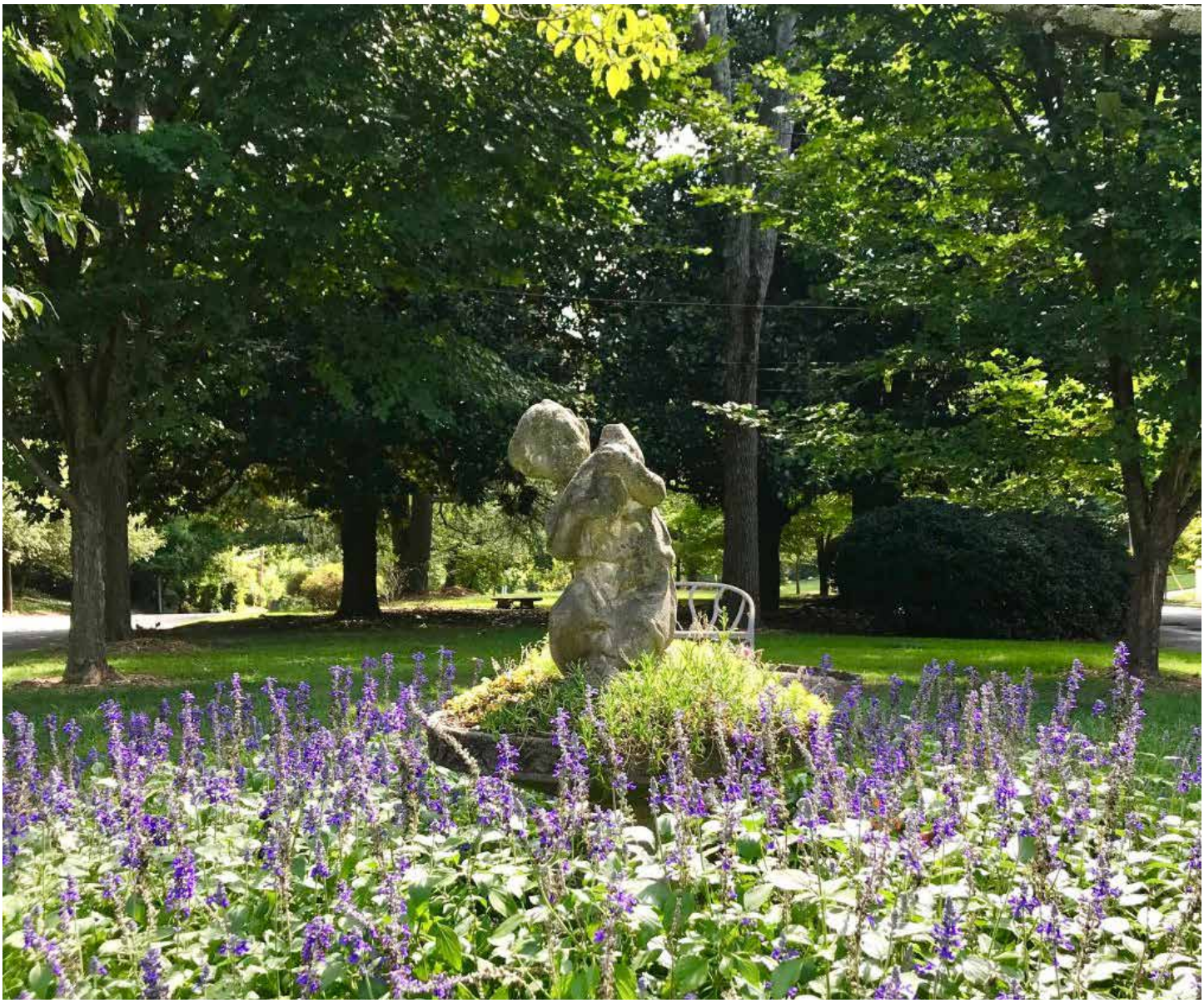
PEACHTREE BATTLE
TRANSPORTATION STUDY



Draft V8 for Adoption

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ACKNOWLEDGMENTS

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This study was sponsored by **the Peachtree Battle Alliance.** The Peachtree Battle Alliance is a non-profit civic association representing the interests of Peachtree Battle's approximately 580 households.

TABLE OF CONTENTS

Map of the Peachtree Battle neighborhood showing historic subdivisions. .

EXECUTIVE SUMMARY

BACKGROUND

Peachtree Battle is a wooded neighborhood on Atlanta's north side. The neighborhood has a strategic location between major mixed-use centers, while also bordering major medical, multifamily, retail, and office uses along Peachtree Road.

The neighborhood's location and vehicular accessibility are both a blessing and a curse. While many residents value their proximity to jobs, shopping, entertainment, and E. Rivers Elementary School, these also generate significant vehicular traffic in and through the neighborhood.

In recent years traffic congestion during peak hours and speeding at off-peak hours have become a threat to the neighborhood's quality-of-life and the safety of its residents. Wrecks are now common, and a growing number of young children walking neighborhood streets make the speeding and pedestrian safety situation dire.

In response to the above and complaints from the members, the PBA conducted an initial survey in January of 2020 to quantify neighborhood sentiment. Over 320 responses were received.

Following the survey, the PBA retained TSW (the consultant) to perform this detailed study of existing conditions and identify **implementable solutions** to address speeding, congestion, and pedestrian safety. The goal is to incorporate this plan into the City of Atlanta's Comprehensive Development Plan (CDP), specifically its Atlanta Transportation Plan.

EXISTING CONDITIONS

The process began with a review of existing conditions. Central to this was a speed study which found that **between 81% and 98% of the vehicles exceeded the speed limit at several locations.** The median percent speeding was 94.5%. See pages 8-14.

The review of existing conditions also found that the neighborhood is extremely burdened by traffic due to few east-west options and street designs that encourage speeding.

PEACHTREE BATTLE ALLIANCE

The Peachtree Battle Alliance (PBA) is a non-profit civic association representing the interests of approximately 580 households in the Peachtree Battle neighborhood.

URGENT ISSUES

This study addresses three urgent issues facing the Peachtree Battle neighborhood:

SPEEDING

CONGESTION

PEDESTRIAN SAFETY

OUTREACH PROCESS

Meaningful public outreach was emphasized at every step of the planning process. This allowed the consultant to understand the nuanced transportation challenges facing the neighborhood and develop recommendations that reflected needs.

The process included the following:

- A **City of Atlanta meeting** to solicit support.
- A **virtual preliminary concepts workshop**.
- A **self-guided virtual workshop**.
- A **neighborhood review** of this draft document

Neighborhood participation in all surveys and workshops was extremely high compared to similar efforts in other neighborhoods.

RECOMMENDATIONS

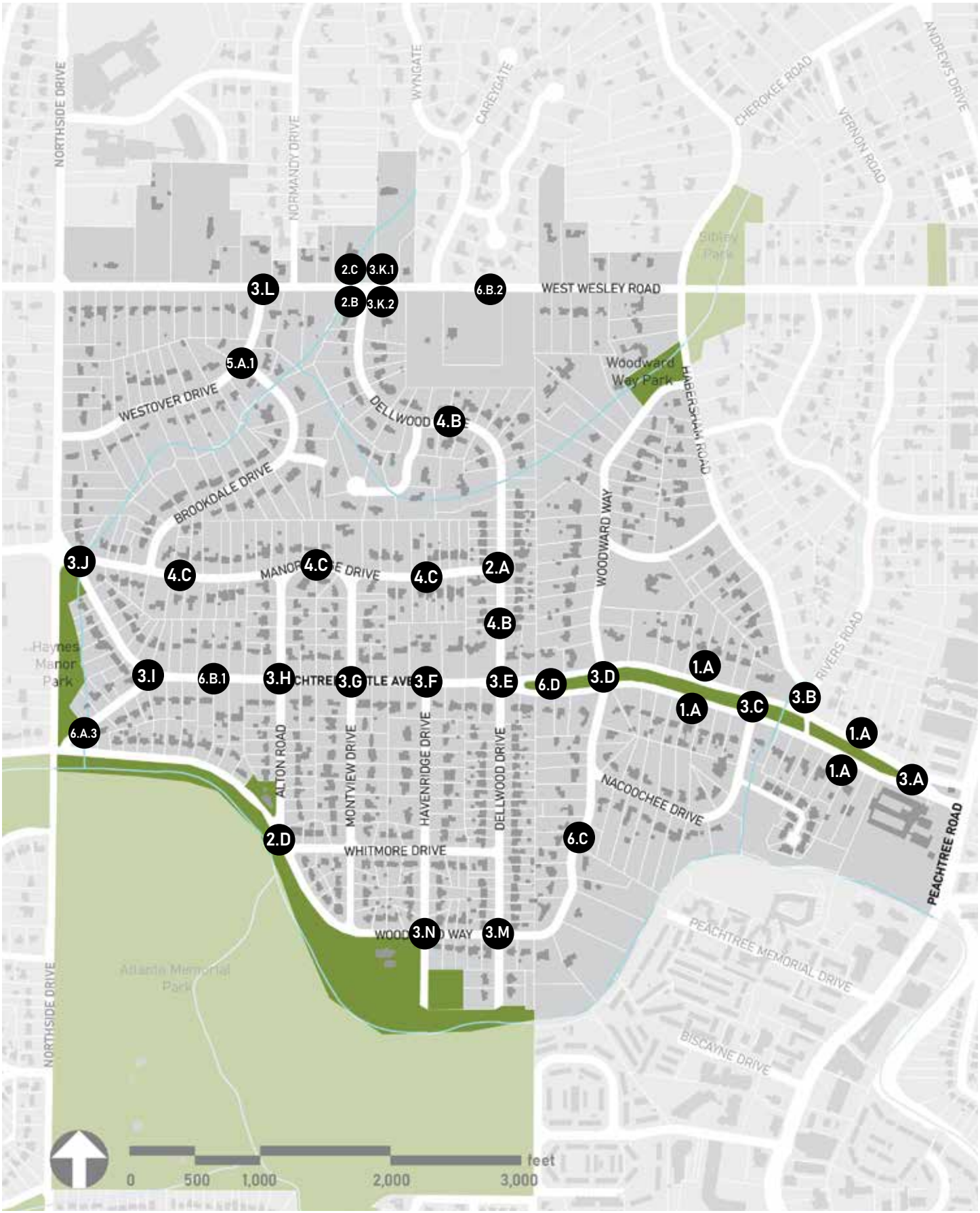
Forty seven projects were identified to address the transportation issues facing the neighborhood. These range from adding bulb-outs to narrow the intersections to the installation of speed cushions and rumble strips.

To make efficient use of funds, the consultant also recommends that most projects include as a "test phase" seeking to modify driver behavior by using striping, truncated domes, and other low cost features that can be monitored for effectiveness. After analysis of the test-phase, the final improvements can be made permanent by relocating curbs, installing landscaping, hardscape, etc.

Priority Projects that have been approved by the PBA for incorporation into the CDP are also identified (see pages 33-34). These include:

1. Peachtree Battle @ Dellwood Roundabout - Test Phase
2. Westover Drive @ Brookdale 3-Way Stop
3. Woodward Way Speed Limit Reduction and Sign.
4. Peachtree Battle Avenue @ Manor Ridge Drive/Haynes Manor Park - Test Phase.
5. Peachtree Battle Bike Lane Restriping.
6. West Wesley Road near Dellwood Drive.

1	**Bulb-outs**
1.A	Peachtree Battle Ave. (4 locations)
2	**Crosswalks**
2.A	Dellwood Dr. @ Manor Ridge Dr.
2.B	West Wesley Rd. @ Dellwood Dr.
2.C	West Wesley Rd. @ Dellwood Dr. (Rapid Flash Beacon)
2.D	Woodward Way @ Alton Dr. & Whitmore Dr.
3	**Intersection Projects**
3.A	Peachtree Battle Ave. @ E. Rivers E.S.
3.B	Peachtree Battle Ave. @ Habersham Rd.
3.C	Peachtree Battle Ave. @Nacoochee Dr.
3.D	Peachtree Battle Ave. @Woodward Way
3.E	Peachtree Battle Ave. @Dellwood Dr. Roundabout
3.F	Peachtree Battle Ave. @ Havenridge Dr.
3.G	Peachtree Battle Ave. @Montview Dr.
3.H	Peachtree Battle Ave. @ Alton Rd.
3.I	Peachtree Battle Ave. @Sagamore Dr.
3.J	Peachtree Battle Ave. @ Manor Ridge Dr.
3.K	West Wesley Rd. @ Dellwood Signal Study
3.L	West Wesley Rd. @ Westover Dr.
3.M	Woodward Way @ Dellwood Dr.
3.N	Woodward Way @ Havenridge Dr.
4	**Speed Cushions**
4.A	Citywide Speed Cushion Policy
4.B	Dellwood Dr. (2 locations)
4.C	Manor Ridge Dr. (3 Locations)
5	**Stop Signs**
5.A.	Westover Dr. @ Brookdale Dr. 3-Way Stop
6	**Other Projects**
6.A.1	Rumble Strips on Peachtree Battle Ave. @ E. Rivers Elementary School
6.A.2	Rumble Strips on Peachtree Battle Ave. @ Manor Ridge Dr. & Haynes Manor Park
6.A.3	Rumble Strips on Sagamore Dr. @ Woodward Way
6.B.1	Speed Radar Signs on Peachtree Battle Ave.
6.B.2	Speed Radar Signs on West Wesley Rd.
6.C	Speed Limit Reduction and Signs on Woodward Way
6.D	Peachtree Battle Avenue Bike Lane Restriping


NORTHSIDE DRIVE
NORMANDY DRIVE
WYNGATE
CAREYGATE
CHEROKEE ROAD
VERNON ROAD
ANDREWS DRIVE
Sibley Park
WEST WESLEY ROAD
Woodward Way Park
HABERSHAM ROAD
WESTOVER DRIVE
DELLWOOD
BROOKDALE DRIVE
WOODWARD WAY
RIVERS ROAD
Haynes Manor Park
ALTON ROAD
MONTVIEW DRIVE
HAVENRIDGE DRIVE
DELLWOOD DRIVE
WHITMORE DRIVE
NACOOCHEE DRIVE
PEACHTREE ROAD
PEACHTREE MEMORIAL DRIVE
BISCAYNE DRIVE
Atlanta Memorial Park
3.L
2.C
3.K.1
2.B
3.K.2
6.B.2
5.A.1
4.B
3.J
4.C
4.C
4.C
2.A
4.B
3.I
6.B.1
3.H
3.G
3.F
3.E
6.D
3.D
1.A
1.A
3.C
3.B
1.A
1.A
3.A
6.A.3
2.D
6.C
3.N
3.M
0
500
1,000
2,000
3,000
feet

Project map

Study Map Showing Historic Neighborhoods

PART 1: INTRODUCTION & BACKGROUND

1.1 NEIGHBORHOOD & CONTEXT

Peachtree Battle is a wooded neighborhood of approximately 580 homes located on Atlanta's north side - within the greater Buckhead community. It is bounded by West Wesley Road to the north, Habersham Road and Peachtree Road to the east, Peachtree Creek to the south, and Northside Drive to the west. Neighborhood landmarks include Peachtree Battle Avenue itself and the E. Rivers Elementary School, as well as nearby Bobby Jones Golf Course and Atlanta Memorial Park.

Peachtree Battle has a strategic location in the city and the region. It lies between major mixed-use centers in Midtown to the south and Buckhead Village/Lenox Square to the north, while also bordering significant medical, multifamily, retail, and office uses along Peachtree Road. Arterial roadways, including Northside Drive and Peachtree Road, provide direct vehicular access to and from these areas and I-75 and directly connect to neighborhood streets, especially Peachtree Battle Avenue and West Wesley Road.

The neighborhood's location and vehicular accessibility are both a blessing and a curse. While many residents value their proximity to jobs, shopping, entertainment, and E. Rivers Elementary School, these also generate significant vehicular traffic in and through the neighborhood.

In recent years traffic congestion during peak hours and speeding at off-peak hours have become a threat to the neighborhood's quality-of-life and the safety of its residents. The COVID-19 pandemic has reduced peak-hour congestion but has made speeding worse throughout the day. Wrecks are now common, and a growing number of young children walking neighborhood streets make the speeding and pedestrian safety situation dire.

1.2 PURPOSE

In response to the above, Peachtree Battle residents initiated this study to develop a neighborhood-based strategy for addressing the speeding, congestion, and safety challenges that the neighborhood faces. The study brought together residents, City staff, and elected officials to first understand existing conditions and then to identify specific, implementable actions to address them.

As with any neighborhood-wide effort, this study is not an exhaustive technical analysis of all options for addressing the neighborhood's transportation needs. Rather, it seeks to identify relatively modest projects that address the most urgent needs. As projects are implemented, flexibility and adaptability should be considered.

URGENT ISSUES

This study addresses three urgent issues facing the Peachtree Battle neighborhood:

SPEEDING

CONGESTION

PEDESTRIAN SAFETY

Existing Traffic Controls and Traffic Calming

1.3 EXISTING CONDITIONS

A thorough understanding of existing transportation conditions in the neighborhood is the first step toward developing a plan for future improvements. The following is an overview of these conditions.

STREET NETWORK

A neighborhood's "street network" refers to overall structure of its roadways, including their layout, design, and degree of interconnectedness. Different networks can support or discourage different types of transportation, in addition to often impacting neighborhood land uses and development patterns. There are two main types of networks: dendritic or tree-like networks, and interconnected networks.

Like many Atlanta neighborhoods, Peachtree Battle has a largely interconnected network made up of many narrow local streets interspersed with wider collectors (Peachtree Battle Avenue, Habersham Road, West Wesley Road) and arterials (Northside Drive, Peachtree Road). This interconnected network provides a high level of access to and from the neighborhood – especially for emergency vehicles - but also makes it easy for pass-through traffic to use neighborhood streets. This pass-through is often in a reckless manner that doesn't consider the residential surroundings.

Peachtree Battle Avenue and West Wesley Road are frequent locations for high volumes of pass-through traffic due to their direct connections between Northside Drive and Peachtree Road and limited east-west alternatives. From a regional perspective, both corridors are also used by commuter traffic between GA-400 and Peachtree Road. Drivers using southbound GA-400 have no direct access to Peachtree Road south of Buckhead Loop, so many use northbound I-75 to access Northside Drive, Howell Mill Road, or Moore's Mill Road, and then reach Peachtree Road and beyond via Peachtree Battle Avenue or West Wesley Road.

Under normal traffic conditions Peachtree Battle Avenue and West Wesley Road have remarkably different peak and off-peak hours. At peak hours, significant congestion and delay along these corridors often push drivers onto side streets, guided by wayfinding apps, where they often speed or ignore stop signs in an attempt to make up lost time. At off-peak hours, the design of both corridors encourages drivers to speed - endangering themselves, pedestrians, bicyclists, and other drivers in the process, and generating noise and disruption.

The number of young children in Peachtree Battle has increased in recent years, (courtesy PBA)

COVID-19 AND CONGESTION

The pandemic has reduced congestion at:

- West Wesley Road southbound onto Northside Drive; and
- Sagamore Drive/Peachtree Battle Avenue southbound onto Northside Drive.

Under normal conditions the latter resulted in traffic backed up to Havenridge Drive. The future trend remains unclear.

PEDESTRIAN FACILITIES

Sidewalks are limited in the neighborhood due to its development history, topography, and single-family character. Those that do exist are found along the neighborhood's older or main streets (either partially or entirely), including Peachtree Battle Avenue, West Wesley Road, Dellwood Drive, Westover Drive, and Manor Ridge Drive. There is also a multi-use

path that connects the neighborhood to the Atlanta BeltLine via Atlanta Memorial Park lining the south side of Woodward Way. Soon, this trail will go under Northside Drive and connect to points west.

Despite few sidewalks, there is a surprising amount of pedestrian activity, driven by both the Atlanta BeltLine trail and the park. Often residents walk along the side of the roadway if there are no sidewalks, but increasing speeds and reckless driving makes this less and less safe, particularly where landscaping and limited sight distance expose pedestrians.

The lack of safe, visible crosswalks, even where sidewalks exist, is a problem on virtually every street. This is especially true along Peachtree Battle Avenue and West Wesley Road, where high speeds at off-peak hours make it extremely unsafe to cross the street on-foot. Children walking to and from E. Rivers Elementary School are especially vulnerable.

BICYCLE FACILITIES

The Peachtree Battle neighborhood has several bicycle facilities, including:

- Peachtree Battle Avenue bike lanes;
- Habersham Road bike lanes;
- West Wesley Road bike lanes; and
- The Northside BeltLine multi-use trail, which will soon include an underpass below the rebuilt bridge connecting to points west.

While these do provide some degree of protection, the Peachtree Battle Avenue bike lane is faded and lacks proper signage in many locations. Cars often drive in it, especially eastbound just east of Woodward Way; this creates a false sense of security for bicyclists.

Other streets lack facilities. This is not necessarily a problem if streets are low-speed and designed with all users in mind. Unfortunately, as noted earlier, there is a speeding problem.

TRANSIT

Transit service is limited in much of Peachtree Battle due to its single-family character. However, much of the eastern half of the study area is within a short walk of Peachtree Road, where MARTA's

Bike lanes on Peachtree Battle Avenue are faded and lack markings in many locations.

Vehicles speeding eastbound on Peachtree Battle Avenue often use unprotected bike lane.

110 bus provides frequent, direct access to the Buckhead Village/Lenox Square area and Midtown. The 110 bus also connects to MARTA's red and gold rail lines at various locations along its route.

VEHICULAR SPEEDS

Vehicular speeds are a function of street design, driver behavior, and enforcement. In Peachtree Battle, many streets are designed in a way that encourages speeding, while the neighborhood's location and limited enforcement only exacerbate the problem.

Generally speaking, wide, straight streets without on-street parking, street trees, or other "friction"

along them are prone to speeding. This is true regardless of their posted speed limit.

In Peachtree Battle, many streets are two-lane yield streets with a 25 mile per hour (mph) speed limit. Despite this, some streets are wide, particularly portions of Peachtree Battle Avenue, portions of Woodward Way, Westover Drive, and Sagamore Drive. These streets also feature wide, sweeping intersections that encourage fast turns. Topography is also a factor in places, including Alton Road, Manor Ridge Drive, and Montview Drive.

SPEED STUDY

A speed study was conducted to document the extent of the neighborhood's speeding problem. The study measured actual vehicle speeds under free-flowing conditions past a monitored point. This information was then used to inform for the recommendations provided later in this report.

The speed study used the following methodology:

1. Identify locations with a minimal number of vehicles decelerating or accelerating to make a turn/from making a turn.
2. Document the speed of 100 consecutive vehicles per direction during free-flow conditions, daytime, and with dry pavement.
3. Calculate the 50th percentile speed, 85th percentile speed, and percent of vehicles exceeding the speed limit.

The consultant and neighborhood selected five sites:

1. 191 Peachtree Battle Avenue (westbound)
2. 194 Peachtree Battle Avenue (eastbound)
3. 445 Peachtree Battle Avenue (westbound), 482 Peachtree Battle Avenue (eastbound)
4. West Wesley Road at Westover Drive (eastbound)
5. 295 West Wesley Road (westbound)

All locations are in relatively straight stretches of roadway where speeding had been previously anecdotally observed.

Approaching vehicle speeds were captured using a Pocket Radar Model PR1000, in accordance with the manufacturer's instructions. Teams of two collected speed data from 100 consecutive vehicles at each

The speed study was conducted under normal"driving conditions.

When possible, speed measurements were taken from behind utility boxes to avoid affecting results.

location, with one person measuring the speeds and the other writing them down.

The data collection process sought to minimize the effects of measurement on driver behavior. Previous speed studies have found that drivers will slow when they see somebody with a speed detection device. To reduce this distortion, team members stood in visually obscure locations so that approaching drivers could not see them until they were within 50 to 100 feet. These included behind parked cars, vegetation, or utility boxes, as available.

The consultant initially attempted to gather data from all locations during two weeks in July,

Speed Study Locations

however, rain and a fallen tree on Peachtree Battle Avenue delayed the process such that data collection occurred between July 23 and August 18 of 2020. During this period, traffic volumes had rebounded from COVID-19-related drops months earlier but had not yet been impacted by the closure of the Northside Drive bridge over Peachtree Creek. Collections occurred at off-peak hours, as noted below, and with dry roadway conditions. Furthermore, no fog, smoke, vapor, or other conditions that could limit driver visibility were present when measurements were taken.

WHAT IS PERCENTILE SPEED?

Percentile speed is the prevailing speeds at which all vehicles are traveling at or below in free-flowing traffic.

By looking at the 50th and 85th percentile, we can see exactly how many drivers feel safe driving at certain speeds. These numbers, especially the 85th percentile, determine the speed that the street design actually encourages.

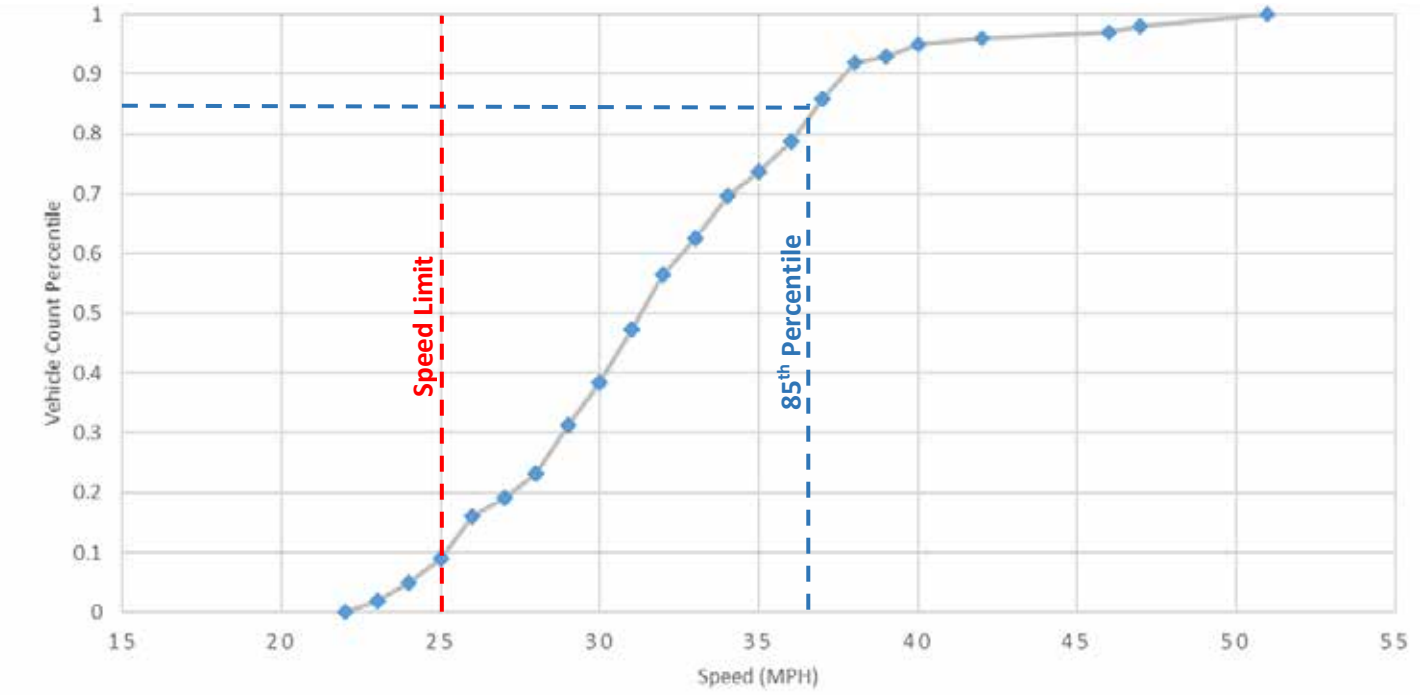
SPEED STUDY FINDINGS

The speed study documented a significant speeding problem in the neighborhood, as shown below:

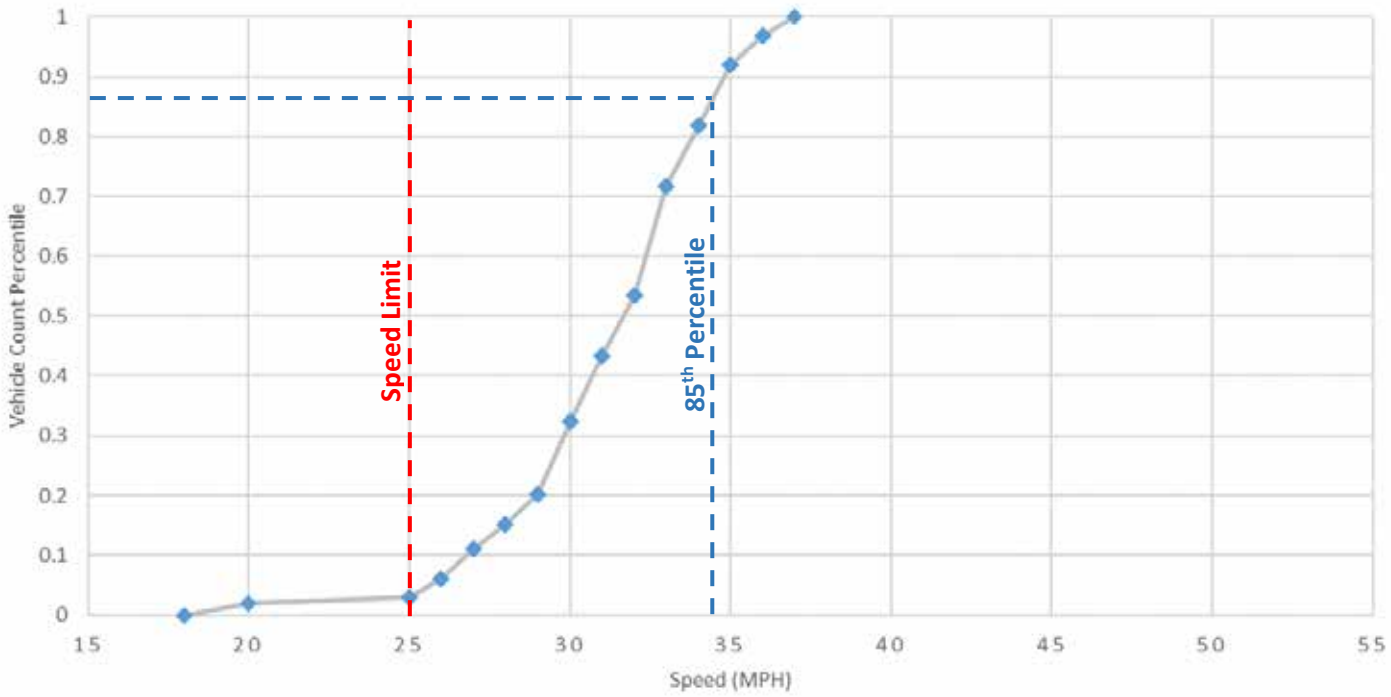
Location	Day and time	Posted Speed Limit	Number of Cars	Median Speed	85th Percentile Speed	% Exceeding Posted Speed Limit
191 Peachtree Battle Ave. (WB)	7/27/2020, 1:00 PM	25 mph	100	31 mph	36.15 mph	84%
194 Peachtree Battle Ave. (EB)	7/28/2020, 9:00 AM	25 mph	100	31 mph	34 mph	94%
445 Peachtree Battle Ave. (WB)	7/28/2020, 1:00 PM	25 mph	100	34 mph	39 mph	98%
482 Peachtree Battle Ave. (EB)	7/23/2020, 9:00 AM	25 mph	100	33 mph	38 mph	95%
West Wesley Rd. at Westover Dr. (EB)	8/18/2020, 10:00 AM	30 mph	100	39 mph	42 mph	97%
295 West Wesley Rd. (WB)	7/23/2020, 1:00 PM	30 mph	100	36 mph	41 mph	81%

The graphs on the following pages provide further detail on each location by showing the percentile of vehicles at or below a given speed. These further support neighborhood observations of excessive speeding along both Peachtree Battle Avenue and West Wesley Road.

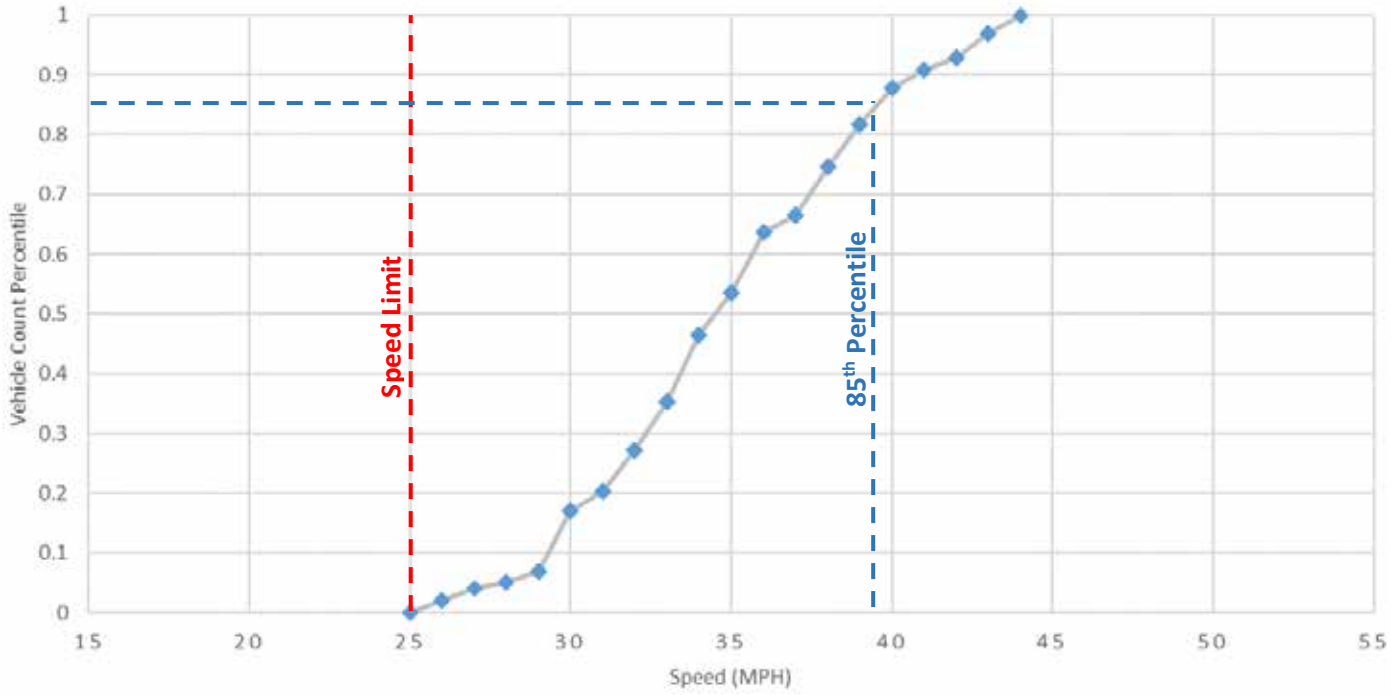
LOCATION 1 - 191 PEACHTREE BATTLE AVENUE (WESTBOUND)



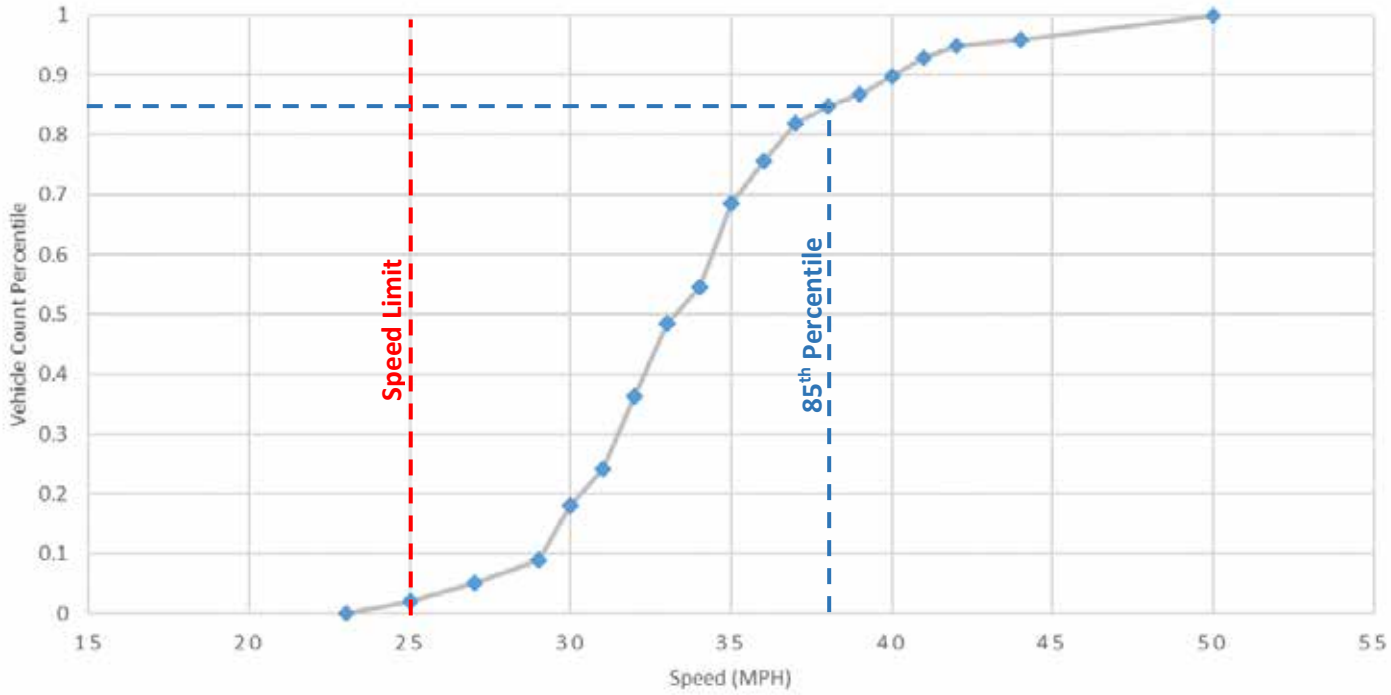
LOCATION 2 - 194 PEACHTREE BATTLE AVENUE (EASTBOUND)



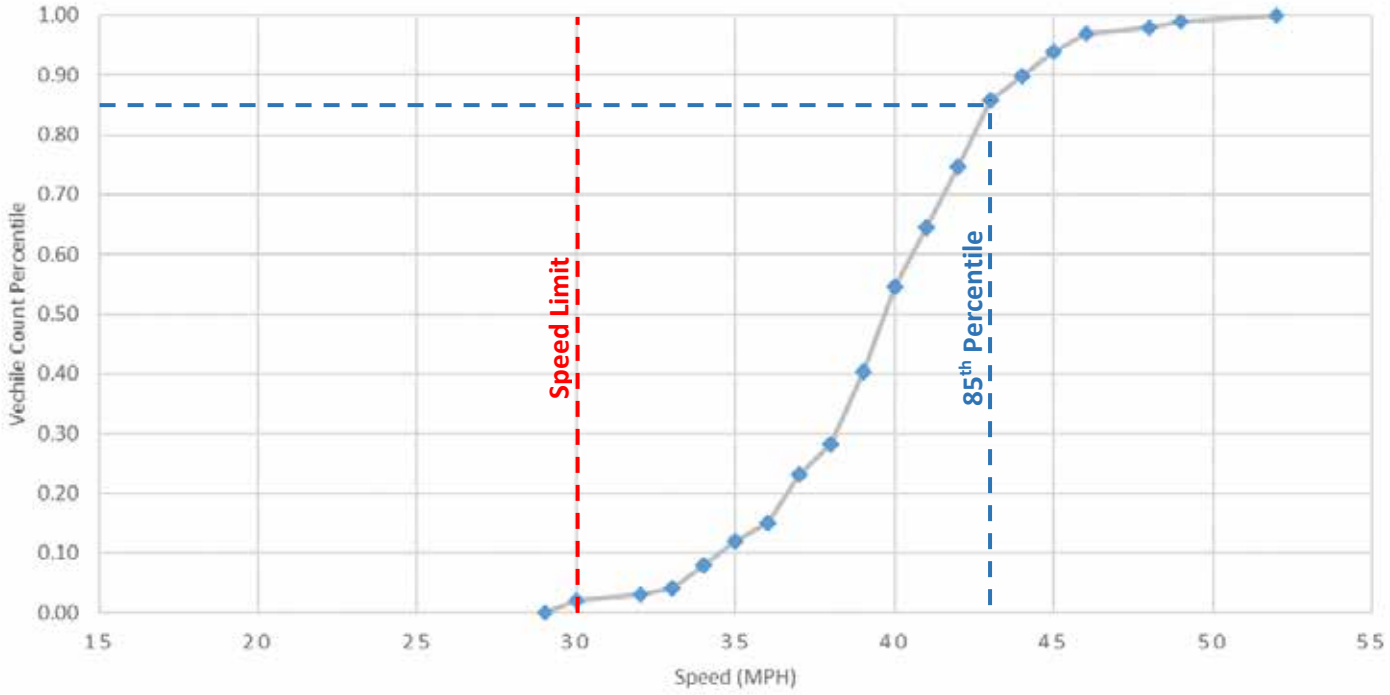
LOCATION 3 - 445 PEACHTREE BATTLE AVENUE (WESTBOUND)



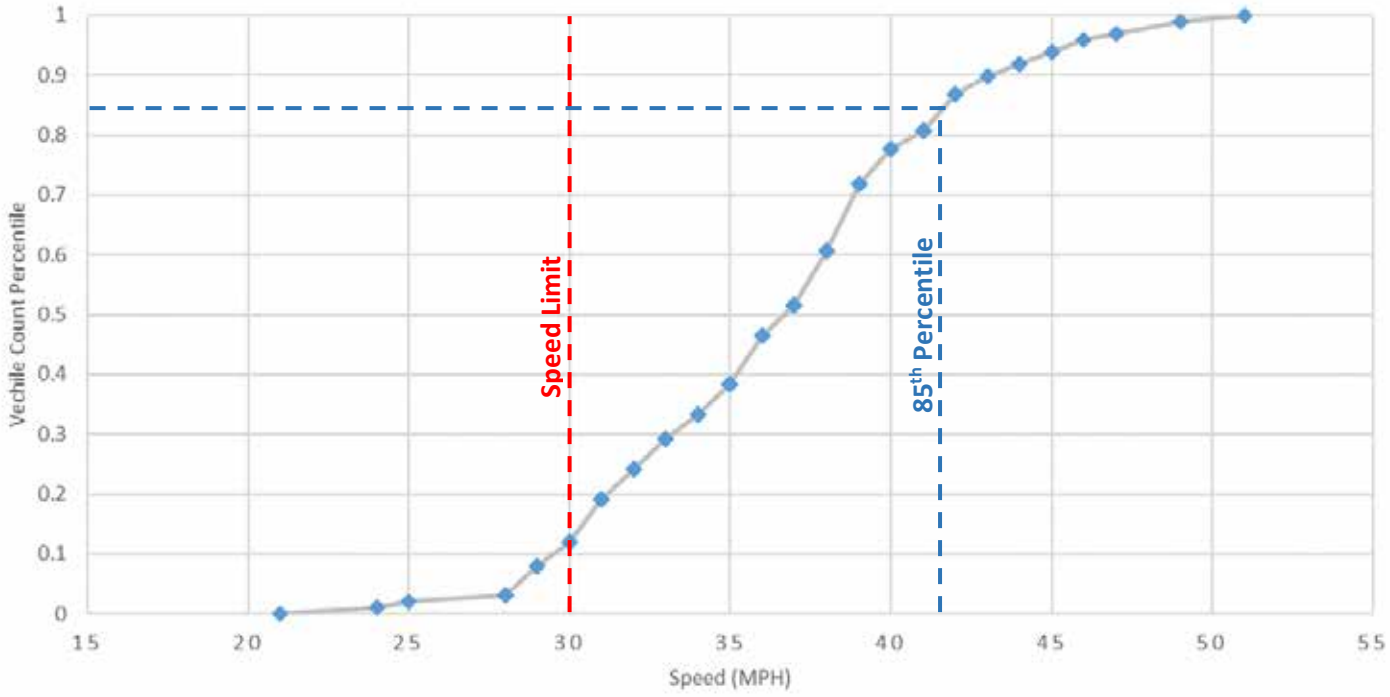
LOCATION 3 - 482 PEACHTREE BATTLE AVENUE (EASTBOUND)



LOCATION 4 - WEST WESLEY ROAD AT WESTOVER DRIVE (EASTBOUND)



LOCATION 5 - 295 WEST WESLEY ROAD (WESTBOUND)



CRASHES

Peachtree Battle has seen its fair share of vehicle crashes in recent years – between 2015 and 2019, there were 290 of them - but this number is not unusually high for an intown Atlanta neighborhood. Of these, there were no deaths but 59 reported injuries. Sixty-five (25% of those with reported causes) occurred from driving too fast for conditions, disregarding stop signs, or failing to yield.

The crashes are spread throughout the neighborhood, but the largest concentrations occur at the intersections of:

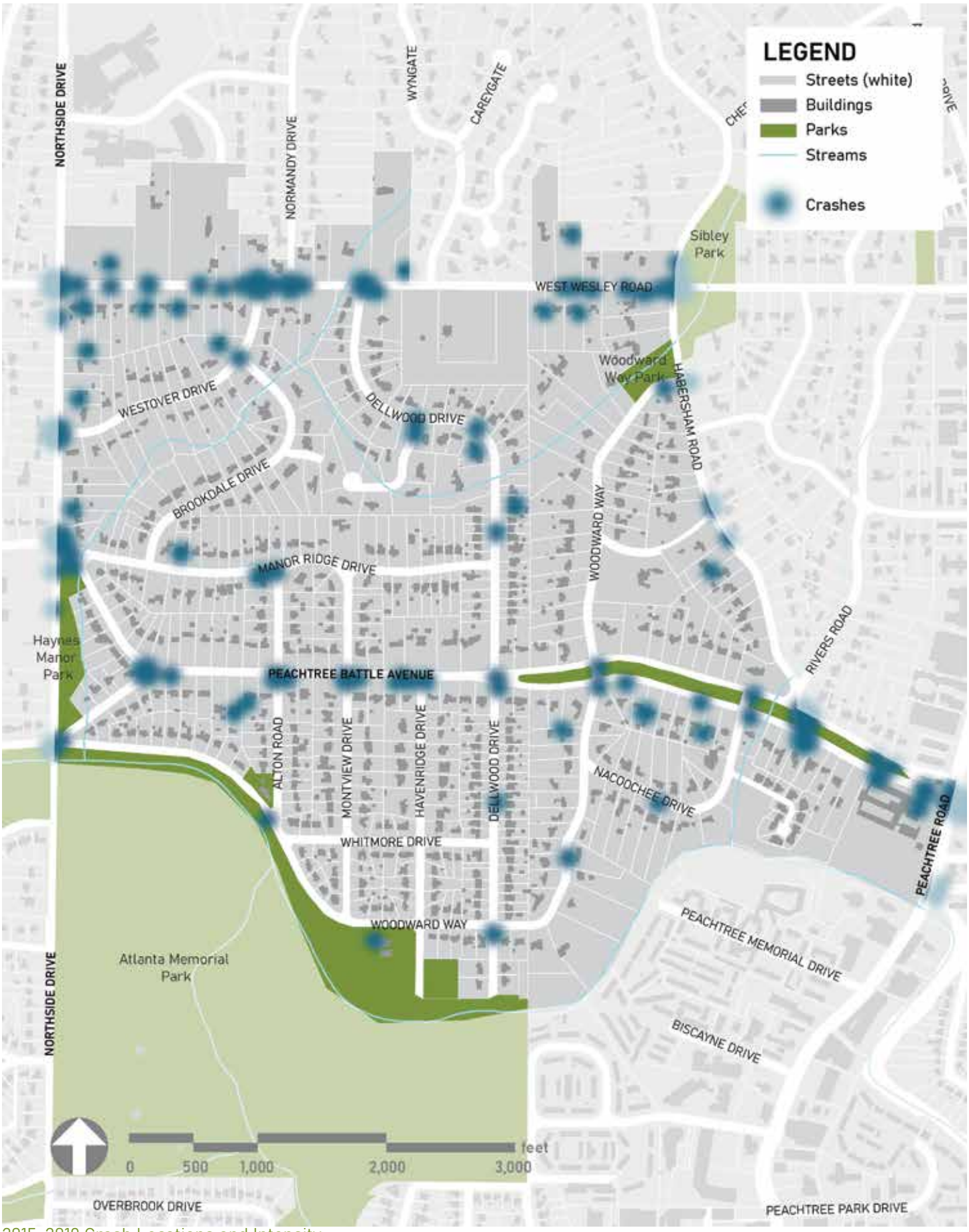
- Northside Drive and West Wesley Road;
- West Wesley Road and Habersham Road;
- Northside Drive and Westover Drive;
- Peachtree Battle Avenue, Rivers Road, and Habersham Road;
- West Wesley Road, Westover Drive, and Normandy Drive;
- Peachtree Battle Avenue and Northside Drive; and
- Peachtree Battle Avenue and Peachtree Road.

This pattern of crashes concentrated along arterial and collector streets is not unusual but does suggest opportunities to focus safety project in those areas.

Please see the map on the next page for details.

Extensive damage at an crash on Westover Drive and Brookdale Drive suggests speeding. (courtesy PBA)

This crash on lower Montview Drive involved such high speeds that the car flipped. (courtesy PBA)



2015-2019 Crash Locations and Intensity

1.4 PREVIOUS PLANS

Several recent plans influence this study, as follows.

ATLANTA'S TRANSPORTATION PLAN

The recent transportation plan for the City of Atlanta was adopted in 2018. The plan did not make any new, specific recommendations for Peachtree Battle.

BELTLINE SUBAREA 7 MASTER PLAN

The Atlanta BeltLine is divided into 10 subareas for master planning purposes. A small area at the southern end of Peachtree Battle (Atlanta Memorial Park) falls under Subarea 7. The Subarea 7 Master Plan had one recommendation that pertained to Peachtree Battle, a spur trail along Peachtree Creek that connects the BeltLine to PATH trail along Northside Drive. An update to this subarea plan was expected to commence in 2020.

RENEW ATLANTA BOND

In 2015 voters approved the Renew Atlanta infrastructure bond to fund repairs, improvements, and upgrades to transportation and municipal facilities, including:

- **Solar-powered school zone beacons**. E. Rivers Elementary received this beacon in 2017.
- **Pedestrian access and safety improvements to Atlanta Memorial Park.** A new path along Woodward Way and a bridge over Peachtree Creek between Dellwood Drive and Colonial Homes Circle were completed in 2018.
- **Traffic signal at West Wesley Road and Habersham Road.** This signal upgrade should be finished by fall of 2022 and will complement a recent left-turn lane addition, which has reduced congestion and improved operations.

VISION ZERO

Originally started in Sweden, Vision Zero is a transportation philosophy that starts with a simple premise: traffic fatalities and severe injuries are preventable. The Vision Zero approach requires rigorous collaboration across City departments and stakeholders to devise data-driven and measurable strategies to achieve this shared goal. According to City of Atlanta data, Atlanta saw 73 traffic fatalities in 2019, three times as many as peer cities of Boston and Seattle, and 52% of them were due to speeding. Atlanta's adopted Vision Zero legislation lowers the maximum speed limit citywide:

- The lowest default speed limit that can be enforced citywide is 25 mph.
- Local streets within 2.5 miles of Five Points automatically have a maximum speed limit of 25 mph (unless noted otherwise). The legislation also reduced the speed of some collectors and arterials in Midtown and Downtown to 25 mph.
- Local streets outside that zone automatically have a maximum speed limit of 35 mph. Peachtree Battle falls outside the 2.5-mile zone, but all of its local streets already have speed limits below 35 mph and are not affected.

Recently, the City approved a speed limit change on Westover Drive to be lowered to 25 mph to combat excessive speeding reported by residents.

NORTHSIDE DRIVE BRIDGE

In late 2020 the Northside Drive bridge over Peachtree Creek was replaced. The previous one was built in 1926 and was undersized for today's vehicles. The bridge's structural integrity was also compromised and the opening under it (along with abutting utility lines) was under-sized for flooding.

The new bridge has two 10-foot lanes, a turn lane, and a sidewalk on the west side. There is a new pedestrian bridge east side of bridge to connect to the Atlanta BeltLine and accommodate relocated water and sewer lines. Both now sit higher than the previous structures to accommodate flooding and a trail underpass. A new pump station was installed at Northside Drive and Woodward Way

Going forward, nearby transportation projects must be monitored for impacts on the neighborhood. This is especially true for Northside Drive and Peachtree Road, which have a major influence on traffic patterns. The PBA should maintain communications with all local, regional, and state agencies in order to be fully updated on the progress of current and future projects and share concerns of residents.

1.5 PUBLIC OUTREACH

OVERVIEW

This transportation study was initiated by Peachtree Battle residents in direct response to pressing transportation challenges affecting the neighborhood. As a neighborhood initiative, the planning process emphasized **meaningful public outreach at every step**. This allowed the consultant to better understand the nuanced transportation challenges facing the neighborhood and develop recommendations that reflected community needs, while still being in sound planning principles.

The outreach process included the following:

- An **initial survey** to document resident opinions on issues and concerns.
- A **City of Atlanta meeting** with PBA Traffic Committee and Board members, City staff, and the office of City Councilman J.P. Matzigkeit to solicit support for the effort.
- A **virtual preliminary concepts workshop** with the PBA Traffic Committee and Board to consider and refine preliminary concepts before presenting them to full neighborhood.
- A **self-guided virtual workshop** to gather input on concepts from residents.
- A **neighborhood review** of this draft document before finalization.

Details on several of these are provided below.

The consultant also stayed in frequent contact with members of the PBA for the duration of the process.

INITIAL SURVEY

At the beginning of the process a survey was conducted to understand existing conditions and explore the kinds of the projects that the neighborhood might support. Between December 1, 2019, and January 31, 2020, the survey was emailed to over 600 PBA members in 420 households; it was also shared to an unknown number of households through Nextdoor. **Survey participation was extremely high,** with 323 responses received from 289 households; this represents a response rate of over 50%. Typically, a response rate over 10% is considered high for neighborhood plans.

THE IMPACT OF COVID-19 ON OUTREACH

The original outreach plan included in-person workshops and meetings with the PBA's leadership and residents. However, the COVID-19 pandemic halted these and forced the consultant to rethink public outreach.

Initially, all proposed meetings were delayed until it was safe to meet again in-person. However, as it became clear that this would not be possible for some time, a decision was made to switch to virtual methods, such as Zoom meetings and on-line survey.

Despite this switch to all virtual meetings - or perhaps because of it - neighborhood input into the process did not suffer - it actually achieved an extremely high participation rate. The hundreds of comments received from this neighborhood of 580 homes exceeds what the consultant often sees in larger, citywide plans. **This high level of engagement is a testimony to both the severity of the transportation problems today and the engagement of PBA residents.**

Many residents are actively engaged in making the neighborhood a better place to live.

Top issues:

1. Speeding through the neighborhood.
2. Safety while walking, jogging, or pushing strollers.
3. Gridlock / heavy traffic.
4. Vehicles running stop signs.
5. Children playing outside.

Worst times to travel:

1. Mon-Fri from 4-7pm.
2. Mon-Fri from 7-10am.
3. Mon-Fri from 1-4pm.

Projects that received the highest level of support:

1. Sidewalk repair.
2. New sidewalks.
3. Crosswalk signals.
4. Additional traffic signage.
5. Traffic calming through landscaping.

Other top comments:

1. Concerns about E. Rivers Elementary School traffic, parking, and pedestrian safety.
2. Additional stop signs.
3. Concerns about work on Northside Drive affecting traffic in the short-term.
4. Police presence needed at certain times.
5. Interest in beautifying the neighborhood entrances.

DETAILED SURVEY RESULTS

The preliminary concepts survey received a very high response rate. Please see the Appendix for detail on the comments.

PRELIMINARY CONCEPTS WORKSHOP

Starting on October 21, 2020, a set of surveys was linked to the PBA website that asked residents to response to various preliminary concepts for addressing the neighborhood's top issues. The surveys began with two videos: one that explained the project and the different kinds of concepts presented, and another that explained how to complete the surveys.

To reduce survey fatigue and to make it easier for residents to give input for the areas that mattered most to them, surveys were separated by street: Peachtree Battle Avenue, Dellwood Drive, Woodward Way, West Wesley Road, Manor Ridge Drive/ Westover Drive, and a survey for non-street specific recommendations.

Each survey presented a concept, and asked respondents if they thought the concept was appropriate, inappropriate, or if they felt neutrally about it. If they responded "inappropriate," a new question appeared asking them to state why they thought the concept was inappropriate.

NOTABLE QUOTES

We want this neighborhood to be safe and walkable.

Thanks for all your work to make our neighborhood safe!

I feel very safe most of the time in this neighborhood.

Thank you for taking on this important project!

Quotes edited for clarity

SURVEY RESULTS

As with the initial survey, the preliminary concepts survey received a remarkably high response rate divided among the follow sections:

- Peachtree Battle Avenue: 238 responses
- Dellwood Drive: 148 responses
- Woodward Way: 145 responses
- West Wesley Road: 138 responses
- Manor Ridge Drive/Westover Drive: 185 responses
- Additional Concepts: 41 responses

Collectively, it is estimated that 339 residents from 258 households responded. **This represents over 50% response rate for the 600 residents in the PBA email list.** As noted earlier, a response rate over 10% is considered high for neighborhood plans.

In addition to a high participation rate, **the survey also documents strong support for almost all of the concepts presented.** In fact, all concepts but one were deemed "appropriate" by most participants. Of these, the projects receiving the greatest support included:

- Peachtree Battle Avenue projects;
- Woodward Way projects;
- West Wesley Road projects; and
- Manor Ridge Drive and Westover Drive projects.

The one area where there was low support (below 50%) were some projects on Dellwood Drive. The final recommendations were updated to reflect this feedback.

The survey also identified ongoing neighborhood discussion that should occur as projects are implemented, including the importance of:

- Emphasizing safety;
- Clearly explaining project benefits;
- Sharing technical analysis and design details before projects are implemented;
- Making efficient use of limited transportation funding; and.
- Incorporating aesthetic improvements, when possible.

NOTABLE QUOTES

Do everything to stop the speeding traffic.

Crosswalks at the ends of Peachtree Battle should have cobble accents to delineate entry to neighborhood.

This all sounds great, and I would like to make sure that these improvements will address the excessive speeding on the lower half of Peachtree Battle Avenue.

I love the idea of a roundabout at Dellwood and Peachtree Battle.

It looks good! I appreciate the additional safety features.

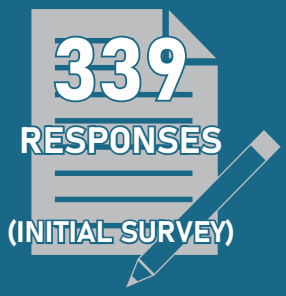
We want to be able to walk around the neighborhood and feel safe.

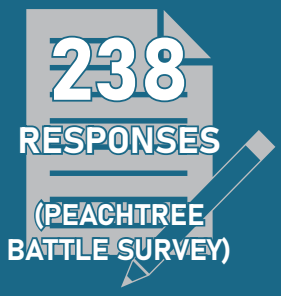
Quotes edited for clarity

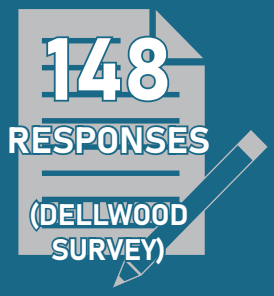
PUBLIC OUTREACH BY THE NUMBERS

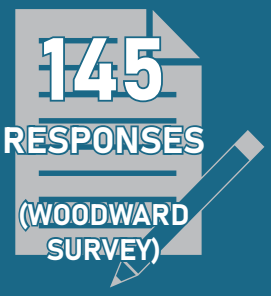
EACH SURVEY INVOLVED AN EMAIL BLAST TO:

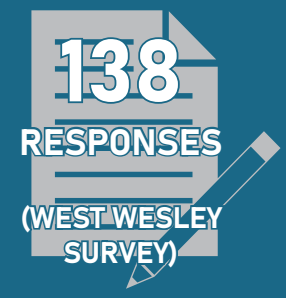
NUMBER OF SURVEY RESPONSES

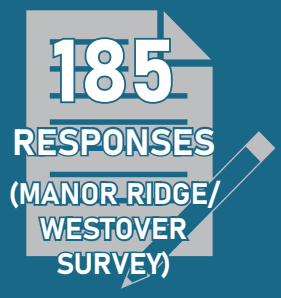


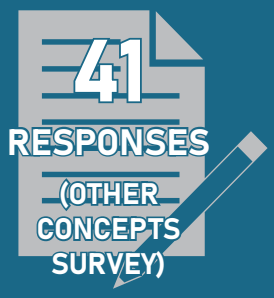












RESPONSE RATES WERE HIGH!

PART 2: RECOMMENDATIONS

2.1 GOALS

Peachtree Battle is currently impacted by a range of transportation challenges, including congestion a peak-hours, speeding at off-peak hours, cut-through traffic, unsafe driver behavior, and intersections that are unsafe for drivers, pedestrians, and cyclists. Combined, these result in an unbalanced transportation network that fails to truly serve any users well and is not appropriate for the neighborhood's character. With this in mind, the consultant determined that the goals of this study should be to establish an action-oriented plan to create a more balanced transportation system that achieves the following:

1. **IMPROVES THE SAFETY FOR PEDESTRIANS, DRIVERS, AND CYCLISTS.**
2. **ENSURES THAT DRIVERS USING THE NEIGHBORHOOD'S STREETS RESPECT ITS RESIDENTIAL CHARACTER AND DO NOT SPEED OR DRIVE UNSAFELY.**
3. **INCORPORATES MODEST, COST-EFFECTIVE SOLUTIONS THAT CONSIDER BOTH IMMEDIATE AND LONG-TERM NEEDS.**

2.2 PROJECT TYPES

This study's recommendations generally fall into two categories:

- Corridor Projects; and
- Intersection Projects.

Rumble strips are textured surfaces in the roadway that alert drivers. (courtesy Quicksetts)

CORRIDOR PROJECTS

Corridor projects focus on improving a portion or the entire street. Types include:

- Speed cushions;
- Bulb-outs;
- Speed radar signs; and
- Rumble strips.

INTERSECTION PROJECTS

Intersection projects focus on improving the function and/or safety of an intersection and often include elements such as:

- Bulb-outs;
- Crosswalks; and
- Other site-specific needs.

It should be noted that each recommended project is subject to further technical study and refinement, as further identified on the following page.

Implementation Considerations

The execution of the recommendations found in this plan will have a profound impact on addressing the speeding, congestion, and pedestrian safety crisis in Peachtree Battle. Different project types, such as stop signs, bulb-outs, roundabouts, and crosswalks, all have advantages and disadvantages for different users that must be considered on both technical and contextual grounds.

National engineering guidelines established by the Manual of Uniform Traffic Control Devices (MUTCD), the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and the Institute of Transportation Engineers (ITE) provide processes to undertake prior to selecting and implementing specific transportation projects, especially intersection control devices. Among other things, these include reviewing warrants, site constraints (i.e. available right-of-way, topography, etc.), safety, adjacent uses, and advantages and disadvantages for specific users. The City of Atlanta incorporates these standards into its local requirements, as well.

With this in mind, many of the projects recommended into this study still required detailed engineering study and stakeholder outreach as they are implemented. While every effort has been made to ensure the feasibility of the recommendations found herein, they are, nevertheless, only conceptual in nature.

This conceptual nature is especially important to keep in mind at intersections, as final intersection designs must be studied by the City of Atlanta, with appropriate community and property owner engagement, following acceptable engineering protocol before being finalized.

SPEED CUSHIONS

This study recommends using speed cushions calm traffic along certain streets. Before these can be installed, City of Atlanta protocol must be followed and support from adjacent owners secured.

TRAFFIC CIRCLES/MINI-ROUNDABOUTS

This study also recommends a traffic circle/mini-roundabouts in one location. According to reports provided by FHWA and ITE, these types of projects:

- Offer a low-speed, low-noise intersection option that requires little ongoing maintenance.
- Can be ideal to reduce delay at stop-controlled intersections that do not meet signal warrants.
- Have a typical 45 to 80 feet in inscribed exterior roadway circle diameter (assuming 90 degree approaches).

Given this fact, the City of Atlanta should consider these items in assessing any changes to intersection control devices.

FUNDING

A final key implementation consideration is funding. While this plan has been deliberately modest in the types of projects it recommends, the type of project implemented, and when it is implemented will depend on available funds.

2.3 RECOMMENDATIONS

The following projects are recommended to address the neighborhood needs identified earlier in this study, subject to further technical study and refinement. Implicit in these projects is a respect for the low-speed, residential nature of many Peachtree Battle streets.

Today some neighborhood streets function as what are known as "yield streets," meaning that lanes and parking are not striped and oncoming cars must slow down (or stop) in order to pass each other when cars are parked along one or both sides. Such street types are an organic and highly effective form of de facto traffic calming when vehicles are parked along the street.

These recommendations also support ongoing efforts by PBA, which has shown a vested interest over the years in improving transportation in the neighborhood. It is recommended that they continue all on-going efforts to calm traffic and bring local awareness to current and future issues.

GENERAL RECOMMENDATIONS

REDESIGN STREETS TO MATCH POSTED SPEED.

Posted speed and design speed are vastly different: one is prescriptive, and the other is physical. The consultant observed that while the posted speed for most neighborhood streets is 25 mph, many are designed to accommodate higher speeds, resulting in speeding. The negative consequences of speeding should be addressed by designing streets that make it difficult to speed and by demanding more aggressive traffic enforcement. Many of the projects listed below and in the project matrix on page 34 are intended to assist in ensuring that the streets are redesigned to encourage lower speeds.

ENCOURAGE PHASED PROJECTS

Implementing transportation projects is often time-consuming and expensive. This is especially true for projects that involve moving curbs, drainage, and other fixed elements. To make matters worse, protect designs sometimes need to be adjusted If it is determined that they are not working as planned; this can add costs and raise questions about efficient use of funds.

In Peachtree battle, the transportation safety needs are so urgent that a phased approach involving short-term and long-term projects is recommended:

- **Test phases** are short-term projects that seek to change driver behavior and improve safety as quickly and inexpensive as possible. This is accomplished using striping, truncated domes, temporary bollards, minimal accessibility requirements, and other low-cost features. After installation, these projects should be monitored for effectiveness and adjusted, as needed.
- **Construction phases** take test-phase projects that have been proven effective and make them permanent by moving curbs, installing landscaping, moving utilities, etc.

Some projects may also proceed directly to the construction phase if they have been sufficiently studied and funding is available.

Both test phase and construction phase projects should also consult with the City of Atlanta Tactical Urbanism Guide for how to incorporate aesthetics.

PROJECT TYPES

Recommendations generally fall into the following:

BULB-OUTS

A bulb-out or curb extension relocates the curb in a way that narrows the roadway and reduces speeding, often removing unused pavement and converting it to pedestrian amenities or landscaping. Bulb-outs can also improve driver visibility at intersections and reduce crosswalk lengths. In Peachtree Battle, wide, sweeping curves, especially at intersections, make bulb-outs an idea tool to reduce speeding and improve safety. Bulb-outs are also idea candidates for the short- and long-term project approach identified above.

CROSSWALKS

Crosswalks projects typically involve both striped street crossings and associated wheelchair ramps, even when no sidewalk exists. To maximize the

number of intersections receiving new crosswalks (given limited funding) at least one quality crosswalk is recommended per street, but more may be warranted as projects are refined. In high priority locations, the addition of a textured surface to alert drivers and slow traffic is also recommended. This can take the form of pavers along the sides of the crosswalk, ADA-compliant textured surfaces within the crosswalk, or rumble strips at an approach to a sidewalk (see rumble strips).

INTERSECTION PROJECTS

There are several locations in Peachtree Battle where bulb-outs, crosswalks, median islands, traffic circles, and similar features are recommended as part of a full redesign of the intersection. Typically, these projects seek to simultaneously slow traffic, create safer conditions for all users, and offer opportunities for aesthetic enhancement.

For the purposes of this study, all intersections have assumed a curb radius of 25 feet or larger, except where no turning movements occur.

RUMBLE STRIPS

Rumble strips (or other textured surfaces) are safety features that alert inattentive drivers of potentially dangerous conditions by causing a tactile vibration and audible rumbling that can be heard inside the vehicle. They are often used along the sides of highways or when entering an area of special caution, such as a school zone or low-speed residential street. They also offer urban design benefits of serving as "gateways" into neighborhoods or districts, but must be considered for potential noise impacts on nearby homes.

SPEED CUSHIONS

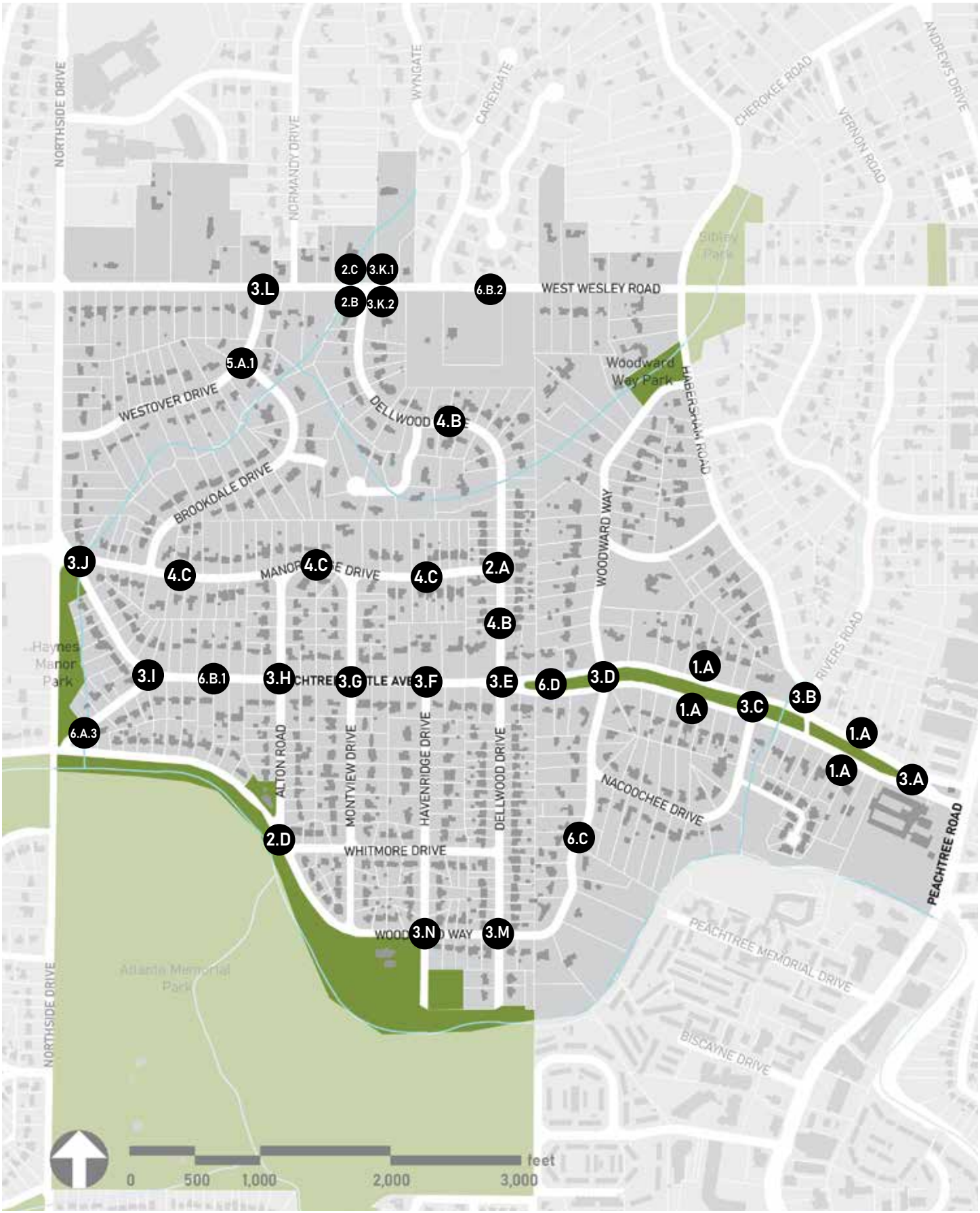
Speed cushions are speed humps or speed tables with wheel cutouts to allow large vehicles and bicyclists to pass unaffected, while still reducing car speeds. They are often used in places where speeds humps or speed tables could negatively impact emergency vehicle response. Currently, the City of Atlanta is developing a policy for their use; this will guide their installation in Peachtree Battle.

STOP SIGNS

Some intersections in Peachtree Battle also lack stop signs; this makes some intersections less safe today and could present further problems in the future if traffic patterns change. While all-way stops at every intersection will not solve all of Peachtree Battle's traffic problems, placing stop signs at key intersections where they are warranted today and, in the future, can help. All locations require a warrant study by the City of Atlanta prior to installation. Locations that do not meet warrants today should be periodically reassured in the future in response to changing conditions. In some cases, other public safety considerations should take precedence over warrant studies, as noted later in this report.

This Candler Park bulb-out features trees and landscaping.

Existing speed humps on Woodward Way.


NORTHSIDE DRIVE
NORMANDY DRIVE
WYNGATE
CAREYGATE
CHEROKEE ROAD
VERNON ROAD
ANDREWS DRIVE
WEST WESLEY ROAD
WESTOVER DRIVE
DELLWOOD
BROOKDALE DRIVE
Woodward Way Park
HABERSHAM ROAD
WOODWARD WAY
RIVERS ROAD
Haynes Manor Park
ALTON ROAD
MONTVIEW DRIVE
HAVENRIDGE DRIVE
DELLWOOD DRIVE
WHITMORE DRIVE
NACOOCHEE DRIVE
PEACHTREE ROAD
PEACHTREE MEMORIAL DRIVE
BISCAYNE DRIVE
Atlanta Memorial Park
3.L
2.C
3.K.1
2.B
3.K.2
6.B.2
5.A.1
4.B
3.J
4.C
2.A
3.I
6.B.1
3.H
3.G
3.F
3.E
6.D
3.D
1.A
3.C
3.B
6.A.3
2.D
6.C
3.N
3.M
0
500
1,000
2,000
3,000
feet

Project map

PROJECTS

The following projects are recommended to address Peachtree Battle's needs. Please refer to the map at left for locations and Part 3: Implementation for funding details.

PEACHTREE BATTLE AVENUE

3.A. Peachtree Battle Avenue @ E. Rivers Elementary School Intersection Project

This project implements existing plans to improve pedestrian safety and vehicular operations, including rumble strips, ADA-compliant textured crosswalks (3 total), and increasing the intersection radius at the end of the parkway island. This increase will allow school buses to turn without running over the curb - causing damage and delay in the process.

See the concept below for details.

1.A. Peachtree Battle Avenue Bulb-Outs

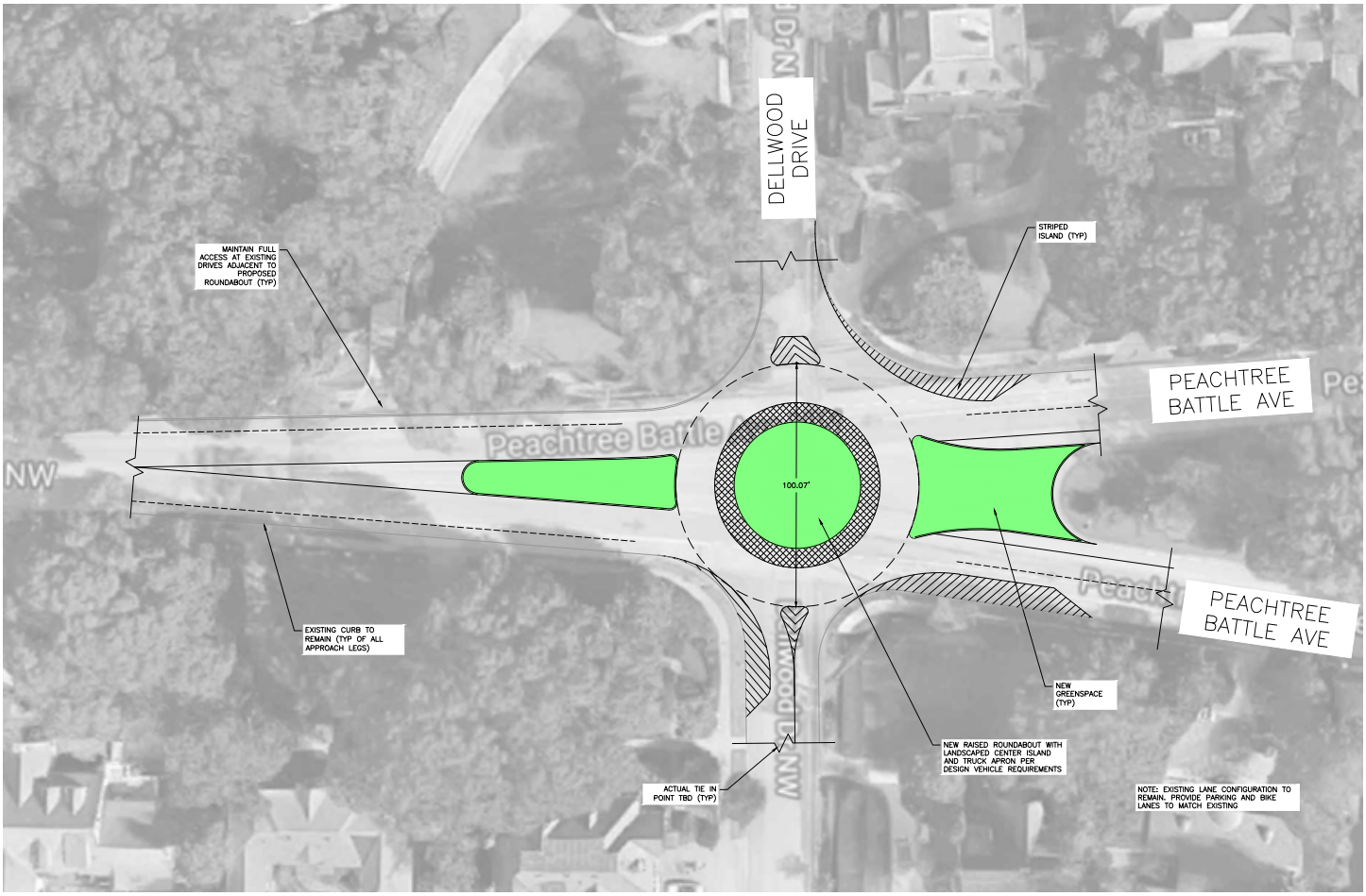
Peachtree Battle Avenue by the park is wide and high-speed. To address this, two eastbound and two westbound bulb-outs are proposed in existing parking lanes. This will psychologically narrow the road, especially when no cars are parked.

This should also incorporate bicycle lane buffering by making the bulb-outs 2 feet narrower than the parking lane, shifting the bicycle lane towards the

Existing Peachtree Battle Avenue travel lane, bicycle lane, and parking lane.

Potential Peachtree Battle Avenue bulb-out with buffered bicycle lane. Illustrative only.

The concept plan next to E. Rivers Elementary (prepared by others and modified by TSW)



The concept plan for the Peachtree Battle Avenue @ Dellwood traffic circle (prepared by others).

curb, and installing bollards or other barriers between the bike lane and the travel lane. This will prevent cars from driving in the bike lane and further calm traffic.

Locations will require further engineering study, but areas coming out of curves should be considered due to speeding and frequent vehicle intrusion into the bicycle lanes.

See rendering on page 27.

3.B. Peachtree Battle Avenue @ Habersham Road/ Rivers Road Intersection Project

This project redesigns the northwest corner of the Peachtree Battle Avenue @ Habersham Road intersection with the addition of a bulb-out. One bulb-out is also recommended at the northern end of the River Road intersection. Two crosswalks would also be upgraded or installed: one across Habersham Road and one across Rivers Road.

3.C. Peachtree Battle Avenue @ Nacoochee Drive Intersection Project

This project adds one bulb-out in north Peachtree Battle Avenue's parking lane opposite where Nacoochee Drive crosses the parkway. It also includes two bulb-outs on south Peachtree Battle Avenue's parking lane east and west of Nacoochee Drive. Three crosswalks are also proposed: one along both legs of Peachtree Battle Avenue and one across Nacoochee Drive.

3.D. Peachtree Battle Avenue @ Woodward Way Intersection Project

This project recaptures unused roadway for bulb outs, crosswalks, and up to 80 feet of new sidewalks as shown on page 29.

3.E. Peachtree Battle Avenue @ Dellwood Drive Intersection Project

This project installs a traffic circle, as shown above, updated to include crosswalks on all five legs.

The test phase (left) and construction phase (right) concepts of the Peachtree Battle Avenue @ Woodward Way Intersection Project.

3.F. Peachtree Battle Avenue @ Havenridge Drive Intersection Project

This project installs pedestrian refuge islands and crosswalks as shown on page 30.

3.G. Peachtree Battle Ave @ Montview Drive Intersection Project

This project installs bulb-outs and crosswalks as shown on page 30.

3.H. Peachtree Battle Avenue @ Alton Road Intersection Project

This project installs bulb-outs and crosswalks as recommended at Peachtree Battle Avenue and Montview Drive.

3.I. Peachtree Battle Avenue @ Sagamore Drive Intersection Project

This project installs two bulb-outs on both sides of Sagamore Drive and provides a new crosswalk across Sagamore Drive.

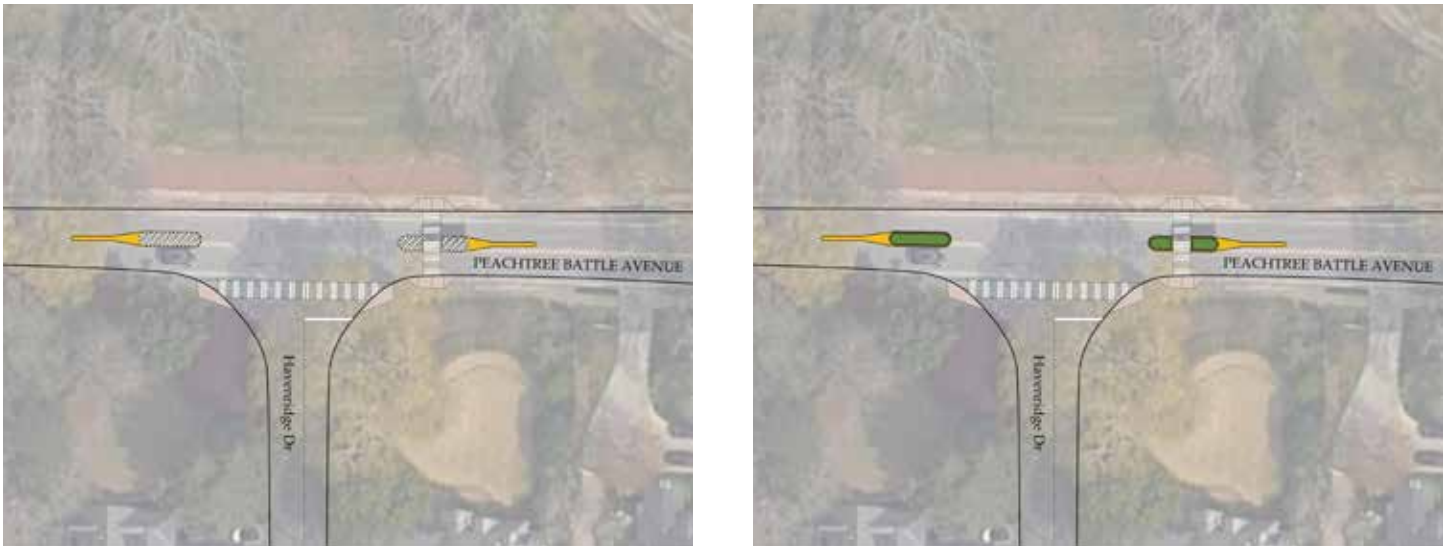
3.J. Peachtree Battle Avenue @ Manor Ridge Drive/ Haynes Manor Park

This project includes a pedestrian refuge island, rumble strips, textured crosswalk on Peachtree Battle Avenue and a textured crosswalk along Manor Ridge Drive as shown on page 30. Sixty linear feet of new sidewalk is also recommended on the north side of Manor Ridge Drive to connect the existing Manor Ridge Drive sidewalk to the park. Textured crosswalks also indicate important entries into the neighborhood.

Implementing this project will not address peak-hour turning conflicts onto southbound Northside Drive, but this cannot effectively be addressed without limiting access to or from Manor Ridge Drive and/or installed bulb-outs (which would impact the driveway of the existing house on the intersection's north side). If the problem grows, PBA should work with the City and GDOT to explore these options.

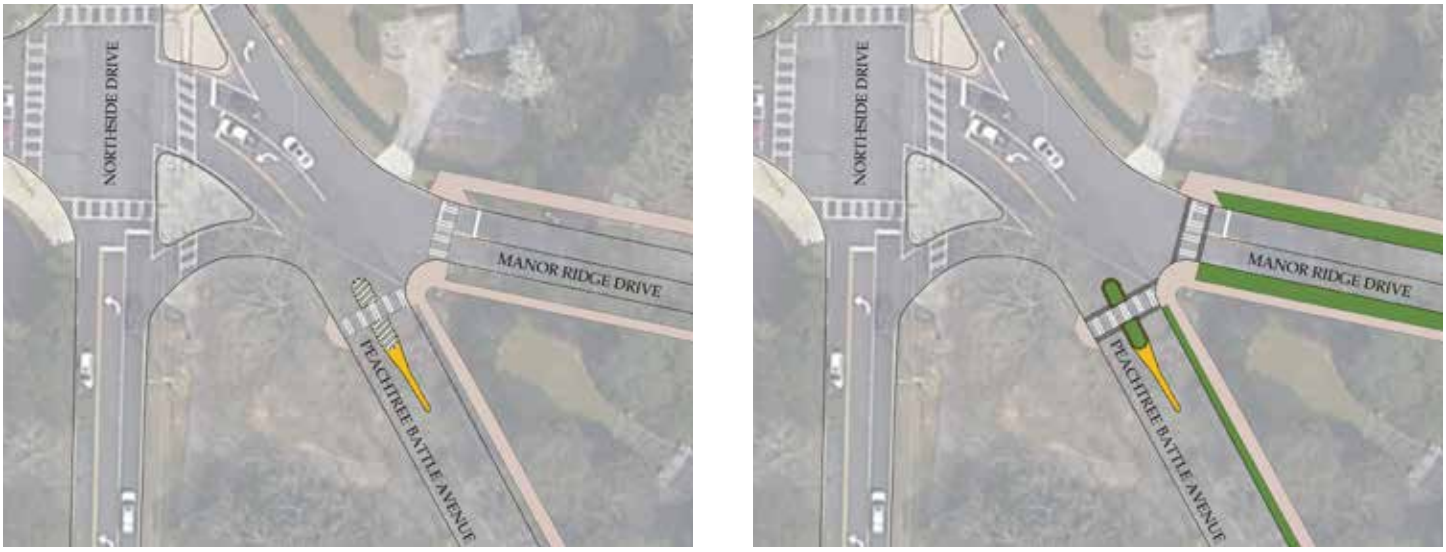
6.B.1. Peachtree Battle Avenue Radar Speed Signs

Two radar speed signs (sometimes referred to as driver feedback signs) are recommended to alert speeding drivers to their speed and reduce speeds.



The test phase (left) and construction phase (right) concepts of Peachtree Battle Avenue @ Havenridge Drive.

The test phase (left) and construction phase (right) concepts of Peachtree Battle Avenue @ Montview Drive.



The test phase (left) and construction phase (right) concepts of Peachtree Battle Avenue @ Manor Ridge Drive/Haynes Manor Park.

6.D. Peachtree Battle Avenue Bike Lane Restriping

Restripe existing bicycle lanes to be more visible. Incorporate new marker symbols and signage.

WEST WESLEY ROAD

West Wesley Road @ Dellwood Drive

The intersection of West Wesley Road at Dellwood Drive includes several related projects:

- **2.D. Crosswalks,** including one across Dellwood Drive and one across West Wesley Road.
- **3.K.1. Traffic Signal Warrant Study,** which is necessary to assess if a traffic signal is viable or desirable at this location.
- **3.K.2. Traffic Signal**, if warranted and desired, or
- **2.C. Rapid Flash Beacon**, if a traffic signal is not installed.

These will significantly improve the safely of crossing the street in this area.

3.L. West Wesley Road @ Westover Drive Intersection Project

This project adds one bulb-out on the east side of Westover Drive and a crosswalk across West Westley Road, adjacent to the new bulb-out.

6.B.2. West Wesley Road Radar Speed Signs

Two radar speed signs (sometimes referred to as driver feedback signs) are recommended to alert speeding drivers to their speed and reduce speeds.

DELLWOOD DRIVE

2.A. Dellwood Drive @ Manor Ridge Drive Crosswalks

This project installs one crosswalk across Dellwood Drive and one across Manor Ridge Drive.

4.B Dellwood Drive Speed Cushions

This project installs two pairs of speed cushions along Dellwood Drive, one between Manor Ridge Drive and West Wesley Road and the other just south of Manor Ridge Drive.

Islands and crosswalks are recommended on Peachtree Battle Avenue at Havenridge Drive

SAGAMORE DRIVE

6.A.3 Sagamore Drive @ Woodward Way Rumble Strips

This project installs rumble strips across Sagamore Drive to alert drivers entering the neighborhood.

MANOR RIDGE DRIVE

4.C. Manor Ridge Drive Speed Cushions.

This project installs three pairs of speed cushions along Manor Ridge Drive.

WESTOVER DRIVE

5.A. Westover Drive @ Brookdale Drive 3-Way Stop

As noted earlier, speeding and related crashes are a problem on Westover Drive. The speed limit was recently reduced to 25 mph, but the problem remains. The street's limited sight distance and topography also make it impossible for the police department to enforce the speed limit.

Given these factors, a 3-way stop is recommended as an enforceable traffic control device that also reduce speeding. A previous warrant study found that a stop sign on Westover Drive was not warranted, but the extent of the speeding problem, the crash history, and unenforceable speed limit should justify special consideration for a 3-way stop.

WOODWARD WAY

2.D. Woodward Avenue @ Alston Road/Whitmore Drive Crosswalks

This project installs one crosswalk across Woodward Way.

3.M. Woodward Way @ Dellwood Drive Intersection Project

This project installs bulb-outs at all corners and one crosswalk on the north side of the intersection, across Dellwood Drive.

3.N Woodward Way @ Havenridge Drive Intersection Project

This project installs bulb-outs at all corners, one crosswalk on the north side of the intersection (across Havenridge Drive), and one crosswalk on the east side of the intersection (across Woodward Way). It also includes approximately 125 linear feet of sidewalk that connect from the Havenridge Drive to the walkway of the historic clubhouse.

6.C. Woodward Way Speed Limit Reduction and Signs

Reduce the speed limit to 25 mph and install at least six street signs reflecting this.

Recommendations will slow traffic on Woodward Way and provide safer pedestrian access to Atlanta Memorial Park

PART 3: IMPLEMENTATION

3.1 PROJECT FUNDING

This transportation strategy contains a variety of projects with varying time frames, scales, and complexities. Fortunately, transportation projects may be funded through a variety of sources.

Following the finalization of this report and its adoption by City Council, the City of Atlanta should work with Atlanta Regional Commission (ARC) and GDOT to ensure that projects eligible for federal transportation funds are included in future Regional Transportation Plans (RTPs). Revisions to such plans are made every five years.

Typically, federal funds require a local 20 percent match. Key sources for these funds and other project funds could include City funds, County funds, funds from private donors, and/or funds from the PBA.

Projects funded by the City should also consider opportunities to partner with PBA and other stakeholders/funding opportunities as they present themselves.

3.2 ACTION MATRIX

The Action Matrix on the following pages is a list of projects, their costs, time lines, and responsible parties, and is intended to serve as a blueprint for achieving the community's vision for improving transportation in the study area.

As with any macro-level planning process, it is impossible to perfectly assign costs to future projects given their conceptual nature. For this reason, the Action Matrix includes estimated construction costs based on standard assumptions, plus a percentage-based design/contingency fee. This additional fee will allow the City to safely budget for any necessary consulting services, cost increases, scope refinements, or other modifications based on future analysis.

The time frame for projects is divided into:

- Short Term (1 to 4 years): Estimated cost: $1.0 million + 20% design/contingency.
- Long Term (5 to 10 years): Estimated cost: $2.1 million + 20% design/contingency.
- Estimated total cost of improvements: $3.1 million + 20% design/contingency.

All costs are in 2021 dollars.

3.3 PRIORITY PROJECTS

The Action Matrix is an extensive list of projects that will take time to fund, design, and implement. As time passes, it is important to remember that all projects are not equal in terms of their potential positive impacts on Peachtree Battle.

The following are priority short-term projects that are essential to effectively addressing transportation needs. They were selected after considering their benefit, ability to implement, and cost.

1. **Peachtree Battle @ Dellwood Roundabout – Test Phase** (3.E.1 on pgs. 28, 34). In the self-guided workshop survey, some 97% of respondents supported this roundabout – the highest approval rating of any project. Despite appearing complex, the project's test phase can be implemented relatively easily within the existing right-of-way. It also occupies a strategic location at the center of the neighborhood; installing such a feature in the middle of the neighborhood would significantly reduce speeds in a location where many vehicles accelerate today.
2. **Westover Drive @ Brookdale 3-Way Stop** (5.A.2 on pgs. 26, 36). Separate from this study, 100% of Westover Drive residents signed a petition requesting three actions to reduce speeding and cut-through truck traffic. The PBA then presented this petition to City Councilman J.P. Matzigkeit. The first two requests – reducing the speed limit to 25 mph and installing signage on Northside Drive limiting commercial trucks – were accomplished. The third request to create a 3-way stop was not because the intersection did not pass the "warrant test." However, the police cannot enforce the speed limit of 25 mph because the elevations changes and

the curvature of the road prohibit sufficient straight line sight distance for radar equipment. Therefore Westover Drive has an unenforceable speed limit (i.e. none). A new 3-way stop could be easily enforced and would provide traffic calming.

3. **Woodward Way Speed Limit Reduction and Sign** (6.C on pg. 26). Woodward Way is currently the only neighborhood street other than the West Wesley Road collector to have a 30 mph speed limit; all the rest have speed limits of 25 mph. This street should have a speed limit consistent with the remainder of the neighborhood.
4. **Peachtree Battle Avenue @ Manor Ridge Drive/Haynes Manor Park – Test Phase** (3.J on pgs. 29, 30). This project improves safety and calms traffic at a key neighborhood entrance. The test phase includes installing a missing sidewalk on Manor Ridge Drive, crosswalks, a striped pedestrian refuge island, and truncated domes. Both pedestrians and drivers will benefit from the project, and it will set the tone for slower traffic on neighborhood streets.
5. **Peachtree Battle Bike Lane Restriping** (6.D on pg. 31). Current vehicular travel patterns encroach into the bike lane and wear away lane markings. This is particularly true at Peachtree Battle Avenue and Woodward Way. As a result, the lane and bicyclist symbols are now virtually invisible to drivers.
6. **West Wesley Road near Dellwood Drive** (2.C, 2.D, 3.K.1 on pg. 31). Today, crossing West Wesley Road on foot is extremely risky; there are no crosswalks on the entire section between Habersham and Northside Drive. In addition, the sidewalk on the south side of West Wesley terminates at Dellwood Drive. An additional crosswalk would allow pedestrians to more safely cross from the end of the south side sidewalk to one on the north side. In the past, this intersection was considered for a traffic signal (particularly during AM and PM rush hours). A current "warrant study" is merited to determine existing viability of this concept. In addition to this a Rapid Flash Beacon or Radar Speed Limit sign is needed on West Wesley Road.

ACTION MATRIX

ID	Description	20% Design/ Contingency	Construction	Timing	Priority?	Responsible Party	Funding
1	**Bulb-outs (See Intersection Projects for more projects)**						
1.A.1	Peachtree Battle Ave. (4 locations)	$2,800	$14,000	Short Term	No	COA	COA
1.A.2	Peachtree Battle Ave. (4 locations)	$16,800	$84,000	Long Term	No	COA	COA
2	**Crosswalks**						
2.A	Dellwood Dr. @ Manor Ridge Dr.	$1,400	$7,000	Short Term	No	COA	COA
2.B	West Wesley Rd. @ Dellwood Dr.	$700	$3,500	Short Term	No	COA	COA
2.C	West Wesley Rd. @ Dellwood Dr. (Rapid Flash Beacon)	$20,000	$100,000	Short Term	Yes	COA	COA
2.D	Woodward Way @ Alton Dr. & Whitmore Dr.	$700	$3,500	Short Term	No	COA	COA
3	**Intersection Projects**						
3.A	Peachtree Battle Ave. @ E. Rivers Elementary School	$21,900	$109,500	Long Term	No	COA	COA
3.B.1	Peachtree Battle Ave. @ Habersham Rd. & Rivers Rd.	$8,400	$42,000	Short Term	No	COA	COA
3.B.2	Peachtree Battle Ave. @ Habersham Rd. & Rivers Rd.	$21,000	$105,000	Long Term	No	COA	COA
3.C.1	Peachtree Battle Ave. @ Nacoochee Dr.	$12,600	$63,000	Short Term	No	COA	COA
3.C.2	Peachtree Battle Ave. @ Nacoochee Dr.	$17,500	$87,500	Long Term	No	COA	COA
3.D.1	Peachtree Battle Ave. @ Woodward Way	$26,600	$133,000	Short Term	No	COA	COA
	Sidewalk Infill	$4,200	$21,000	Short Term	No	COA	COA
3.D.2	Peachtree Battle Ave. @ Woodward Way	$53,200	$266,000	Long Term	No	COA	COA
3.E.1	Peachtree Battle Ave. @ Dellwood Dr. Roundabout	$26,775	$133,875	Short Term	Yes	COA	COA
3.E.2	Peachtree Battle Ave. @ Dellwood Dr. Roundabout	$89,250	$446,250	Long Term	No	COA	COA
3.F.1	Peachtree Battle Ave. @ Havenridge Dr.	$8,400	$42,000	Short Term	No	COA	COA
3.F.2	Peachtree Battle Ave. @ Havenridge Dr.	$14,000	$70,000	Long Term	No	COA	COA
3.G.1	Peachtree Battle Ave. @ Montview Dr.	$13,300	$66,500	Short Term	No	COA	COA

ACTION MATRIX

ID	Description	20% Design/ Contingency	Construction	Timing	Priority?	Responsible Party	Funding
3	Intersection Projects (con't)						
3.G.2	Peachtree Battle Ave. @ Montview Dr.	$24,500	$122,500	Long Term	No	COA	COA
3.H.1	Peachtree Battle Ave. @ Alton Rd.	$13,475	$67,375	Short Term	No	COA	COA
3.H.2	Peachtree Battle Ave. @ Alton Rd.	$24,500	$122,500	Long Term	No	COA	COA
3.I.1	Peachtree Battle Ave. @ Sagamore Dr.	$4,900	$24,500	Short Term	No	COA	COA
3.I.2	Peachtree Battle Ave. @ Sagamore Dr.	$10,500	$52,500	Long Term	No	COA	COA
3.J.1	Peachtree Battle Ave. @ Manor Ridge Dr. & Haynes Manor Park	$7,700	$38,500	Short Term	No	COA	COA
	Sidewalk Infill	$3,150	$15,750	Short Term	No	COA	COA
3.J.2	Peachtree Battle Ave. @ Manor Ridge Dr. & Haynes Manor Park	$3,500	$17,500	Long Term	No	COA	COA
	Textured Crosswalks	$12,600	$63,000	Long Term	No	COA	COA
3.K.1	West Wesley Rd. @ Dellwood Traffic Signal Warrant Study	Staff time	Staff Time	Short Term	Yes	COA	COA
3.K.2	West Wesley Rd. @ Dellwood Traffic Signal Installation	$60,000	$300,000	Long Term	Yes	COA	COA
3.L.1	West Wesley Rd. @ Westover Dr.	$7,700	$38,500	Short Term	No	COA	COA
3.L.2	West Wesley Rd. @ Westover Dr.	$10,500	$52,500	Long Term	No	COA	COA
3.M.1	Woodward Way @ Dellwood Dr.	$3,500	$17,500	Short Term	No	COA	COA
3.M.2	Woodward Way @ Dellwood Dr.	$3,500	$17,500	Long Term	No	COA	COA
3.N.1	Woodward Way @ Havenridge Dr.	$9,800	$49,000	Short Term	No	COA	COA
	Sidewalk Infill	$6,563	$32,813	Short Term	No	COA	COA
3.N.2	Woodward Way @ Havenridge Dr.	$21,000	$105,000	Long Term	No	COA	COA
4	**Speed Cushions**						
4.A	Citywide Speed Cushion Policy	Staff time	Staff time	Short Term	No	COA	COA

ACTION MATRIX

ID	Description	20% Design/ Contingency	Construction	Timing	Priority?	Responsible Party	Funding
4.B	Dellwood Dr. (2 locations)	$3,850	$19,250	Long Term	No	COA	COA
4.C	Manor Ridge Dr. (3 Locations)	$5,775	$28,875	Long Term	No	COA	COA
5	**Stop Signs**						
5.A.	Westover Dr. @ Brookdale Dr. 3-Way Stop	-	$1,500	Short Term	Yes	COA	COA
6	**Other Projects**						
6.A.1	Rumble Strips on Peachtree Battle Ave. @ E. Rivers Elementary School		See project 3.A				
6.A.2	Rumble Strips on Peachtree Battle Ave. @ Manor Ridge Dr. & Haynes Manor Park		See projects 3.J.1 and 3.J.2				
6.A.3	Rumble Strips on Sagamore Dr. @ Woodward Way	$8,400	$42,000	Long Term	No	COA	COA
6.B.1	Speed Radar Signs on Peachtree Battle Ave. (2 total, one per direction)	$3,600	$18,000	Short Term	No	COA	PBA
6.B.2	Speed Radar Signs on West Wesley Rd. (2 total, one per direction)	$3,600	$18,000	Short Term	No	COA	PBA
6.C	Speed Limit Reduction and Signs on Woodward Way	$1,050	$5,250	Short Term	Yes	COA	COA
6.D	Peachtree Battle Avenue Bike Lane Restriping	$11,449	$57,246	Short Term	Yes	COA	COA

COA = City of Atlanta

PBA = Peachtree Battle Alliance

APPENDIX

A.1 PRELIMINARY CONCEPTS WORKSHOP

All workshop concepts presented were deemed "appropriate" by the neighborhood except one. Many also raised questions related to the project's need, design, function, effectiveness, and impacts on neighborhood character. Results are summarized and paraphrased below.

PEACHTREE BATTLE AVENUE SURVEY

- 55/238 (23%) respondents live on Peachtree Battle Avenue.
- 117/238 (49%) respondents live on a cross-street.
- All projects received strong support.
- **Peachtree Battle Avenue at Manor Ridge Drive and Northside Drive Median Islands and Crosswalks** (91% appropriate, 3% inappropriate, 6% neutral/no answer).
- **Peachtree Battle Avenue at Dellwood Drive Roundabout** (74% appropriate, 7% inappropriate, 19% neutral/no answer). A few comments were about:
  - Impacts of slower traffic.
  - Potential safety and crashes.
- **Peachtree Battle Avenue at Woodward Way Bulb-outs** (63% appropriate, 16% inappropriate, 21% neutral/no answer). A few comments were about:
  - Visibility.
  - Tight turning movements.
- **Peachtree Battle Avenue Bulb-outs** (62% appropriate, 15% inappropriate, 23% neutral/no answer). A few comments were about:
  - Congestion.
  - Loss of on-street parking.
- **Peachtree Battle Avenue at Alton Road Intersection Improvements** 63% appropriate, 15% inappropriate, 22% neutral/no answer). A few comments were about:
  - Scale and impacts.
  - Topography.
- **Peachtree Battle Avenue at Havenridge Drive Median Islands** (64% appropriate, 14% inappropriate, 22% neutral/no answer). A few comments were about:
  - Potential access restrictions.
- **Peachtree Battle Avenue at Montview Drive Intersection Improvements** (68% appropriate, 13% inappropriate, 19% neutral/no answer). A few comments were about:
  - Excessive restrictions.
  - Opposition to islands.
  - Preference for another solution.
- **Peachtree Battle Avenue at Nacoochee Drive Bulb-outs** (73% appropriate, 12% inappropriate, 15% neutral/no answer). A few comments were about:
  - Loss of on-street parking.
  - Preference for another solution.
  - Vehicles, pedestrian, and cyclist safety.
- **Peachtree Battle Avenue at Habersham Road and River Road Intersection Improvement** (73% appropriate, 11% inappropriate, 16% neutral/no answer). A few comments were about:
  - Impacts of removing the turn lane.
- **Peachtree Battle Avenue at East Rivers Elementary School** (73% appropriate, 8% inappropriate, 19% neutral/no answer). A few comments were about:
  - Potential school hour congestion.
  - Safety.
- **Peachtree Battle Avenue at Sagamore Drive Intersection Improvements** (76% appropriate, 8% inappropriate, 14% neutral/no answer). A few comments were about:
  - Excessive restrictions.
  - Opposition to bulb-outs.

DELLWOOD DRIVE SURVEY

- 48/148 (32%) respondents live on Dellwood

Drive.

- 58/148 (39%) respondents live on a cross-street.
- The Dellwood Drive Median Islands project was the only project without strong support.
- **Dellwood Drive Median Islands** (48% appropriate, 24% inappropriate, 28% neutral/no answer). A few comments were about:
  - Access to driveways.
  - Ability to pass stopped/slow trucks.
  - Impacts to on-street parking.
- **Dellwood Drive at Manor Ridge Drive Bulb-outs** (51% appropriate, 22% inappropriate, 27% neutral/no answer).

WOODWARD WAY SURVEY

- 35/145 (24%) respondents live on Woodward Way.
- 65/145 (39%) respondents live on a cross-street.
- All projects received strong support.
- **Woodward Way at Dellwood Drive Mini-Roundabout** (53% appropriate, 22% inappropriate, 25% neutral/no answer). A few comments were about:
  - Opposition to roundabouts.
  - Safety.
  - Preference for another solution.
- **Woodward Way at Sagamore Drive/Northside Drive Median Island and Turn Restriction** (66% appropriate, 9% inappropriate, 25% neutral/no answer). A few comments were about:
  - Congestion.
  - Limited left turns.
  - Access reductions.
- **Woodward Way at Havenridge Drive Bulb-outs and Crosswalks** (65% appropriate, 9% inappropriate, 26% neutral/no answer).
- **Woodward Way at Montview Drive Crosswalks** (76% appropriate, 5% inappropriate, 19% neutral/no answer). A few comments were about:
  - Desire not to encourage on-street parking.
- **Woodward Way at Alton Road/Whitmore Drive Crosswalk** (76% appropriate, 5% inappropriate, 19% neutral/no answer). A few comments were about:
  - Desire not to encourage on-street parking.
  - Preference for another solution.
- **Woodward Way Speed Limit Update** (89% appropriate, 2% inappropriate, 9% neutral/no answer). A few comments were about:
  - Desire to keep 30 mph limit.
  - Desire for speed limit under 25 mph.

WEST WESLEY ROAD SURVEY

- 12/138 (9%) respondents live on West Wesley Road.
- 24/138 (17%) respondents live on a cross-street.
- All projects received strong support.
- **West Wesley Road at Dellwood Drive Crosswalk and 3-Way Stop** (81% appropriate, 8% inappropriate, 11% neutral/no answer). A few comments were about:
  - Preference for a traffic signal.
  - Congestion.
- **West Wesley Road at Westover Drive Bulb-out and Crosswalk** (72% appropriate, 8% inappropriate, 20% neutral/no answer). A few comments were about:
  - Proximity to Northside Drive.

MANOR RIDGE/ WESTOVER SURVEY

- 42/185 (23%) respondents live on Manor Ridge Drive or Westover Drive.
- 41/185 (22%) respondents live on a cross-street.
- All projects received strong support.
- **Manor Ridge Road Speed Cushions** (64% appropriate, 14% inappropriate, 22% neutral/no answer). A few comments were about:
  - Preference for speed humps.
  - Opposition to speed cushions.
  - Noise impacts.
- **Westover Drive at Brookdale Drive 3-Way Stop** (74% appropriate, 3% inappropriate, 25% neutral/no answer). A few comments were about:
  - Preference for another solution.

OTHER RECOMMENDATIONS

- 41 responses
- **Where to Place Speed Radar Signs**
  - 27/41 (66%) said Peachtree Battle Avenue (various locations).
  - 8/41 (20%) said nowhere.
  - 2/41 (5%) said Northside Drive.
  - 2/41 (5%) said West Wesley Road.
  - Remainder indicated Manor Ridge Drive or Upper Woodward Way.
- **Where to Place Rumble Strips**
  - Most mentioned included all major entrances to the neighborhood, particularly at Peachtree Battle Avenue, as well as near East Rivers Elementary School.
  - Various locations along Peachtree Battle Avenue were mentioned, as well as streets that saw topography changes.
  - 8/41 (20%) said nowhere.
  - 7/41 (17%) did not respond.

A.2 PBA APPROVAL

This plan was approved by the PBA Traffic Committee in March of 2021. It was then approved by the full PBA Board in April of 2021 by a vote of 3 to 18. Board members voting against the plan only objected to the proposed bulb-outs but approved the remainder of the plan.

TSW

PLANNERS
ARCHITECTS
LANDSCAPE ARCHITECTS