



BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan

FINAL | April 2016



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Chapter One

INTRODUCTION

Background

Purpose of the Plan

Planning Process

1 Introduction

Background

The City of Brookhaven was incorporated in 2012 from twelve square miles in northwestern unincorporated DeKalb County, Georgia. Brookhaven sits to the northeast of Downtown and Midtown Atlanta and is generally bounded on the west by the Cities of Atlanta and Sandy Springs, on the north by Dunwoody, on the east by the City of Chamblee, and on the south by Interstate 85, with a small, predominately office and commercial area located south of Interstate 85. A map of the community is shown in **Figure 1-1**.

Brookhaven is largely an inner suburb within the metropolitan Atlanta region, with an estimated 50,603 residents in the year 2013, according to the US Census. The city has a variety of housing types, many of which have been redeveloped in recent years. Commercial developments is mostly focused along major corridors such as Buford Highway and Peachtree Road. The city is also home to many neighborhood parks and schools, which are a core aspect of the city's character.

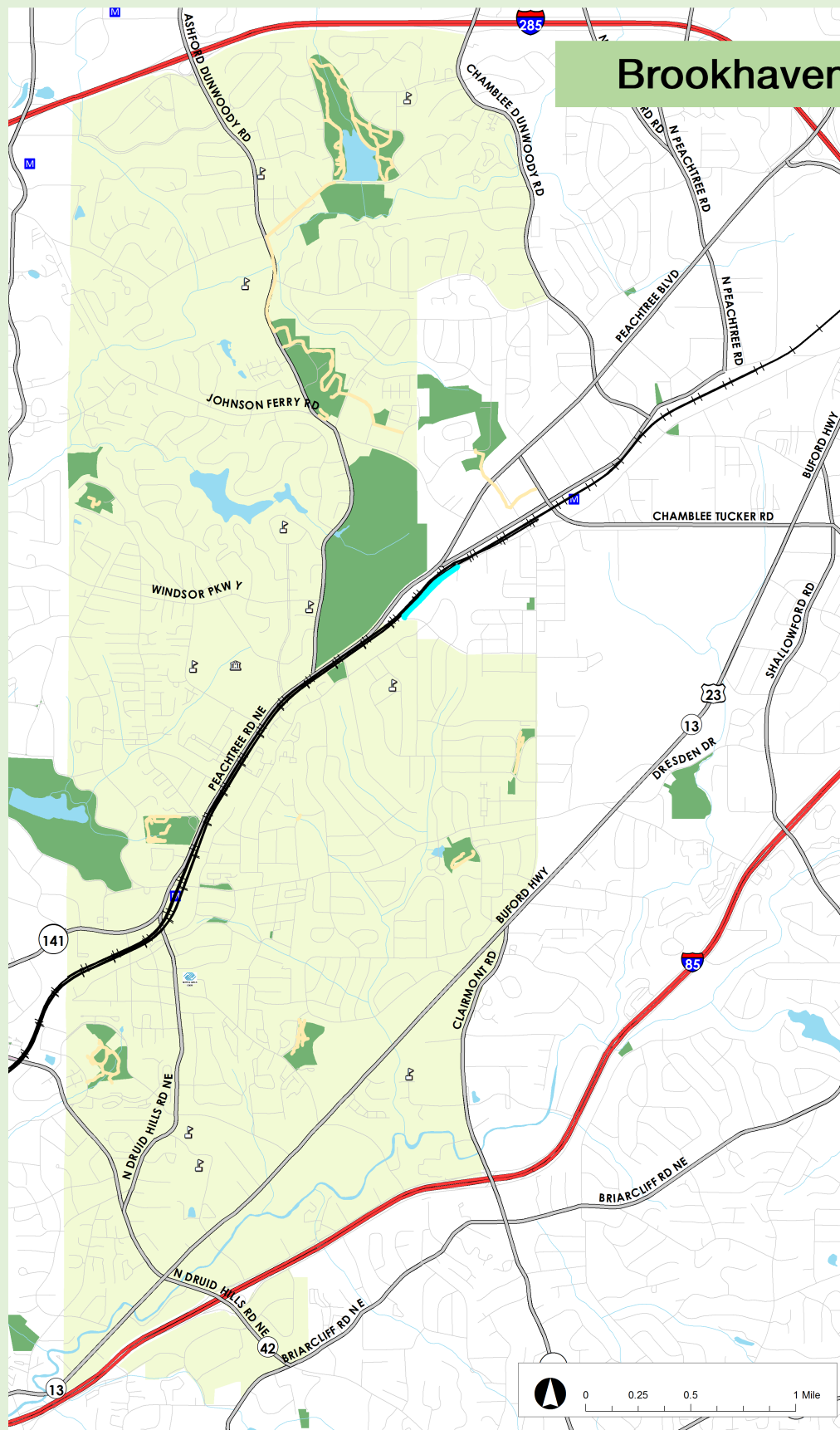
Brookhaven's transportation system features many major roadways and some existing pedestrian and bicycling infrastructure. The city is crossed by both Buford Highway (SR 13) in the south and Peachtree Road (SR 141) near its center. Brookhaven is partially bounded by Clairmont Road (SR 155) and Chamblee Dunwoody Road to the east. Brookhaven can also be accessed by Johnson Ferry Road and Ashford Dunwoody Road, both of which provide access to the Perimeter Area, a major employment center located immediately to the north. The city is bisected by a railroad

alignment which runs parallel to Peachtree Road, and limits connectivity between the city's northern and southern sections. This alignment serves both long-distance freight trains and urban rail provided by the Metropolitan Atlanta Rapid Transit Authority (MARTA). MARTA has an urban rail station at Brookhaven which includes a stop in Brookhaven near the intersections of Peachtree Road with North Druid Hills Road and Dresden Drive, which has recently become the focus for a planned Transit Oriented Development (TOD),

The city is already served by some treatments designed for bicyclists and pedestrians. Bike lanes and shared lane markings (commonly called "sharrows") are present on Caldwell Road while a multi-use trail connects Blackburn Park and Murphy Candler Park along Ashford Dunwoody Road. The city also has an extensive sidewalk network that has been inventoried in great detail. In order to continue to enable and encourage active transportation, the City of Brookhaven undertook this Bike, Pedestrian, and Trail Plan in order to create a more balanced transportation network by increasing access to pedestrian and bicycle facilities.



Figure 1.1

Brookhaven Community






Features

-  University
-  K-12 School
-  MARTA Rail Station

-  Stream
-  Lake

Roads

-  Freeway
-  Other Road
-  Existing Trail

Purpose of the Plan

The goal of this plan is to develop a list of implementable policies and transportation projects aimed at accommodating all active transportation users through a combination of technical analysis, best practices in planning, and engagement with the community. This plan examines existing conditions in the city, and identifies locations where improvements for bicyclists and pedestrians are most needed or could serve the largest demand. Based on this potential, a variety of context-sensitive improvements are considered throughout the city, and a vision is created that will build upon Brookhaven's existing network to establish a thorough network of trails, lanes, and paths for transportation and recreation.

Planning Process

The planning process, as indicated in the graphic below, began in the Spring of 2015 and concluded in late 2015. In general, there were two basic mechanisms used to create the plan: (1) a community engagement effort to ascertain the communities' vision and individual attitudes regarding proposed investments (documented

in **Chapter 2 – Community Engagement**) and (2) a technical analysis comprised of several steps.

Initial steps in the technical analysis comprised an analysis of Existing Conditions (documented in **Chapter 3 – Data Collection & Existing Conditions**) followed by a 'system appraisal' to determine the suitability of various corridors within the community for investment and a subsequent feasibility phase to identify potential improvements (documented in **Chapter 4 – Needs Assessment**). In the final step of the technical analysis, the potential improvements were analyzed further to develop recommendations and associated information (documented in **Chapter 5 – Recommendations**).

In general, this report is organized to be succinct and provide a general documentation of the process utilized to develop the recommendations, which in turn, are documented with more detail. In addition, several technical appendices are provided with this report to add further detail in the planning process.

The Planning Process

