, and utilities near roadway			Add sharrows	B
109	Briarwood Road		Connection between Buford Highway and North Druid Hills Rd Existing shoulder	Offset-T intersection at west Utilities along north/east			Fill gaps and widen to multi-use path to south/west	T
110	Briarwood Road		Connection to North Fork Creek, Buford Highway, existing I-85 crossing Existing shoulder	Congested and constrained intersections			Add bike lanes	B

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## Bike, Pedestrian, & Trail Plan

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
111	Sylvan Circle		Adjacent greenspace to north Connection to Brookhaven MARTA Some existing sidewalks	Need for signage along complex corridor (Projects #185, #186) Constrained pavement due to landscaping, trees, etc.			Add multi-use path in greenspace near Sylvan Circle	T
112	Apple Valley Road		Connections to Brookhaven MARTA Could connect to rail crossing at Osborne	Northern end is sparsely occupied industrial Limited space			Add multi-use path to north/west	T
113	Brookhaven Drive		Access to Peachtree Road	Residential and golf course uses nearby Constrained intersection at Peachtree Road			Add sharrows	B
114	Dresden Drive (east)		Connection from Brookhaven Village and Peachtree Road to eastern city limits	Utility lines on both sides of road			Fill in gaps and widen to multi-use path on south	T
115	Peachtree Road		Connection to Brookhaven Park, Town Brookhaven, Oglethorpe University, rail overpass Some existing paths	Rail line along south/east			Fill in gaps and widen to multi-use path to north	T
116	Caldwell Road		Parallel to Peachtree Road Connection to Chamblee Existing bike and ped infrastructure	Offset-T intersection at Redding Road Utilities along west/north			Multi-use trail to west/north	T
117	Osborne Road		Connection from Peachtree Road to Lynwood and Osborne Parks North-south connection in west	Narrow sections Horizontal and vertical curves Utilities on alternating sides			Fill in sidewalk gaps Add sharrows Add road calming	B P
118	Lanier Drive Hearst Drive Humility Lane		Alternative to Ashford-Dunwoody Road Excess pavement width	Steep slopes on side Steep driveways; on-street parking Landscaping and trees			Add sidewalks and sharrows	B P
119	Windsor Parkway		Connection to Sandy Springs One of few opportunities for east-west connection in north part of city	Roadway curves, high vehicular volume and speeds			Fill in sidewalk gaps Add sharrows Add road calming	B P
120	Hermance Drive		Connections to PATH Academy and Peachtree Road near Oglethorpe University and Town Brookhaven	Roundabout at Town Brookhaven Limited network connectivity			Add sharrows Fill in sidewalk gaps	B
121	Nancy Creek (west)		Off-road connection between nearby but disconnected neighborhoods to Lynwood Park and other Nancy Creek projects	Private property Limited space Existing bridges may not be wide enough			Multi-use path along creekbed, with neighborhood connections according to resident demand	T

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## Bike, Pedestrian, & Trail Plan

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
122	Nancy Creek (center)		Off-road connection Connection to Ashford-Dunwoody Road, Marist School	Private property Creek travels through Marist/ YMCA property			Multi-use path along creekbed with connections to nearby facilities	T
123	Nancy Creek (east)		Off-road connection Connection to Ashford-Dunwoody Road, Murphy Candler Park, and Chamblee-Dunwoody Road	Private property Existing bridges may not be wide enough			Multi-use path along creekbed with connections to nearby facilities	T
124	Nancy Creek Drive Ashentree Drive		Connection to Murphy Candler Park Already a low-speed bike and pedestrian friendly environment	Need signage to guide users along complex route			Add sidewalks and sharrows	B P
125	Nancy Creek Drive		Connection to creek project (project #121) Existing sidewalk along portion of north side of road	Mailboxes and landscaping built up to curb			Extend sidewalk Add sharrows	B P
126	Old Johnson Ferry Road Saint Joseph Hospital		Connection to Medical Center MARTA parallel corridor to Johnson Ferry/ Peachtree Dunwoody Road	Roundabout Constrained section at hospital			Extend and complete sidewalks Add sharrows	B P
127	Ashford-Dunwoody Road		Major north-south connection Connection to Perimeter Center area	Busy interchange with no space for bikes to north			Multi-use path along east	T
128	Ashford-Dunwoody Road		Major north-south connection Connection to Marist School, Murphy Candler Park Existing narrow PATH facility	Constrained, congested roadway			Improve, widen, and brand multi-use path along east	T
129	Blair Circle		Connects to Blackburn Park without passing through Ashford-Dunwoody Road/Johnson Ferry Road intersection	May be private land/roadway Difficult to link southern end to network			Improve, widen, and brand multi-use path along both sides	T
130	Donaldson Drive Harts Mill Road		Connections to Chamblee, Chamblee schools Mostly complete sidewalks now	Very narrow, constrained ROW			Coordinate with Chamblee to improve and connect sidewalks Add sharrows	B P
131	Chamblee-Dunwoody Road		Network connections for segments which end on eastern end of city	High-traffic roadway Steep slopes on sides			Coordinate with Chamblee to improve and connect sidewalks	P
132	East Nancy Creek Drive		Connection to Murphy Candler Park, Kittredge Magnet School Existing park access	Utilities on north side of road			Fill in sidewalk gaps and extend sidewalk Add sharrows	B P

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Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
133	Ashwoody Court Ashwoody Trail		East-west connection in north part of city	Would need signage to guide users along complex corridor Trees, landscaping, steep slopes on side of streets			Add sidewalks and sharrows	B P
134	Perimeter Summit Parkway		Existing bike lanes and sidewalks	Many horizontal curves			Midblock crossing at offices	P
135	Fenwood Circle		Connectivity into urban section of Dresden Drive	Narrow, constrained street			Complete sidewalk Add sharrows	B P
136	Lake Hearn Drive		Connection from Perimeter Summit Parkway into Medical Center	High-volume roadway with many existing transitions			Add sharrows	B
137	Redding Road		Existing crossing of railway Connection between Peachtree Road, Caldwell Road, Ashford Park	Constricting rail underpass			Expand sidewalk to west of road; tie into park	T
138	Drew Valley Road		Roughly parallel to Buford Highway and Dresden Drive	Houses built near road Utilities on both sides			Fill sidewalk gaps Add sharrows	B P
139	Clairmont Road (north)		Network connection for all segments which end on east Connection to Plaza Fiesta and former runway protection zone	State maintained, limited ROW Heavily travelled corridor Partially outside of city limits Utilities to west			Widen western sidewalk to multi-use path	T
140	Clairmont Road (center)		Network connection for all segments which end to east Connection to Plaza Fiesta	State maintained, limited ROW Heavily travelled corridor Partially outside of city limits Utilities to west			Widen western sidewalk to multi-use path	T
141	Clairmont Road (south)		Network connection for all segments which end to east Connection to Buford Highway and I-85	State maintained, limited ROW Heavily travelled corridor Partially outside of city limits Busy interchange to south			Widen western sidewalk to multi-use path, as possible Trailhead at North Fork Trail	T
142	Brookhaven Drive		Access to Peachtree Road Part of path around Peachtree Road/Dresden Drive intersection	Residential and golf course uses nearby			Add sharrows	B
143	Drew Valley Road		Connection between Drew Valley neighborhood and Buford Highway corridor	Intersection with Buford Highway is stop-controlled, has no crossings, and is constrained			Connect sidewalks Improve crossings Add sharrows	B P

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## Bike, Pedestrian, & Trail Plan

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
144	Keswick Park Connection		Connection to (Chamblee's) Keswick Park, and thus to trail with access to downtown Chamblee	Challenging terrain			Extend trail from Durden Road to park	T
145	Nancy Creek (North Fork)		Off-road connection Crossing I-285 Connection to Perimeter Center	Connection points to north are isolated and not walkable			Multi-use path along creekbed	T
146	Ashford-Dunwoody Road		Major north-south connection Due to golf course, no driveways to east	Golf course bounds roadway High volume Vertical and horizontal curves			Multi-use trail to east	T
147	Ashford Park/former runway protection zone		Major green space, existing creek Connection to Ashford Park Elementary Connect to Projects #187, #148	Private owners and power companies for some segments			Multi-use path through park/former runway protection zone	T
148	Tobey Road Parkridge Drive Cravenridge Drive		Existing path between Parkridge and Cravenridge Connection to Ashford Park Elementary and Caldwell Road	Complex corridor; needs signage Limited ROW			Complete sidewalks Add sharrows	B P
149	Poplar Springs Drive		FEMA lots provide off-road path space	Utilities on east side Landscaping to edge of road			Multi-use trail along Poplar Springs Drive, then through FEMA lots	T
150	Clairmont Way		Connects multifamily residences to Montclair Elementary School Connection to North Fork				Add sharrows	B
151	North Druid Hills Road		Relatively few driveways or intersections	High vehicular speed and volume			Widen eastern sidewalk to multi-use path	T
152	North Fork Creek		Planned construction of trail in creekbed along North Fork Peachtree Creek				Multi-use path along creekbed	T
153	Corporate Boulevard		Well shaded Access to Corporate Square offices				Multi-use path on east side, connect to Project #106	T
154	Bragg Street Tobey Road		East-west connection from Skyland Drive and Project #147 to potential southern airport trail	Narrow, constrained residential street Limited usefulness without southern airport trail			Multi-use path extending airport trail	T

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## Bike, Pedestrian, & Trail Plan

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
155	Ellijay Drive Coosawattie Drive		Useful north-south connection between Briarwood into urban section Dresden	Narrow, constrained street			Fill in sidewalk gaps Add sharrows	B P
156	Cheshire Way Vavedere Drive Thompson Road		Connection from potential rail crossing	Narrow roads, no existing space Limited usefulness if rail crossing not built near Town Brookhaven			Add sidewalk to west/south Add sharrows	B P
157	Skyland Drive		Connection from Skyland Park to Drew Valley and Buford Highway	Major redevelopment in progress; unclear how this may impact roadway			Add sharrows	B
158	Executive Park Drive		Connectivity between major office parks Local alternative to Briarcliff Road	Narrow segments Limited need for connectivity			Fill in sidewalk gaps Add sharrows	B P
159	Thompson Road		Link between Project #156 and Project #149	Narrow street Offset-T intersection to north, disjointed from Project #149			Add sidewalk to west Add sharrows	B P
160	Dresden Drive (west)		Connections to Brookhaven MARTA, Brookhaven Village Some existing sections of multi-use path	Transmission power lines along segment			Multi-use path along south side Bike lanes (as width allows)	T
161	Nancy Creek Drive		Access to Murphy Candler Park Segment in an existing low-speed, low-volume area				Improve/widen existing path on south side to full width	T
162	Blackburn Park		Direct link from Blair Circle to Ashford-Dunwoody Park to north Alternative to facilities on Ashford-Dunwoody Road	Park facilities limit alignment options			Modify existing paths and/or add paths to create a more direct link between the two points	T
163	Frontage Road (north)		Crossing of I-85 with Project #164	High-speed, high-volume, one-way road with access to/from interstate			Multi-use path on north side, crossing I-85 at underpass	T
164	Tullie Road Tullie Circle		Integration with Project #163 and #165 to cross I-85	Space beyond existing pavement is constrained			Add sidewalks and sharrows Improve roadway marking, formalize on-street parking	B P
165	Frontage Road (south)		Crossing of I-85 with Project #164	High-speed, high-volume, one-way road with access to/from interstate			Multi-use path on southern side	T

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## Bike, Pedestrian, & Trail Plan

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
166	Skyland Drive Tobey Road		Connection from Project #147 and Project #153 to Dresden Drive	Utilities to south			Complete sidewalks Add sharrows	B P
167	Rail Overpass (Town Brookhaven)		Connection over rail line between Redding Road and North Druid Hills Road	Expensive, large structure			Add multi-use path bridge over rail, connection Caldwell Road with Town Brookhaven	T
168	Brookhaven Park		Link Brookhaven Park (and thus Peachtree Road) with nearby, but disconnected neighbors	Private ownership			Add path connecting park with cul-de-sacs	T
169	East Osborne Road Green Meadows Lane		Connection from Caldwell Road to Brookhaven Village	Narrow, constrained street			Fill in sidewalk gaps Add sharrows	B P
170	Drew Valley Stormwater Trail		Existing connection between otherwise disconnected neighborhoods	Existing fences built by adjacent property owners			Improve (including potential paving) and widen existing trail, ideally to full 10'	T
171	Skyland Drive		Bike and pedestrian connection at intersection where vehicles are restricted				Add sidewalks and sharrows to road, extend bike/ped mobility to Buford Highway	B P
172	Osborne Park		North-south connection in west part of city	Private ownership			Multi-use path connecting to Nancy Creek projects (Project #121)	T
173	Nancy Creek Access Trail		Access to Nancy Creek projects (Projects #121, #122) for residents Separate crossing of Johnson Ferry Road	Private ownership			Multi-use path connecting to Nancy Creek projects (Projects #121, #122) and adjacent cul-de-sacs	T
174	Murphy Candler Park Access		Access into Murphy Candler Park for residents	Parkland New access point would have limitations			New access point to Murphy Candler Park and multi-use path connecting to existing paths	T
175	Publix Connection		Access around Ashford-Dunwoody Road/Johnson Ferry Road intersections	Private ownership by golf course and Publix Uninviting space for cyclists and pedestrians			Multi-use path on golf course's northern property line	T
176	Oglethorpe Connection		Connection between Osborne Road and Hermance Drive through undeveloped parcel	Narrow street, no space to widen			Multi-use path on undeveloped parcel, then sharrows on street	B T

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Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Project Type (Bike/Ped/Trail)
177	Matthews Street		Connection to existing rail overpass and Project #178	Narrow, constrained street Existing landscaping, mailboxes, etc. near roadway			Fill in sidewalk gaps	P
178	Matthews-Park Vista Connection		Connection between cul-de-sacs on undeveloped land Part of connection between Lenox Park Boulevard and Peachtree Road	Private ownership			Multi-use path	T
179	Colonial Drive		Existing sections of sidewalk	Narrow, constrained street Existing landscaping, mailboxes, etc. near roadway			Complete sidewalk Add sharrow	P
180	Lenox Park Boulevard		Complement existing pedestrian facilities Improved access to AT&T and Buckhead				Add sharrow	B
181	Mabry Road		Alternative to Osborne Road for north-south corridor in west part of city	Narrow, constrained street			Complete sidewalks Add sharrow	B
182	Harts Mill Road		Increased connection to Chamblee and Nany Creek Trails	Narrow, constrained street			Connect northern sidewalks	P
183	Johnson Ferry Road		Existing 8' sidepath along north segment of road Increase connectivity to Chamblee				Improve and brand existing multi-use path Coordinate with Chamblee to improve inter-city connectivity	T
184	Cartecay Drive		East-west connection (Projects #111, #185)	Narrow, constrained Street			Add sharrow	B
185	Standard Drive		East-west connection (Projects #111, #184)	Narrow, constrained Street			Add sharrow	B
186	Peachtree Creek		Connection between neighborhoods across Buford Highway Link Projects #149, #150	Crossing Buford Highway via existing culvert (Project #186)			Multi-use path along creekbed	T
187	Creek Parallel to Skyland Drive, power easement		Connection between Projects #147, #148, #154 and #166				Multi-use path along creekbed and along power easement	T

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# DRAFT BICYCLE NETWORK

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## Network Type

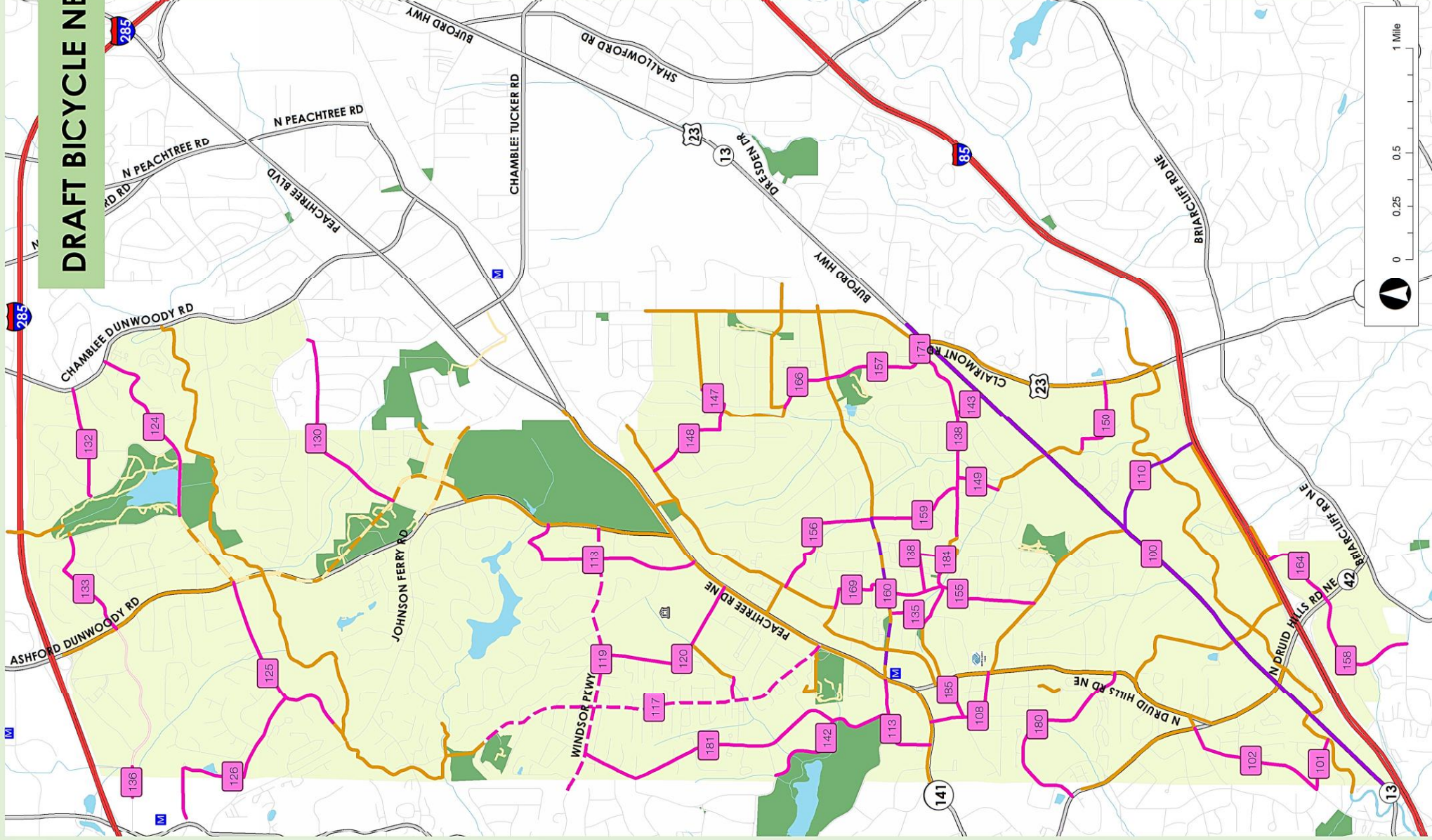
- Existing Trail
- Existing Bike Lanes
- Sharrows
- Sharrows w/Road Calming
- Bike Lanes
- Multi Use Trail
- Improve/Brand Trail
- Bike Lanes and Multi Use Trail
- Undecided

## Features

- University
- MARTA Rail Station
- Stream
- Lake
- Park

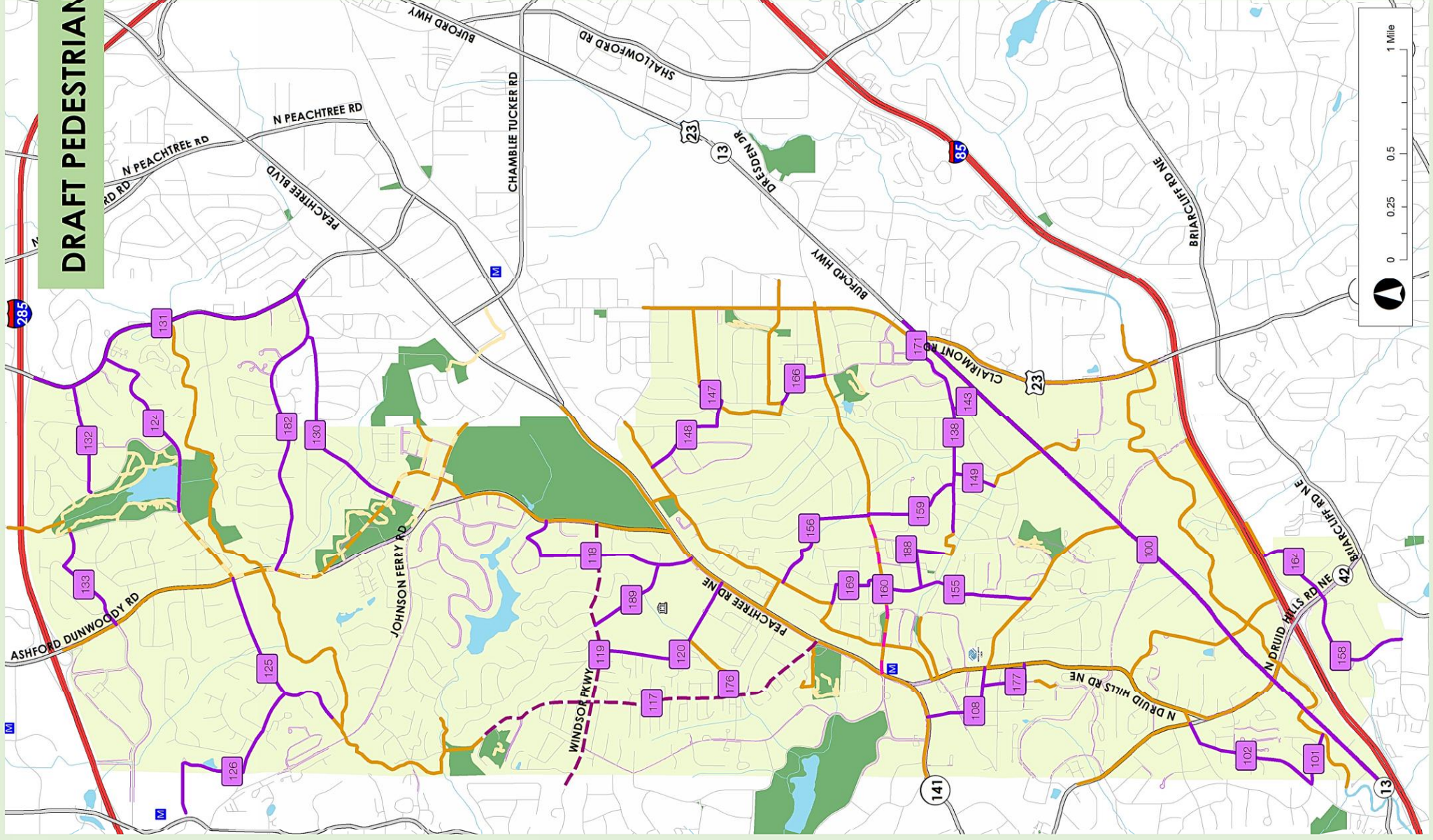
## Roads

- Freeway
- Other Road



# DRAFT PEDESTRIAN NETWORK

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## Network Type

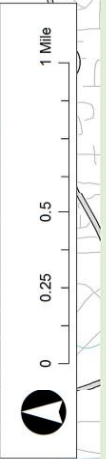
- Existing Trail
- Existing Sidewalk
- Proposed Sidewalk
- Sidewalks w/Road Calming
- Proposed Trail
- Improve/Brand Existing Trail
- Trail and Sidewalk

## Features

- University
- MARTA Rail Station
- Stream
- Lake
- Park

## Roads

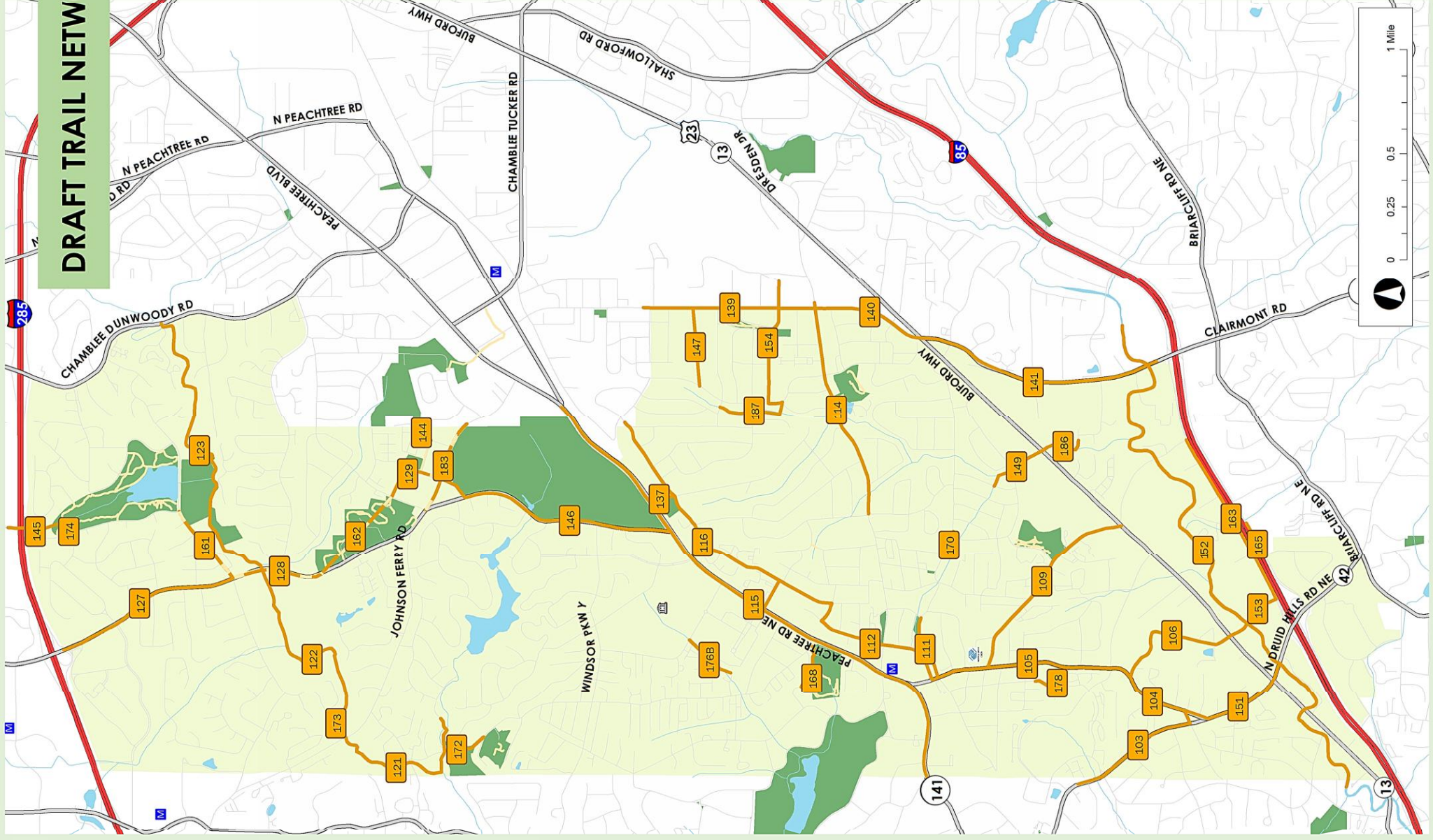
- Freeway
- Other Road





# DRAFT TRAIL NETWORK

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## Network Type

- Existing Trail
- Proposed Trail
- Improve/Brand Existing Trail

## Features

- University
- MARTA Rail Station
- Stream
- Lake
- Park

## Roads

- Freeway
- Other Road

