

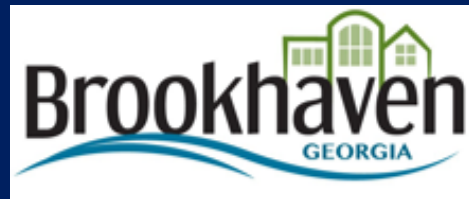
NORTH DRUID HILLS ROAD CORRIDOR STUDY

Public Works Department

Hari Karikaran, Director

Presentation to City Council

February 12, 2019



TODAY'S PRESENTATION

- Study Overview: Why Are We Doing This?
- Summary of First Public Open Houses
- Preliminary Recommendations
- Next Steps

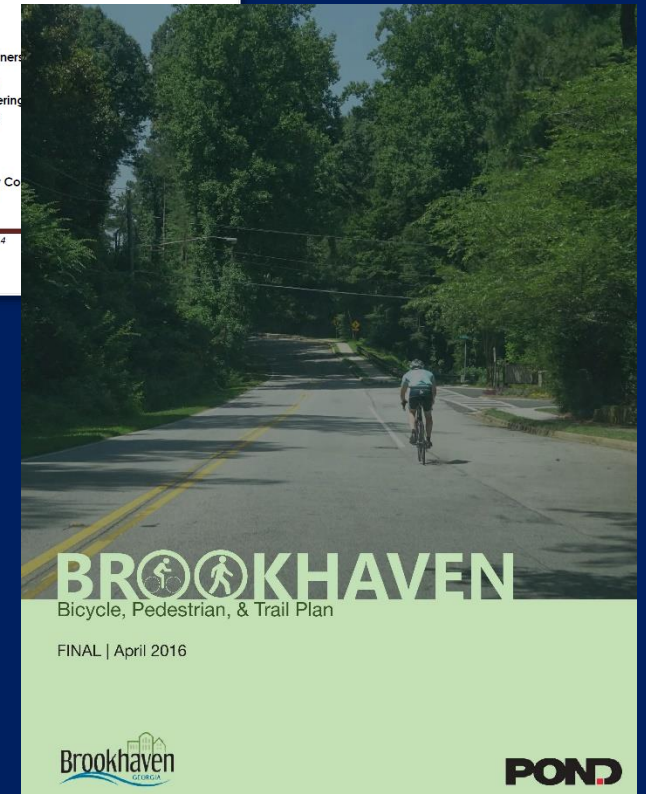
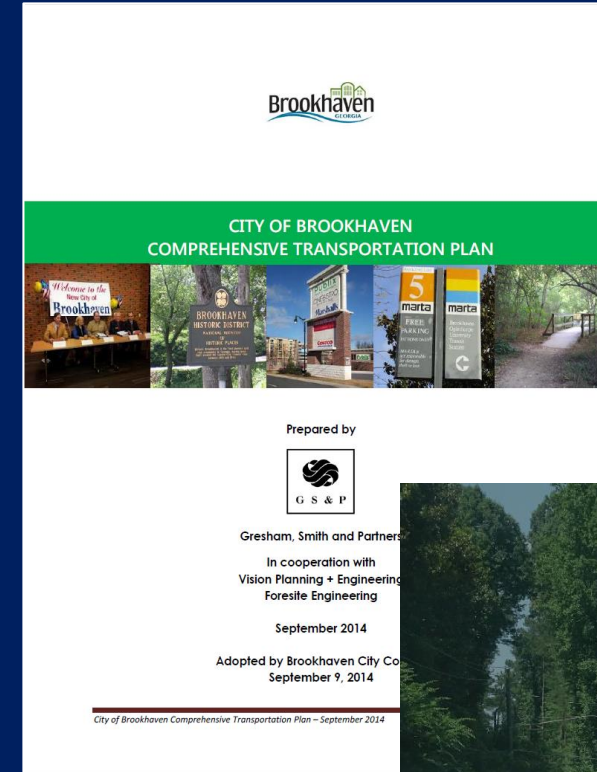


A photograph of a road intersection. In the foreground, a red car is driving away on the left side of the road. The road is paved and has yellow lane markings. In the background, there are several traffic lights on poles, some of which are green. The area is surrounded by dense green trees and foliage. The sky is overcast.

STUDY OVERVIEW: WHY ARE WE DOING THIS?

BACKGROUND

- **2014 Comprehensive Transportation Plan** identified N. Druid Hills Road as a “priority corridor” for future study
- **2016 Bicycle, Pedestrian and Trail Plan** recommended a network of sidewalk on the west side of N. Druid Hills Road and a multi-use path on the east



BACKGROUND

- **Growing Population**
- **Changes in Land Use and Commute Patterns**
- **Increased Interest in Biking and Walking**
- **DeKalb County School Redistricting**

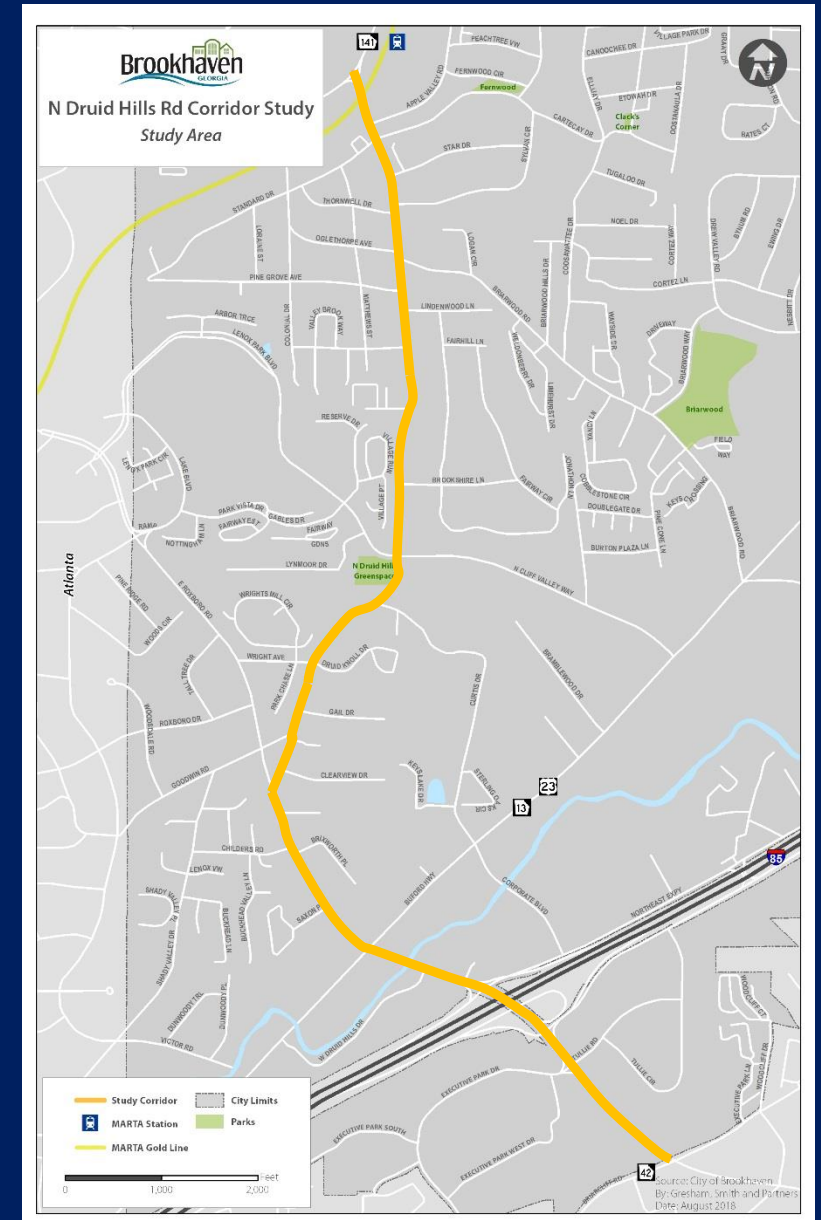
PURPOSE & VISION

Purpose:

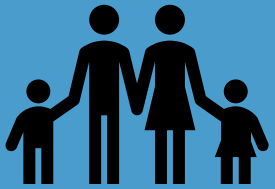
To develop a vision for the corridor that will serve projected future traffic and provide safer, efficient facilities for people walking, biking, and using transit.

Vision:

*Enhance the City of Brookhaven by **connecting people and places** along and across N. Druid Hills Road via a range of **safer and more convenient multimodal travel options.***

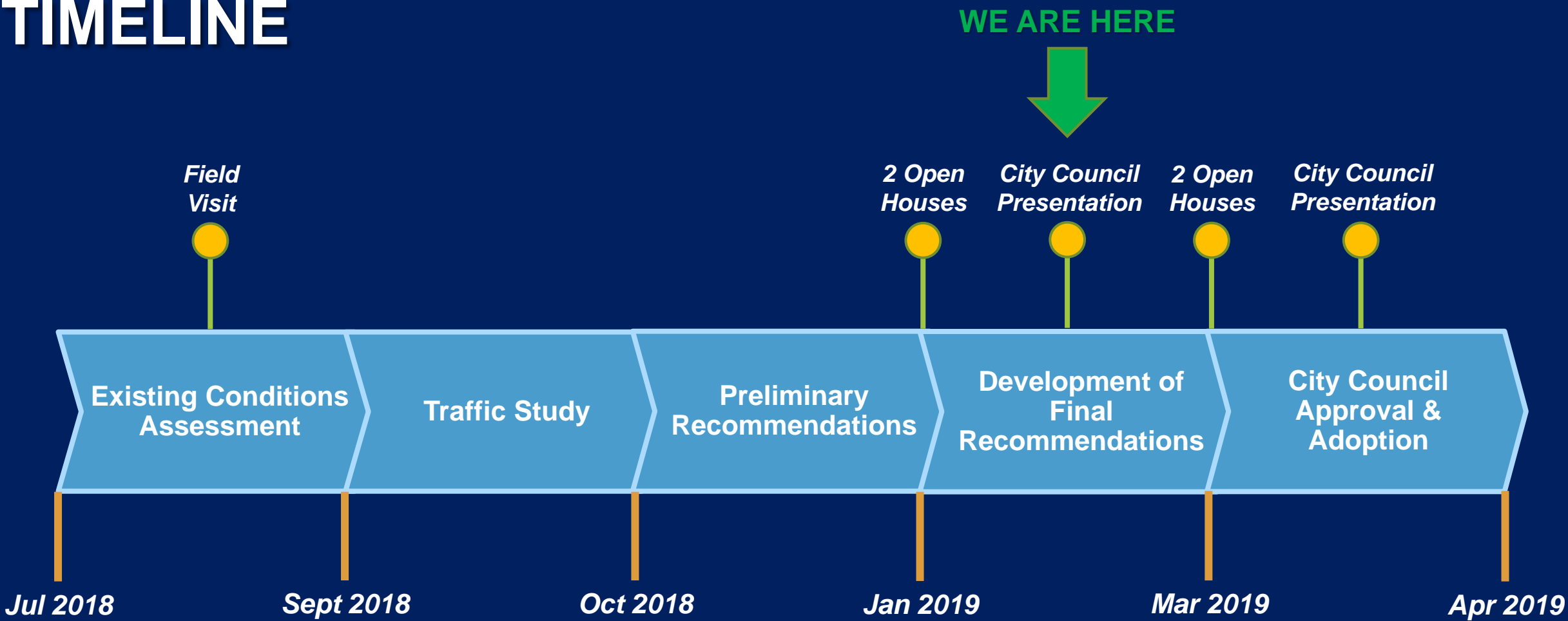


OBJECTIVES



- **Improve connectivity** between the eastern and western parts of the City and facilitate north-south travel
- **Improve biking and walking** conditions
- **Enhance access** to key destinations and **expand options** for how to reach those locations
- **Improve the efficiency of traveling** while accommodating anticipated future traffic levels
- **Improve traffic operations** at key intersections
- **Accommodate changes in traffic patterns** from DeKalb County School redistricting

TIMELINE

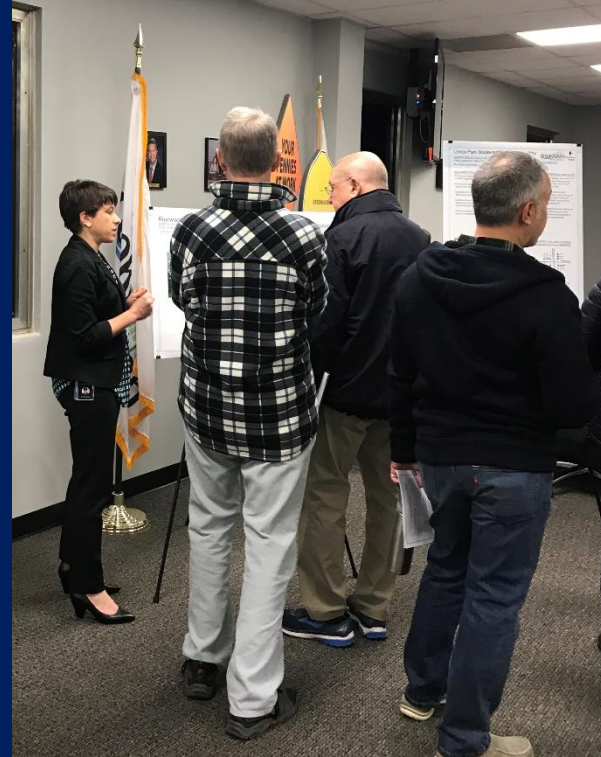


SUMMARY OF FIRST PUBLIC OPEN HOUSES

FIRST ROUND OF PUBLIC OPEN HOUSES

Two identical meetings to present:

- Project overview and need
- Preliminary recommendations
 - **Typical sections** with lane configurations and enhanced bicycle & pedestrian facilities
 - **Improvements at key intersections**, such as new turn lanes, improved turning radii, and intersection redesigns



January 14 and 16,
2019

104 attendees

22 written comments
and 26 emailed
comments*

**Includes comments received by January 25, 2019; any comments on materials presented at the first open house received after this date will be included in the final report for the study.*

COMMON THEMES



General support for proposed typical section and bicycle/pedestrian facilities



Concern about property impacts to front yards & buffers in front of neighborhoods



General support for streetscape improvements, with emphasis on the need to save/replant trees where possible



General support for proposed roundabout, with some concern about drivers' ability to maneuver through intersection



PRELIMINARY RECOMMENDATIONS



OVERALL VISION

- **Addition of two-way center left-turn lane** along entire corridor to serve current and future traffic
- **Improvements at key intersections** such as new turn lanes, improved turning radii, and **proposed roundabout** at E. Roxboro Rd
- **Continuous and interconnected multi-modal network**
 - **5' sidewalk** on the west side
 - **10' multi-use path** along east side
 - Ties into proposed bike/ped facilities on adjacent streets and creates better connections to MARTA station and stops
- **Improved pedestrian crossings** at key intersections
- **New mid-block crossings**
- **Streamline and support transit service along the corridor**
 - Coordinating with MARTA to provide better bike/ped connections at stop locations with the greatest activity
- **Enhanced streetscape elements** per the City's Streetscape Design Standards

SR 42/BRIARCLIFF RD TO SR 13/BUFORD HWY

This portion of the corridor is a state route and has a number of projects already underway:

- **I-85 at N. Druid Hills Rd (GDOT PI #0016054)**

Interchange redesign to enhance safety, capacity, and operations; will be done in collaboration with improvements associated with the new Children's Healthcare of Atlanta facility

- **Peachtree Creek Greenway and Trailhead**

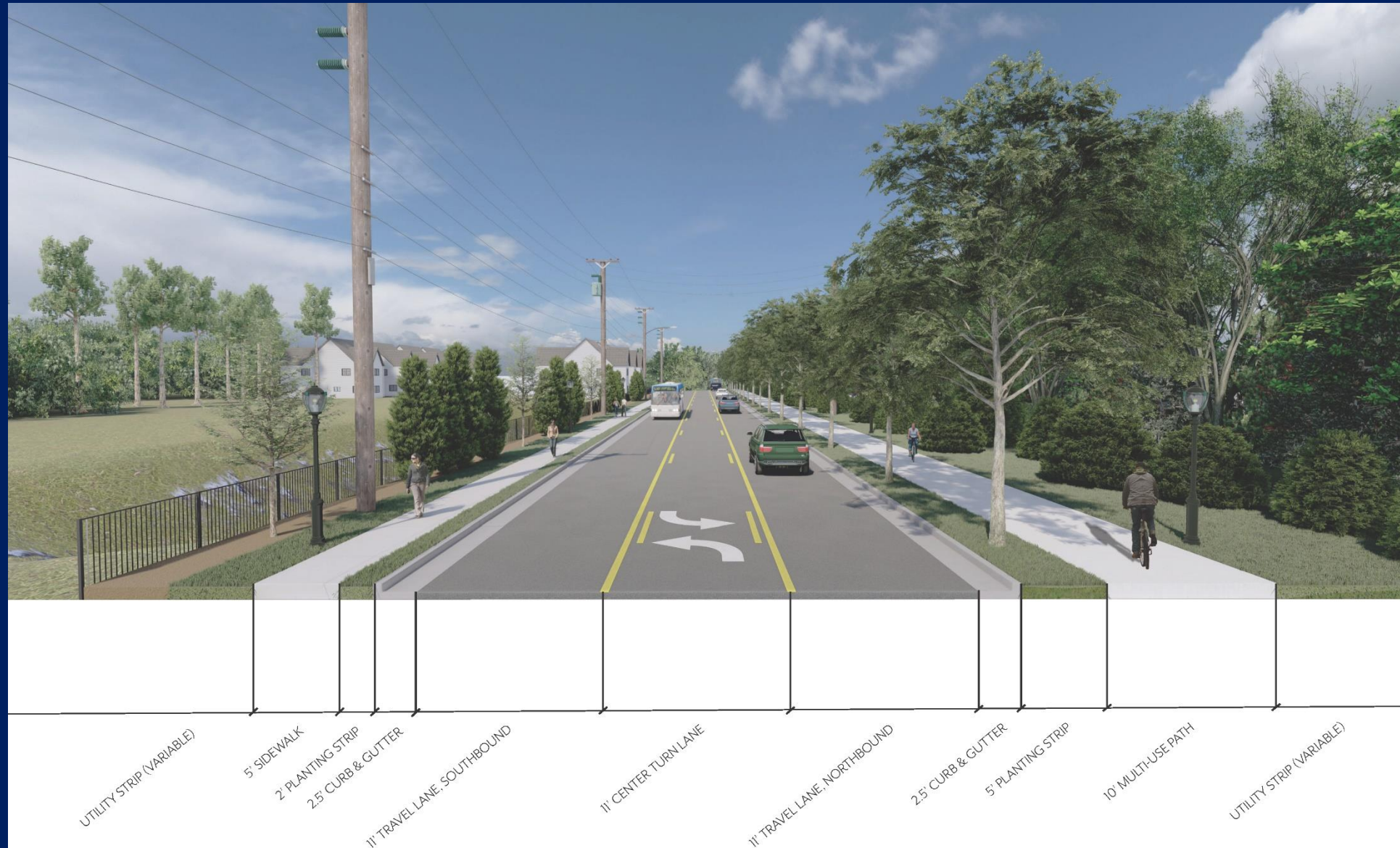
Construct trailhead to Peachtree Creek Greenway adjacent to Salvation Army building, to include parking, planting beds, and trailhead plaza; includes improvements to intersection at N. Druid Hills Rd and W. Druid Hills Dr.

Focus for this study is on the City-owned portion of the roadway between SR 13/Buford Hwy and SR 141/Peachtree Rd.

TYPICAL SECTION – SR 13/BUFORD HWY TO E. ROXBORO RD



TYPICAL SECTION – E. ROXBORO RD TO N. CLIFF VALLEY WAY

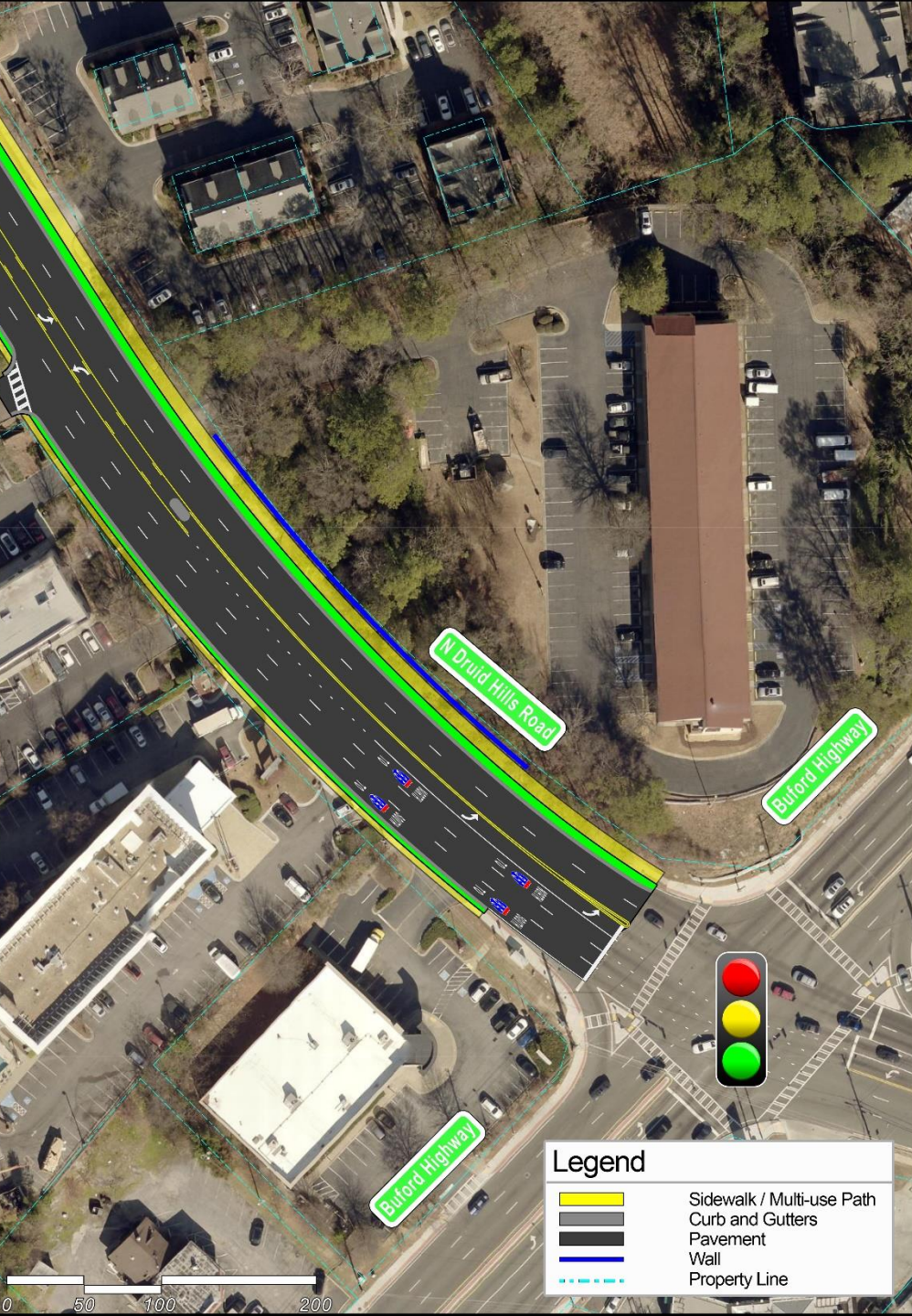


TYPICAL SECTION – N. CLIFF VALLEY WAY TO BRIARWOOD RD



TYPICAL SECTION – BRIARWOOD RD TO APPLE VALLEY RD





SR 13/BUFORD HIGHWAY

- Convert southbound left-turn from N. Druid Hills Rd to a protected-only left-turn movement
- Prohibit right turns on red from southbound SR 13/Buford Hwy to northbound N. Druid Hills Rd
- Add route shield pavement markings and new overhead signage to guide vehicles to I-85
- Partner with GDOT to install skip lines from southbound lanes on N. Druid Hills Rd
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section

POTENTIAL BENEFITS

- ✓ Improve safety, capacity, and operations
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations



E. ROXBORO ROAD

- Remove existing traffic signal at the intersections of E. Roxboro Rd and N. Druid Hills Rd, and E. Roxboro Rd and Goodwin Rd
- Convert intersection to three-legged roundabout with central landscaped island
- Install new overhead directional signage to guide motorists to appropriate lanes for travel through the roundabout
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section
- Improve pedestrian facilities, including new curb ramps and crosswalks

POTENTIAL BENEFITS

- ✓ Create gateway for City – for traffic coming from I-85, roundabout indicates that N. Druid Hills Rd is a multi-modal, community-oriented corridor
- ✓ Improve safety, capacity, and operations
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations



GOODWIN ROAD

- Remove existing traffic signals at the Goodwin Rd intersections with E. Roxboro Rd and N. Druid Hills Rd
- Close Goodwin Rd to vehicular traffic and maintain as as City-owned greenspace/greenway; maintain property access to City right-of-way
- Install multi-use path on north side of Goodwin Rd
- Install mid-block crossing just north of Goodwin Rd near Gail Dr
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section
- Improve pedestrian facilities, including new curb ramps, crosswalks, and pedestrian signals

POTENTIAL BENEFITS

- ✓ Reduce traffic signal operations and maintenance costs for City
- ✓ Reduce potential conflicts with turning vehicles from Goodwin Pl & Gail Dr
- ✓ Improve safety, capacity, and operations
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations
- ✓ Provide opportunity for people to cross N. Druid Hills Rd

CURTIS DRIVE

- Improve skew of intersection
- Add supplemental traffic signal to the north and retroreflective chevrons/reflectors in curve near the boulders
- Expand pedestrian waiting area at southeast corner
- Upgrade traffic signal to include new mast arms and signal heads
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section
- Improve pedestrian facilities, including new curb ramps, crosswalks, and pedestrian signals

POTENTIAL BENEFITS

- ✓ Improve sight distance for turning motorists
- ✓ Improve turning radius and streamline turning movements for buses and larger emergency vehicles
- ✓ Improve safety, capacity, and operations
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations
- ✓ Accommodate traffic anticipated from upcoming school redistricting





LENOX PARK BOULEVARD / N. CLIFF VALLEY WAY

- Add additional westbound through-lane on N. Cliff Valley Way and eastbound through-lane on Lenox Park Blvd
- Upgrade traffic signal to include new mast arms and signal heads
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section
- Improve pedestrian facilities, including new curb ramps, crosswalks, and pedestrian signals

POTENTIAL BENEFITS

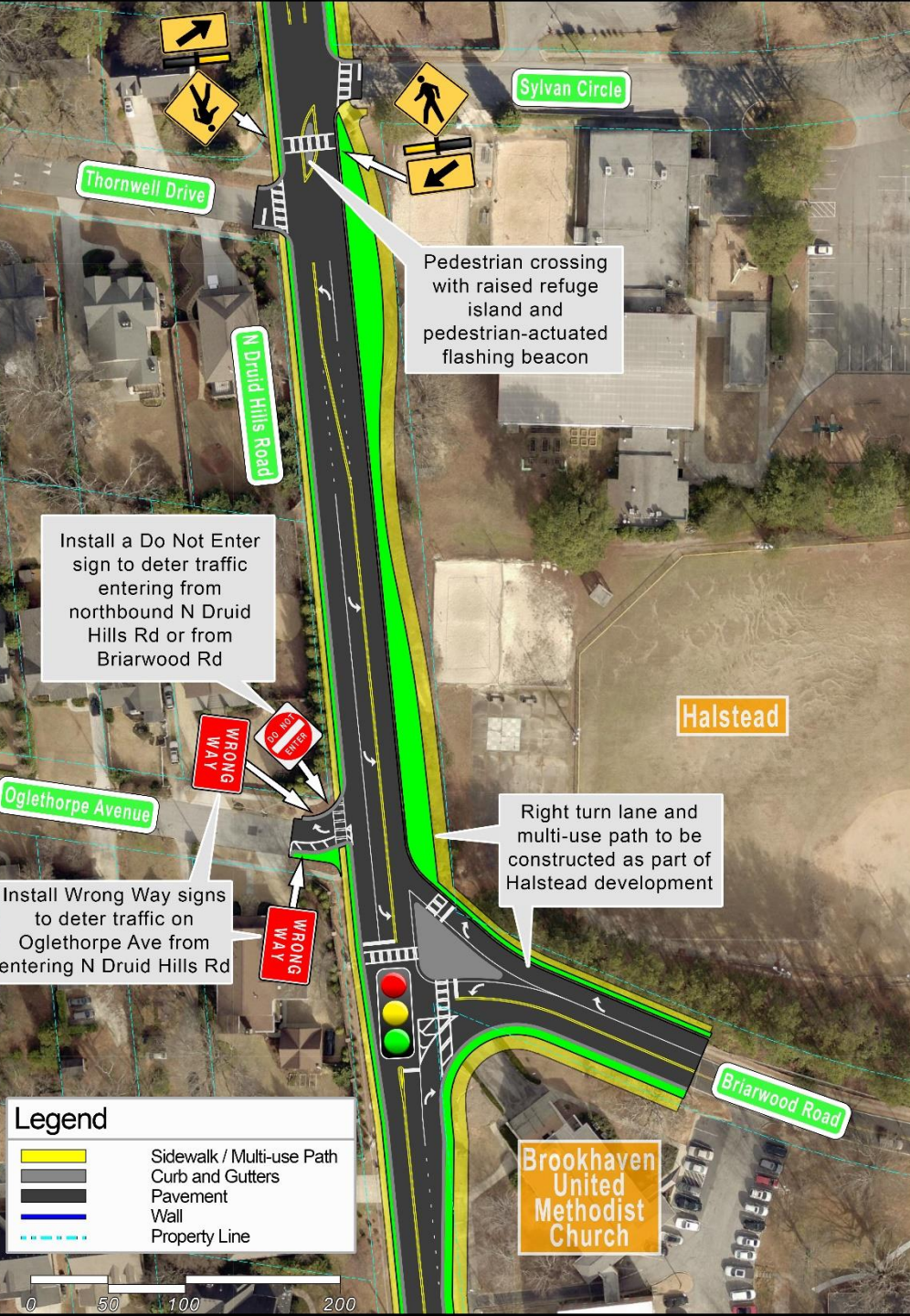
- ✓ Reduce congestion and minimize backups on westbound N. Cliff Valley Way and eastbound Lenox Park Blvd
- ✓ Improve safety, capacity, and operations
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations
- ✓ Accommodate traffic anticipated from upcoming school redistricting

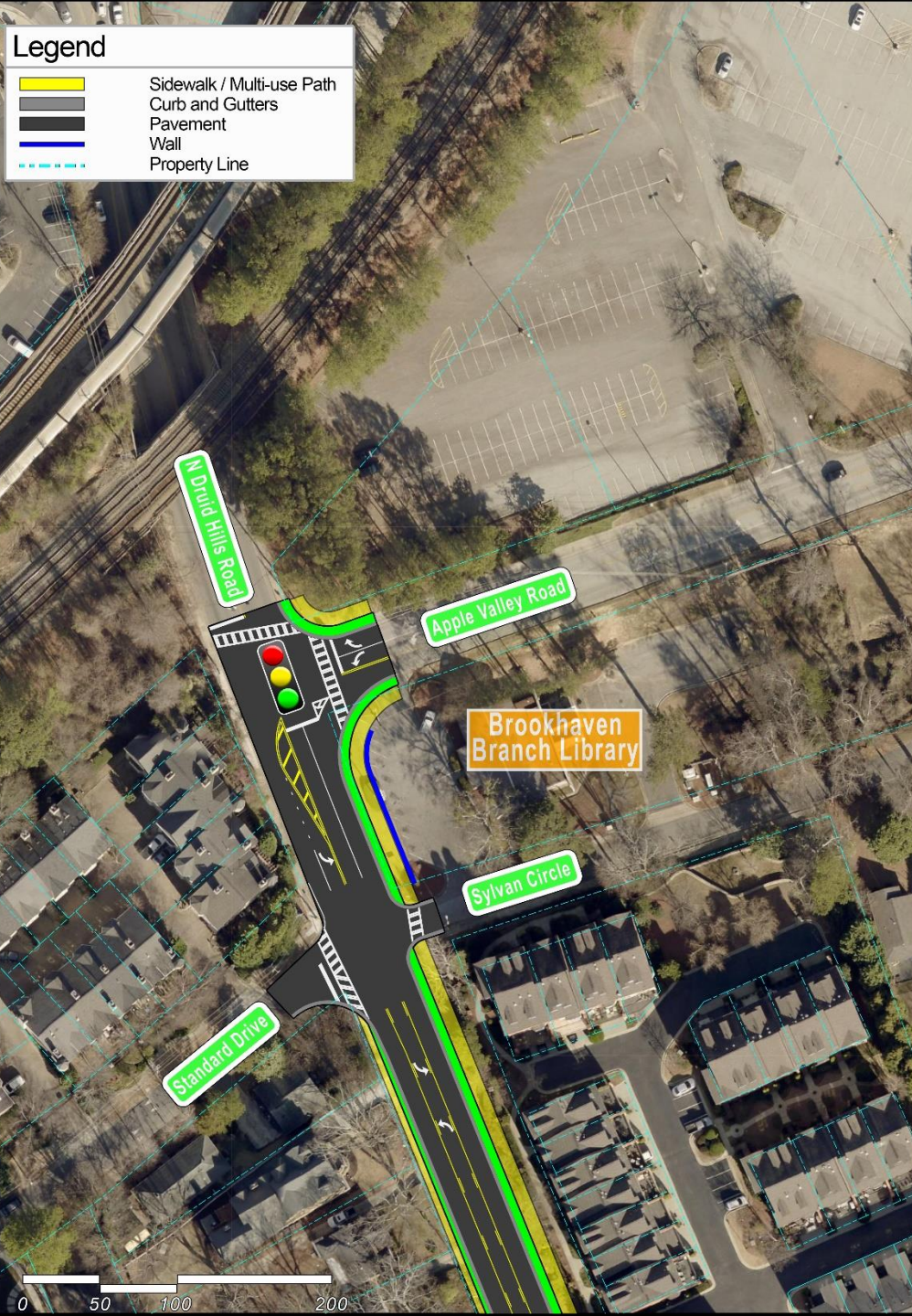
OGLETHORPE AVENUE / BRIARWOOD ROAD

- Add northbound channelized right-turn lane from N. Druid Hills Rd to Briarwood Rd
- Extend southbound left-turn lane on N. Druid Hills Rd
- Improve skew of Briarwood Rd intersection and expand raised island
- Convert Oglethorpe Ave to right-in only
- Install mid-block crossing just north of Thornwell Dr
- Maintain AM left-turn prohibitions for Thornwell Dr
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section
- Improve pedestrian facilities, including new curb ramps, crosswalks, and pedestrian signals

POTENTIAL BENEFITS

- ✓ Reduce congestion and minimize backups along N. Druid Hills Rd
- ✓ Improve safety, capacity, and operations
- ✓ Improve turning radius and streamline turning movements for buses and larger emergency vehicles
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations
- ✓ Provide opportunity for people to cross N. Druid Hills Rd





APPLE VALLEY ROAD

- Channelize right-turn movement from northbound N. Druid Hills Rd to Apple Valley Rd
- Maintain AM left-turn prohibitions for Standard Dr
- Construct appropriate pedestrian and streetscape improvements based on recommended typical section
- Improve pedestrian facilities, including new curb ramps, crosswalks, and pedestrian signals

POTENTIAL BENEFITS

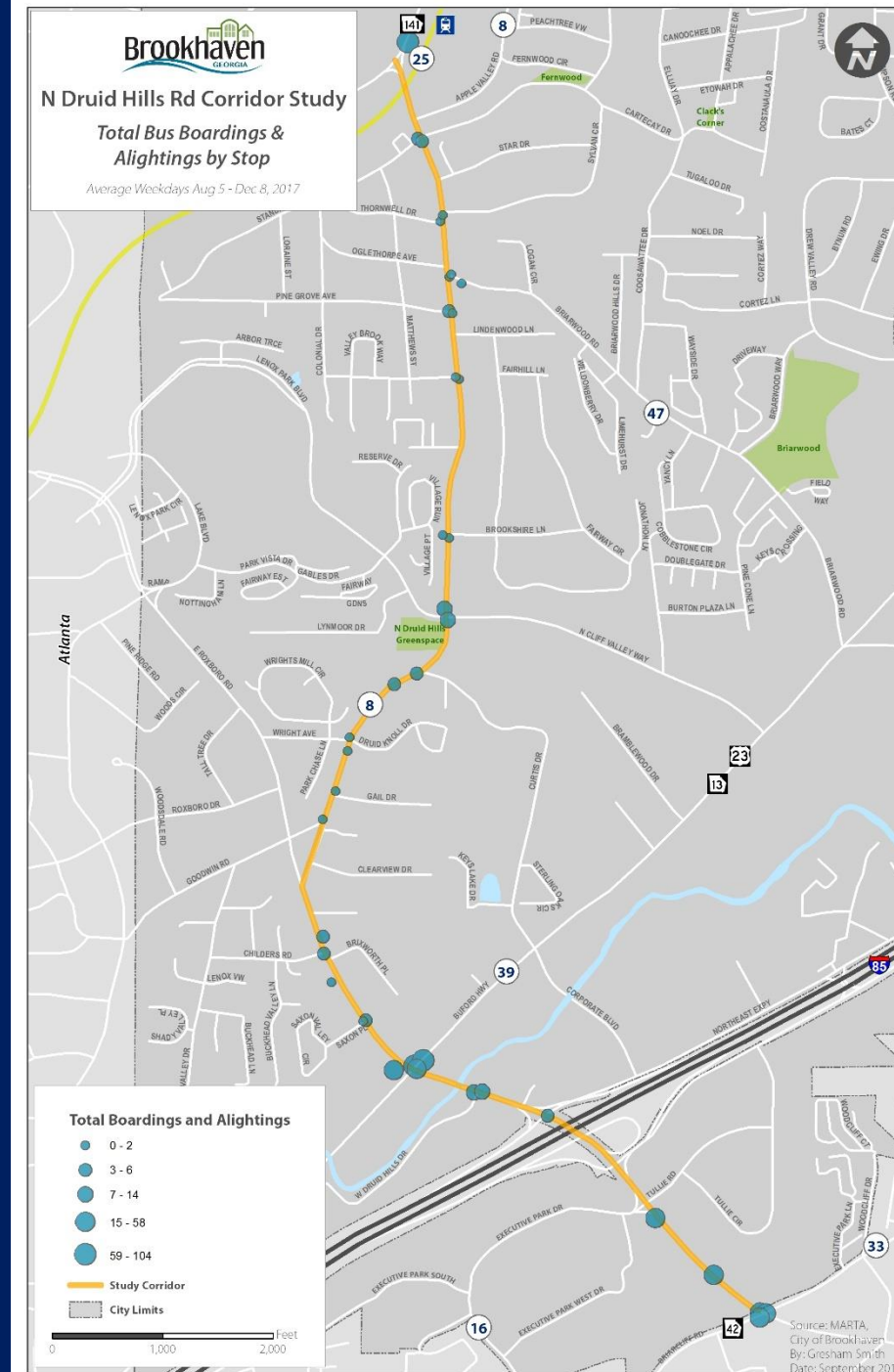
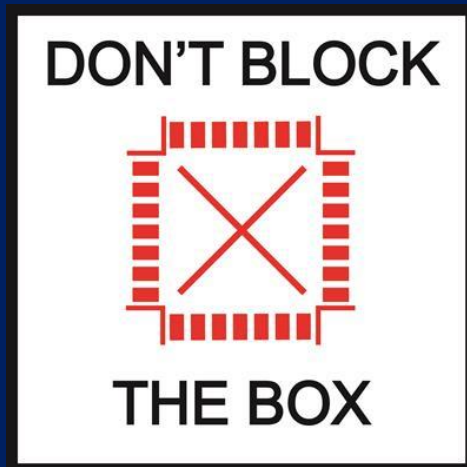
- ✓ Improve safety, capacity, and operations
- ✓ Improve turning radius and streamline turning movements for buses traveling to MARTA station and for larger emergency vehicles, including fire trucks traveling to nearby fire station
- ✓ Improve safety for people walking, biking, and using transit
- ✓ Improve access to public transportation and key destinations

PUBLIC ART NEAR MARTA STATION



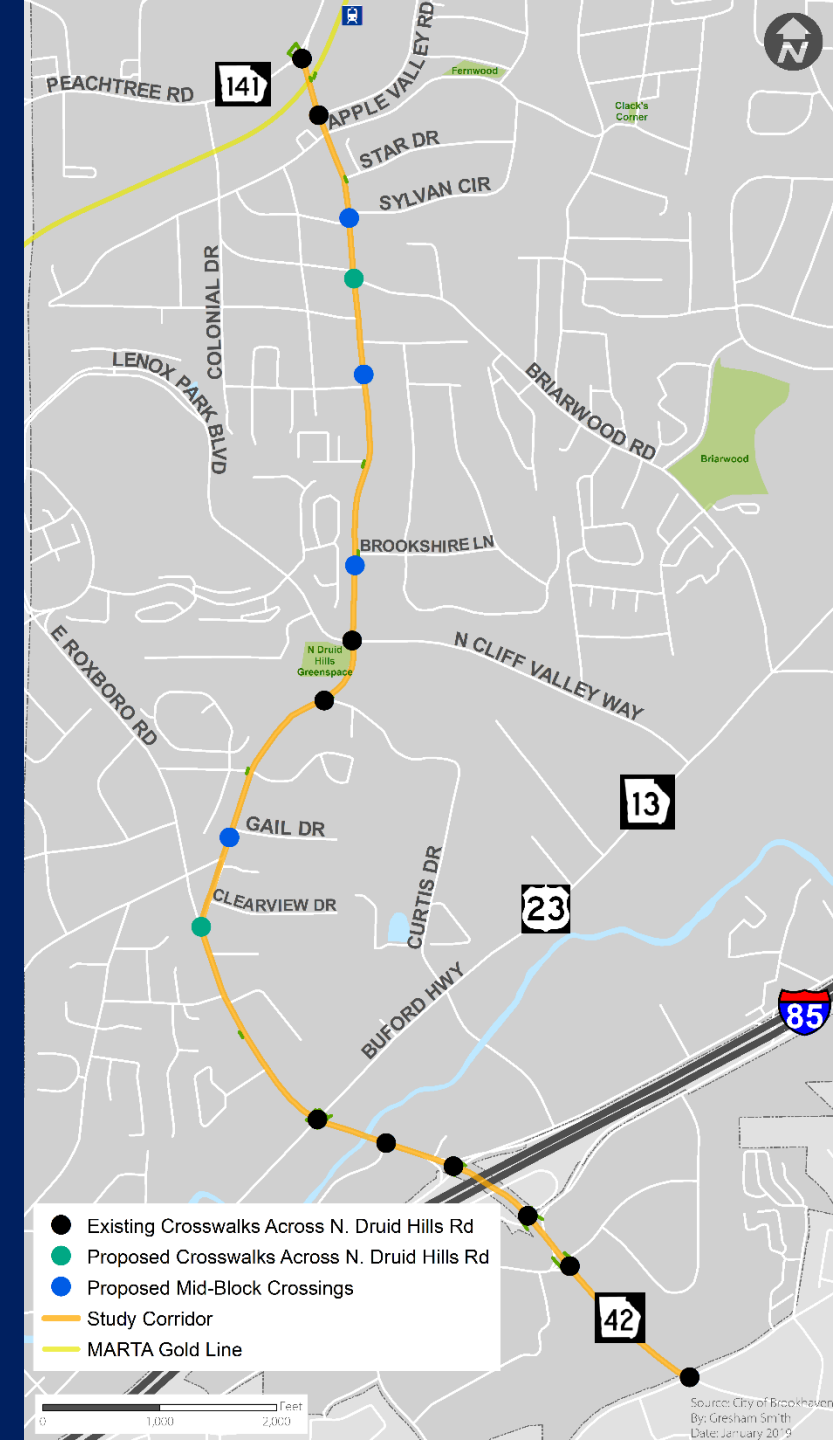
TRANSIT-SUPPORTIVE STRATEGIES

- “Don’t Block the Box” in front of bus driveway at MARTA Station on N. Druid Hills Rd
- Coordinating with MARTA to consolidate stops with lower activity and relocate stops to better align with opportunities to cross N. Druid Hills Rd



MID-BLOCK CROSSINGS

- Five existing crosswalks to cross N. Druid Hills Rd at signalized intersections (SR 141/Peachtree Rd to Buford Hwy)
- Two additional crosswalks to cross N. Druid Hills Rd proposed
 - Briarwood Dr – to be installed by Halstead
 - Roundabout at E. Roxboro Rd
- Four new mid-block crossings proposed
 - South of Sylvan Cir
 - North of Colonial Dr
 - South of Brookshire Ln
 - South of Gail Dr



SUMMARY OF REFINEMENTS TO PRELIMINARY RECOMMENDATIONS

- **N. Cliff Valley Way** – Instead of multi-use path on the north and sidewalk on the south, recommending sidewalks to the north and multi-use path on the south.
- **E. Roxboro Road** – Modified roundabout design to improve operations:
 - Added a barrier-separated lane for continuous movement along northbound N. Druid Hills Rd
- **Goodwin Rd and E. Roxboro Rd** – Recommending removal of traffic signal and addition of crosswalks with flashing beacons
- **Typical Section from E. Roxboro Rd to Lenox Park Blvd/N. Cliff Valley Way** – Added a center two-way left turn lane from just north of mid-block crossing at Gail Dr to just south of Curtis Dr.

NEXT STEPS



NEXT STEPS

- Refine preliminary recommendations based on input received from first public open houses, City staff, and Mayor and Council
- Present final draft recommendations at Second Round of Public Open Houses in March 2019
- Refine and present final recommendations and report at City Council Work Session on April 9, 2019, for potential adoption at City Council Meeting
- After the conclusion of the study, the Council will prioritize projects and staff will seek a combination of federal, state, and local funding for individual projects. Design details of recommendations will be worked out during the engineering phase of each individual project in the future.

QUESTIONS?

Visit the Study Website

www.brookhavenga.gov/ndruidhills

Email the Project Team

[NDruidHills@
BrookhavenGa.gov](mailto:NDruidHills@BrookhavenGa.gov)

City Project Manager

Kevin Korth

Public Works

Consultant Project Manager

Nithin Gomez

Gresham Smith