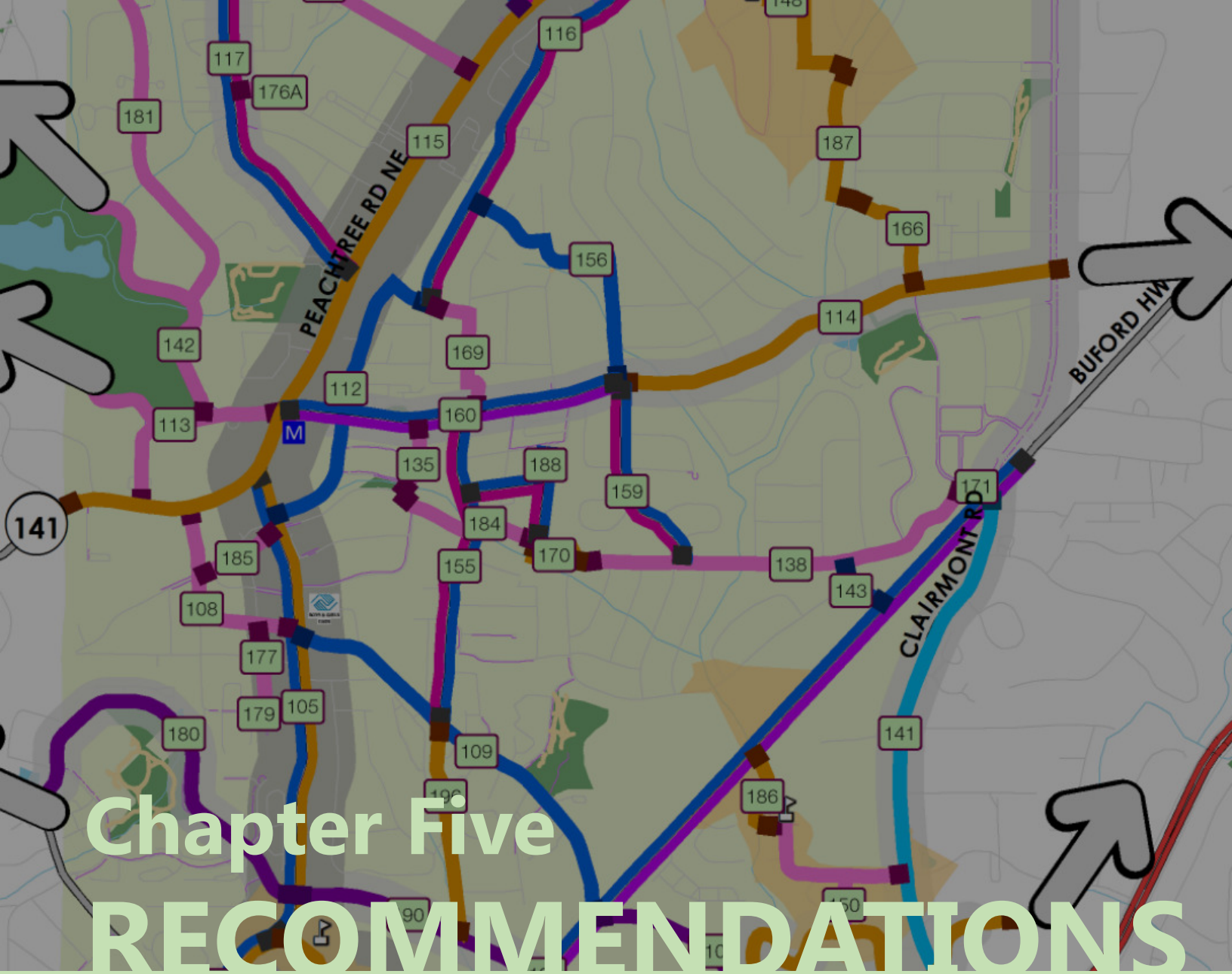


Chapter Five

RECOMMENDATIONS

Policy & Regulation Initiatives

Project Recommendations

BROOKHAVEN

Bicycle, Pedestrian, & Trail Plan

5 Recommendations

Following the various stages of the technical analysis and considering the advisement and direction provided as part of the community engagement process, the study team began the process of developing specific recommendations for the City to consider. These recommendations are categorized as either (1) Policy and Regulation Initiatives or (2) Project Recommendations.

Policy & Regulation Initiatives

The City of Brookhaven can adopt and put into practice policies and initiatives that enable a more balanced transportation system that is safe and promotes a better quality of life. These efforts can help institutionalize multi-modal strategies and improve safety beyond the project recommendations discussed later in this chapter. The following list outlines a number of overall topics that should be considered:

- Wayfinding signage sized and positioned to inform and encourage bicyclists' travel, also indirectly promotes the City's support for bicyclists to passing vehicles
- Public Awareness campaign utilizing State and regional bicycle groups as well as police sensitivity training, which has been well received in other cities across the nation
- Pursue League of American Bicyclists Bike Friendly Community status
- Distribute summary of articles or reports regarding trail and positive property value findings

Public Works Design and Maintenance Polices

The Department of Public Works is already committed to improving bicycle and pedestrian facilities and safety. Solidifying a practice by putting it into writing helps elevate its priority. Potential policy language to adopt reads as follows, "Promote safe and equitable bicycle access on all roadways by integrating bicycle travel considerations into all roadway planning, design, construction and maintenance, as well as incorporation of Complete Street standards into all Capital improvements. This policy should be implemented in accordance with the *GDOT Design Policy Manual Chapter 9* – Complete Streets Design Policy." Other measures to consider include:

- Adopt the National Association of City Transportation Officials (NACTO)'s Urban Street Design Guide (2013), which provides the most updated principles and practices from around the nation. Further design details for bicycle facilities, can be found in NACTO's Urban Bikeway Design Guide, Second Edition (2014).
- For City Staff use, compile summary and other references of the most updated bicycle-friendly traffic calming measures
- Policies that enable room for bike facility or at least wider shoulders (ex: 10 maximum lane width for 35mph and less)
- Formalize re-striping policy for Street Maintenance of wide shoulder routes to consider striping for bike lanes and other improvements
- Consideration of more solar speed radar detectors to encourage driver compliance with speed limits on shared use routes
- Installation of "Stop for Peds" in-crosswalk signs

Design and Zoning Regulations

Community Development staff should consider potential design and zoning regulation changes as part of regulatory updates being developed in 2016 including:

- Consider allowing more Transitional Zones in zoning categories to support new trail routes
- Increase bicycle parking requirements in all zoning districts, which provides actual support to bicyclists and the visual awareness helps with a Community Awareness campaign.
- Provide City and Council a summary of current State law and local ordinance flexibility regarding legality of bicycles on sidewalks.
- Art for Fun and funding which can include regulations and considerations for public art.

Additional and specific recommendations to consider are indicated below.

Amend Zoning and Development Guidelines

Residential Sidewalk Petitioning Program

It is recommended that the city overturn its policy that requires sidewalk construction in residential zoning districts to be paid by petitioning property owners as assessed by the Department of Public Works, and adopt an ordinance requiring the construction of sidewalks along street frontage in all residential zoning districts (as currently required in TND (Traditional Neighborhood Development); PC-1, PC-2, and PC-3 (Pedestrian Community); and the Brookhaven-Peachtree Overlay District; and new subdivisions within the City).

Bicycle Parking

It is recommended that the City adopt an ordinance requiring bicycle parking in developments within all non-residential zoning districts (as currently only required in Brookhaven-Peachtree Overlay District). The number of bicycle racks to be provided will be calculated using the number of vehicular parking spaces in the development.

Transitional Zones

It is recommended that the zoning code should be amended to allow transitional zones in multi-family residential and commercial zoning district requirements to house multi-use trails that would connect to public streets. This will eliminate a potential barrier to true community connectivity.

Sidewalks and Multi-Use Paths

According to the Georgia Department of Transportation (GDOT) and the City of Brookhaven, a sidewalk cannot be less than 5' wide. The City does not allow bicyclists on sidewalks less than 8' wide. The City also has larger minimum sidewalk widths in its PC-2 zoning district (9') and Brookhaven-Peachtree Overlay District (6', 10', or 15' depending on the street).

Multi-use paths are becoming popular options for cities wishing to build both pedestrian and bicycle infrastructure, but have limited space for both. Developers designing and building such paths have a bad habit of "squishing" bikes onto slightly wider sidewalks, which cannot safely or comfortably accommodate both cyclists and pedestrians.

GDOT acknowledges the American Association of State Highway and Transportation Association's (AASHTO) multi-use path

minimum width of 10', and recommended width of 12'. This means that sidewalks wider than 10-12' can, legally, be considered a multi-use path.

The City of Brookhaven should adopt an ordinance regarding multi-use paths constructed within city limits. It is suggested that the city adopt AASHTO's definition, and recommend that all designated multi-use paths be at least 12', with 10' being the absolute legal minimum width for specific constrained portions of the trail. This will clarify the difference between a sidewalk and a multi-use path to prevent both cyclists and pedestrians from being cramped on to too narrow paths.

Smart Bike Policies

Complete Streets Approach

Complete streets are public right-of-ways that include infrastructure for travelers utilizing different modes of transportation, including bicycle, pedestrian, cars, and transit. The Georgia Department of Transportation (GDOT) created its first version of a Complete Streets policy in 2012 as a means to incorporate the consideration of bicycle, pedestrian, and transit accommodations into roadway construction and reconstruction projects. The Manual includes both standards, recommendations, and helpful resources for municipalities looking to include Complete Streets as part of their development regulations. The benefits of Complete Streets include economic development, more equitable options of travel for all users, better urban design, the reduction of bicycle and pedestrian crashes, and encourages higher levels of walking, biking, and transit use in communities. Complete Street policies can also act as Streetscape Standards for communities looking to implement them.

It is recommended that the City of Brookhaven create and adopt a Complete Streets policy per Chapter 9 of GDOT's most recent edition of their Design Policy Manual.

Maintenance

The infrastructure that we construct for cyclists and pedestrians are always great long-term investments, but those investments lose their worth if they are not regularly maintained. In many municipalities, vehicle road maintenance is often prioritized over maintenance for bicycle and pedestrian infrastructure. As a result, this leads to roads that are pleasant for driving, but sidewalks, bike shoulders, and bike lanes that are not easily traversable. This is not the vision of any good bicycle and pedestrian planning effort. Moreover, there are wide, paved shoulders within the City that present opportunities for repaving to create bicycle infrastructure.

In examining the city's latest Comprehensive Transportation Plan and that of DeKalb County, there are no policies or recommendations that specifically direct the maintenance of bicycle and pedestrian infrastructure. It is recommended that the City of Brookhaven pledge part of its transportation dollars designated for bicycle and pedestrian infrastructure projects to the maintenance of current and future projects. It is also recommended that the City research and apply for federal, state, and regional funds to enhance its maintenance budget.

Lawful Cycling on Sidewalks

Section 40-6-144 of the Georgia Code requires that "No person shall drive any vehicle upon a sidewalk or sidewalk area except upon a permanent or duly authorized driveway". The Georgia Code defines bicycles as vehicles;

therefore, this law applies to motor vehicles and bicycles. Excluding designated multi-use paths, sidewalks are designed for pedestrian travel only. In 2009, the Georgia Code was amended to allow local municipalities to authorize the operation of bicycles on sidewalks by persons under the age of 12.

Currently, the City of Brookhaven's code of ordinances does not include a provision allowing children to ride on the sidewalk. If the City wishes to foster a bicycle culture among its citizens, then they should concentrate some efforts onto their children. It is recommended that the City of Brookhaven adopt an ordinance allowing children under 12 to ride bicycles on sidewalks, as well as up to one (1) supervising adult per child.

Speed/Safety

Safety is a key concern with cyclists and pedestrians utilizing on-road facilities. Safety is connected to both speed and design. Some cities have adopted policies to lower the speed limit on busy streets to decrease crash incidents on high-speed, high-volume streets, while others have turned to traffic-calming design measures to increase safety. It is recommended that the City continue to research strategies to increase cyclist and pedestrian safety along corridors that are otherwise perceived to be dangerous.

Brookhaven Transit-Oriented Development

The Transit Oriented Development (TOD) plan needs to highlight connections to the greater bicycle and pedestrian network in order to maximize interoperability with other modes. This can be done through wayfinding, the design of the development, and network development.

Wayfinding

Clear signs showing the direction and proximity of the MARTA station from bicycle and pedestrian trails, and the direction and proximity of city destinations from MARTA will be needed to aid trail and transit users to and from the TOD.

Design

The design of the TOD needs to be easy to navigate both on foot and by bike. Design elements should include:

- Avoid stairs when possible and provide 'runnels' so that cyclists can wheel bikes up and down stairs when they are neccessary
- ADA accessible ramps for both cyclists and wheelchairs
- Designated bike parking that is both convenient and easily accessible.

There should be clear sight lines throughout the development. The MARTA station should stand out amongst all other structures throughout the TOD, with no other structures blocking from view. Pedestrians and cyclists utilizing the city's trail network should be able to visually locate the MARTA station as they arrive to the TOD. On the other hand, visitors accessing the site via MARTA should be able to see the connecting trails as they leave the station and move around the TOD.

Network Development

Many facilities in the bicycle and pedestrian plan will lead directly to MARTA, or connect to the paths that do. In order to promote multi-modal connectivity, a policy that any new bicycle and pedestrian infrastructure planned and built must be connected to one or more

trails in the greater system should be put in place.

TOD-specific zoning district

For TODs to be successful, they need to have the right level of density (both population and employment), an urban form that is appropriate to the size and scale of the development, and a strong land use mix. However, this kind of development doesn't happen without some form of regulation. It is recommended that the City of Brookhaven adopt a new zoning district that will regulate:

- Density
- Land Uses
- Building Height
- Bike Parking
- Vehicle Parking
- Sidewalks, Bike Lanes, and Multi-Use Paths
- Architectural Design
- Streetscape Design
- Landscaping

The geographic boundaries of the TOD zoning district should be clear in the interest of creating a well-designed public realm.

Bikeshare Interoperability

A city-wide bikeshare program will be launched in Atlanta by summer 2016. This program does not extend past City of Atlanta boundaries, but there is an opportunity and stated demand for bikeshare to expand. There are many benefits to bikeshare, including providing first and last-mile connectivity to transit and as a marketing and branding catalyst for economic development. In order for cross-regional bikeshare program to be successful, there needs to be a coordinated discussion and understanding of interoperability objectives. Therefore, the City of Brookhaven will likely need to understand interoperability factors, such as title sponsorship, branding and marketing, membership reciprocity, technology of reciprocal docks, a unified fare structure and data sharing. Assuming at some point in the future bikeshare is likely, the Brookhaven TOD's design team should consider the general location and site-specific criteria that will need to be met to maximize the benefits.

Public Art

Design regulations can also set the context for public art including indicating intent (using public art to engage pedestrians and bicyclists), placement (ensuring adequate space for efficient pedestrian movements), height and size requirements, and regulations related to locating on public property.

Safe Routes to School Zones

Safe routes to school zones can be developed to improve and construct pedestrian and bicycle connections within a half-mile walking distance of public elementary schools. These zones are further identified in the following Project Recommendations section.

Project Recommendations

Specific project recommendations were developed through the feasibility review of target corridors (discussed previously in **Chapter 4**) and additional guidance through the community engagement process.

The resulting list of recommended projects represents an ambitious but comprehensive plan for the City to consider as part of future development and planning initiatives. The plan includes a balancing of pragmatic initiatives (such as sharrows which can be implemented with relative low-cost and with ease) with longer-term visionary improvements (such as trails along major corridors throughout the community). Overall, implementation of this plan would result in:

- 20.4 miles of new sharrows
- 6.9 miles of new bicycle lanes or cycle tracks
- 31.6 miles of new sidewalks
- 38.7 miles of new multi-use trails

As the result of a planning process, these recommendations will likely need further vetting and refinement as they move into design stages. However, the intent of this plan is to provide a 'blueprint' for the City to follow for implementation.

Likewise, with several projects initiatives identified, it was necessary to develop a scheme to prioritize and determine the phasing in which projects can be implemented. Likewise, 'ball-park' cost estimates for each of the project initiatives were identified to help with future budgeting. The detailed results of this process are provided in **Appendix J** while the overall recommendations are summarized in **Table 5.1. Figures 5.1** through **5.3** indicate the projects by the proposed phasing and implementation schedule while **Figures 5.4** through **5.6** identify the projects as either part of the bicycle plan, pedestrian plan, or trail plan. These maps also identify the 'safe route to school' zones discussed in the previous section where additional implementation is recommended as appropriate. Finally, conceptual drawings of select corridors are provided in **Appendix K**.

Phasing

In general, phasing refers to the likely timeframe in which a project can be implemented given the complexity of the project (need for in-depth engineering and design), costs, and general impacts to the community. All projects were identified as being either **Short-Term** (possible to implement in the next 5-10 years), **Mid-Term** (likely to implement in the next 10-20 years), or **Long-Term** (likely to implement in 20+ years) though future changes in community preferences and specific desires for individual projects will likely require ongoing refinement.

Prioritization

In contrast, prioritization refers specifically to the process of determining each individual project's relative merits through the life of the plan. On a scale of 100, this process considered five different factors, each worth up to 20 points. The scores for individual projects are provided in **Appendix J**.

<u>Corridor Suitability</u>

This criteria was based on the suitability analysis described in **Chapter 4** and assigned a relative score for each project.

Consistency with Community Vision

This criteria was used to 'reward' projects that tied into the overall community vision of a 'spine' with 'loops' developed through the community engagement process. Projects that would form the 'spine' received 20 points and project that would constitute a 'loop' received 10 points.

General Connectivity

This criteria was broadly applied to acknowledge each project's ability to connect neighborhoods and points of interest.

Ease of Implementation

This criteria is comprised of two considerations: construction costs (worth up to 10 points with less expensive projects being awarded more) and right-of-way costs (also worth up to 10 points with less expensive projects being awarded more).

Community Support

This criteria was used to award projects based on specific and continued support registered through the community engagement process.

Costs

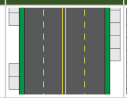
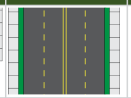
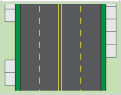
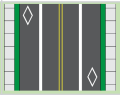
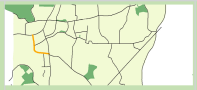
Planning-level cost estimates were developed utilizing per-mile costs and other assumptions developed as part of the ARC cost estimating tool. Assumptions include:

Preliminary Engineering Cost Assumptions	
30% of construction costs	
Right-of-Way Cost Assumptions (Cost per acre)	
Residential Properties	$500,000
Commercial Properties	$2,000,000
Industrial Properties	$1,167,000
Construction Cost Assumptions (Cost per linear mile)	
Sidewalks (per side)	$260,000
Striping for Bike lanes or Sharrows	$30,000
Widening for Bike Lanes	$2,057,000
Multi-use Trails	$580,000
Contingency	
10% of construction costs	

Based on these cost estimates, implementation of the plan would include the following expenditures (in 2015 dollars):

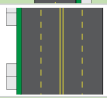
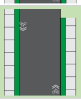
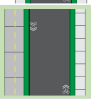
- $12.0 million dollars in the Short-Term phase
- $22.7 million dollars in the Mid-Term phase
- $32.0 million dollars in the Long-Term phase

Table 5.1 Project Recommendations

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
100-ST	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	P	44.2 $930,000
100-MT	Buford Highway		Recent pedestrian improvements Large transit-dependant population	State maintained, limited ROW Heavily travelled corridor Little room for improvements in road			Addition of "bus and bike only" lane Identify locations for future HAWK crossings	B P	39.2 $480,000
101-ST	Victor Road		Near future Peachtree Creek Greenway Connection to PATH 400	Private property Extends outside of city limits Utilities to south			Add sidewalks and sharrows	B P	25.5 $310,000
102-ST	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	30.8 $140,000
103-LT	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 of Roxboro Road to Goodwin Road and north of Goodwin Road to North Druid Hills Road	T	23.1 $640,000
104-MT	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	58.1 $410,000
105-MT	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	69.9 $1,210,000
106-MT	Curtis Drive Corporate Boulevard		Connection between Cross Keys High and Peachtree Creek/Buford Hwy Widen sidewalk and buffer	Steep slopes Coordination with Cross Keys High School			Fill gaps and expand to multi-use path along east	T	61.0 $1,060,000
107-LT	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	31.3 $240,000
108-ST	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	42.9 $40,000
108-LT	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 multi-use trail	T	27.9 $640,000
109-ST	Briarwood Road		Connection between Buford Highway and North Druid Hills Rd Existing shoulder	Offset-T intersection at west Utilities along north/east			Fill gaps in sidewalk to south/west	P	35.0 $220,000
109-LT	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	20.0 $1,100,000

*Symbols are not intended to display the actual section (widths, number of lanes, presence or absence of buffers, etc.). They are provided to help indicate the overall nature of bike, pedestrian, and/or trail improvements proposed.

Table 5.1 Project Recommendations (continued)

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
110-ST	Briarwood Road		Connection to Peachtree Creek, Buford Highway, existing I-85 crossing Existing shoulder	Congested and constrained intersections			Add bike lanes	B	39.0 $50,000
111-LT	Sylvan Circle		Adjacent greenspace to north Connection to Brookhaven MARTA Some existing sidewalks	Need for signage along complex corridor (Corridors #185, #186) Constrained pavement due to landscaping, trees, etc.			Add multi-use path in greenspace near Sylvan Circle, including access to Apple Valley Road	T	27.5 $650,000
112-ST	Apple Valley Road		Connections to Brookhaven MARTA Could connect to rail crossing at Osborne	Northern end is sparsely occupied industrial Limited space			Add sidewalk to north/west	P	37.2 $540,000
112-LT	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	37.2 $1,390,000
113-ST	Brookhaven Drive		Access to Peachtree Road	Residential and golf course uses nearby Constrained intersection at Peachtree Road			Add sharrows	B	37.3 $40,000
114-MT	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	51.5 $1,180,000
115-ST	Peachtree Road		Connection to Brookhaven Park, Town Brookhaven, Oglethorpe University, rail overpass Some existing paths	Rail line along south/east			Fill in sidewalk gaps	P	79.1 $140,000
115-MT	Peachtree Road		Connection to Brookhaven Park, Town Brookhaven, Oglethorpe University, rail overpass Some existing paths	Rail line along south/east			Widen sidewalk to multi-use path to north	T	64.1 $4,380,000
116-ST	Caldwell Road		Parallel to Peachtree Road Connection to Chamblee Existing bike and ped infrastructure	Offset-T intersection at Redding Road Utilities along west/north			Fill in sidewalk gaps Fill in sharrow gaps	P	45.0 $130,000
116-LT	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	35.0 $1,780,000
117-ST	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	B P	54.9 $530,000
117-LT	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			Widen sidwalk to mult-use trail	T	44.9 $1,310,000
118-ST	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 to Hearst Drive/ Humility Lane Add sidewalk to one side of road and replace sharrows with cycle track on the other side of Laneir Drive	B P	29.3 $650,000

*Symbols are not intended to display the actual section (widths, number of lanes, presence or absence of buffers, etc.). They are provided to help indicate the overall nature of bike, pedestrian, and/or trail improvements proposed.

Table 5.1 Project Recommendations (continued)

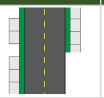
Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
119-ST	Windsor Parkway		Connection to Sandy Springs One of few opportunities for east-west connection in north part of city	Roadway curves, high vehicular volumea and speeds			Fill in sidewalk gaps Add sharrows	B P	44.6 $540,000
119-LT	Windsor Parkway		Connection to Sandy Springs One of few opportunities for east-west connection in north part of city	Roadway curves, high vehicular volumea and speeds			Add road calming Add multi-use trail	T	34.6 $2,140,000
120-ST	Hermance Drive		Connections to PATH Academy and Peachtree Road near Oglethorpe University and Town Brookhaven	Roundabout at Town Brookhaven Limited network connectivity			Add sharrows	B	40.6 $70,000
120-LT	Hermance Drive		Connections to PATH Academy and Peachtree Road near Oglethorpe University and Town Brookhaven	Roundabout at Town Brookhaven Limited network connectivity			Fill in sidewalk gaps and improve sidewalk connections to school	P	40.6 $10,000
121-LT	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	41.3 $940,000
122-LT	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	43.0 $1,550,000
123-LT	Nancy Creek (east)		Off-road connection Connection to Ashford-Dunwoody Road, Murphey 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	46.5 $2,090,000
124-ST	Nancy Creek Drive Ashentree Drive		Connection to Murphey 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	19.0 $1,010,000
125-ST	Nancy Creek Drive		Connection to creek project Existing sidewalk along portion of north side of road	Mailboxes and landscaping built up to curb			Extend sidewalk Add sharrows	B P	29.4 $140,000
126-ST	Old Johnson Ferry Road Saint Joseph Hospital		Connection to Medical Center MARTA paralel corridor to Johnson Ferry/ Peachtree Dunwoody Road	Roundabout Constrained section at hospital			Extend and complete sidewalks Add sharrows	B P	35.8 $340,000
127-ST	Ashford-Dunwoody Road		Major north-south connection Connection to Perimeter Center area	Busy interchange with no space for bikes to north			Fill in sidewalk gaps to east	P	55.0 $30,000
127-MT	Ashford-Dunwoody Road		Major north-south connection Connection to Perimeter Center area	Busy interchange with no space for bikes to north			Expand sidewalk to multi-use trail along east	T	55.0 $1,170,000
128-MT	Ashford-Dunwoody Road		Major north-south connection Connection to Marist School, Murphey Candler Park Existing narrow PATH facility	Constrained, congested roadway			Improve, widen, and brand multi-use path along east	T	74.3 $350,000

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Table 5.1 Project Recommendations (continued)

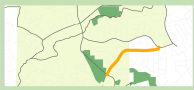
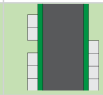
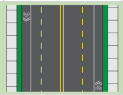
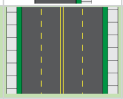
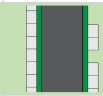
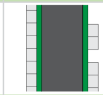
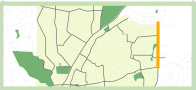
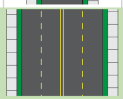
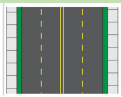
Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
129-MT	Blair Circle		Connects to Blackburn Park without passing through Ashford-Dunwoody Road/Johnson 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	81.0 VARIES
130-MT	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	14.8 $730,000
131-MT	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	17.6 $1,140,000
132-ST	East Nancy Creek Drive		Connection to Murphey 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	36.1 $60,000
133-ST	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	29.2 $800,000
134-MT	Perimeter Summit Parkway		Existing bike lanes and sidewalks	Many horizontal curves			Midblock crossing at offices	P	60.0 $40,000
135-ST	Fenwood Circle		Connectivity into urban section of Dresden Drive	Narrow, constrained street			Add sharrows	B	43.3 $10,000
136-ST	Lake Hearn Drive		Connection from Perimeter Summit Parkway into Medical Center	High-volume roadway with many existing transitions			Add sharrows	B	72.7 $10,000
137-LT	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	50.0 $110,000
138-ST	Drew Valley Road		Roughly parallel to Buford Highway and Dresden Drive	Houses built near road Utilities on both sides			Add sharrows	B	44.1 $80,000
138-LT	Drew Valley Road		Roughly parallel to Buford Highway and Dresden Drive	Houses built near road Utilities on both sides			Fill sidewalk gaps	P	44.1 $30,000
139-LT	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	40.1 $1,320,000
140-LT	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	42.2 $1,050,000

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Table 5.1 Project Recommendations (continued)

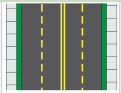
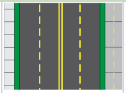
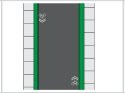
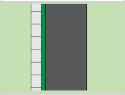
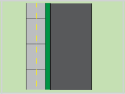
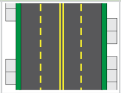
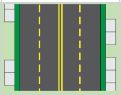
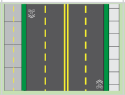
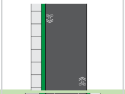
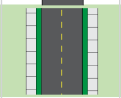
Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
151-MT	North Druid Hills Road		Relatively few driveways or intersections	High vehicular speed and volume			Widen eastern sidewalk to multi-use path	T	54.5 $1,450,000
152-ST	Peachtree Creek		Planned construction of trail along Peachtree Creek; effort endorsed by citizens' group (Peachtree Creek Greenway at Brookhaven)				Multi-use path along creekbed	T	64.5 $2,550,000
153-MT	Corporate Boulevard		Well shaded Access to Corporate Square offices				Multi-use path on east side	T	59.6 $600,000
154-LT	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	20.3 $940,000
155-ST	Ellijay Drive Coosawattie Drive		Useful north-south connection between Briarwood into urban section Dresden	Narrow, constrained street			Fill in sidewalk gaps Add sharrows Improve crossings	B P	31.1 $490,000
156-MT	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	P	18.8 $440,000
156-LT	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			Widen sidewalk to multi-use trail	T	13.8 $740,000
157-LT	Skyland Drive		Connection from Skyland Park to Drew Valley and Buford Highway	Major redevelopment in progress; unclear how this may impact roadway			Widen sidewalk to multi-use trail	T	26.9 $540,000
158-ST	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	65.4 $510,000
158-MT	Executive Park Drive		Connectivity between major office parks Local alternative to Briarcliff Road	Narrow segments Limited need for connectivity			Expand southern sidewalk to multi-use trail	T	60.4 $520,000
159-ST	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	28.9 $180,000
160-MT	Dresden Drive (west)		Connections to Brookhaven MARTA, Brookhaven Village Some existing sections of multi-use path	Transmission power lines along segment			Wide sidewalks along south side Bike lanes (as width allows)	B P	55.8 $1,280,000
161-MT	Nancy Creek Drive		Access to Murphey Candler Park Segment in an existing low-speed, low-volume area				Improve/widen existing path on south side to full width	T	40.1 $410,000

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Table 5.1 Project Recommendations (continued)

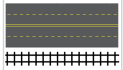
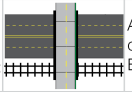
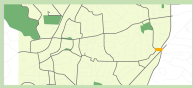
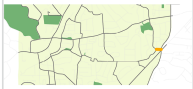
Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
162-MT	Blackburn Park		Direct link from Blair Circle to Ashford-Dunwoody Park to north Alternative to 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	69.6 $510,000
163-MT	Frontage Road (north)		Crossing of I-85 with Project #164	High-speed, high-volume, one-way road with access to/from interstate			Fill sidewalk gaps	P	75.7 $250,000
163-LT	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	60.7 $410,000
164-MT	Tullie Road Tullie Circle		Integration with Project #163 and #165 to cross I-85	Space beyond existing pavement is constrained			Multi-use trail	T	76.9 $460,000
165-LT	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	72.7 $370,000
166-MT	Skyland Drive Tobey Road		Connection from Project #147 and Project #153 to Dresden Drive	Utilities to south			Expand sidewalk to multi-use trail	T	51.6 $310,000
167-LT	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	64.5 VARIES
168-LT	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	32.4 $230,000
169-ST	East Osborne Road Green Meadows Lane		Connection from Caldwell Road to Brookhaven Village	Narrow, constrained street			Add sharrows	B	41.7 $30,000
169-LT	East Osborne Road Green Meadows Lane		Connection from Caldwell Road to Brookhaven Village	Narrow, constrained street			Fill in sidewalk gaps	P	36.7 $200,000
170-MT	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	31.0 $210,000
171-ST	Skyland Drive		Bike and pedestrian connection at intersection where vehicles are resitricted				Add sharrows to road	B	40.1 $10,000
171-LT	Skyland Drive		Bike and pedestrian connection at intersection where vehicles are resitricted				Add sidewalks to road, extend bike/ped mobility to Buford Highway	B P T	40.1 $20,000

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Table 5.1 Project Recommendations (continued)

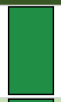
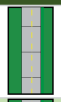
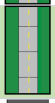
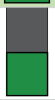
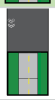
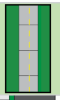
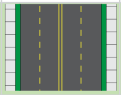
Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
172-LT	Osborne Park		North-south connection in west part of city	Private ownership			Multi-use path connecting to Nancy Creek	T	41.6 $210,000
173-LT	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 and adjacent cul-de-sacs	T	35.6 $100,000
174-LT	Murphey Candler Park Access		Access into Murphey Candler Park for residents	Parkland New access point would have limitations			New access point to Murphey Candler Park and multi-use path connecting to existing paths	T	40.1 $20,000
175-MT	Publix Connection		Access around Ashford-Dunwoody Road/Johnson Ferry Road intersections	Private ownership by golf course and Publix Unininviting space for cyclists and pedestrians			Multi-use path on property line between golf course and Publix shopping center	T	74.1 $560,000
176-LT	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	30.2 $370,000
177-ST	Matthews Street		Connection to existing rail overpass and Project #178	Narrow, constrained street Existing landscaping, mailboxes, etc. near roadway			Add sharrows	B	36.1 $20,000
177-LT	Matthews Street		Connection to existing rail overpass and Project #178	Narrow, constrained street Existing landscaping, mailboxes, etc. near roadway			Fill in sidewalk gaps	P	31.1 $140,000
178-LT	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	23.4 $340,000
179-MT	Colonial Drive		Existing sections of sidewalk	Narrow, constrained street Existing landscaping, mailboxes, etc. near roadway			Complete sidewalk Add sharrows	B P	35.5 $40,000
180-MT	Lenox Park Boulevard		Complement existing pedestrian facilities Improved access to AT&T and Buckhead				Add sharrows	B	58.5 $80,000
181-ST	Mabry Road		Alternative to Osborne Road for north-south corridor in west pat of city	Narrow, constrained street			Complete sidewalks Add sharrows (Overlap with corridor 142)	B P	38.5 $130,000
182-LT	Harts Mill Road		Increased connection to Chamblee and Nany Creek Trails	Narrow, constrained street			Connect northern sidealks	T	23.0 $2,060,000
183-MT	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	50.1 VARIES

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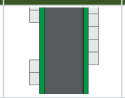
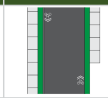
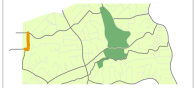
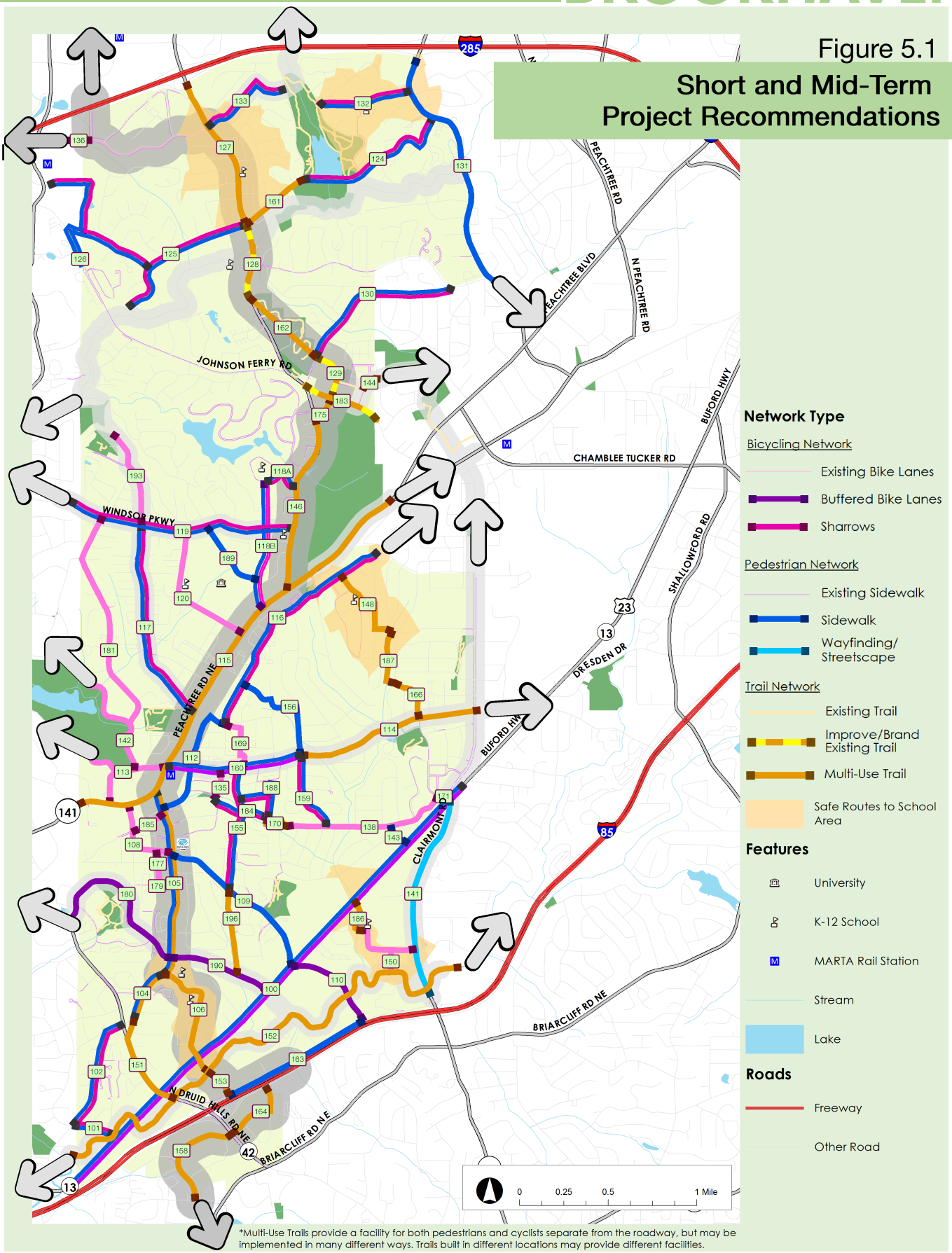
Table 5.1 Project Recommendations (continued)

Project ID	Street Name(s)	Map	Opportunities	Limitations	Existing Conditions*	Proposed Conditions*	Improvement Description	Bike / Pedestrian / Trail	Prioritization Score (out of 100) / Estimated Cost
184-ST	Cartecay Drive		East-west connection (Projects #111, #185)	Narrow, constrained Street			Add sharrows Extend sidewalk along Cartecay Drive	B P	32.4 $260,000
185-ST	Standard Drive		East-west connection (Projects #111, #184)	Narrow, constrained Street			Add sharrows	B	38.8 $20,000
186-MT	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	32.4 $530,000
187-MT	Creek Parallel to Skyland Drive, power easement		Connection between Projects #147, #148, #154 and #166				Multi-use path along creekbed and along power easment	T	22.3 $490,000
188-ST	Etowah Drive Oostanaula Drive		Improve access between Dresden Drive corridor and Drew Valley via Drew Valley stormwater path	Narrow, constrained streets Existing landscaping, mailboxes, etc. near roadways			Add sidewalk along one side of each roadway	B P	30.9 $300,000
189-MT	Woodrow Way		Woodrow Way has mostly complete sidewalk already; sidewalk ends just west of Lanier Drive Network connectivity				Finish sidewalk connecting to Lanier Drive	P	35.9 $50,000
190-ST	North Cliff Valley Way		Connection between North Druid Hills Road (spine) and Buford Highway at Northeast Plaza Also passes by Cross Keys High	Narrow residential streets Existing landscaping, mailboxes, etc. near roadways			Add buffered bike lanes in existing roadway	B	50.3 $50,000
191-LT	Northeast Plaza		Connection between Buford Highway and North Fork Peachtree Creek near retail and connections to spine	Privately owned, commercially developed land			Add multi-use trail	T	36.2 $660,000
192-LT	Perimeter-Medical Center Connector		Connection between nearby, but unconnected roadways Provide increased access to medical center area, including MARTA	Private ownership			Multi-use path	T	33.1 $930,000
193-ST	Osborne Road		Connection between major corridors and parks Enhance existing sidewalk	Narrow, constrained street Existing landscaping, mailboxes, etc. near roadway			Add sharrows	B	65.7 $50,000
194-LT	Georgian Hill Park Trail		Off-road connection between Clairmont Road and Dresden Drive Parkland	Private ownership for portions			Multi-use path	T	27.6 $440,000
195-LT	Tobey Road/Skyland Drive Connector		Partially off-road connection through floodplain	Narrow residential streets with existing landscaping etc. Runs near existing backyards			Add multi-use trail	T	16.2 $1,260,000
196-MT	Coosawattee Connector		Off-road connection largely in publicly owned right of way Part of connection between Buford Highway and Dresden Drive node	Wide residential street with some utilities near roadway Undeveloped land, some of it public right of way			Add multi-use trail through undeveloped section and along west side of southern segment of Coosawatee Drive with connection to Jonathon Lane to west	T	25.1 $510,000

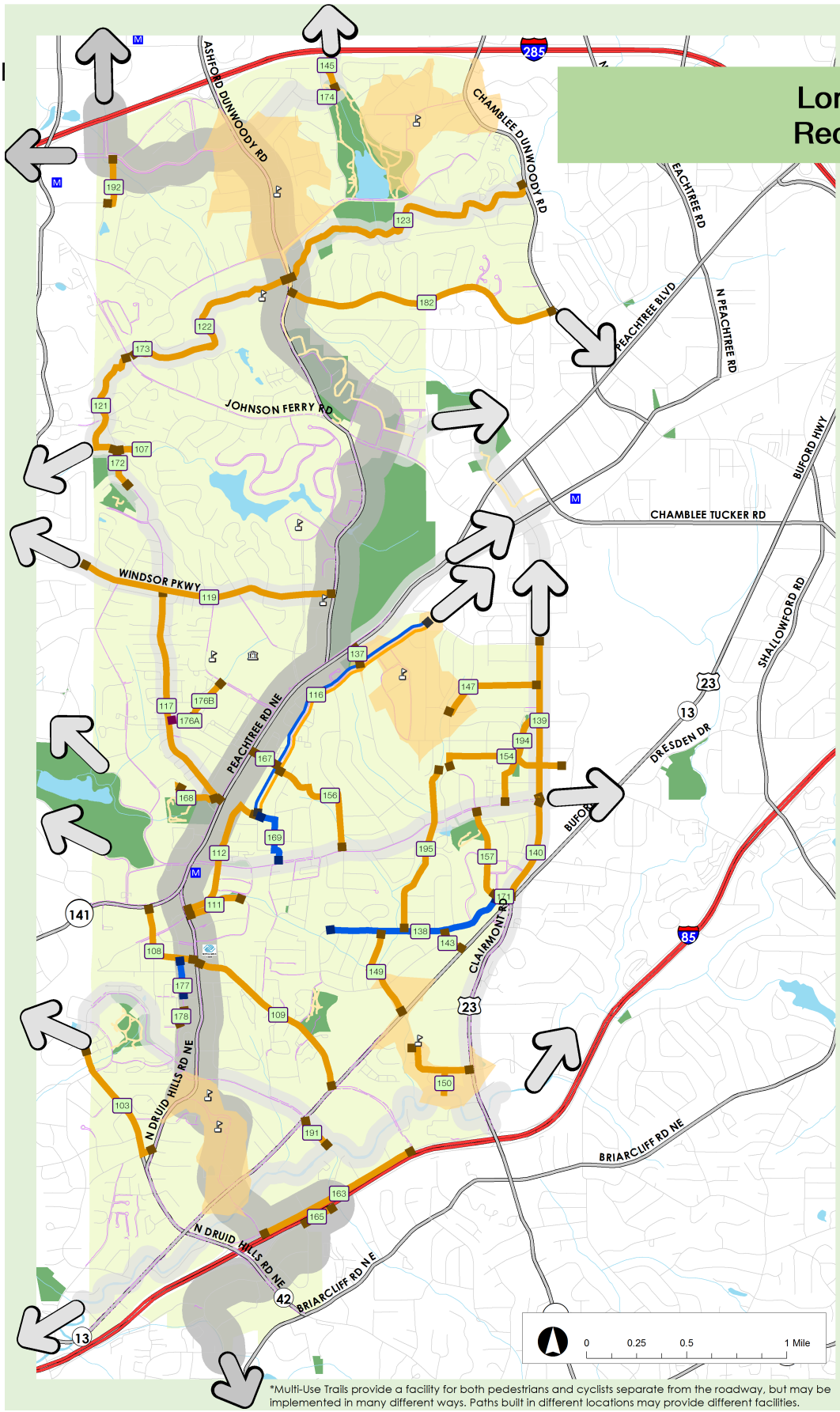
*Symbols are not intended to display the actual section (widths, number of lanes, presence or absence of buffers, etc.). They are provided to help indicate the overall nature of bike, pedestrian, and/or trail improvements proposed.

Figure 5.1
Short and Mid-Term Project Recommendations



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

Figure 5.2
Long-Term Project Recommendations



Network Type

Bicycling Network
- Existing Bike Lanes
- Buffered Bike Lanes
- Sharrows

Pedestrian Network
- Existing Sidewalk
- Sidewalk
- Wayfinding/ Streetscape

Trail Network
- Existing Trail
- Improve/Brand Existing Trail
- Multi-Use Trail

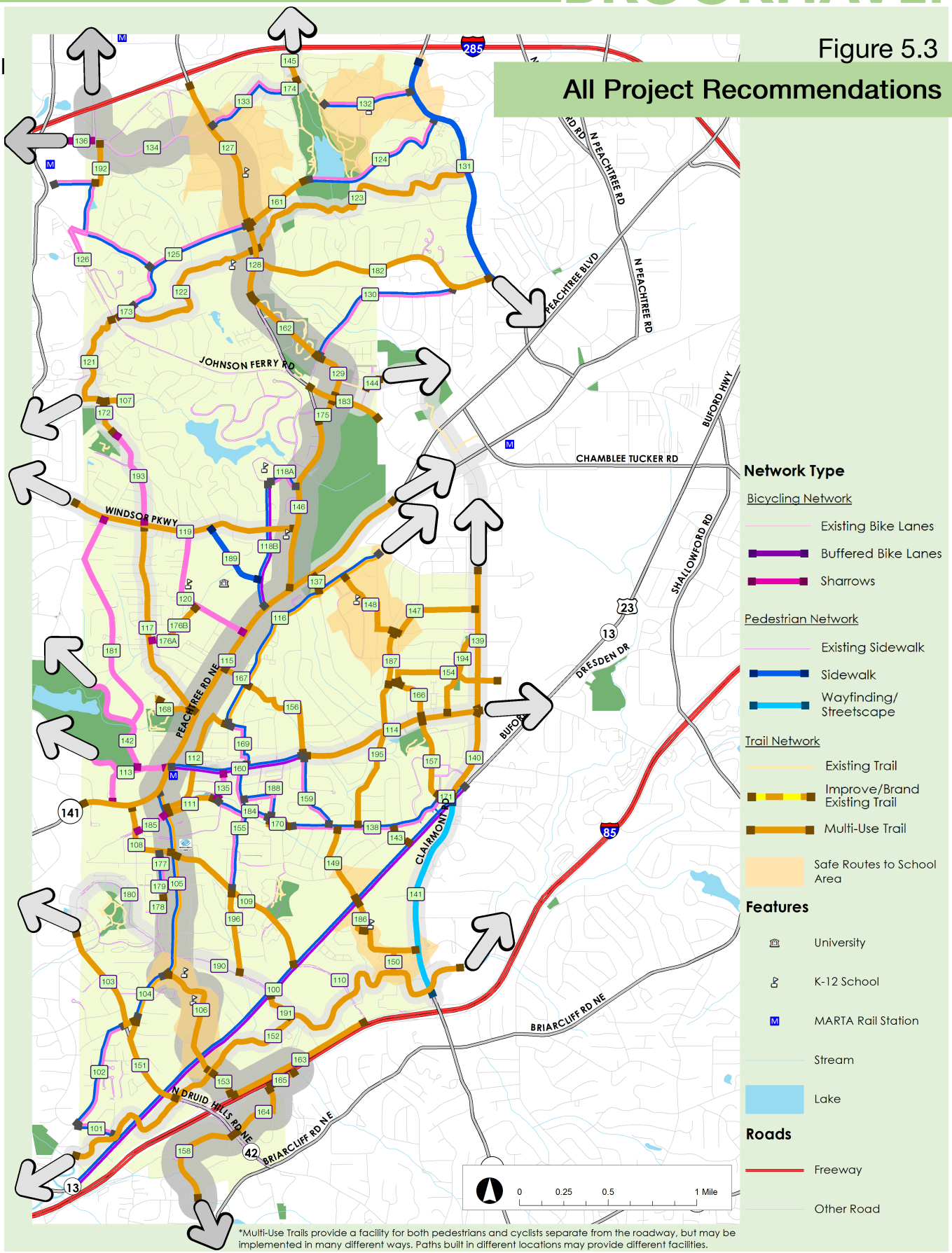
Safe Routes to School Area

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

Roads
- Freeway
- Other Road

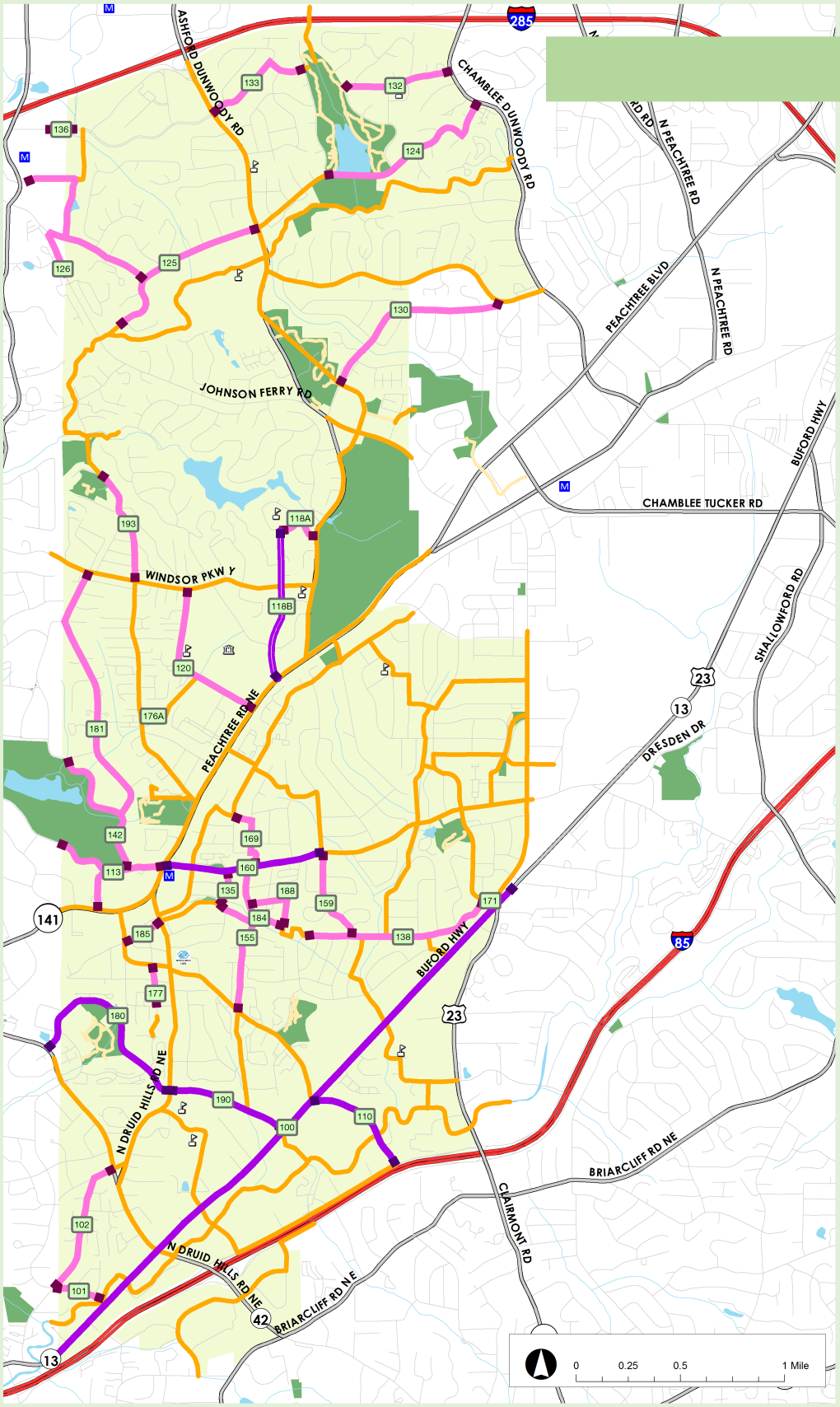
*Multi-Use Trails provide a facility for both pedestrians and cyclists separate from the roadway, but may be implemented in many different ways. Paths built in different locations may provide different facilities.

Figure 5.3
All Project Recommendations



*Multi-Use Trails 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.

Figure 5.4
Bicycle Plan



Network Type

Bicycling Network
- Existing Bike Lanes
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- Sharrows

Pedestrian Network
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- Sidewalk
- Wayfinding/ Streetscape

Trail Network
- Existing Trail
- Improve/Brand Existing Trail
- Multi-Use Trail

Features
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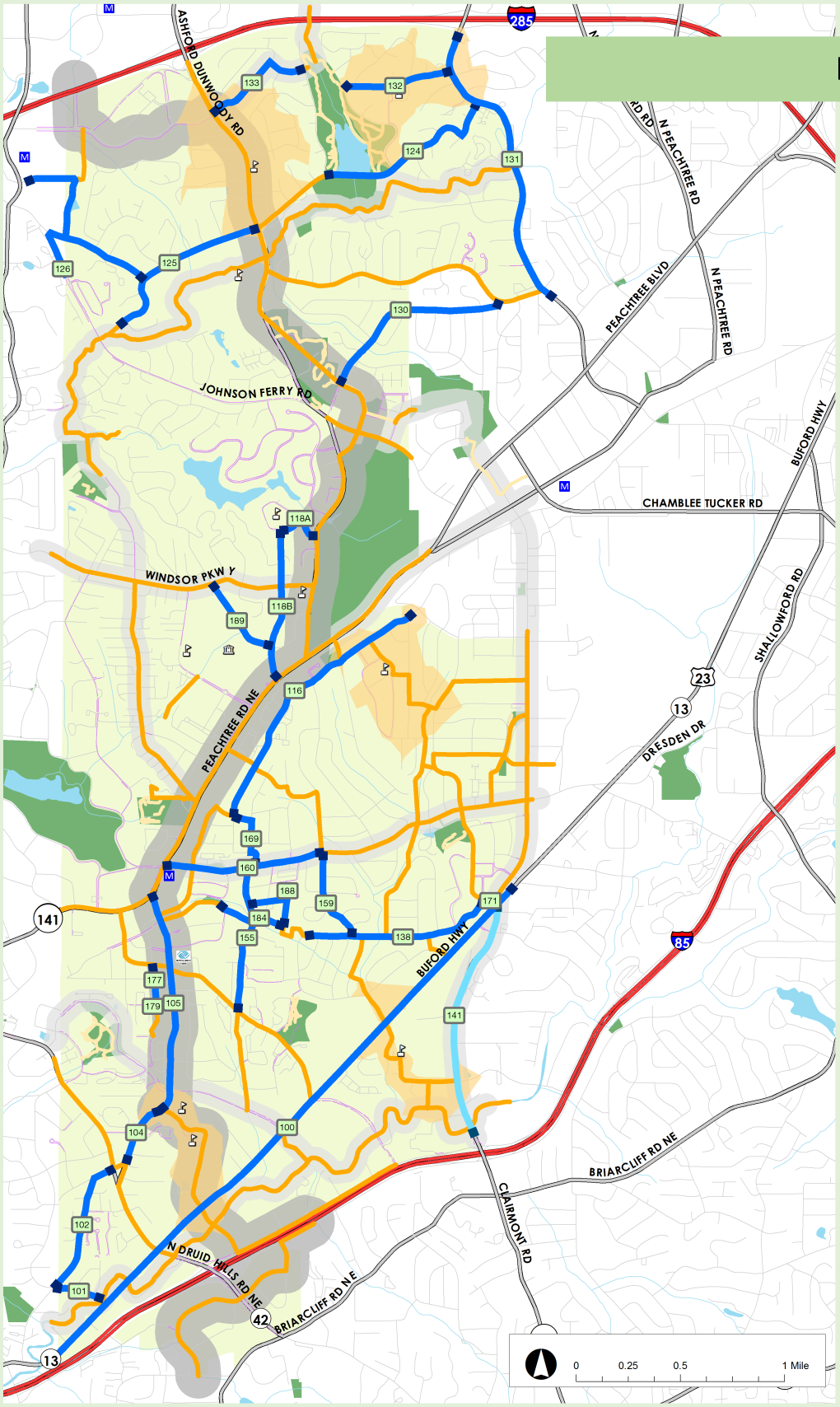
- K-12 School
- MARTA Rail Station
- Stream
- Lake

Roads
- Freeway
- Other Road

Figure 5.5
Pedestrian Plan



Network Type

Bicycling Network
- Existing Bike Lanes
- Buffered Bike Lanes
- Sharrows

Pedestrian Network
- Existing Sidewalk
- Sidewalk
- Wayfinding/ Streetscape

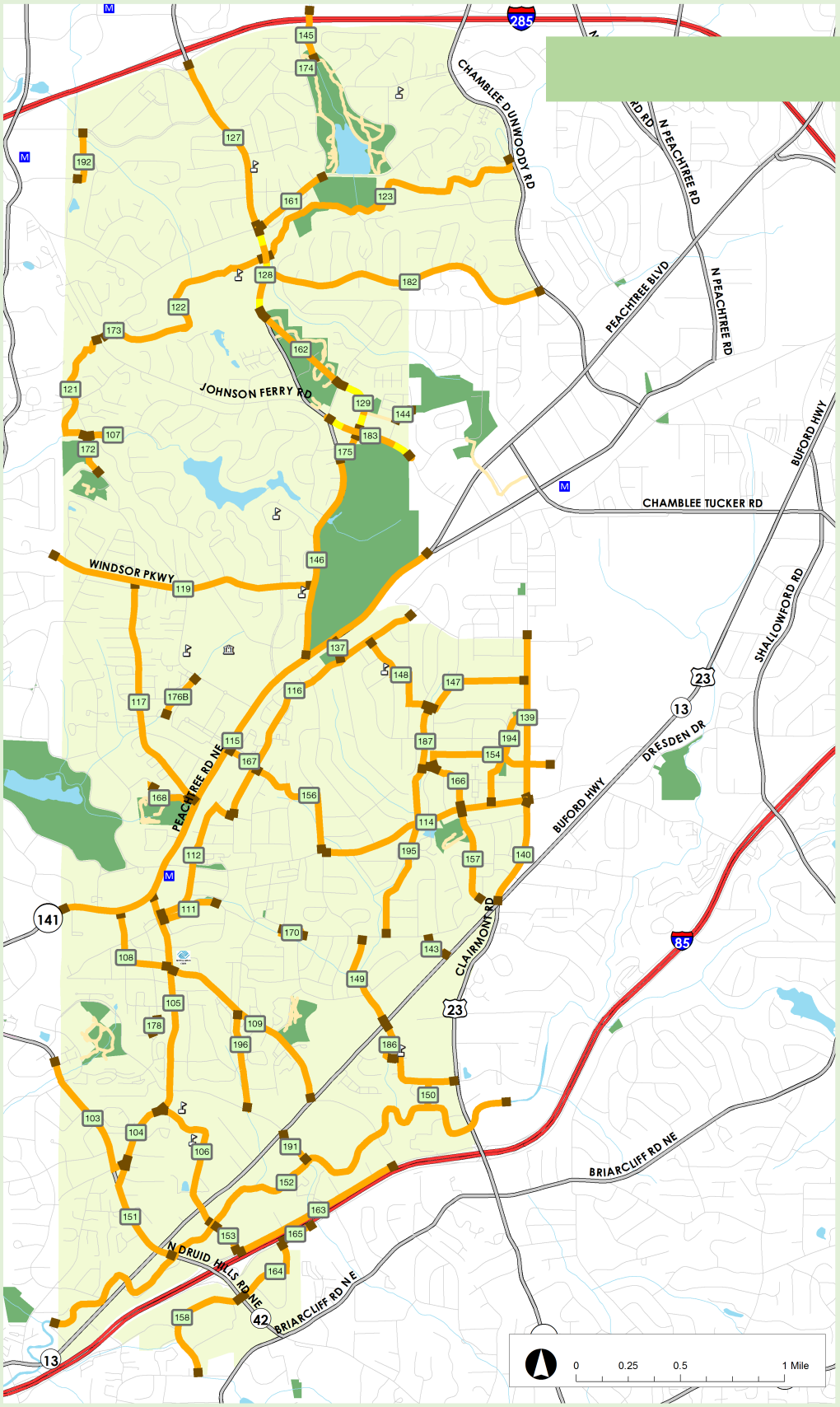
Trail Network
- Existing Trail
- Improve/Brand Existing Trail
- Multi-Use Trail

Safe Routes to School Area

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

Roads
- Freeway
- Other Road

Figure 5.6
Trail Plan



Network Type

Bicycling Network
- Existing Bike Lanes
- Buffered Bike Lanes
- Sharrows

Pedestrian Network
- Existing Sidewalk
- Sidewalk
- Wayfinding/ Streetscape

Trail Network
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