TUXEDO PARK

Transportation Plan

Tuxedo Park Civic Association

July 2021


DO NOT
ENTER

Acknowledgements

This plan is a result of the community's collaborative efforts to envision the future of Tuxedo Park including contributions from community members, elected officials, City staff, the planning consultants, the steering committee, and the Tuxedo Park Civic Association.

The Honorable Mayor **Keisha Lance Bottoms**

Atlanta City Council
Felicia A. Moore, President
Carla Smith, District 1
Amir R. Farokhi, District 2
Antonio Brown, District 3
Cleta Winslow, District 4
Natalyn Archibong, District 5
Jennifer N. Ide, District 6
Howard Shook, District 7
J.P. Matzigkeit, District 8
Dustin Hills, District 9
Andrea L. Boone, District 10
Marci Collier Overstreet, District 11
Joyce M. Sheperd, District 12
Michael Julian Bond, Post 1 At-Large
Matt Westmoreland, Post 2 At-Large
Andre Dickens, Post 3 At-Large

Atlanta DOT / Planning
Josh Rowan
Andrew Walter
Nursef Kedir

Jacobs
Geoffrey Warr, PE, PTOE
Regan Hammond, AICP
Scott Moore, PE
Chris Puglisi, PE
Olivia Norfleet, AICP
Michael Kray, AICP
Jonathan Corona

Steering Committee
Gloria Cheatham
Cynthia Davison
Katie Howard
Mary Norwood
Susan Reisner
Kathleen Rollins
Kim Shorter
Andrew Walter

Tuxedo Park Civic Association Board of Directors
Dorothy Snowden, President
Gloria Cheatham, President-elect, VP – Traffic
Cynthia Davison, VP – Traffic
Mary Norwood, VP – Zoning
Grady Clinkscales, VP – Zoning
Brennan Spry, VP – Security
Gigi Rouland, VP – Membership
Walter Cheatham, VP – Historic Preservation
Kim Shorter, Secretary
Bill Siegler, Treasurer
Debbie Levin, Block Captain Chair
Jen Alewine
Jean Astrop
Lisa Brown
Michael deGolian
Jay Hale
Carolyn Hewes
Lem Hewes
Mark Kozinn
Chuck Leone
Susan Reisner
Eric Swanson
Mercy Wright
Peter Wright
Connie Zerden

Table of Contents

THIS PAGE INTENTIONALLY LEFT BLANK.

1 PLAN OVERVIEW

Tuxedo Park is located between I-75 and Northside Dr to the west and the central Buckhead business district immediately to the east. This location attracts commuters who travel through the neighborhood to bypass arterial corridors in the surrounding area. This has brought traffic to Tuxedo Park creating safety and quality of life issues. The **Tuxedo Park Civic Association (TCPA)** has partnered with **Jacobs** to develop a neighborhood transportation plan to guide future advocacy efforts and transportation infrastructure investment to protect and enhance Tuxedo Park's unique character, improve quality of life for residents, and increase safety. The planning team has analyzed data, collected concerns from us, and summarized findings in this report.

1.1 Purpose

The Tuxedo Park Transportation Plan is a concerted program for addressing ever-growing nonresident traffic plaguing Tuxedo Park. The plan identifies various projects and initiatives to guide both future advocacy efforts and transportation infrastructure investment to:

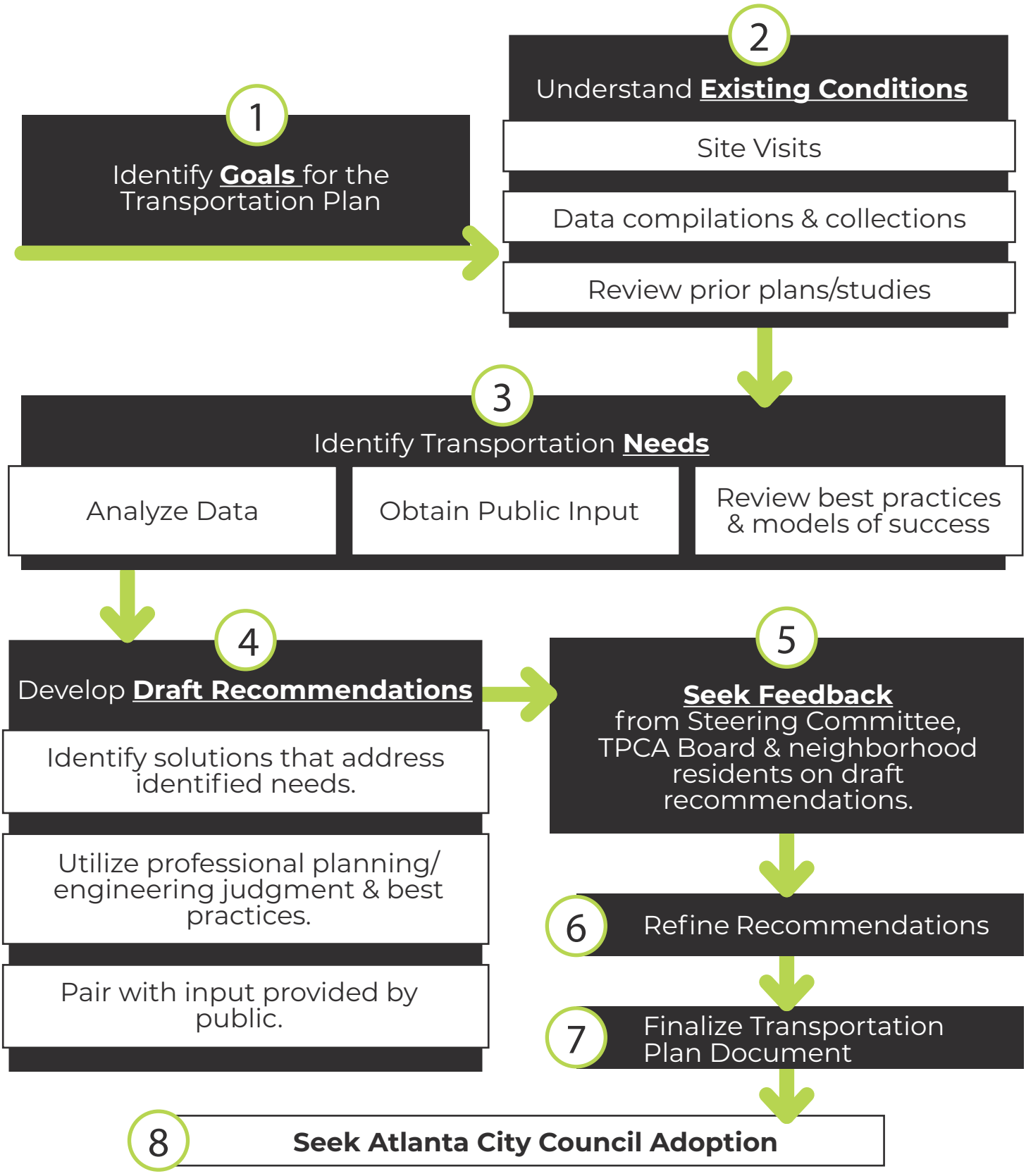
- Protect and enhance Tuxedo Park's unique character
- Improve residents' quality of life
- Increase residents' safety

It is sponsored by the TPCA's Board and led by a steering committee. The plan was developed by Jacobs after collection and analysis of data on the volume and speed of our traffic, where that traffic comes from, where it goes, and the various factors that impact the use of Tuxedo Park's residential streets as commuter throughways. Its development included collaboration with representatives of the City of Atlanta Department of Transportation, the Georgia Department of Transportation, and the Buckhead Community Improvement District.

The plan is two-pronged. Part one includes proposals for transportation infrastructure within Tuxedo Park to reduce the volume of nonresident traffic and traffic speeds, and for improving pedestrian and vehicular safety. Once these proposals are approved by the Atlanta Department of Transportation, they will be submitted to City Council for adoption as part of Atlanta's citywide transportation plan, where they will be eligible for funding and implementation. The second part of our plan is a guide for TPCA's advocacy efforts with state, regional, and local entities for broader and longer term solutions, such as mass transit alternatives, that could reduce commuter use of Tuxedo Park's residential streets.

TPCA's goal is for the City of Atlanta to adopt this plan for inclusion in Atlanta's city-wide transportation plan so its provisions can be funded and implemented.

1.2 Scope & Process



1.3 Other Plans

Multiple planning efforts undertaken by the City and the Buckhead Business District have planned for improvements in and around Tuxedo Park. Identification of these plans is for background information and does not necessarily indicate support from the residents of Tuxedo Park.

One Atlanta Strategic Transportation Plan

The One Atlanta Strategic Transportation Plan (2019) identifies the City of Atlanta's top mobility challenges, citywide mobility goals, and major projects and mobility investments. No major projects or investments were recommended for the Tuxedo Park neighborhood.

The One Atlanta Strategic Transportation Plan focuses heavily on user safety on the City's streets. The plan is the beginning of a Vision Zero program with a goal to reduce traffic fatalities to zero.

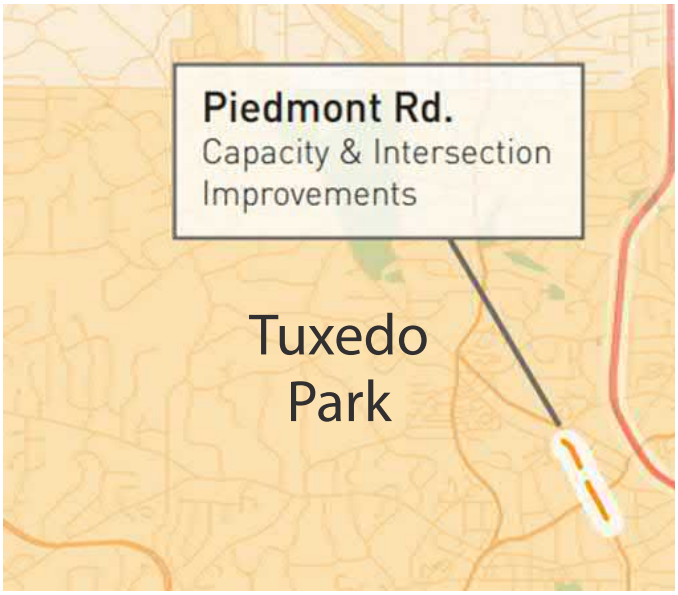


Figure 1. Excerpt from One Atlanta Strategic Transportation Plan, Major Projects & Mobility Investments

Atlanta's Transportation Plan

Atlanta's Transportation Plan was completed in 2018. This plan identifies transportation projects, large and small, throughout the city. There are a number of projects in the plan that have a direct impact on Tuxedo Park and others that affect the connected road network. Note that several of these projects were carried over from the 2008 Connect Atlanta Plan list, and that many of these have no programmed funding or start date.

- West Paces Ferry Road Protected Facility (BI-040) – A protected bike facility on West Paces Ferry Road between Northside Parkway and Peachtree Road. This will connect to protected facilities on East Paces Ferry Road. Score: 10 / Priority: High
- Moore's Mill Protected Facility (BI-039) – A protected bike facility on Moore's Mill Road between Bolton Road and West Paces Ferry Road. Score: 10 / Priority: High
- Powers Ferry Extension (NS-068 / 2008 Connect Atlanta Plan RA-001-04) - Extend Powers Ferry Road as a new east/west road from Powers Ferry Road at Roswell Road 500 feet east to the planned Piedmont Road extension. Score: 2 / Priority: Low.
- Roswell Road Reconstruction (SA-004 / 2008 Connect Atlanta Plan RA-001-02) - Roswell Road reconstruction from 5 lanes to 3 lanes, from Habersham Road 1,800 feet north to Piedmont Road Extension. Score: 6 / Priority: Medium
- Old Ivy / Blackland Road Reconnection and Widening (ST-075 / 2008 Connect Atlanta Plan RA-001-03) – A reconnection of Old Ivy Road to Roswell Road and

widening the roadway from 2 lanes to 3 lanes between Roswell Road and the extension of Piedmont Road west of Roswell, approximately 500 ft. Score: 2 / Priority: Low

- Piedmont Road Extension (NS-067 / 2008 Connect Atlanta Plan RA-001-01) – The realignment and extension of Piedmont Road north 0.35 miles as a 5-lane roadway with on-street parking from Habersham Road to Roswell Road. Score: 2 / Priority: Low

- Piedmont Road/Roswell Road High Capacity Transit (TR-009) - High Capacity Transit along with physical street changes to improve transit stop amenities, provide transit queue jumps and other operational improvements, and to enhance pedestrian facilities. Score: 9 / Priority: High

- Roswell to Piedmont Connection (NS-062) - Add a new two-lane street connecting Roswell and Piedmont Roads, intersecting with Piedmont generally halfway between the intersections of Habersham Road and Buckhead Loop. Score: 3 / Priority: Low

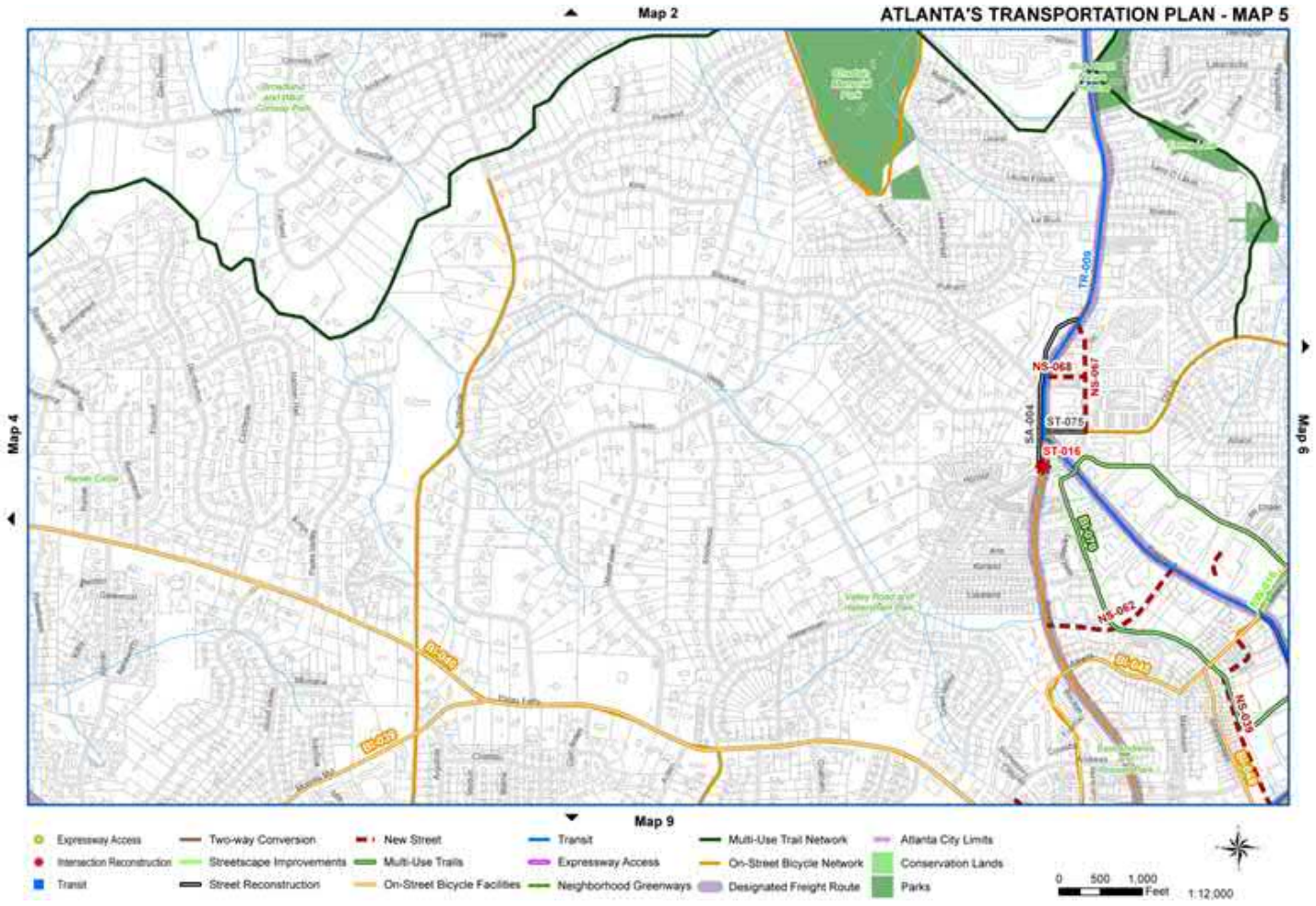


Figure 2. Atlanta Transportation Plan, Map 5

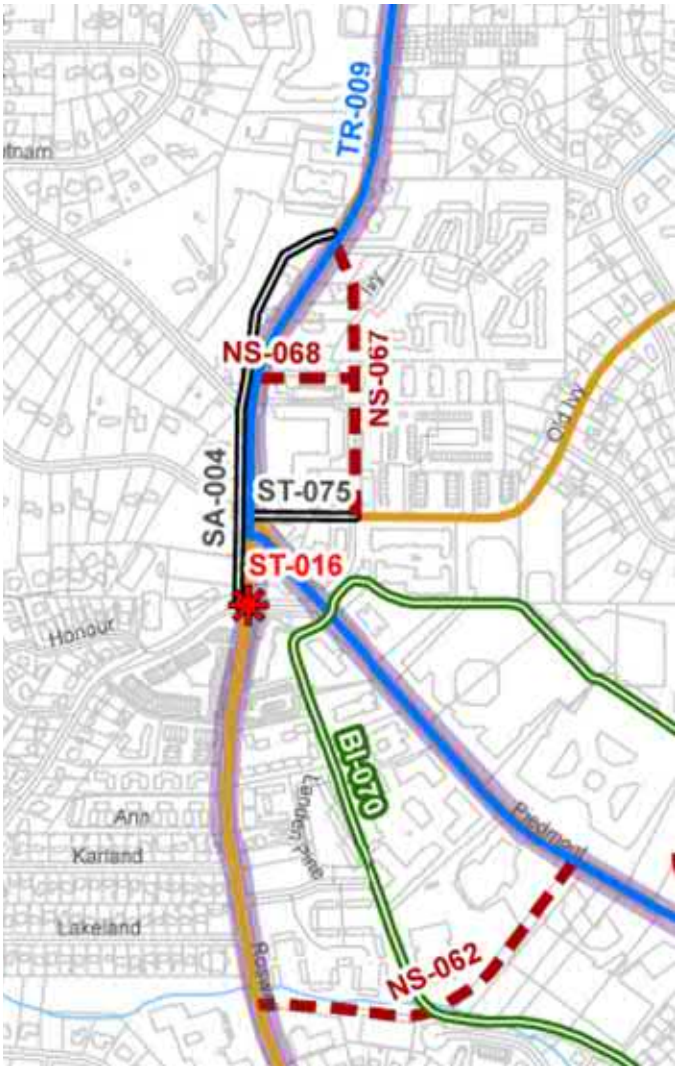


Figure 3. Atlanta Transportation Plan, Map 5

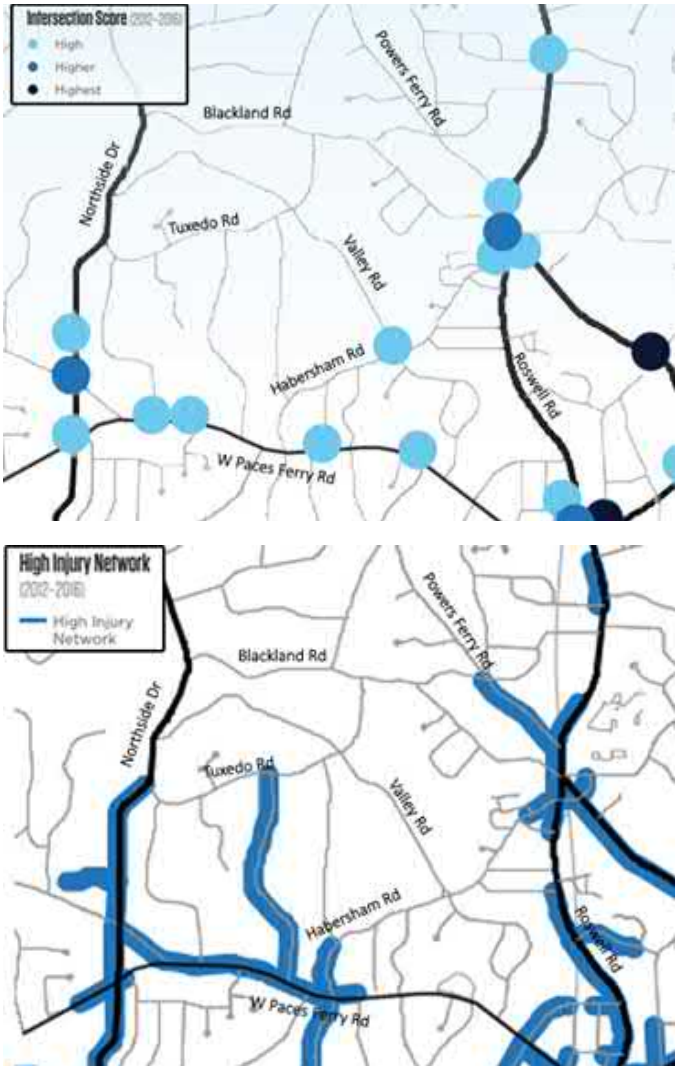


Figure 4. Atlanta Transportation Plan, High Injury Intersection (Top), High Injury Corridor (Bottom)

Buckhead Redefined

Buckhead Redefined is a master plan for the future of Buckhead. The plan identifies three planning themes: enhance vitality, expand mobility, and strengthen livability. Six "Big Ideas" were developed to support the themes. These include creating a cultural loop trail, street activation programs, making improvements to the SR 400/Lenox Road interchange area, creating an economical housing strategy, and creating a new greenspace over SR 400.

Buckhead Housing and Commuting Study

The Buckhead Housing and Commuting Study is intended to guide the community in understanding the jobs and housing mismatch and how it impacts housing affordability in Buckhead. The plan focuses mainly on housing policy with additional discussion of connecting jobs to nearby existing housing through Travel Demand Management and expanding non-automobile modes of transportation. Providing affordable housing for employees who work in the Buckhead business district could reduce the numbers of commuters cutting through Tuxedo Park.

Department of Public Works (DPW) CIP

The City of Atlanta Department of Public Works is in the process of implementing a number of transportation related capital projects throughout the city. DPW has identified the need for traffic signal upgrades at four intersection in Tuxedo Park:

- Northside Drive at Blackland Road
- Northside Drive at West Paces Ferry Road
- Northside Drive at Moores Mill Road
- West Paces Ferry Road at Habersham Road.

GDOT Project

PI 0015000: Roswell Road (SR 237) from SR 141 CONN TO SR 141

This section of the Piedmont Road (SR 237) corridor currently consists of a 5-lane cross-section, two lanes each for north- and south-bound traffic, a center left turn lane at intersections and sidewalks on both sides. The project would widen Piedmont Road (SR 237) to add north- and south-bound through/right-turn lanes between Peachtree Road and Lenox Road, making Piedmont Road (SR 237) three lanes in each direction. This project will also provide an opportunity for bicycle and pedestrian facilities that can serve as an alternative mode of transportation for residents and visitors alike in patronizing the various business and commercial uses in the area while also serving to provide future connections to PATH400.

Type	Reconstruction
Status	Construction 2021
Estimate	$31, 305, 000
Fund	HB170/LOC

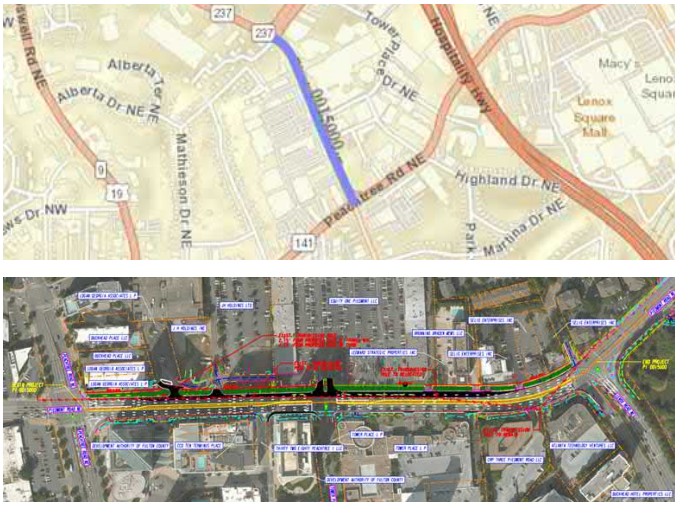


Figure 5. : PI 0015000 (Source: GDOT TransPi)

2 | TUXEDO PARK TODAY

2.1 Traffic Analysis

Understanding existing conditions answers two main questions in the planning process: Where are we now? And, where could we go from here?

For the Tuxedo Park Transportation Plan, a picture of the existing transportation system was developed through discussions with the Steering Committee, site visits, compilation and collection of data, and a review of prior plans and studies for the area. Data collected and analyzed includes:

- Existing traffic controls such as speed limits, traffic signals, and stop signs
- Existing traffic calming such as speed tables
- Roadway widths from curb to curb
- Locations of existing sidewalks
- Crash data
- Traffic volumes
- Vehicular speeds
- Origins and destinations (to determine percentage cut-throughs)

This information provides a robust picture of existing traffic conditions, multimodal options, and potential safety issues in Tuxedo Park.

Analysis is paired with the plan's identified goals, input from neighborhood residents on identified issues, best practices, and professional transportation planning/engineering judgment to address needs and identify opportunities for improving traffic conditions in Tuxedo Park.

2.2 Existing Transportation Infrastructure

2.2.1 Traffic Calming & Control

Figure 6. Existing Traffic Calming & Control Map

While some traffic control measures exist throughout the neighborhood today, they are limited to the speed humps located along Tuxedo Road (between Northside Dr - Valley Rd and between Blackland Rd - Powers Ferry Rd), W Andrews Drive, Chatham Road, Lakeland Drive, Karland Drive, Valley Road (between Habersham Rd and W Paces Ferry Rd), and Grant Valley Road.

Speed humps are placed to help keep traffic traveling at, or below, the posted speed limit (currently 30 mph on these streets). Traffic control devices, such as stop signs and traffic signals, are located throughout the community and are identified in the map as well.

2.2.2 Street Conditions

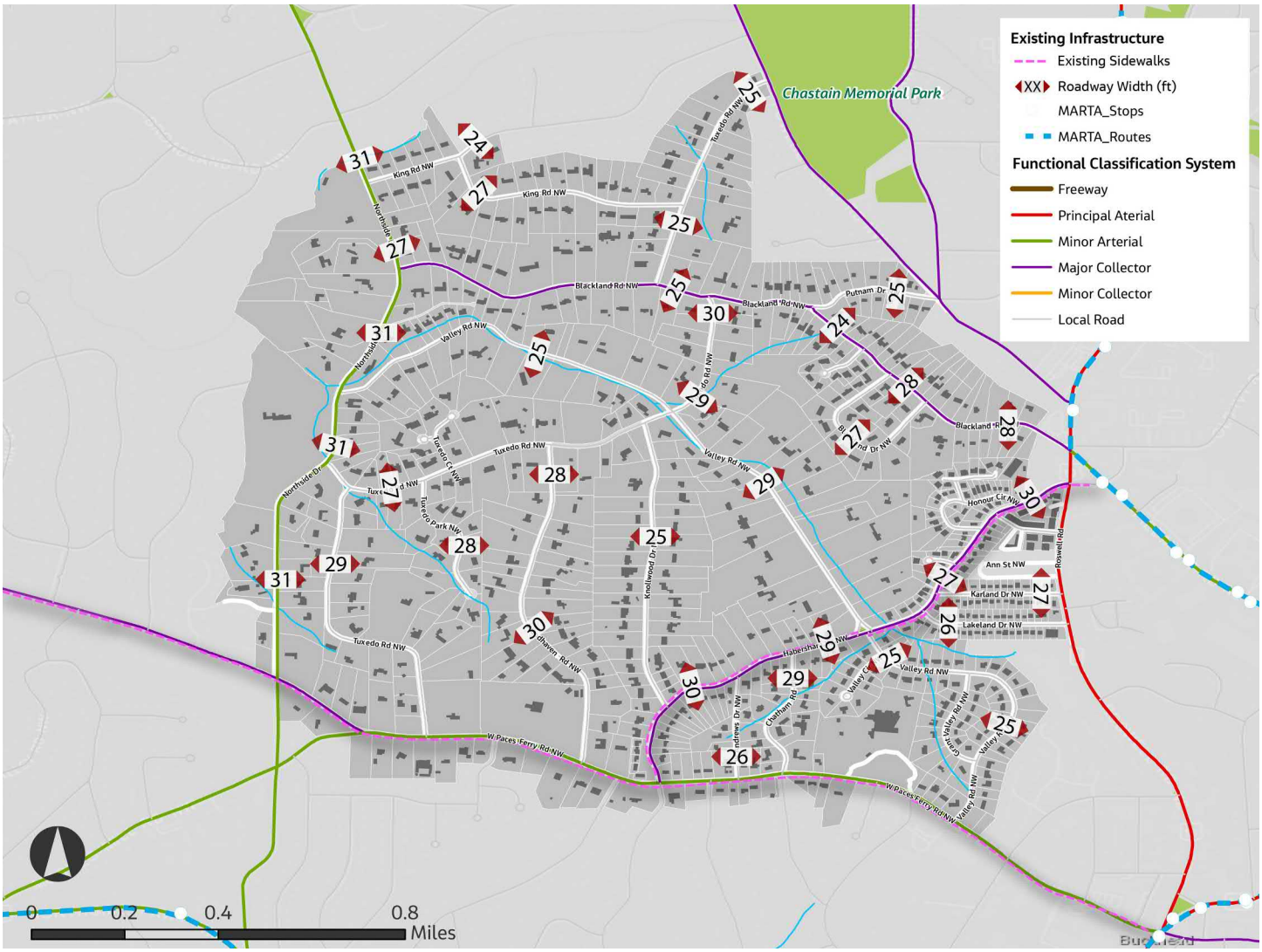


Figure 7. Existing Infrastructure in and around Tuxedo Park

Streets within Tuxedo Park are notably wider than typical 24-foot two-lane roadways, with some streets measuring up to 30 feet in width. While wide streets allows for on-street parking, excessive street widths can also contribute to increased vehicle speeds and fast turns through intersections.

The State and City classify roads based on their function and character. These classifications are critical in determining what types of projects and initiatives are viable to mitigate transportation issues. For example, vertical traffic calming elements (e.g. speed humps) are not permissible by city code on roads that are classified as "Collector" or "Arterial". Fortunately, most Tuxedo Park Streets are classified as "Local Streets" except for W Paces Ferry Road, Blackland Road, Habersham Road, and Northside Drive.

Currently only two Tuxedo Park streets contain pedestrian infrastructure: West Paces Ferry Road and Habersham Road. This lack of valuable pedestrian amenities creates a disconnect between Tuxedo Park residents and local amenities such as Chastain Park. Furthermore, the absence of sidewalks causes pedestrian safety concerns amongst some residents.

2.3 Traffic Volume & Speed

2.3.1 Traffic Volume & Speed

Road tubes used to collect traffic data were deployed throughout the Tuxedo Park neighborhood to understand the number of vehicles passing specific points. Prior research finds that residential streets begin to lose their livability when traffic exceeds 1,500 vehicles per day (vpd) or 150 vehicles per hour (vph). For residential collector streets such as Blackland Road and Habersham Road, livability typically decreases at 300 vph/3,000 vpd.

AASHTO defines a low-volume roadway as being less than 2,000 vehicles per day, and the GDOT reported statewide average daily traffic on "Local, Urbanized" streets is less than 2,000 vehicles per day. Furthermore, NACTO identifies bike boulevards as suitable for streets under 1,500 vehicles per day. For many streets in the Tuxedo Park area, volumes exceed these livability thresholds.

Table 1. Existing Daily and Peak Hour Weekday Traffic Volumes

Road	Description	# of Properties	Weekly Vehicle Counts		
			Daily	AM Hour	PM Hour
Blackland Rd (WEST)	Northside Drive to Tuxedo Road	24	7,085	650	739
Blackland Rd (EAST)	Putnam Drive to Roswell Road	29	6,329	769	619
Chattham Rd	South of Habersham Road	69	1,512	122	261
Grant Valley Rd	Valley Road to Valley Road	25	173	17	16
Habersham Rd (NORTH)	Valley Road to Roswell Road	51	14,896	1,204	1,404
Habersham Rd (SOUTH)	West Paces Ferry Road to Valley Road	19	15,382	1,194	1,482
Karland Dr	Habersham Road to Roswell Road	10	638	65	108
King Road	Pineland Road to Tuxedo Road	30	653	118	69
Knollwood Dr	Habersham Road to Tuxedo Road	35	770	75	87
Lakeland Dr	Habersham Road to Roswell Road	27	1,108	138	145
Putnam Dr	Blackland Road to Roswell Road	28	4,580	369	477
Tuxedo Rd (NORTH)	North of Blackland Road	54	991	83	126
Tuxedo Rd (WEST)	Northside Drive to Valley Road	14	1,421	160	142
Tuxedo Rd (EAST)	Valley Rd to Blackland Road	40	3,990	653	391
Tuxedo Rd (SOUTH)	West Paces Ferry Road to Northside Drive	63	844	110	100
Valley Rd (SOUTH)	Habersham Road to Tuxedo Road	39	3,197	338	491
Valley Rd (FAR SOUTH)	Habersham Road to W Paces Ferry Road	31	1,064	98	152
Valley Rd (WEST)	Northside Drive to Tuxedo Road	32	2,408	477	322
W Andrews Dr	North of West Paces Ferry Road	9	1,056	85	170
Woodhaven	West Paces Ferry Road to Tuxedo Road	23	1,197	119	164

Figure 8. Streets with High Daily Traffic Volumes

Several of the streets within the Tuxedo Park community see traffic volumes that are noticeably high for a neighborhood street. The volume of traffic has also been noted by the residents on these streets.

The map in Figure 10 reflects where the number of vehicles is the highest within the Tuxedo Park area. With residential streets showing high daily vehicle volumes, such as Tuxedo Road showing 3,990 daily vehicles, the volume of traffic is reshaping the character of how streets are being used.

2.3.2 Traffic Speeds

Traveling speed data collected similarly to volumes indicates that there are significant numbers of drivers who exceed the marked 30 mph speed limits posted throughout the neighborhood. In April 2020, the City of Atlanta implemented a Vision Zero policy that included a citywide ordinance lowering default speed limits on Atlanta roads to 25 miles per hour. While the speed limits may be lowered, driver's speeds will likely remain a serious issue within Tuxedo Park.

The table below shows that several of the streets within Tuxedo Park experience many high-speed vehicles throughout the weekday, and a significant number of drivers are exceeding the 30 mph speed limit on roadways without existing speed humps.

Table 2. Daily Volume by Speed Range

Road	Description	Existing Speed Humps	# of Daily Vehicles in Speed (mph) Range					% >30 mph
			0-25	25-30	30-35	35-40	40+	
Blackland Rd (WEST)	Northside Drive to Tuxedo Road	No	1,263	2,627	2,605	546	44	45%
Blackland Rd (EAST)	Putnam Drive to Roswell Road	No	2,286	2,718	1,096	202	27	21%
Chattham Rd	South of Habersham Road	Yes	1,447	61	4	0	0	0%
Grant Valley Rd	Valley Road to Valley Road	Yes	163	9	1	0	0	1%
Habersham Rd (NORTH)	Valley Road to Roswell Road	No	5,988	6,617	2,143	137	11	15%
Habersham Rd (SOUTH)	West Paces Ferry Road to Valley Road	No	4,273	3,032	5,118	2,499	460	53%
Karland Dr	Habersham Road to Roswell Road	Yes	564	66	7	1	0	1%
King Road	Pineland Road to Tuxedo Road	No	438	183	30	2	0	5%
Knollwood Dr	Habersham Road to Tuxedo Road	No	383	291	79	15	2	12%
Lakeland Dr	Habersham Road to Roswell Road	Yes	987	114	7	0	0	1%
Putnam Dr	Blackland Road to Roswell Road	No	2,107	2,143	305	24	1	7%
Tuxedo Rd (NORTH)	North of Blackland Road	Yes	692	234	62	2	1	7%
Tuxedo Rd (WEST)	Northside Drive to Valley Road	Yes	971	396	52	2	0	4%
Tuxedo Rd (EAST)	Valley Rd to Blackland Road	No	1,204	1,315	1,193	239	39	37%
Tuxedo Rd (SOUTH)	West Paces Ferry Road to Northside Drive	No	380	349	97	11	7	14%
Valley Rd (SOUTH)	Habersham Road to Tuxedo Road	No	345	664	1,251	738	199	68%
Valley Rd (FAR SOUTH)	Habersham Road to W Paces Ferry Road	Yes	1,064	0	0	0	0	0%
Valley Rd (WEST)	Northside Drive to Tuxedo Road	No	237	518	992	549	112	69%
W Andrews Dr	North of West Paces Ferry Road	Yes*	356	395	246	47	12	29%
Woodhaven	West Paces Ferry Road to Tuxedo Road	No	920	235	41	1	0	4%

*W Andrews Drive Speed Humps Installed in mid-2020, after speed counts were completed in Jan 2020

Figure 9. Percent of daily traffic traveling over 30mph

The results from the City-required methodology of measuring 85th percentile speed are provided in the following table. Speeds in the 85th percentile show the highest speeds measured after removing the fastest 15 percent of speeders. The results are reported for the fastest hour between 6am-8pm. Speeds in excess of posted speed limits are likely driven by the majority of drivers due to wider lane widths and lack of traffic calming on these streets. More speed data, including hourly profiles for each count, are provided in the Appendices.

It should be noted that while city code and the Manual of Uniform Traffic Control Devices (MUTCD) both refer to the 85th percentile speed when setting speed limits, the MUTCD also states that, “other factors (road characteristics, pace, development, parking, pedestrians, and crash experience) may be considered when establishing or reevaluating speed limits.”

Table 3. Peak 85th Percentile Speed between 6am-8pm

Road	Description	Time	Dir.	2-way Volume	85th % Speed	≥ 30 MPH
Blackland Rd (WEST)	Northside Drive to Tuxedo Road	4:00 PM	WB	705	36.6	60%
Blackland Rd (EAST)	Putnam Drive to Roswell Road	6:00 AM	NB	137	37.6	23%
Chattham Rd	South of Habersham Road	3:00 PM	SB	109	23.9	1%
Grant Valley Rd	Valley Road to Valley Road	5:00 PM	NB	12	28.4	8%
Habersham Rd (NORTH)	Valley Road to Roswell Road	6:00 AM	WB	394	33.4	33%
Habersham Rd (SOUTH)	West Paces Ferry Road to Valley Road	6:00 AM	EB	396	41.4	85%
Karland Dr	Habersham Road to Roswell Road	1:00 PM	EB	42	32.0	7%
King Road	Pineland Road to Tuxedo Road	6:00 AM	EB	5	32.6	20%
Knollwood Dr	Habersham Road to Tuxedo Road	2:00 PM	NB	46	33.3	24%
Lakeland Dr	Habersham Road to Roswell Road	11:00 AM	EB	37	28.5	3%
Putnam Dr	Blackland Road to Roswell Road	6:00 AM	EB	59	32.1	20%
Tuxedo Rd (NORTH)	North of Blackland Road	7:00 AM	NB	83	32.7	19%
Tuxedo Rd (WEST)	Northside Drive to Valley Road	6:00 PM	SB	110	28.9	5%
Tuxedo Rd (EAST)	Valley Road to Blackland Road	7:00 PM	SB	92	36.3	43%
Tuxedo Rd (SOUTH)	West Paces Ferry Road to Northside Drive	7:00 PM	NB	26	36.1	19%
Valley Rd (SOUTH)	Habersham Road to Tuxedo Road	6:00 AM	NB	22	39.2	77%
Valley Rd (FAR SOUTH)	Habersham Road to W Paces Ferry Road	11:00 AM	NB	60	18.5	0%
Valley Rd (WEST)	Northside Drive to Tuxedo Road	1:00 PM	SB	92	42.8	75%
W Andrews Dr*	North of West Paces Ferry Road	6:00 AM	NB	7	38.2	57%
Woodhaven	West Paces Ferry Road to Tuxedo Road	7:00 PM	SB	27	32.5	15%

*W Andrews Drive Speed Humps Installed in mid-2020, after speed counts were completed in Jan 2020

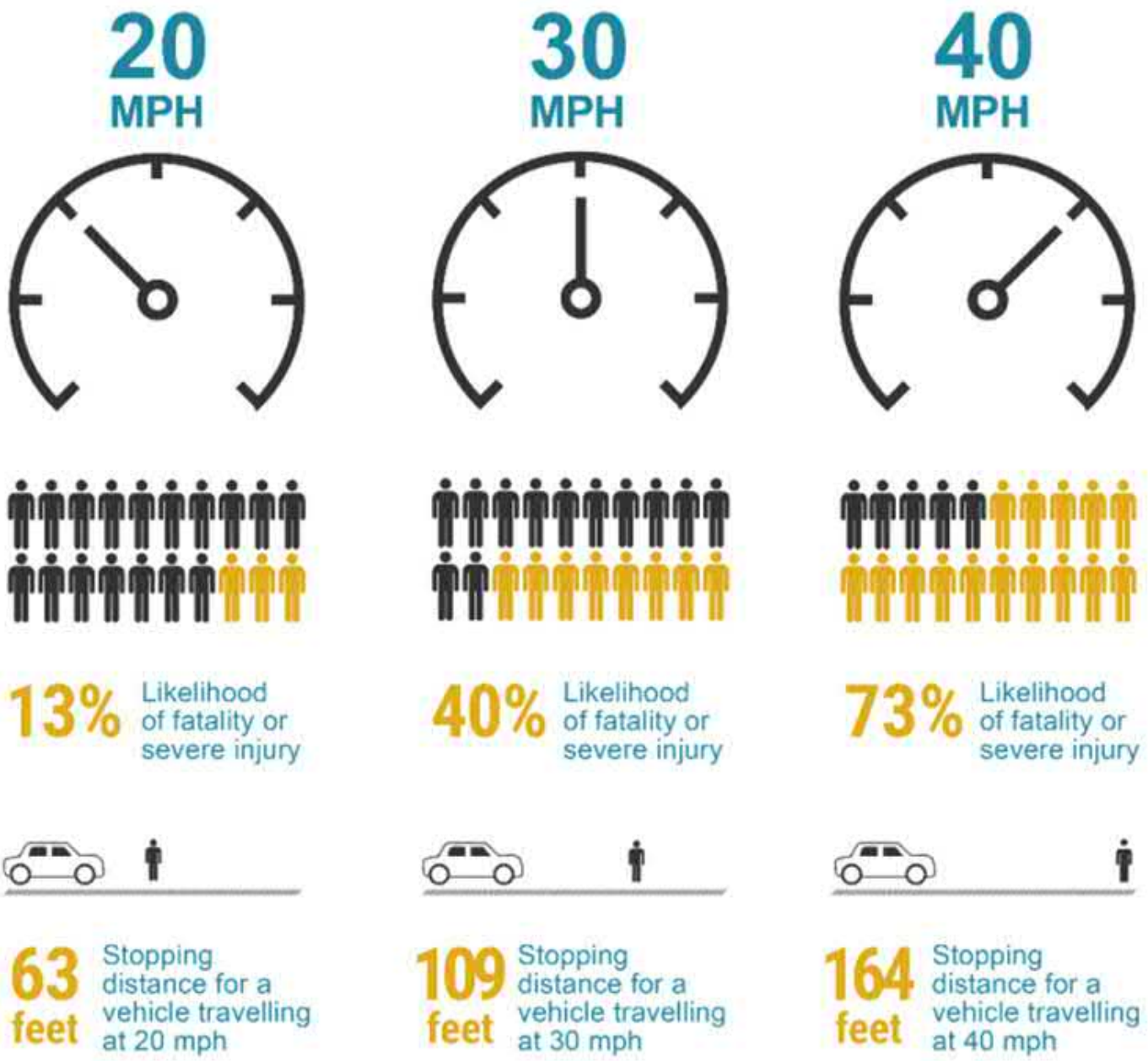


Figure 10. Pedestrian Survivability by Speed (Source: GDOT Pedestrian and Streetscape Guide)

Speeding is a major safety concern in Tuxedo Park and directly affects safety and quality of life. As speeds increase, the likelihood of injury or fatality significantly increases as well.

The National Association of City Transportation Officials (NACTO) states in their design guide that motor vehicle speeds 30 mph or greater reduce safety for all street users and are generally not appropriate in areas where pedestrians are present. Slower driving speeds significantly improve driver's perception and reaction time, making it easier to avoid a crash and significantly changing the crash outcomes.

Figure 11. Number of Daily Vehicle Speeding in Excess of 40 MPH

This map reflects the streets where more than ten vehicles per day were counted speeding (speeds greater than 40 mph). Several of these streets have regular pedestrian activity where walkers share the roadway with vehicles. Habersham Road (over 400 speeding vehicles daily) and Valley Road (almost 200 speeding vehicles daily) are the most problematic streets for speeding.

To further quantify the problem, speeding drivers along Habersham Road and Valley Road were recorded to be as high as 50 mph. In harmony with the Atlanta's Vision Zero policy and in response to risk for pedestrians (see Figure 12) who do not have separated sidewalks within most of Tuxedo Park, the speeding on these streets needs to be curbed using traffic calming measures.

2.3.3 Cut-Through Traffic

Figure 12. Morning Travel Patterns (Source: RITIS probe data, Tues-Thurs, March 2019, 8:45am)

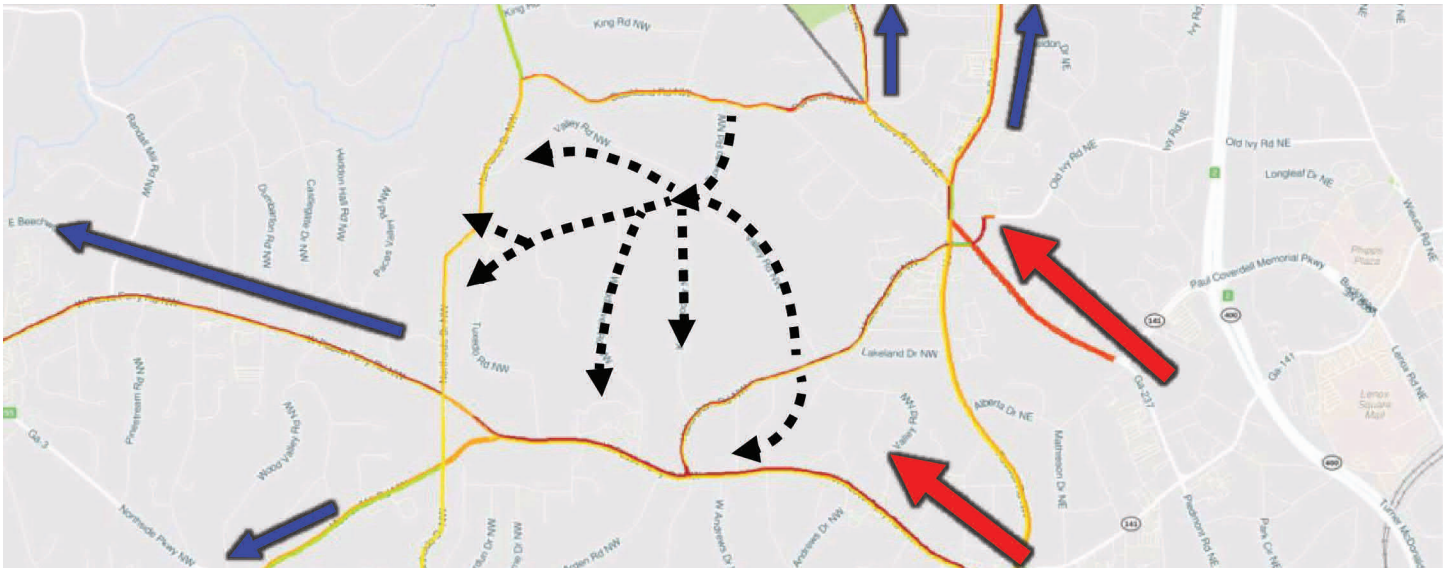


Figure 13. Evening Travel Patterns (Source: RITIS probe data, Tues-Thurs, March 2019, 6:00pm)

Resulting from Tuxedo Park's location between I-75 and the Central Buckhead Business District, congestion and wayfinding apps direct drivers through Tuxedo Park residential streets rather than utilizing W Paces Ferry Road, Northside Drive, Powers Ferry Road, and Roswell Road.

Cut-through traffic was measured using origin-destination data collected via automated Bluetooth MAC address recording devices placed around the neighborhood and probe data collected via cellphone information provided by Streetlight Data. Streetlight provides a database of traffic patterns based on cellular location data to determine, origin, destination, and routing.

During the morning rush hour, near 80-90% of traffic along Blackland Road, Habersham Road (in the northeastern direction), Putnam Drive, and Valley Road (between Northside Drive and Tuxedo Road) were classified as non-resident cut-through trips. During the evening rush hour, even more streets carry almost all non-resident cut-through traffic. Almost all the traffic in the neighborhood are commuter cut-through trips between I-75/Northside Drive and Buckhead business district.

Table 4. Percent of Cut-Through Traffic in Tuxedo Park by Street

Road	Description	Cut-through (non-local) Traffic %		
		DAILY	6AM-10AM	3PM-7PM
Blackland Rd (WEST)	Northside Drive to Tuxedo Road	89%	91%	91%
Blackland Rd (EAST)	Putnam Drive to Roswell Road	83%	88%	87%
Chattham Rd	South of Habersham Road	56%	57%	72%
Habersham Rd (NORTH)	Valley Road to Roswell Road	84%	88%	87%
Habersham Rd (SOUTH)	West Paces Ferry Road to Valley Road	86%	87%	87%
Honour Ave	Habersham Road to Roswell Road	63%	80%	59%
Karland Dr	Habersham Road to Roswell Road	67%	53%	76%
Knollwood Dr	Habersham Road to Tuxedo Road	48%	50%	60%
Lakeland Dr	Habersham Road to Roswell Road	76%	79%	83%
Putnam Dr	Blackland Road to Roswell Road	86%	88%	89%
Tuxedo Rd (WEST)	Northside Drive to Valley Road	64%	76%	71%
Tuxedo Rd (EAST)	Valley Road to Blackland Road	69%	74%	76%
Tuxedo Rd (SOUTH)	West Paces Ferry Road to Northside Drive	70%	65%	81%
Valley Rd (SOUTH)	Habersham Road to Tuxedo Road	64%	66%	75%
Valley Rd (FAR SOUTH)	Habersham Road to W Paces Ferry Road	43%	28%	58%
Valley Rd (WEST)	Northside Drive to Tuxedo Road	72%	77%	79%
W Andrews Dr	North of West Paces Ferry Road	78%	75%	85%
Woodhaven	West Paces Ferry Road to Tuxedo Road	65%	63%	76%

Figure 14. Highest Cut-Through Streets

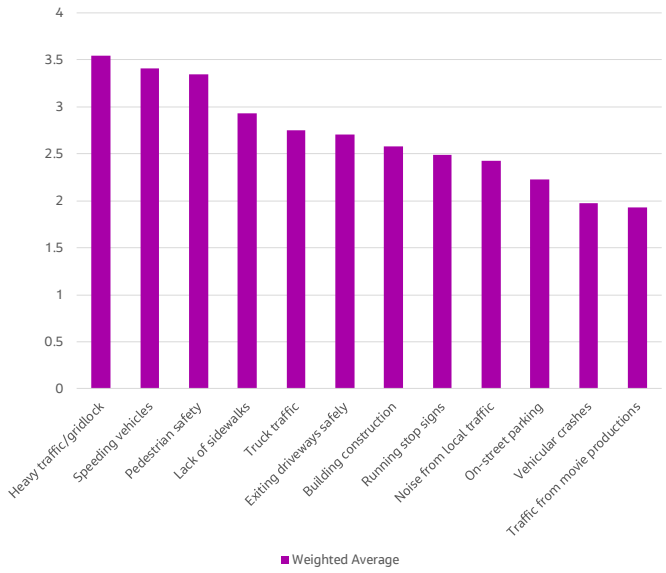
Figure 15. Weekday Peak Hour Cut-Through Traffic Percentages

2.4 Existing Vision and Community Input

It was important to understand what Tuxedo Park residents perceived as the biggest transportation issues impacting their quality of life, what is functioning well or not, and preliminary support for potential solutions. To capture this input, an electronic survey was developed and distributed to the community and received an impressive 181 responses. Additionally, an interactive WebMap was utilized to capture location-specific feedback and garnered an additional 83 responses.

- Heavy traffic/gridlock, speeding vehicles, and pedestrian safety ranked as the most important issues for Tuxedo Park residents.
- The weekday morning and evening rush hours were identified as the most challenging times to travel in and around Tuxedo Park, followed by late afternoons during weekdays.
- The intersections of Habersham Road and Valley Road, Blackland Road and Tuxedo Road, Blackland Road and Putnam Drive, West Paces Ferry Road and Habersham Road, and the 5-way intersection at Powers Ferry Road/Putnam Drive were viewed as poorly functioning.
- Also, Blackland Road, Habersham Road, and West Paces Ferry Road were identified as poorly functioning corridors followed closely by several other streets internal to the neighborhood.
- Potential solutions with high support included sidewalks and crosswalks, speed tables, textured pavement, additional signage, among others.

Indicate to which degree the following transportation issues impact you.



Web Map Identified Issues

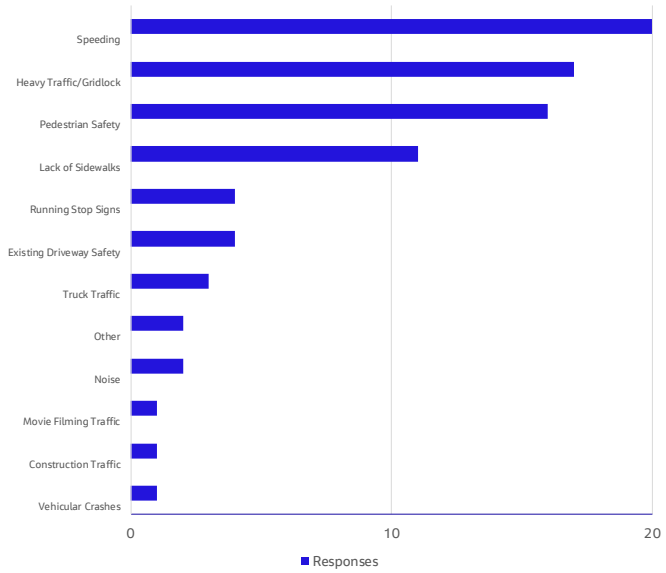


Figure 16. Summary of Web Survey Responses

3 | TUXEDO PARK TOMORROW

Tuxedo Park is currently impacted by a heavy amount of non-local cut-through traffic, vehicles operating at high speeds, and few facilities for pedestrians to walk safely in and around the neighborhood. These issues prevent the neighborhood street network from fulfilling its role as streets with residential character. With this in mind, draft recommendations were developed to address these issues, to protect neighborhood safety, and to enhance Tuxedo Park's unique character.

To develop these draft recommendations, the prior phases of the planning process were pulled together – combining the understanding of existing conditions and analysis, input from residents on needs, proven best practices, and further input from the Steering Committee and TPCA Board – to identify solutions that can be implemented individually over time and together achieve the plan's goals.

These draft recommendations were then submitted to the Tuxedo Park community for neighborhood review and feedback. Based on community responses, some projects were adjusted, removed or replaced. The final recommendations were then prioritized based on community feedback as well as ease of implementation.

3.1 Community Feedback

Figure 17. Online Community Forum

Tuxedo Park residents provided nearly 300 comments in response to the Tuxedo Park Transportation Plan. The majority of comments support projects proposed for addressing traffic concerns in the area, with roundabout projects, sidewalk installation, and turn restrictions garnering much of the focus of neighborhood residents. Roundabout project recommendations were generally supported with some neighborhood concern regarding design, drainage, protection of existing landscape/trees, and pedestrian safety. Furthermore, turn restrictions are noted as inconvenient for many residents but are generally supported as necessary to reduce traffic.

Notably, the addition of sidewalks and a trail loop as primary projects for pedestrian improvements received mixed support among residents. While many residents shared their support for the project and the increased safety for walkers/joggers these projects would provide, some Tuxedo Park residents are strongly against the addition of sidewalks to the neighborhood as they believe this would reduce their property values and cause increased foot traffic. Many of the draft sidewalk recommendations that did not have overwhelming support are documented in the appendix with other removed project ideas.

Generally, Tuxedo Park residents are supportive of projects that can alleviate traffic issues, reduce speeding, and increase safety without negatively impacting private property or imposing unnecessary restrictions on residents. Additionally, residents noted increased support for projects if they are aesthetically aligned with existing neighborhood character.

3.2 Recommendation Categories

Recommendations are broken into five categories, each addressing safety, operations, and quality of life issues. Some of the initially recommended projects were removed following stakeholder feedback. These projects have been listed in the Appendix, so they may be revisited in the future, depending upon neighborhood sentiment.

Advocacy Projects - Projects and initiatives without a specific location to be explored with and addressed by local, regional, and state transportation authorities.

Intersection improvements - Adjustments to Tuxedo Park intersections, most notably at Valley/ Habersham, Habersham/West Paces Ferry and a number of intersections on Blackland. These projects are designed to slow traffic, discourage commuter cut-through, and/or promote vehicular and pedestrian safety.

Turn restrictions - Restrictions prohibiting traffic from turning into Tuxedo Park to mitigate cut-through traffic and congestion. These include morning rush hour turn restrictions into Tuxedo Park from Northside Drive.

Traffic calming - Traffic calming measures, such as speed humps, for many major streets within Tuxedo Park.

Pedestrian improvements - Dedicated pedestrian lanes built along the roadbed on one side of the street or traditional sidewalks built outside the roadbed.

Figure 18. Composite Recommendations

3.3 Projects Overview

Tables throughout this section outline recommendations for Tuxedo Park made both in reaction to current issues and in anticipation of traffic shifts from one neighborhood street to another as a result of new traffic calming measures. Responses to these recommendations have been highlighted in Section 3.3 and are incorporated into the implementation plan outlined in Chapter 4.

All projects recommended for alleviating traffic challenges in Tuxedo Park are intended to be designed thoughtfully to complement neighborhood character using appropriate materials, design, and landscaping. Furthermore, any projects should be studied closely to better understand their impacts on private property and local property values prior to implementation.

Implementation of many of these projects requires a Context-Sensitive Design (CSD) process, whereby there is continuous collaborative communication and consensus between the local agency and professionals and the TPCA to seek designs which are harmonious with the neighborhood, preserving aesthetics and environmental resources.

Figure 19. Examples of CSD Design Projects


Portland, OR: Tree Root Sensitive Sidewalk Design


York County, SC: Sutton Rd Neighborhood Roudabout

Charles, MN: Visually Separated Pedestrian Lane

3.4 Advocacy Projects

The advocacy project recommendations represent policy, advocacy, and city-wide or regional-scale solutions that the Tuxedo Park community can work with the City of Atlanta and other transportation agencies to move forward. They are aligned with the Tuxedo Park goals but are of a scale or complexity that will require partnership to implement.

ID	Project Name	Description
A-1	Enhanced Commuter Transit Options	Support bringing commuter buses to serve the Buckhead business district and other initiatives to encourage mode shift for commuters (particularly those from Cobb County) from single-occupant-vehicles to transit, carpooling, vanpooling, bicycling, and walking. **Benefits:** More efficient transit options from Cobb County and neighboring jurisdictions to the Buckhead business district may result a reduction of single-occupant vehicles utilizing Tuxedo Park roadways. **Challenges:** Adding new transit services can have a high cost to implement and must meet minimum thresholds for anticipated ridership to demonstrate a good benefit/cost ratio.
A-2	Functional Classification Changes	Work with the City of Atlanta to change the roadway functional classification from Major Collector to Local for Blackland Road and Habersham Road. Lowering the functional classification of these roads provides for more traffic calming installation options, including vertical measures such as speed tables. Those vertical measures are currently prohibited in city code on roadways classified as Collector or above. **Benefits:** More traffic calming installations options, including vertical measures such as speed tables; Prioritize the roadways for local access rather than connectivity to the arterial network. **Challenges:** The functional classification change process involves evaluation of the overall roadway network beyond the boundaries of Tuxedo Park; Requested changes to a roadway's functional classification must be submitted by the City of Atlanta to and approved by the Atlanta Regional Commission, Georgia Department of Transportation, and Federal Highway Administration.
A-3	East/west Connectivity from I-75 to Buckhead	Support identification and implementation of new and upgraded east/west routes and mobility improvements for commuters from I-75 to the Buckhead business district that do not infringe on or bring more traffic through the Tuxedo Park and surrounding neighborhoods. **Benefits:** Increased east-west connectivity north and south of Tuxedo Park provides more options for commuters and may reduce demand on Tuxedo Park roadways **Challenges:** Cost to design and implement new or expanded roadway connections; Not a short-term solution

ID	Project Name	Description
A-4	Affordable Workforce Housing	Support initiatives for affordable housing for those working in the Buckhead business district through strategies such as preferred renter programs and employer subsidies. Affordable housing in the Buckhead business district would help to reduce commuter "cut-through" traffic on local streets by providing more housing options closer to jobs. **Benefits:** Increased affordable housing choice may reduce commuter trip lengths and volumes. **Challenges:** Market forces impact housing development; Longer-term to implement.
A-5	SR 9/Roswell Road, W. Paces Ferry Road, and Northside Drive Signal Retiming	Work with GDOT and the City of Atlanta to adjust signal timing along SR 9/ Roswell Road, W. Paces Ferry Road, and Northside Drive to discourage turning and "cut-through" traffic through Tuxedo Park and prioritize through traffic on those arterial corridors during those peak periods. **Benefits:** Potential to reduce non-local and commuter trips through Tuxedo Park. **Challenges:** Signal retiming must be balanced to ensure efficient operations of each intersection and not cause excessive queuing along arterial corridors.
A-6	Piedmont Road/Roswell Road/Habersham Road Improvements	Continue working with the Buckhead CID to ensure improvements at the Piedmont/Roswell/Habersham intersection improve safety and mobility without compromising Tuxedo Park's quality of life by encouraging more traffic to utilize the neighborhoods residential streets. **Benefits:** Potential to minimize the usage of Habersham Road and Blackland Road as a "cut-through" from Roswell Road to W. Paces Ferry and areas west of Tuxedo Park. **Challenges:** Will require continued close coordination with the Buckhead CID and City of Atlanta.
A-7	Enforcements of Speeds & Turn Restrictions	Work with the Atlanta Police Department Zone 2 to improve enforcement of speed limits and future turn restrictions that are implemented in Tuxedo Park. **Benefits:** Enforcement can be a deterrent to those who do not obey regulatory controls such as signage; Potential to reduce "cut-through" traffic. **Challenges:** Enforcement would also apply to Tuxedo Park residents; Cost of reprioritization of Zone 2 officers or adding additional officers for traffic enforcement.
A-8	Technology Solutions for Traffic Routing & Operations	Continue to push for and support innovative technology solutions to manage the demand that is put on transportation infrastructure, particularly solutions focused on protecting neighborhoods by discouraging commuter traffic and improving traffic flows on major roads. **Benefits:** Offers potentially lower cost and short-term solutions to influence routing decisions of drivers away from Tuxedo Park and potential to improve traffic flows of major road resulting in less utilization of neighborhood street alternatives around high congestion areas. **Challenges:** Rapid changes in technology can result in selected solution becoming outdated quickly.

3.5 Intersection Improvement Projects

Many Tuxedo Park residents expressed support for the addition of a roundabout at the intersection of Habersham Rd and Valley Rd, writing that this change would alleviate current issues at the intersection and allow traffic to flow more easily. Additionally, residents are in favor of retiming traffic signals and installing stop signs where appropriate. Some residents expressed concern about the encroachment of intersection improvements on private property as well as concerns that some measures may have unintended traffic increases in other areas.

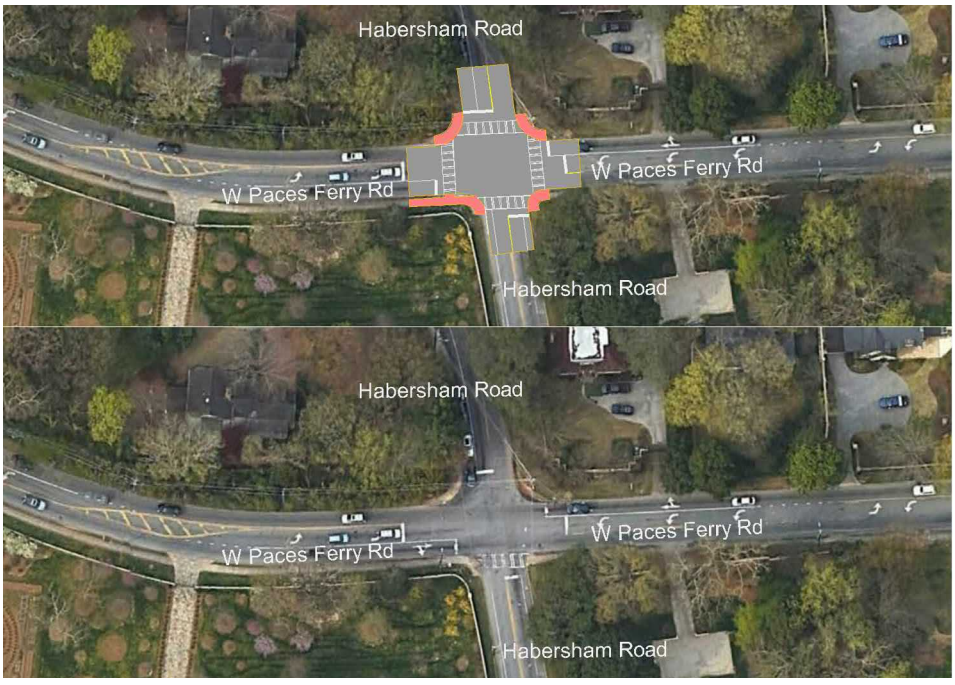
Stop Sign Adjustments


Traffic Signal Retiming

ID	Project Name	Description
II-1	Powers Ferry Road at Tuxedo Road	*Create an all-way stop at this "T" intersection to improve safety/visibility for vehicles turning from Tuxedo Road onto Power Ferry Road.* **Benefits:** Reduce number of severe crashes at intersection; Slow vehicles traveling on Powers Ferry Rd; Provides all way stop to facilitate pedestrian crossings to sidewalk on east side of Powers Ferry Rd and Chastain Park. **Challenges:** Does not meet engineering warrants for all way stop; Existing Rectangular Rapid Flashing Beacon (RRFB) at crosswalk would be removed. **Community Input:** Many residents of Tuxedo Rd submitted comments in support of intersection improvements, noting the importance of added stop signs in slowing traffic through the neighborhood.
II-2	Northside Drive at Blackland Road	Retiming of traffic signal to prioritize through traffic on Northside Drive and deprioritize left turns from Northside Drive to Blackland Road. See TR-3 for turn restriction recommendation at this intersection. **Benefits:** Minimize non-local traffic utilizing Blackland Rd by encouraging them to continue southbound to W. Paces Ferry signal. **Challenges:** Less time to make left turn from Northside Dr to Blackland Rd for Tuxedo Park residents; May cause increase in risky left turn movements from Northside Dr to Blackland Rd; May cause spillover queuing from left turn lane into through lane on Northside Dr in southbound direction; Drivers may look for alternative routes such as King Rd. **Community Input:** Most residents along Blackland Road support proposed turn restrictions at the intersection of Tuxedo Rd and Blackland Rd. Some Blackland Rd residents noted a "No Turn on Red" sign at the intersection of Blackland Rd and Northside Dr as an additional project for consideration.

ID	Project Name	Description
II-3	Blackland Road at Tuxedo Road (west)	Create an all-way stop at this "T" intersection to improve safety/visibility and discourage speeding along Blackland Road. **Benefits:** Reduce number of severe crashes at intersection; Slow vehicles traveling on Blackland Rd; Provides all way stop to facilitate pedestrian crossings to proposed new sidewalks on Tuxedo Rd and Blackland Rd. **Challenges:** Does not meet engineering warrants for all way stop. **Community Input:** Comments regarding proposed changes to Blackland Rd are primarily supportive, noting the importance of slowing commuter traffic and improvements for pedestrian safety. Many residents of Tuxedo Rd submitted comments in support of intersection improvements, noting the importance of added stop signs in slowing traffic through the neighborhood.
II-4	Blackland Road at Tuxedo Road (east)	Intersection realignment to improve safety/visibility by extending the curbing on the southwest corner of the intersection. This will reduce the turning radii and speeds for vehicles turning left from Blackland Road to Tuxedo Road. Stop bars will also be moved closer to the intersection as a result of the moved curbing and will improve visibility of vehicles at all intersection approaches. **Benefits:** Improves visibility at all intersection approaches; Shortens pedestrian crossing distances; Slows turning vehicles from Blackland Rd to Tuxedo Rd. **Challenges:** Requires engineering design before can be constructed; Moderate cost. **Community Input:** Comments regarding proposed changes to Blackland Rd are primarily supportive, noting the importance of slowing commuter traffic and improvements for pedestrian safety. Many residents of Tuxedo Rd submitted comments in support of intersection improvements, noting the importance of added stop signs in slowing traffic through the neighborhood. 

ID	Project Name	Description
II-5	Blackland Road at Putnam Drive	Intersection realignment to improve safety/visibility and to provide visual queues to drivers to follow Blackland Road to Roswell Road in the eastbound direction rather than turning onto Putnam Road. A curb extension at the northern leg of the intersection to create a "T" intersection and minimize turning radii. **Benefits:** Improves visibility at all intersection approaches; Realignment would visually discourage use of Putnam Dr which sees high traffic volumes. **Challenges:** Requires engineering design before can be constructed; Moderate cost; Topography may present design challenges. **Community Input:** Comments regarding proposed changes to Blackland Rd are primarily supportive, noting the importance of slowing commuter traffic and improvements for pedestrian safety. Some residents on Blackland Road (East) expressed desire to keep the intersection alignment such that Blackland Road (East) tees into the intersection, as opposed to Putnam Drive being the minor approach. 
II-6	Powers Ferry Road at Putnam Drive/Lake Forest Drive/Putnam Circle	Add marked crosswalks to all legs of the intersection. **Benefits:** Formalizes pedestrian priority at the intersection and increases pedestrian visibility. **Challenges:** Limited space for ramps and lack of sidewalk connections.

ID	Project Name	Description
II-7	W. Paces Ferry Road at Habersham Road	Intersection improvement to provide safer and more visible pedestrian crossing opportunities by adding crosswalks to all legs of the intersection, shifting stop bars back, and upgrading/adding pedestrian ramps for ADA accessiblity. The improvements will also include retiming of the signal at this intersection to prioritize through movement on W. Paces Ferry Road and upgrade/add push buttons for pedestrians. **Benefits:** Provides marked pedestrian crossings, ramps, and push buttons at all legs of intersection; Reduced pedestrian/vehicle conflicts; Shifted back stop bars provide more room for right-turning vehicles; Signal retiming would discourage use of Habersham Rd; Potential crash reduction. **Challenges:** May experience longer wait times on Habersham Rd at signal if W. Paces Ferry through movement timing increased; Moderate cost. **Community Input:** Residents of Habersham Rd noted support and concern for a variety of projects impacting traffic on their street. Residents along W Paces Ferry Road noted crosswalks at Habersham and West Paces Ferry Rd as priority projects for the area. 

ID	Project Name	Description
II-8	Habersham Road at Valley Road Roundabout	Convert the intersection of Habersham Road and Valley Road into a roundabout to improve safety by slowing speeds and minimizing conflict points for vehicles and pedestrians. The roundabout will also include accomodation for pedestrians by providing crossings and connectivity to existing sidewalk along the north side of Habersham Road. Push-buttons to activate flashing lights on the crossings (known as rectangular rapid flashing beacons / RRFBs) should also be considered to further improve compliance at the crosswalks. Project should avoid property impacts and include stormwater management by evaluating rehabilitation of the culvert under Habersham Road east of this intersection. If rehabilitation is warranted, it should be included in the roundabout design and construction. **Benefits:** Crash reduction; Slow vehicles traveling on Habersham Rd; Provides for pedestrian crossings; Landscaping opportunities; Placemaking & beautification opportunities. **Challenges:** Coordination with emergency response to ensure design allows for large vehicles; Moderate to higher cost. **Community Input:** Many Tuxedo Park residents noted excitement around the addition of a roundabout at the intersection of Habersham Rd and Valley Rd, writing that this change would alleviate current issues at the intersection and allow traffic to flow more easily. Residents of Habersham Rd noted equal support and opposition for the addition of a roundabout at the intersection of Habersham Rd and Valley Rd but are generally supportive of other proposed projects. While some residents are in support of the addition of a roundabout, others note concerns that the price of a roundabout far exceeds that of a four-way stop which might also address traffic calming and speeding issues. There are also concerns of potential impacts or encroachment onto private property. Most residents of Valley Rd (North) commented in support of the proposed project at the intersection of Valley Rd and Habersham Rd, with some concern regarding project design such as spacing, visibility, and pedestrian safety. Many Valley Rd (South) residents responded in support of the proposed roundabout project at the intersection of Valley Rd and Habersham Rd, with some concern noted regarding drainage and proper design for this project. 

ID	Project Name	Description
II-9	Habersham Road at Knollwood Drive	Install "Don't Block the Box" pavement markings and signage at the intersection of Habersham Road and Knollwood Drive to allow for turning vehicles during congested periods. **Benefits:** Discourage blocking of intersection due to queuing on Habersham Rd; Low cost and easy installation. **Challenges:** Pavement marking; maintenance.
II-10	Habersham Road at Honour Avenue	Install "Don't Block the Box" pavement markings and signage at the intersection of Habersham Road and Honour Avenue to allow for turning vehicles during congested periods. **Benefits:** Discourage blocking of intersection due to queuing on Habersham Rd; Low cost and easy installation. **Challenges:** Pavement marking maintenance.
II-11	Blackland Road at Blackland Drive (north)	Create an all-way stop at this "T" intersection to improve safety/visibility and discourage speeding along Blackland Road. **Benefits:** Improve visibility for turning vehicles at all approaches; Slow vehicles traveling on Blackland Rd. **Challenges:** Does not meet engineering warrants for all way stop.

3.6 Turn Restriction Projects

The majority of Tuxedo Park residents feel turn restrictions are worth implementing to control traffic in the neighborhood, seeing it as a necessary measure despite the impact to their own mobility. Due to impacts on residents, especially during school drop-off times, time-of-day restrictions and a phased approach have been taken when selecting how turn restrictions should be placed – with Northside Dr at Blackland Rd as a primary concern, followed by secondary cut-through streets like Northside Dr at Valley Rd and Tuxedo Rd, and lastly tertiary and more indirect routes like King Rd (only if necessary).

ID	Project Name	Description
TR-1	Habersham Road at W. Andrews Drive	Restrict left turning vehicles from Habersham Road onto W. Andrews Drive during the evening peak hours by installing signage on Habersham Road. This measure is paired with the similar project on Chatham Road (TR-2), such that cut-through traffic is not diverted. **Benefits:** Minimizes vehicular conflicts to reduce crashes; Discourages non-local traffic. **Challenges:** Prohibits also effect residents. Not as effective as a raised median, restricting turns at all times of day; More effective if paired with enforcement. A similar project on Chatham Rd (TR-2) should be considered to prevent redirecting trips through that neighborhood street. **Community Input:** Generally, feedback regarding projects on Habersham Rd West highlight the need for traffic calming that does not limit the accessibility of residents to nearby areas and does not encroach on private property. Support for a raised median with permenant turn restrictions from Habersham Rd had mixed support from residents. In order to reach consensus, the project was adjusted to limitation through signage for afternoon rush hour only.

ID	Project Name	Description
TR-2	Habersham Road at Chatham Road	Restrict left turning vehicles from Habersham Road onto Chatham Road Drive during the evening peak hours by installing signage on Habersham Road. This measure is paired with the similar project on W. Andrews Drive (TR-1), such that cut-through traffic is not diverted. **Benefits:** Minimizes vehicular conflicts to reduce crashes; Discourages non-local traffic. **Challenges:** Prohibits also effect residents. Not as effective as a raised median, restricting turns at all times of day; More effective if paired with enforcement. A similar project at W Andrews Dr (TR-1) should be considered to prevent redirecting trips through that neighborhood street. **Community Input:** Generally, feedback regarding projects on Habersham Rd West highlight the need for traffic calming that does not limit the accessibility of residents to nearby areas and does not encroach on private property. Support for a raised median with permenant turn restrictions from Habersham Rd had mixed support from residents. In order to reach consensus, the project was adjusted to limitation through signage for afternoon rush hour only.
TR-3	Northside Drive at Blackland Road	Restrict left turning vehicles from Northside Drive onto Blackland Road during the AM peak period. This requires modifying signal timing to prohibit the left turn movement, including no left turn and blank-out signs. **Benefits:** Minimizes vehicular conflicts to reduce crashes; Discourages non-local traffic. **Challenges:** Residents would be impacted; Not effective unless enforced. **Community Input:** Most residents along Blackland Road support proposed turn restrictions at the intersection of Tuxedo Rd and Blackland Rd. Some Blackland Rd residents noted a “No Turn on Red” sign at the intersection of Blackland Rd and Northside Dr as an additional project for consideration.
TR-4	Northside Drive at Valley Road	Restrict left turning vehicles from Northside Drive onto Valley Road during the AM peak period. This project should be considered more seriously should the Blackland Rd turn restriction be implemented. **Benefits:** Minimizes vehicular conflicts to reduce crashes; Discourages non-local traffic. **Challenges:** Residents would be impacted; Not effective unless enforced.
TR-5	Northside Drive at Tuxedo Road	Restrict left turning vehicles from Northside Drive onto Tuxedo Road during the AM peak period. This project should be considered more seriously should the Blackland Rd turn restriction be implemented. **Benefits:** Minimizes vehicular conflicts to reduce crashes; Discourages non-local traffic. **Challenges:** Residents would be impacted; Not effective unless enforced. **Community Input:** Residents of Tuxedo Rd West are supportive of turn restrictions to reduce traffic.
TR-6	Northside Drive at King Road	Restrict left turning vehicles from Northside Drive onto King Road during the AM peak period. This route is less direct for commuters, therefore this project may be deferred after other Northside Drive restrictions to determine if this is necessary. **Benefits:** Minimizes vehicular conflicts to reduce crashes; Discourages non-local traffic. **Challenges:** Residents would be impacted; Not effective unless enforced. **Community Input:** While the residents generally supported morning turn restrictions, one resident noted concern for returning home from Northside Dr between 7-9am.

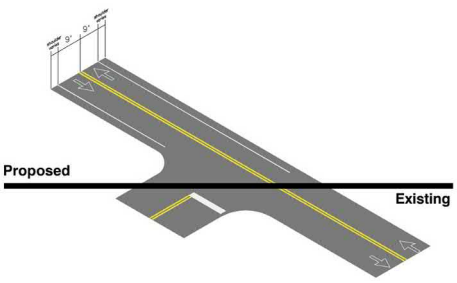
3.7 Traffic Calming Projects

Generally, residents are supportive of traffic calming measures, stating that these projects are necessary to alleviate the speeding and cut-through commuting traffic currently creating unsafe conditions on neighborhood streets. Some residents shared concerns that projects to narrow roadways through striping (as shoulder or potential walk lanes) will lessen the neighborhood character. It has been recommended that striping only be added where there is significant positive feedback from residents on the target street. Other narrowing projects may be considered in the distant future if sentiment changes.


Landscaped Chicane


Neighborhood Road Speed Hump

ID	Project Name	Description
TC-1	Blackland Road from Northside Drive to Tuxedo Road (west)	Install chicanes/lateral shifts along Blackland Road to slow vehicular traffic. **Benefits:** May slow speeds on Blackland Rd by narrowing travel lanes and limiting long straightaway distances; Does not limit driveway access. **Challenges:** Coordination with adjacent property owners, particularly during construction. **Community Input:** Comments regarding proposed changes to Blackland Rd are primarily supportive, noting the importance of slowing commuter traffic. In addition to positive feedback regarding these projects, some residents noted concerns about whether road configurations will be effective enough to deter traffic. 

ID	Project Name	Description
TC-2	Putnam Drive from Powers Ferry Road to Blackland Road	Install speed tables along Putnam Road between Powers Ferry Road and Blackland Road to slow speeds and discourage "cut-through" traffic along this local road. **Benefits:** Vehicular speed, traffic volume, and crash reductions. **Challenges:** Speed table maintenance.
TC-3	Valley Road from Northside Drive to Tuxedo Road	Install speed tables along Valley Road from Northside Drive to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road. **Benefits:** Vehicular speed, traffic volume, and crash reductions. **Challenges:** Speed table maintenance. **Community Input:** Valley Rd residents are supportive of speed humps.
TC-4	Tuxedo Road from Blackland Road to Woodhaven Road	Install speed tables along Valley Road from Northside Drive to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road. **Benefits:** Vehicular speed, traffic volume, and crash reductions. **Challenges:** Cannot install speed humps on slope greater than 8%; Pavement marking and speed table maintenance; On-street parking impacts. **Community Input:** Tuxedo Rd residents are supportive of speed humps.
TC-5	Blackland Road from Putnam Drive to SR 9/ Roswell Road	Reduce lane widths to 9 feet each by striping for shoulders on both sides of the road to provide a visual queue to drivers to reduce vehicular speeds. With Blackland Road being 24-28 feet wide, this would provide 3 to 5 foot shoulders on either side of the roadway. At the far east end of Blackland, physical narrowing of the roadway (e.g. chicanes, neck-downs, or chokers) may be needed to further stem the flow of traffic from SR 9 (Roswell Road). **Benefits:** Visually narrows travel lane to reduce vehicle speeds. Reduces pedestrian "walking along roadway" crashes; provides advantages for all users (space for parking, walking, and biking) where sidewalks are not provided. **Challenges:** Pavement marking maintenance **Community Input:** Formal pedestrian facilities along Blackland Rd. was mixed, with some residents having concerns about cut-through foot traffic. For this reason "walk lanes" and sidewalks were removed from this street until there is more support amongst neighbors (see improvement PI-4).  

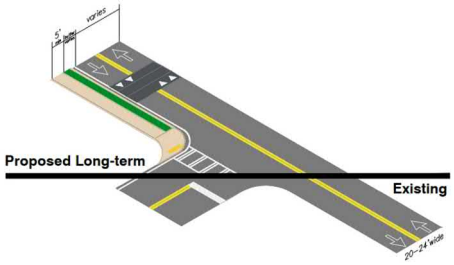
ID	Project Name	Description
TC-6	Tuxedo Road from W. Paces Ferry Road to Northside Drive	Install speed tables along Tuxedo Road from W. Paces Ferry Road to Tuxedo Road to slow speeds and discourage “cut-through” traffic along this local road. **Benefits:** Vehicular speed, traffic volume, and crash reductions. **Challenges:** Speed table maintenance, increased road noise. **Community Input:** Tuxedo Rd residents are supportive of speed humps.
TC-7	Woodhaven Road from W. Paces Ferry Road to Tuxedo Road	Install speed tables along Woodhaven Road from W. Paces Ferry Road to Tuxedo Road to slow speeds and discourage “cut-through” traffic along this local road. This project should be implemented to offset any shifted traffic patterns from installation of speed humps on parallel routes. **Benefits:** Reduction in vehicular speed and traffic volume. **Challenges:** Speed table maintenance, increased road noise. Cyclists are reported to frequent this route. Design elements to mitigate cyclist impacts include reduced hump profile or tapering humps at edges. **Community Input:** Most residents noted support of speed bumps on Woodhaven Rd.
TC-8	Knollwood Drive from Habersham Road to Tuxedo Road	Install speed tables along Knollwood Drive between Tuxedo Road and W Paces Ferry Road to slow speeds and discourage “cut-through” traffic shifting from other streets. **Benefits:** Reduction in vehicular speed and traffic volume. **Challenges:** Speed table maintenance, increased road noise. **Community Input:** Addition of speed tables on Knollwood Dr garnered an even mix of support and opposition. While some residents responded that speed tables are a “necessary evil” in order to reduce speeding along the street, others reported that this measure is unnecessary and will not be effective in reducing speeds and will have a larger negative impact on local residents.
TC-9	Valley Road from Habersham Road to Tuxedo Road	Install speed tables along Valley Road from Habersham Road to Tuxedo Road to slow speeds and discourage “cut-through” traffic. **Benefits:** Reduction in vehicular speed and traffic volume. **Challenges:** Speed table maintenance, increased road noise. **Community Input:** Overall, feedback regarding traffic calming, intersection improvement, and pedestrian improvement projects for Valley Rd South is very supportive of recommended projects. However, it should be noted that several residents do not support the implementation of a striped “walk lane” or removal on on-street parking.

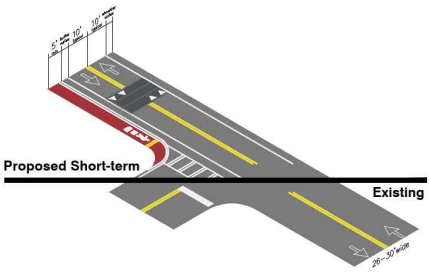
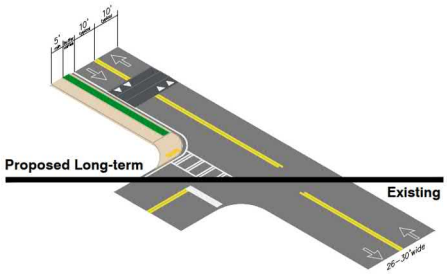
3.8 Pedestrian Improvements Projects

The addition of sidewalks to the Tuxedo Park neighborhood received strong feedback (positive and negative) depending on the street. On some streets, support and opposition of sidewalk projects is somewhat evenly divided among those who encourage the project and those who object to it. Those in favor of adding sidewalks noted excitement around increased safety for walkers and joggers, increased connectivity to Chastain Park, and traffic calming benefits of street narrowing. Residents opposed to the project shared concerns regarding safety, increased foot traffic, diminished property values, loss of parking, narrowing of streets, and changes to private property. It has been recommended that sidewalks be added only where there is significant positive feedback from residents on the target street. Other sidewalk projects may be considered in the distant future if sentiment changes (refer to Appendix A for more information on removed recommendations).

Pedestrian Crossing Improvement

ID	Project Name	Description
PI-1	W. Paces Ferry Road near Woodhaven Road	Install a pedestrian refuge island and push-button activated RRFB east of the Woodhaven Road at West Paces Ferry Road intersection. **Benefits:** The pedestrian refuge island and RRFB would provide pedestrians a safer crossing to existing sidewalks on the south side of W Paces Ferry Road, without significantly impacting residential property on the north side of W Paces Ferry Road. **Challenges:** Lacking sidewalk connection on north side of W Paces Ferry Road to the crossing. **Community Input:** To avoid property impacts of a sidewalk on the north side of W Paces Ferry Road, this project is proposed to provide a safer crossing for Tuxedo Park residents to an existing sidewalk on the south side of W Paces Ferry Road.

ID	Project Name	Description
PI-2	Putnam Drive from Powers Ferry Road to Blackland Road	Install a 5-6 foot sidewalk, with 2 foot buffer strip where feasible, along the north side of Putnam Drive from Powers Ferry Road to Blackland Road. This is a traditional sidewalk, built just outside the roadbed across a strip of what residents tend to regard as their own property, but which is actually part of the City's right-of-way. **Benefits:** Dedicated space for pedestrians; Provides connectivity to proposed sidewalk on Blackland Rd and existing sidewalk on Roswell Rd, Chastain Park, and the Roswell /Powers Ferry commercial district. **Challenges:** Requires engineering design before can be constructed; potential ROW impacts Moderate to higher cost. **Community Input:** Residents of Putnam Dr and adjacent streets have reported nearly unanimous support for the addition of sidewalks allowing for pedestrian safety in the neighborhood. 
PI-3	W. Paces Ferry Road at Valley Road Pedestrian Refuge Island Evaluation for Removal/Redesign	Re-evaluate the design and location of the pedestrian refuge island located at the intersection of W. Paces Ferry Road and Valley Road. This refuge island is often hit by oncoming and turning vehicles. Based on the outcomes of this re-evaluation, implement needed improvements to the design or remove the refuge island and identify an alternate pedestrian safety improvement. **Benefits:** Potential to address design deficiencies that are increasing the changes of vehicular impacts to the refuge island; Possible improvement to pedestrian crossing safety. **Challenges:** If vehicular crashes with the refuge island have not been reported, it may hinder the accuracy of safety evaluation. **Community Input:** Many residents of W Paces Ferry Road and South Tuxedo Park commented the importance of addressing the pedestrian refuge island at the intersection of West Paces Ferry and Valley Rd as the top priority project for this area of Tuxedo Park. This median, residents noted, is dangerous regardless of previous efforts to add signage. Some residents on Valley Road recommend keeping the medianette on West Paces Ferry due to concerns that this speed reducing mechanism will be necessary to offset increased traffic created by turn restrictions on Northside Dr (See TR-3 to TR-6). 

ID	Project Name	Description
PI-4	Conditional Support for Sidewalks	Tuxedo Park Civic Association supports sidwalks through-out Tuxedo Park on streets where the majority of property owners are in favor of their addition. Along many of the streets in Tuxedo Park, there is sufficient width to construct sidewalk within the existing roadbed (either through short-term striped “walk lanes” or long term concrete sidewalks). Narrowing these streets would have the added benefit of preserving trees and resident landscaping. They also have the benefit of reducing the remaining roadway width - also having a traffic calming effect. Some streets would require sidwalks to be constructed outside of the existing roadbed, within a five- to seven-foot strip adjacent to the curb line - still within the 50-foot right-of-way area controlled by the City of Atlanta. **Benefits:** Dedicated safe spaces for pedestrians; Potential connectivity to adjacent destinations (such as Chastain Park and commercial land uses); **Community Input:** On initial feedback, many residents were interested in providing safer spaces for walking within the neighborhood. Pedestrian safety was one of the top concerns revealed by the initial survey, and sidewalks received the highest level of support of any other proposed transportation solution. On the individual street-by-street level, however, support for the sidewalk projects was very mixed.  

THIS PAGE INTENTIONALLY LEFT BLANK.

4 IMPLEMENTATION PLAN

4.1 Introduction

Implementation considerations such as timeline, cost, community support, additional studies and designs, and level of impact have all been considered in determining project prioritization. Additionally, the implementation of different project types found in this report will have impacts that must be considered on both technical and contextual grounds.

While every effort has been made to ensure the feasibility of the recommendations, this document represents a planning-level strategy to recommend specific projects, without the engineering studies and stakeholder outreach required for prior to construction.

4.1.2 Local Guidelines and Processes

The City of Atlanta has adopted the NACTO Urban Street Design Guide as city design standard for all transportation projects as part of its Vision Zero policy. Other engineering guidelines established by the City of Atlanta, GDOT, 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 (e.g. STOP signs, turn restrictions, and roundabouts). Among other things, these include reviewing warrants, site constraints (i.e. available right-of-way, topography, etc.), safety, and effects on adjacent facilities.

The City Council has adopted policies and procedures for the installation of speed tables. The particular code pertaining to traffic calming measures is Chapter 138, Article IV, Division 2, Sections 84 & 85). Note that The Commissioner of Public Works reserves the right to install traffic calming measures outside of the petitioning process as set out in Section 138-84 of the City Code of Ordinances as circumstances require. This exception is consistent with City Code Section 138-3 which assigns authority to regulate activities in the public right-of-way to the Commissioner of Public Works. However, any such decision must be clearly documented with appropriate justifications.

Once adopted, recommendations in this plan will be eligible for implementation and funding by the City of Atlanta. Funding is key in determining when a project will be implemented. Approved projects will be funded in the order received when funding becomes available, unless Atlanta Department of Transportation determines that conditions on a particular street, as demonstrated by speed or land use (such as a grade school), require that the street be given greater priority. Petitioners of approved but unfunded locations may choose to finance the installation of speed table or other traffic calming measures.

4.2 Priority Projects

Projects have been prioritized based on their impact on existing challenges, support garnered during the community feedback process, and their feasibility/ease of implementation. Any cost estimates provided were based on prior experience and professional judgment. Bids and ultimate construction costs may vary from these estimates due to market conditions and/or bidding procedures.

The following hierarchy has been applied to recommended projects:

Tier 1 - projects having the greatest impact compared to the level of effort required for implementation. For example, projects reducing cut-through traffic which require only added signage have been prioritized higher than projects which will require further design and engineering studies, larger budgets, or an extended timeline.

Tier 2 - projects recommended for mid-term completion. These projects are a secondary priority to those in Tier 1 and may require additional effort for funding and execution.

Tier 3 - projects proposed to be revisited and implemented as needed once Tier 1 and Tier 2 projects approach completion .

PROJECT SPOTLIGHT: Neighborhood Roundabout

The addition of a neighborhood roundabout at the intersection of Habersham Rd and Valley Rd is well supported by Tuxedo Park residents as an effective way to calm traffic while maintaining, and even enhancing, neighborhood charm.

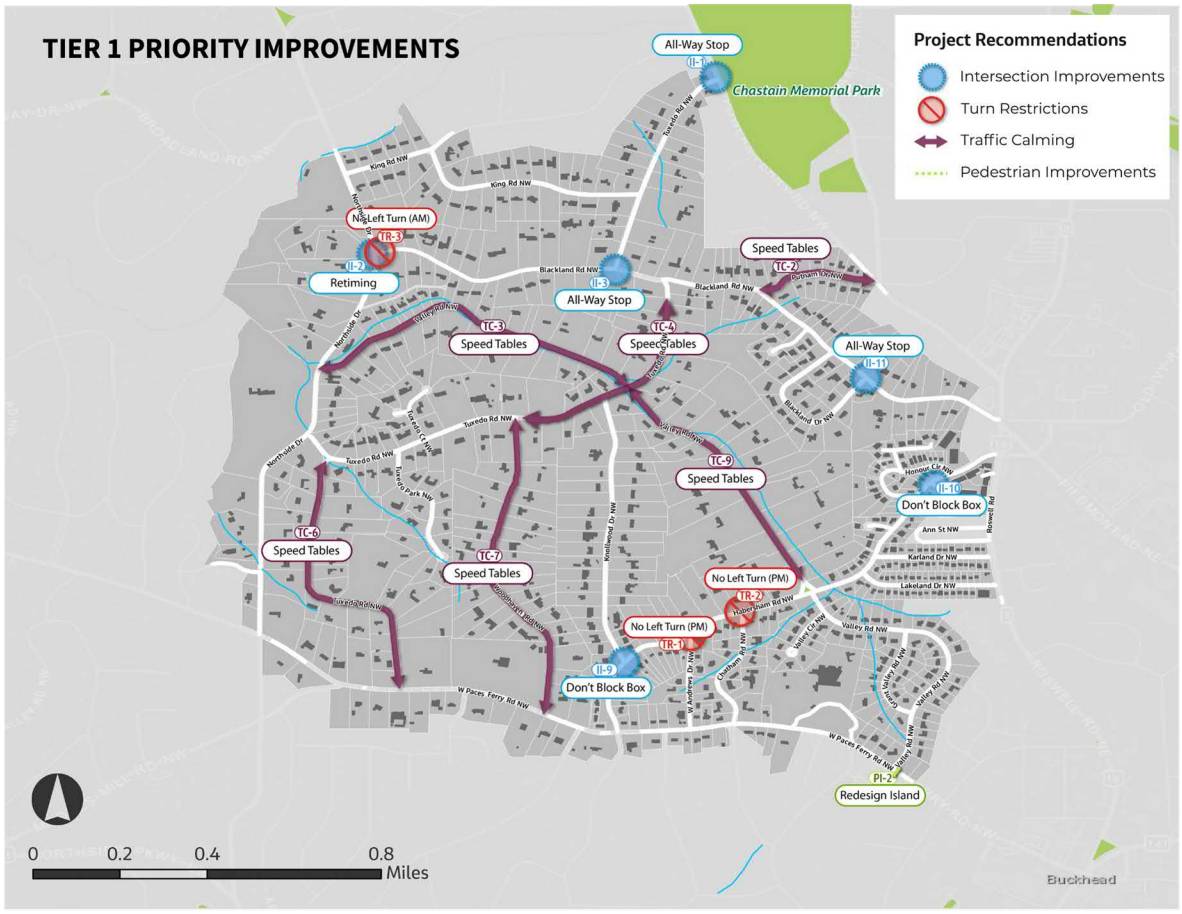
The scope, necessary design process, and cost of this project have contributed to Tier 2 status; however, ***widespread support for the roundabout may justify near-term exploration*** of potential design projects and funding mechanisms to begin the implementation process.

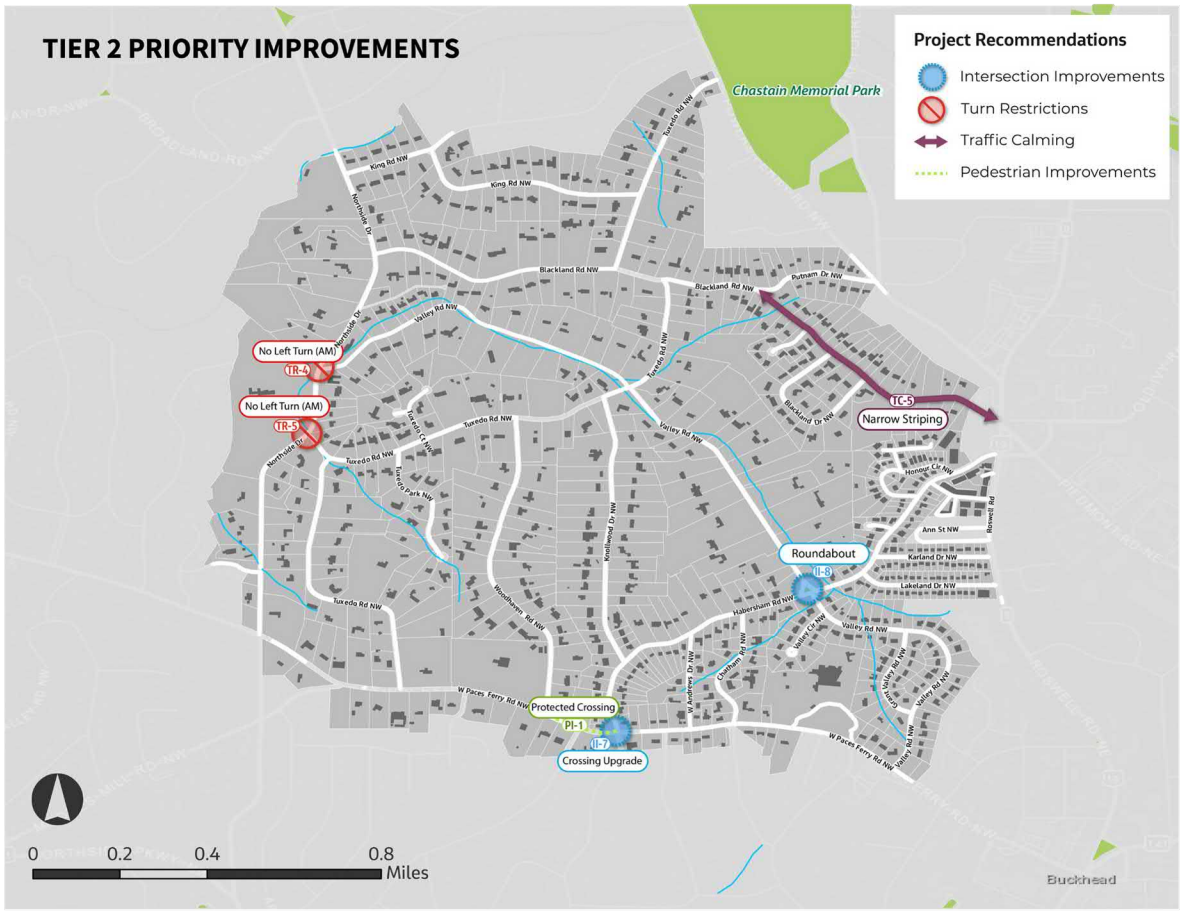
Priority	ID	Project Name	Description	Cost Estimate
Tier 1	**II-1**	**All-Way Stop**: Powers Ferry Road at Tuxedo Road	Create an all-way stop at this "T" intersection to improve safety/visibility for vehicles turning from Tuxedo Road onto Power Ferry Road.	$2,000
Tier 1	**II-2**	**Traffic Signal Retiming**: Northside Drive at Blackland Road	Retiming of traffic signal to prioritize through traffic on Northside Drive and deprioritize left turns from Northside Drive to Blackland Road. See TR-5 for turn restriction recommendation at this intersection.	Staff Time
Tier 1	**II-3**	**All-Way Stop**: Blackland Road at Tuxedo Road (West)	Create an all-way stop at this "T" intersection to improve safety/visibility and discourage speeding along Blackland Road.	$500
Tier 1	**II-9**	**Don't Block the Box**: Habersham Road at Knollwood Drive	Install "Don't Block the Box" pavement markings and signage at the intersection of Habersham Road and Knollwood Drive to allow for turning vehicles during congested periods.	$2,000
Tier 1	**II-10**	**Don't Block the Box**: Habersham Road at Honour Ave	Install "Don't Block the Box" pavement markings and signage at the intersection of Habersham Road and Honour Avenue to allow for turning vehicles during congested periods.	$2,000
Tier 1	**II-11**	**All-Way Stop**: Blackland Road at Blackland Drive (South)	Create an all-way stop at this "T" intersection to improve safety/visibility and discourage speeding along Blackland Road	$1,000
Tier 1	**PI-2**	**Pedestrian Refuge Island**: W. Paces Ferry Road at Valley Road	Re-evaluate the design and location of the pedestrian refuge island located at the intersection of W. Paces Ferry Road and Valley Road. This refuge island is often hit by oncoming and turning vehicles. Based on the outcomes of this re-evaluation, implement needed improvements to the design or remove the refuge island and identify an alternate pedestrian safety improvement.	$20,000
Tier 1	**TC-2**	**Speed Tables**: Putnam Drive from Powers Ferry Road to Blackland Road	Install speed tables along Putnam Road between Powers Ferry Road and Blackland Road to slow speeds and discourage "cut-through" traffic along this local road.	$26,000
Tier 1	**TC-3**	**Speed Tables**: Valley Road from Northside Drive to Tuxedo Road	Install speed tables along Valley Road from Northside Drive to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road.	$52,000
Tier 1	**TC-4**	**Speed Tables**: Tuxedo Road from Blackland Road to Woodhaven Road	Install speed tables along Valley Road from Northside Drive to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road.	$46,000
Tier 1	**TC-6**	**Speed Tables**: Tuxedo Road from W. Paces Ferry Road to Tuxedo Road	Install speed tables along Tuxedo Road from W. Paces Ferry Road to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road.	$65,000

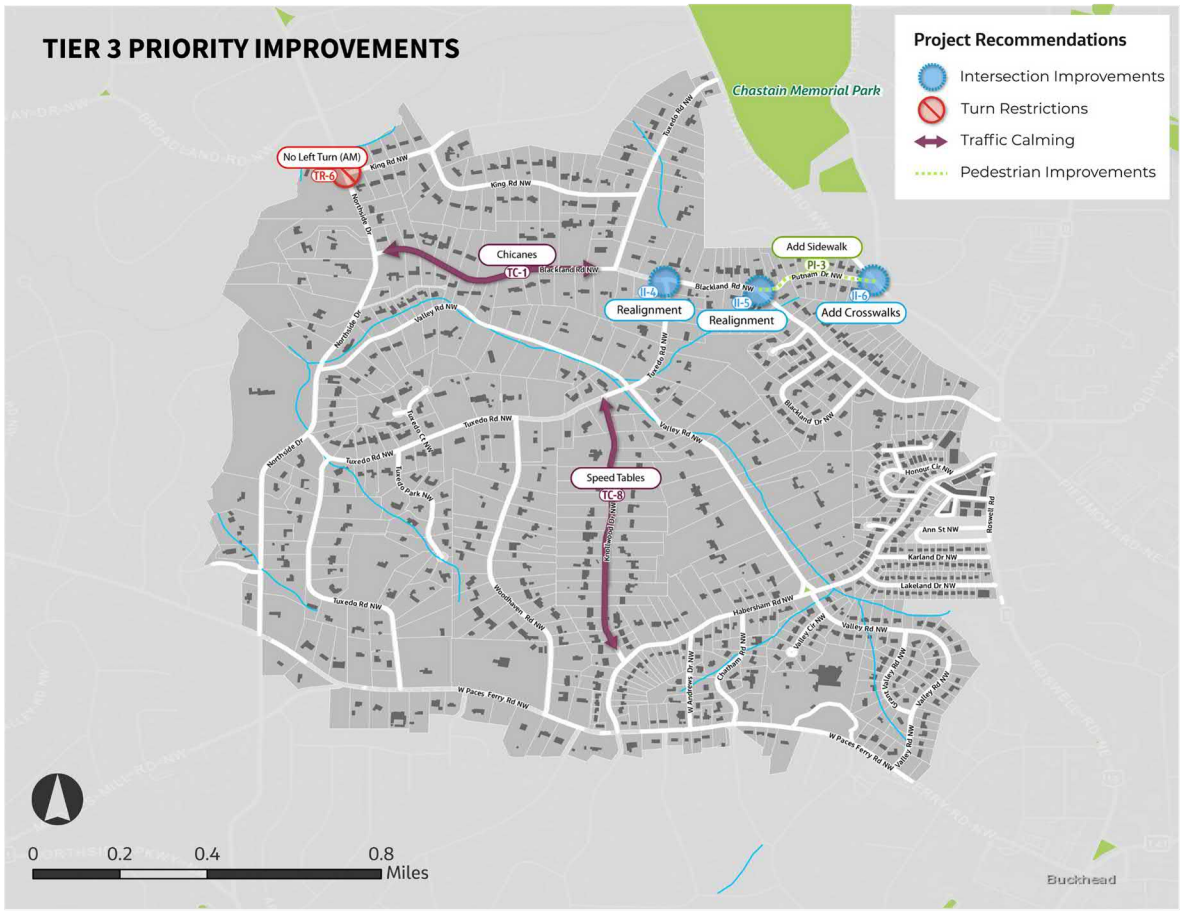
Priority	ID	Project Name	Description	Cost Estimate
Tier 1	**TC-7**	**Speed Tables**: Woodhaven Road from W. Paces Ferry Road to Tuxedo Road	Install speed tables along Woodhaven Road from W. Paces Ferry Road to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road.	$52,000
Tier 1	**TC-9**	**Speed Tables**: Valley Road from Habersham Road to Tuxedo Road	Install speed tables along Valley Road from Habersham Road to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road.	$46,000
Tier 1	**TR-1**	**No Left Turn**: Habersham Road at W. Andrews Drive	Restrict left turning vehicles from Habersham Road onto W. Andrews Drive during the evening peak period by installing signage on Habersham Road. This improvement will also have to be paired with enforcement.	$500
Tier 1	**TR-2**	**No Left Turn**: Habersham Road at Chatham Road	Restrict left turning vehicles from Habersham Road onto Chatham Road during the evening peak period by installing signage on Habersham Road. This improvement will also have to be paired with enforcement.	$500
Tier 1	**TR-5**	**No Left Turn**: Northside Drive at Blackland Road	Restrict left turning vehicles from Northside Drive onto Blackland Road during the AM peak period. This project would be accompanied by retiming of the Northside Drive at West Paces Ferry Road traffic signal to accommodate the redirected traffic.	$500
Tier 2	**II-7**	**Crossing Upgrades**: W. Paces Ferry Road at Habersham Road	Intersection improvement to provide safer and more visible pedestrian crossing opportunities by adding crosswalks to all legs of the intersection, shifting stop bars back, and upgrading/adding pedestrian ramps for ADA accessibility. The improvements will also include retiming of the signal at this intersection to prioritize through movement on W. Paces Ferry Road and upgrade/add push buttons for pedestrians.	$50,000
Tier 2	**II-8**	**Roundabout**: Habersham Road at Valley Road Roundabout	Convert the intersection of Habersham Road and Valley Road into a roundabout to improve safety by slowing speeds and minimizing conflict points for vehicles and pedestrians. The design for the roundabout should: • Utilize existing intersection area, without significant impacts to the surrounding properties • Include accommodation for pedestrians by providing crossings and connectivity to existing sidewalk along the north side of Habersham Road • Consider rectangular rapid flashing beacons (RRFBs) to further improve compliance at the crosswalks • Include an evaluation of stormwater management and the need to rehabilitate the culvert under Habersham Road east of this intersection	$1,500,000

Priority	ID	Project Name	Description	Cost Estimate
Tier 2	**PI-1**	**Pedestrian Crossing**: W. Paces Ferry Road near Woodhaven Road	Install a pedestrian refuge island and push-button activated RRFB east of the Woodhaven Road at West Paces Ferry Road intersection	$25,000
Tier 2	**TC-3**	**Lane Narrowing**: Blackland Road from Putnam Drive to SR 9/Roswell Road	Reduce lane widths by striping for shoulders on both sides of the road to provide a visual queue to drivers to reduce vehicular speeds.	$30,000
Tier 2	**TR-4**	**No Left Turn**: Northside Drive at Valley Road	Restrict left turning vehicles from Northside Drive onto Valley Road during the AM peak period. This project would be accompanied by retiming of the Northside Drive at West Paces Ferry Road traffic signal to accommodate the redirected traffic.	$500
Tier 2	**TR-5**	**No Left Turn**: Northside Drive at Tuxedo Road	Restrict left turning vehicles from Northside Drive onto Tuxedo Road during the AM peak period. This project would be accompanied by retiming of the Northside Drive at West Paces Ferry Road traffic signal to accommodate the redirected traffic.	$500
Tier 3	**II-4**	**Realignment**: Blackland Road at Tuxedo Road (East)	Intersection realignment to improve safety/ visibility by extending the curbing on the southwest corner of the intersection. This will reduce the turning radii and speeds for vehicles turning left from Blackland Road to Tuxedo Road. Stop bars will also be moved closer to the intersection as a result of the moved curbing and will improve visibility of vehicles at all intersection approaches.	$40,000
Tier 3	**II-5**	**Realignment**: Blackland Road at Putnam Drive	Intersection realignment to improve safety/ visibility and to provide visual cues to drivers to follow Blackland Road to Roswell Road in the eastbound direction rather than turning onto Putnam Road. A curb extension at the northern leg of the intersection to create a "T" intersection and minimize turning radii.	$40,000
Tier 3	**II-6**	**Crosswalks**: Powers Ferry Road at Putnam Drive/Lake Forest Drive/Putnam Circle	Add marked crosswalks to all legs of the intersection	$5,000
Tier 3	**PI-3**	**Sidewalk**: Putnam Drive from Powers Ferry Road to Blackland Road	Install a 5-6 foot sidewalk, with 2 foot buffer strip where feasible, along the north side of Putnam Drive from Powers Ferry Road to Blackland Road. This is a traditional sidewalk, built just outside the roadbed across a strip of what residents tend to regard as their own property, but which is actually part of the City's right-of-way.	$130,000
Tier 3	**PI-4**	**Sidewalks**	Tuxedo Park Civic Association supports sidwalks through-out Tuxedo Park on streets where the majority of property owners are in favor of their addition.	varies
Tier 3	**TC-1**	**Chicanes**: Blackland Road from Northside Drive to Tuxedo Road (West)	Install chicanes / lateral shifts along Blackland Road to slow vehicular traffic.	$30,000

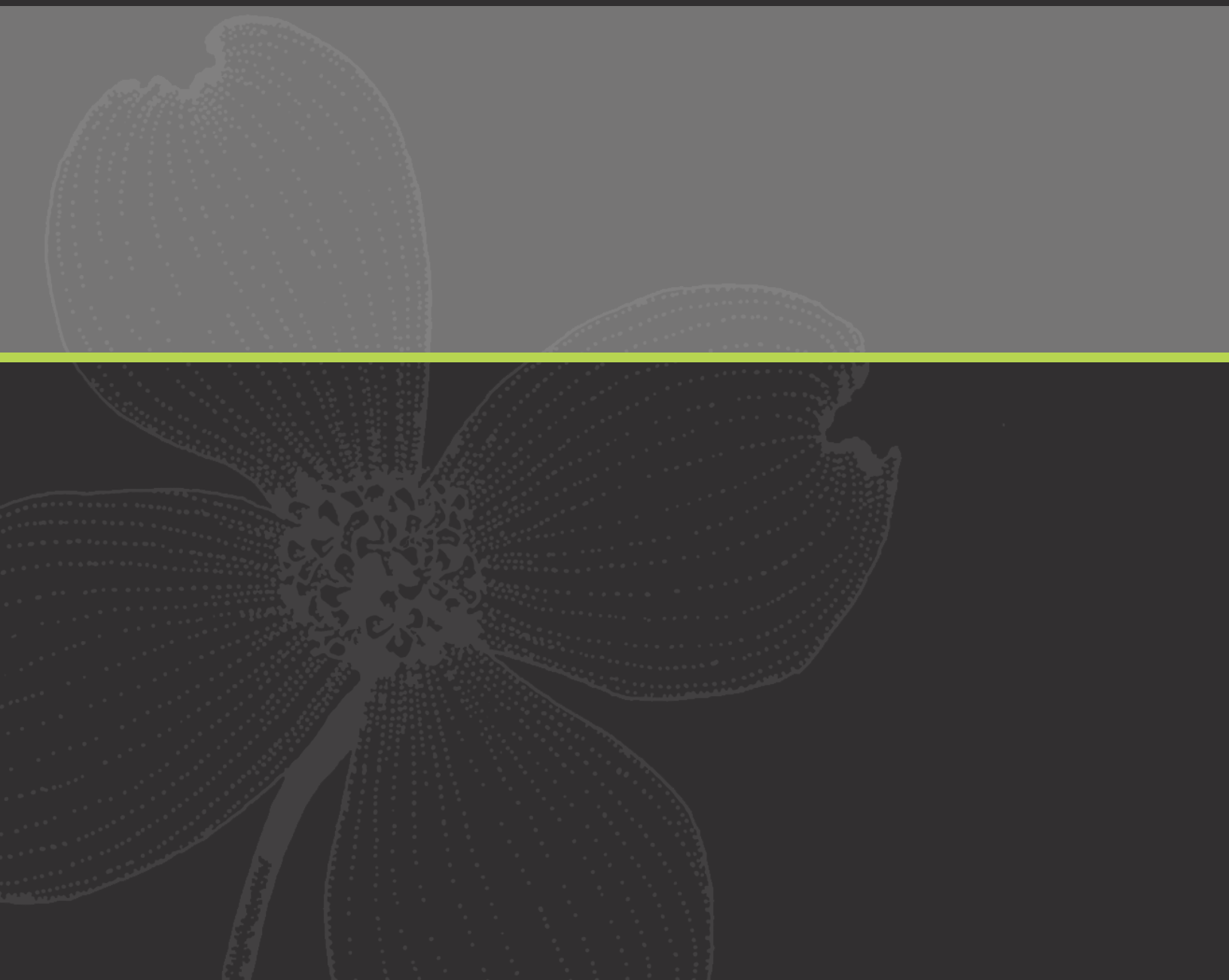
Priority	ID	Project Name	Description	Cost Estimate
Tier 3	**TC-8**	**Speed Tables**: Knollwood Drive from Habersham Road to Tuxedo Road	Install speed tables along Knollwood Drive from Habersham Road to Tuxedo Road to slow speeds and discourage "cut-through" traffic along this local road.	$52,000
Tier 3	**TR-6**	**No Left Turn**: Northside Drive at King Road	Restrict left turning vehicles from Northside Drive onto King Road during the AM peak period. This project would be accompanied by retiming of the Northside Drive at West Paces Ferry Road traffic signal to accommodate the redirected traffic.	$500


TIER 1 PRIORITY IMPROVEMENTS
Project Recommendations
Intersection Improvements
Turn Restrictions
Traffic Calming
Pedestrian Improvements
All-Way Stop
II-1
Chastain Memorial Park
No Left Turn (AM)
TR-3
II-2
Retiming
Speed Tables
TC-2
All-Way Stop
II-3
Speed Tables
TC-3
Speed Tables
TC-4
All-Way Stop
II-11
Speed Tables
TC-9
Don't Block Box
II-10
Speed Tables
TC-6
Speed Tables
TC-7
No Left Turn (PM)
TR-2
No Left Turn (PM)
TR-1
Don't Block Box
II-9
Redesign Island
PI-2
0
0.2
0.4
0.8
Miles
Buckhead


TIER 2 PRIORITY IMPROVEMENTS
Project Recommendations
Intersection Improvements
Turn Restrictions
Traffic Calming
Pedestrian Improvements
Chastain Memorial Park
No Left Turn (AM)
TR-4
No Left Turn (AM)
TR-5
Narrow Striping
TC-5
Roundabout
II-8
Protected Crossing
PI-1
Crossing Upgrade
II-7
0
0.2
0.4
0.8
Miles
Buckhead


TIER 3 PRIORITY IMPROVEMENTS
Project Recommendations
Intersection Improvements
Turn Restrictions
Traffic Calming
Pedestrian Improvements
Chastain Memorial Park
No Left Turn (AM)
TR-6
Chicanes
TC-1
Add Sidewalk
PI-3
Realignment
I-4
Realignment
I-5
Add Crosswalks
I-6
Speed Tables
TC-8
King Rd NW
Northside Dr
Valley Rd NW
Tuxedo Rd NW
Blackland Rd NW
Putnam Dr NW
Habersham Rd NW
W Paces Ferry Rd NW
Ann St NW
Karland Dr NW
Laketand Dr NW
Buckhead
0
0.2
0.4
0.8
Miles

THIS PAGE INTENTIONALLY LEFT BLANK.



APPENDICES

APPENDIX A: REMOVED PROJECTS

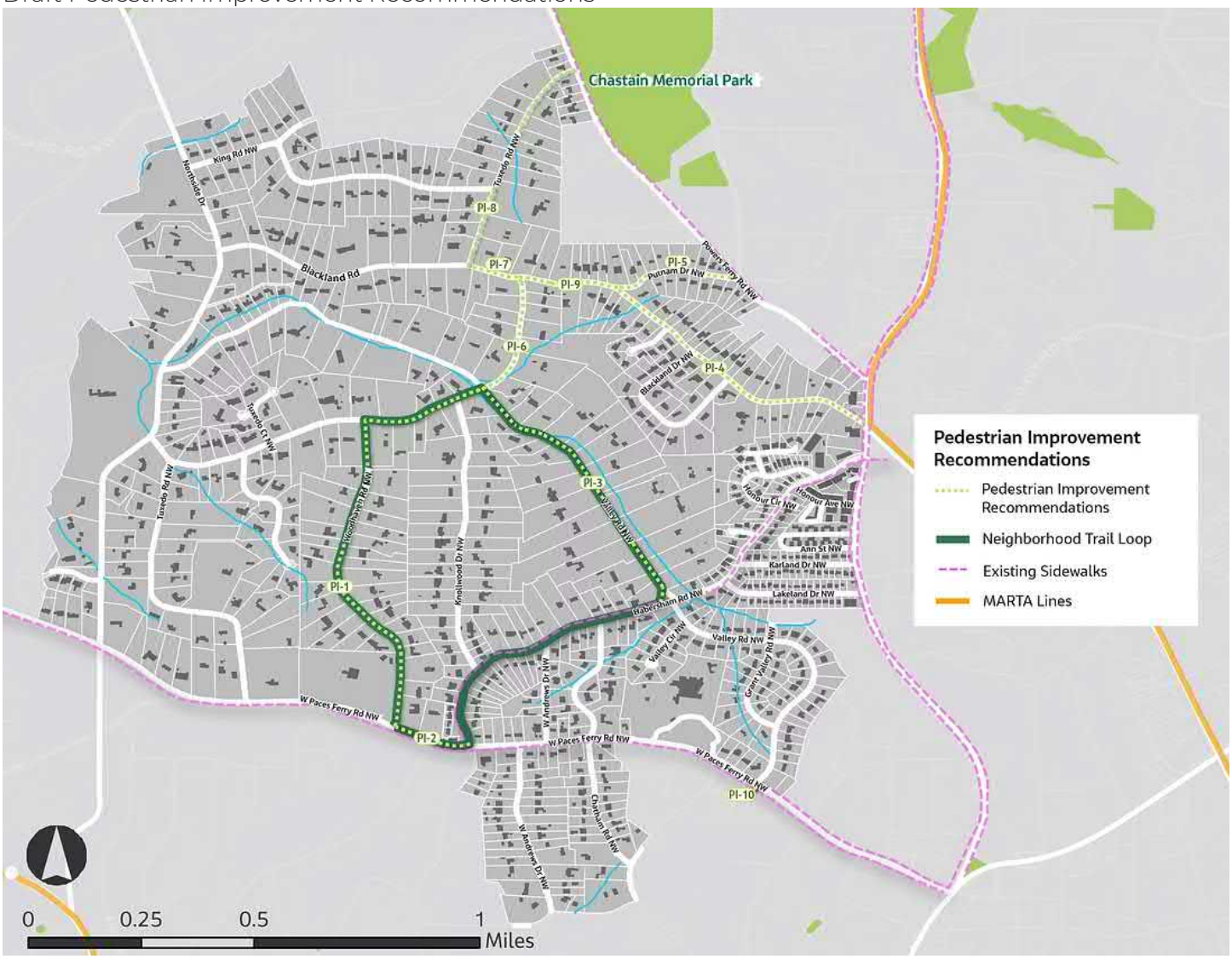
Removed Project Recommendations

Based on community feedback, some of the projects evaluated did not have enough support to be recommended in the Transportation Plan. Information on these removed projects is included below so that they may be recorded and reevaluated with the Tuxedo Park community at some point in the future:

Removed Sidewalk Projects

On initial feedback, many residents were interested in providing safer spaces for walking within the neighborhood. Pedestrian safety was one of the top concerns revealed by the initial survey, and sidewalks received the highest level of support of any other proposed transportation solution. In order to address these important safety and quality of life issues, the initial plan proposed numerous pedestrian improvements. Most notably, was creation of a Tuxedo Park walking/jogging loop by linking new sidewalks (or pedestrian lanes) with the existing sidewalks on Habersham. This proposed loop would avoid the safety issues residents currently face crossing West Paces Ferry to the sidewalks on its south side (and then J-walking back into Tuxedo Park) by adding a sidewalk on the north side of West Paces between Habersham and Woodhaven. The draft plan also proposed sidewalks (or pedestrian lanes) linking Tuxedo Park to both Chastain Park and the Roswell/Powers Ferry commercial district.

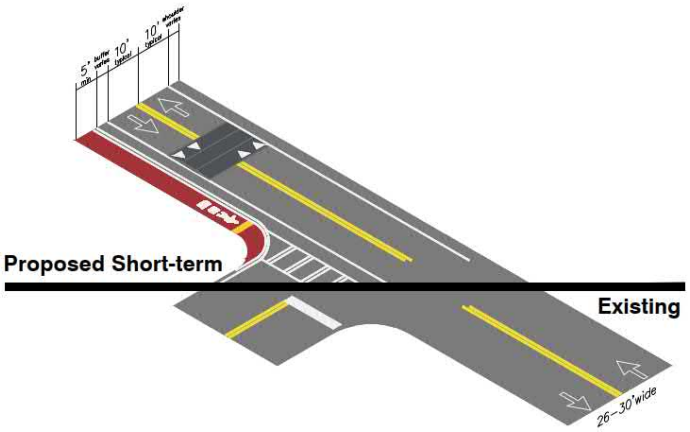
Draft Pedestrian Improvement Recommendations



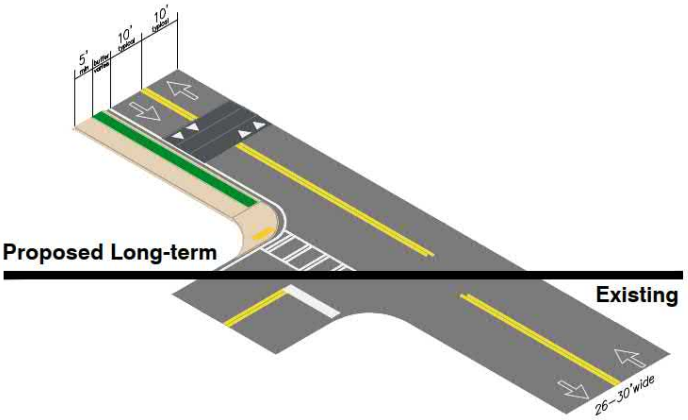
Many of Tuxedo Park's streets are significantly wider than most residential streets. The initial draft plan proposed that some of this excess width be used first for striped walk lanes and later for sidewalks, as represented by the graphic below. Narrowing these streets would have the added benefit of preserving trees and resident landscaping. They also have the benefit of reducing the remaining roadway width - also having a traffic calming effect. The streets where we propose such "Walk Lanes" are identified on the table on the next page.

Some sidewalks were proposed to be constructed outside the existing roadbed within a five- to seven-foot strip adjacent to the curb line—an area controlled by the City of Atlanta. (The City holds a 50-foot right-of-way on streets within Tuxedo Park, typically extending approximately ten feet beyond the curb line. The City's right-of way on West Paces Ferry is wider, given the width of that street.) These streets where "outside the roadbed" sidewalks were identified in the following table.

Short-term Striped Walk Lane



Long-term Solution



Street	From	To	Current Width	Notes
Transitional Short-term and Long-term Sidewalks				
Woodhaven Rd	Habersham Rd	Valley Rd	30 ft	While there are some strongly opposed residents to the project, support and opposition to the addition of sidewalks in this area is evenly split.
Valley Road (SOUTH)	Habersham Rd	Tuxedo Rd	29 ft	Valley Rd residents are supportive of traffic calming efforts proposed and reported mixed feedback regarding sidewalks for the area. Some residents note concern and opposition to the addition of sidewalks in the area, the majority of responses for Valley Rd South support the added pedestrian infrastructure.
Tuxedo Rd (EAST)	Woodhaven Rd	Blackland Rd	30 ft	All comments regarding Tuxedo Rd East sidewalk projects strongly oppose the addition of sidewalks and the narrowing of streets for a variety of reasons.
Sidewalk Constructed Outside of the Existing Curb				
West Paces Ferry Rd	Woodhaven Rd	Habersham Rd	33 ft (three lane)	The property owners most effected by this project voiced strong opposition to the impacts that were perceived to be necessary for the added sidewalk. This project was replaced with a protected crossing recommendation near the intersection of W Paces Ferry Road at Woodhaven Road.
Blackland Rd (WEST)	Tuxedo (NORTH)	Tuxedo (EAST)	25 ft	Most residents support proposed turn restrictions and the addition of sidewalks and pedestrian improvements at the intersection of Tuxedo Rd and Blackland Rd. In addition to positive feedback regarding these projects, some residents noted concerns about whether road configurations will be effective and objection to private property adjustments necessary to accommodate a sidewalk.

Removed / Modified Intersection Improvement Projects

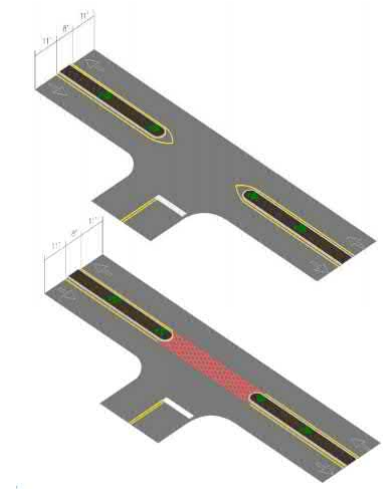
The following is a list of intersection projects that were considered but ultimately not included in the final project list due to neighborhood feedback and other considerations.

Project Name	Description
Intersection Control Change: Powers Ferry Road at Putnam Drive / Lake Forest Drive / Putnam Circle	Intersection realignment of the five-leg intersection to create two separate intersections and improve safety / visibility. Lake Forest Drive and Putnam Road would be realigned to Powers Ferry Road to create a four-leg intersection with stop-control at Putnam Road and Lake Forest Drive (with Powers Ferry Road remaining free-flow). A crosswalk would be installed from the south side of Putnam Road to the existing sidewalk on the east side of Powers Ferry Road. The approach of Putnam Circle to Powers Ferry Road would also be realigned to connect directly into Powers Ferry Road, south of the the intersection with Punam Circle / Lake Forest Drive. **Benefits:** Reconfigures confusing five-way intersection and may reduce crashes; Improved visibility at all approaches; Provides opportuniety for improved pedestrian crossings; Reduces cut-through traffic with added side-street delays making Putnam Road less attractive to commuters; Placemaking and beautification opportunities **Challenges:** Requires engineering design to determine feasibility and impacts; Likely to have right-of-way impacts; Moderate to high cost; Added delay to Putname Road and Lke Forest Drive. **Community Input:** Many residents noted the importance of the five-way intersection at Powers Ferry Rd and Putnam Dr. Residents commented that, if modified as proposed, it would not allow neighbors to turn left from Putnam Drive because of the high volume of traffic on Powers Ferry Road. This project has been replaced with recommendations to add marked crosswalks to all legs of the intersection. 

Project Name	Description
All-way Stop: Habersham Road at Knollwood Drive	Install an All-Way Stop at the intersection of Habersham Road and Knollwood Drive to allow for turning vehicles during congested periods. **Benefits:** Prevents blocking of intersection due to queuing on Habersham Rd; Low cost and easy installation. **Challenges:** Pavement marking; maintenance. **Community Input:** This project was replaced with recommendations for "Don't Block the Box" striping and signage. Many opposed to a three-way stop noted the increased wait time this will create at the stop. It is also very unlikely that this improvement would be supported by the City of Atlanta, given the potential impacts to the W Paces Ferry Road corridor.

Removed / Modified Traffic Calming Projects

The following is a list of traffic calming projects that were considered but ultimately not included in the final project list due to neighborhood feedback and other considerations.

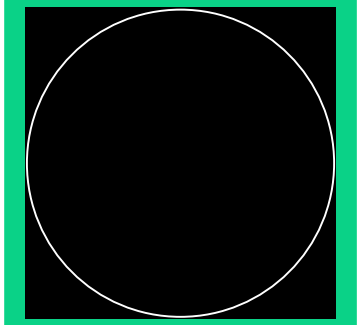
Project Name	Description
Landscaped Medians: Tuxedo Road from W. Paces Ferry Road to Tuxedo Road	Install segmented landscaped medians along straightaways reducing lane widths resulting in reduced vehicular speeds. Medians will not interrupt access to private driveways. **Benefits:** May slow speeds by narrowing travel lanes and limiting long straightaway distances; Does not limit driveway access; Landscaping opportunities. **Challenges:** Coordination with adjacent property owners, particularly during construction. **Community Input:** Of those who commented on Tuxedo Rd South projects, most noted a preference for speed tables rather than medians to control traffic speeds. Residents expressed concern for reduced street parking should medians be installed. This recommendation has been replaced with one for speed humps along Tuxedo Road.  

Project Name	Description
Lateral Shifts: Habersham Road from Knollwood Drive to Honour Avenue	Install lateral shifts and gore striping along Habersham Road to slow vehicular traffic. **Benefits:** May slow speeds on Habersham Rd by narrowing travel lanes and limiting long straightaway distances; Does not limit driveway access. **Challenges:** Coordination with adjacent property owners, particularly during construction. **Community Input:** There was not much input received about the Habersham Road chicane project, positive or negative. Because driveway densities would make proper chicane spacing and placement difficult, the project would have likely relied on a large amount of striping (rather than islands) – reducing its overall effectiveness. Therefore, this project has been removed from the recommendations in favor of other traffic calming treatments (i.e. the proposed roundabout at Valley Road). 

APPENDIX B:
PUBLIC ENGAGEMENT

1st Round of Public Input

- Transportation issues impacting residents
- Days and times that traveling is a challenge
- Roadways/intersections that are functioning well
- Roadways/intersections that are not functioning well
- Support for potential solutions



# of Survey Responses:

181

# of WebMap Responses:

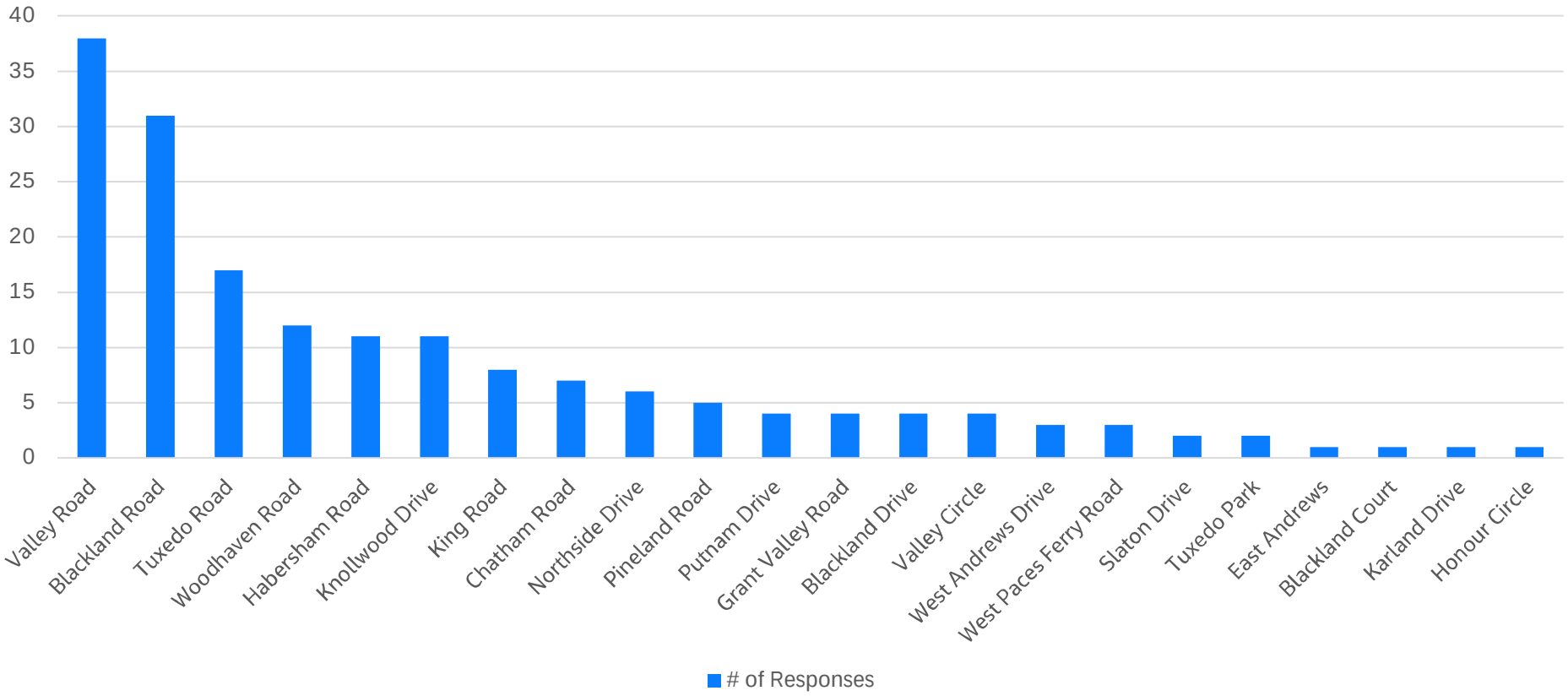
83

Advertised Through:

Email
NextDoor
Flyers

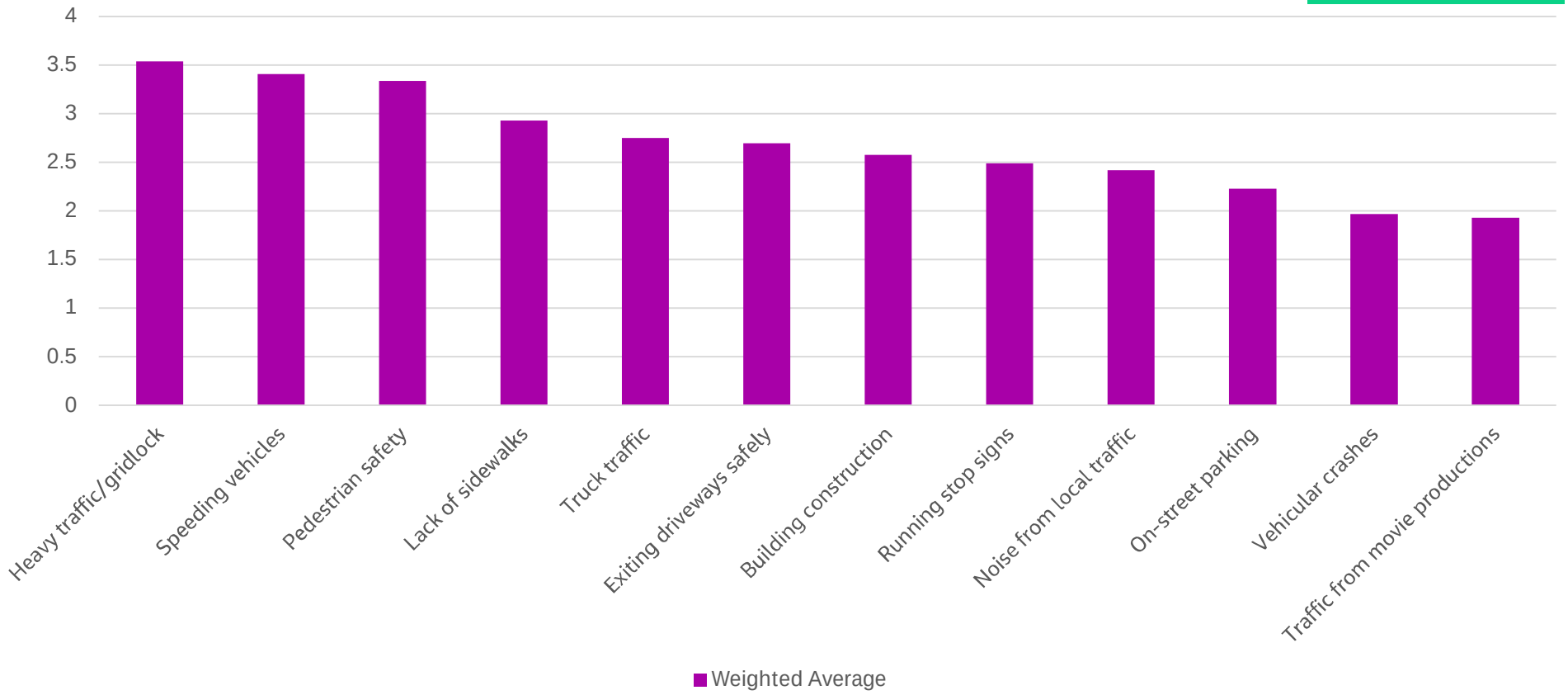
What street do you live on in the Tuxedo Park area?

176 Responses



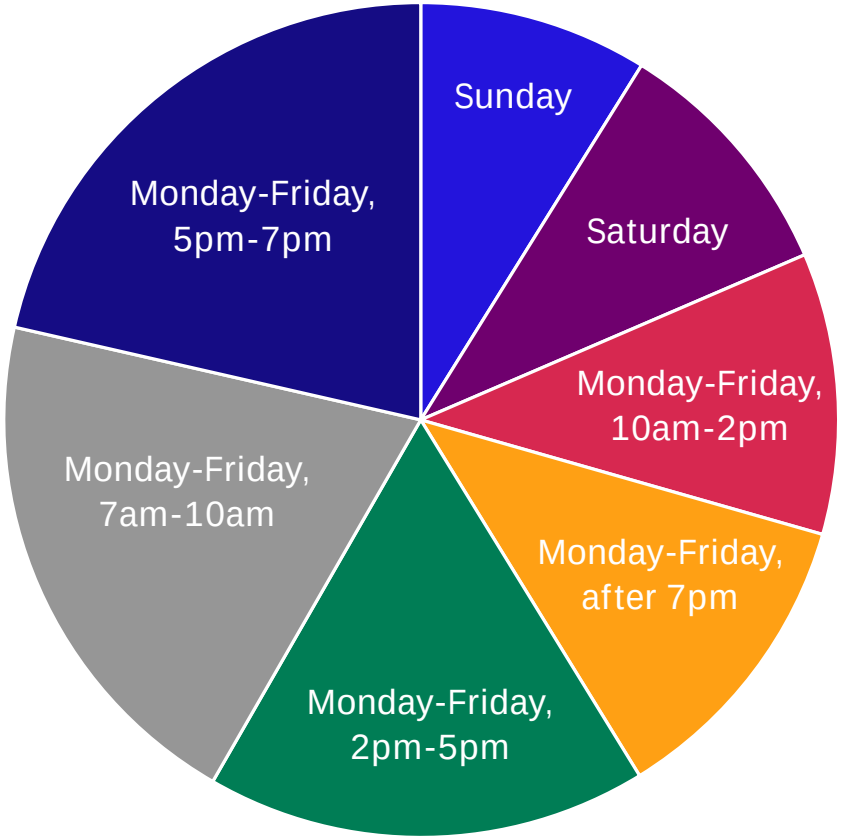
Indicate to which degree the following transportation issues impact you.

180 Responses



Indicate the days of the week and times of day which are the most challenging times to travel in and around Tuxedo Park.

179 Responses



What roadways or intersections are functioning well for a residential neighborhood in your opinion?

60 Responses

Top answers

- Tuxedo Rd/Valley Rd 4-way stop
- None
- Most roads function well
- Tuxedo Rd

Additional noted answers

- All except Valley Rd, Habersham Rd, Blackland, Putnam
- Grant Valley Rd/Valley Rd 4-way stop
- Blackland Rd/Northside Dr signal
- Blackland Rd/Tuxedo Rd
- Grant Valley Rd
- Roswell Rd/Habersham Rd signal
- King Rd between Pineland and Tuxedo Rd

What roadways or intersections are not functioning well for a residential neighborhood in your opinion?

143 Responses

Top intersections

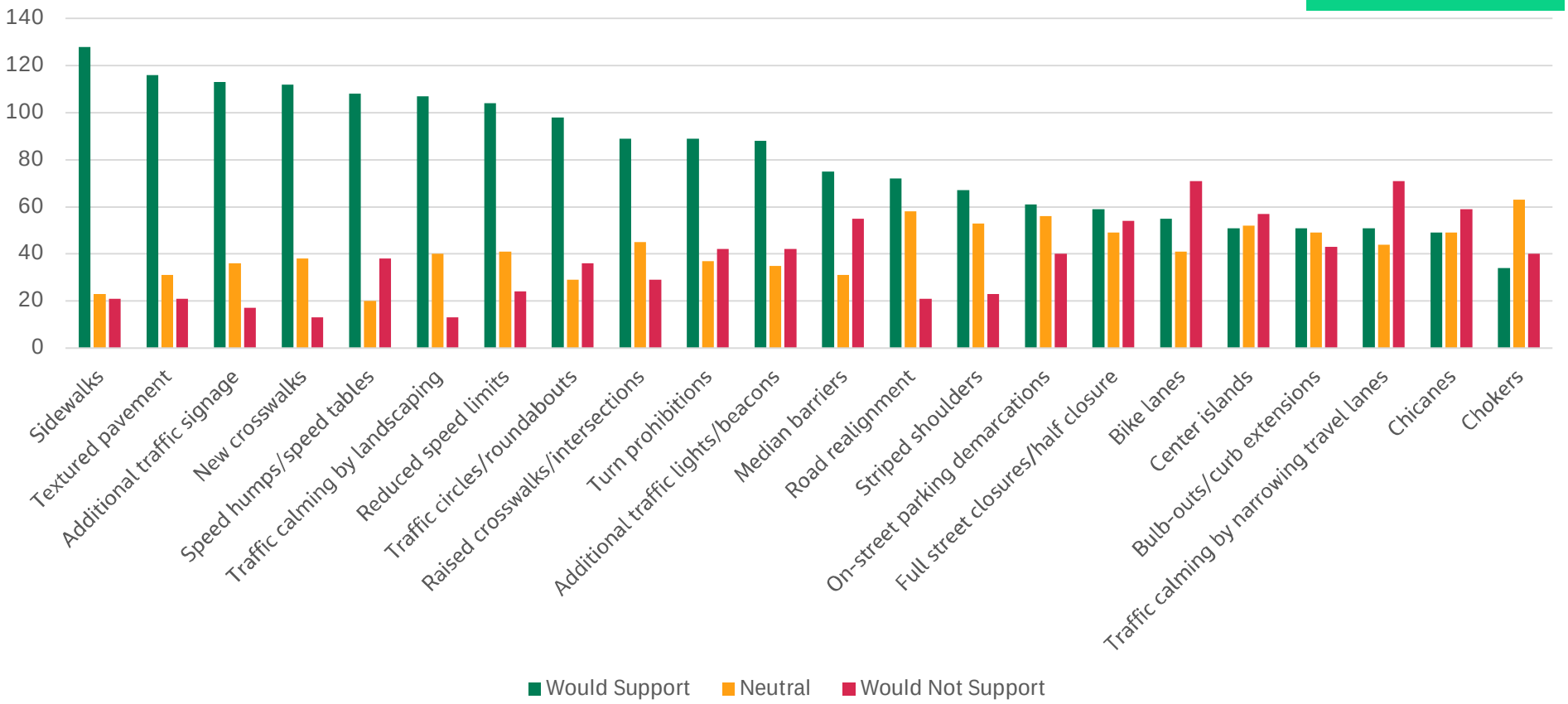
- Habersham Rd/Valley Rd
- Blackland Rd/Tuxedo Rd
- Blackland Rd/Putnam Dr
- Habersham Rd/West Paces Ferry Rd
- West Paces Ferry Rd/Valley Rd
- Powers Ferry Rd/Putnam Dr/Putnam Cir/ Lake Forrest Dr
- Habersham Rd/Piedmont Rd/Roswell Rd/ Blackland Rd
- West Paces Ferry Rd/Northside Dr
- Blackland Rd/Northside Dr

Top roads

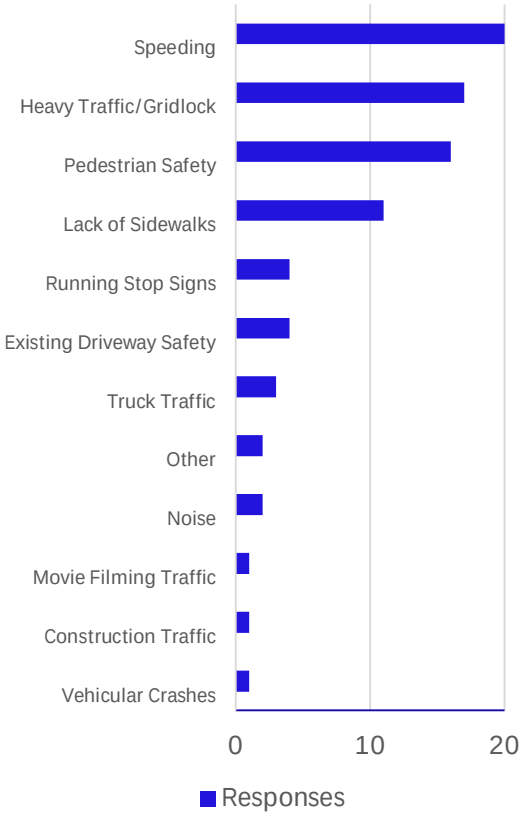
- Most roads
- Blackland Rd
- Habersham Rd
- West Paces Ferry Rd

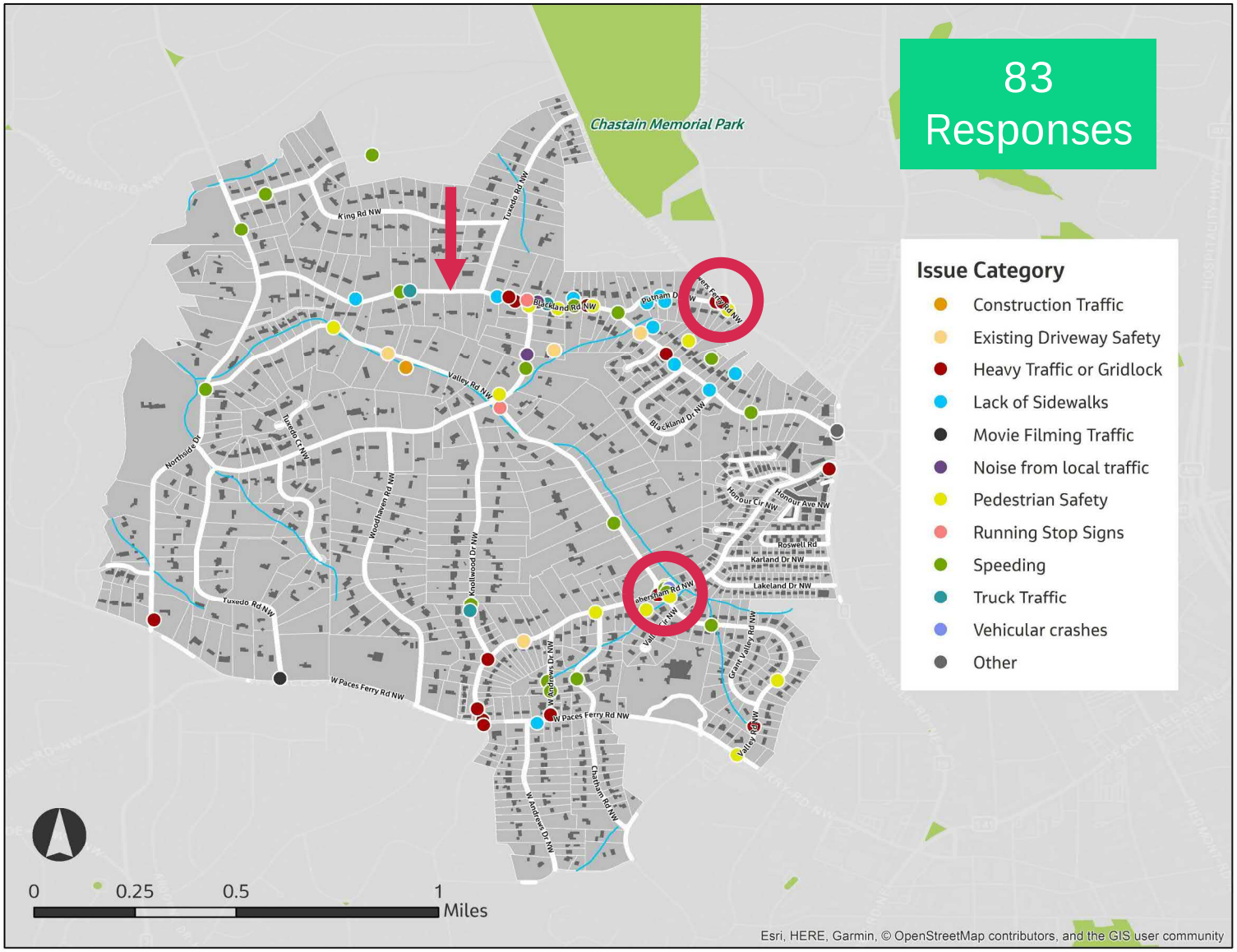
Level of support for exploring the following potential solutions.

179 Responses



WebMap Identified Issues





Tuxedo Park Transportation Plan

Online Community Forum

Welcome to our Online Community Forum!

Over the last decade, Tuxedo Park has experienced increasing traffic at levels that compromise both our safety and our quality of life. This is due in large part to our neighborhood location between I-75 and Northside Drive to the west and the central Buckhead business district (CBBD) to the east. As such, our streets are the perfect cut-through routes for commuters looking for the most efficient ways to get to and from their Buckhead jobs. This nonresident traffic—which is projected to get far worse with suburban population growth and the continued development of the CBBD--threatens the viability of our unique residential neighborhood.

To address this growing concern, **TPCA** partnered with **Jacobs**, a world class engineering and planning firm, to conduct an in-depth study of traffic problems and to recommend a transportation plan for solving them. Now, it is your turn to weigh in. The results of Jacobs' study and their specific recommended solutions are set out on this website. **WE NEED YOUR INPUT** on these recommendations—on both what you like and what you don't—so we can create the best transportation plan for the future of Tuxedo Park.

Continue

What is the Tuxedo Park Transportation Plan?

The Tuxedo Park Transportation Plan is a concerted program for addressing the ever-growing nonresident traffic plaguing Tuxedo Park. It was sponsored by the TPCA's Board and led by a steering committee consisting of representatives of the Board, other residents, one of our City Councilman's senior policy advisors, and the Assistant Director of the City's Office of Mobility Planning. The plan was developed by Jacobs after collection and analysis of data on the volume and speed of our traffic, where that traffic comes from and where it goes, and the various factors that impact the use of Tuxedo Park's residential streets as commuter throughways. Its development included collaboration with representatives of the City of Atlanta Department of Transportation, the Georgia Department of Transportation and the Buckhead Community Improvement District.

The plan itself is two-pronged. Part one includes specific proposals for transportation infrastructure within Tuxedo Park for reducing the volume of nonresident traffic as well as traffic speeds, and for improving pedestrian and vehicular safety. Once these proposals are finalized and approved by the City, our City Councilman will sponsor an ordinance to have them included in the City's transportation plan, where they will be eligible for City funding and implementation. The second part of our plan is a guide for TPCA's advocacy efforts with state, regional and local entities for broader and longer term solutions—such as mass transit alternatives—that could reduce commuter use of Tuxedo Park's residential streets.

Click **'Continue'** to see where we are today.

Continue

Tuxedo Park Today

When we first started developing our transportation plan, our team reviewed and analyzed a massive amount of information and data, including transportation plans in adjoining areas that could affect ours (such as the City's and the BCID's) and other data on commuter traffic in our area. Chief among the information collected was our original data collection that identified and quantified the problems we have today.

We knew commuters are using our neighborhood streets as cut-through routes, but through this data collection, our team was able to tell us how many and which streets they are using and when. We knew many vehicles speed through our neighborhood, but our team was able to tell us how many, how fast they are going and on which streets. This information has guided our efforts on where and how to build a strong Transportation Plan.

Please navigate through all the information we have collected. **Navigate right [>]** to advance these slides and click on each map to open a larger version and to zoom in.

Continue

What We've Heard So Far

As you may recall, early this year, the TPCA Traffic Committee invited all residents of Tuxedo Park to complete a survey designed to capture our residents' thoughts and opinions on neighborhood traffic issues. Participation in the survey was high at a total of 181 responses. Results from the survey presented an initial understanding of Tuxedo Park residents' greatest concerns and the types of traffic solutions our residents would most like to see going forward.

The survey format and responses to some of the primary survey questions are described in the following slides. **Navigate right [>]** to advance these slides.

Tuxedo Park Transportation Plan

Online Community Forum

Introduction to Recommendations

The proposed recommendations for our Transportation Plan are broken into **five categories**, described below:

Intersection Improvements

Our proposals include changes to many Tuxedo Park intersections, most notably at Valley/Habersham, Habersham/West Paces Ferry and a number of intersections on Blackland. These are designed to slow traffic, discourage commuter cut-through and/or promote vehicular and pedestrian safety. They are marked on the interactive "Map of All Recommendations" in the slides with the blue symbol to the left.

Turn Restrictions

Our proposals include several restrictions prohibiting traffic from turning into our neighborhood in order to mitigate the influxes of traffic and congestion we currently experience. These include morning rush hour turn restrictions into Tuxedo Park from Northside Drive. They are marked on our interactive map with the red symbol to the left.

Traffic Calming

Our proposals include traffic calming measures—some in the form of speed humps, others more creative--for virtually all our major streets. They are marked on our interactive map with the purple symbol to the left.

Pedestrian Improvements

Our proposals include three types of pedestrian improvements—dedicated pedestrian lanes, "roadbed" sidewalks built on one side of the bed of some of our overly wide streets, and traditional sidewalks built outside the roadbed. One pedestrian improvement of particular note is a walking/jogging loop created by linking new sidewalks (or pedestrian lanes) with the existing sidewalks on Habersham. This loop includes a new sidewalk on the north side of West Paces between Habersham and Woodhaven so our residents can safely walk or jog without crossing that busy street. Pedestrian improvements are marked on the map with the green symbol to the left.

Advocacy Projects

One of the Tuxedo Park's major problems is that, with no express busses, no trains and no commuter corridor north of West Paces Ferry, suburban commuters have few other ways for getting to their jobs in Buckhead. Our recommendations thus include a host of projects for TPCA to advocate with state, regional and local entities to provide commuters with alternatives to driving their single-occupancy vehicles through our neighborhood. These projects are detailed in the "Recommendations by Category" listings.

Continue

Three Ways to Review Recommendations

Our recommendations are presented in **three different formats** to facilitate your review:

1. Map of All Recommendations
2. Street-by-Street Facts & Recommendations
3. Recommendations by Category

An interactive Map of All Recommendations. All of our recommendations are shown on this map, identified by their category symbols and Project Identification Numbers which correspond to entries described on both the Street-by-Street Facts and Recommendation sheets and the Recommendations by Category.

Fact sheets detailing Street-by-Street Facts and Recommendations. You may click on each street (or street segment) in our neighborhood and open a link detailing the specific data for that street (traffic volumes, speeds, etc.), along with the specific recommended solutions for that street. You can download and print these fact sheets.

This link organizes the proposals by Recommendations Categories and includes maps showing all recommendations within each category. These listings also include more detail on the specific recommendations. Descriptions of proposed Advocacy Projects are included in a separate section at the end of these listings.

Continue

Map of All Recommendations

The Project Identification Numbers correspond to entries described on both the Street-by-Street Facts and Recommendation sheets and the Recommendations by Category lists. Click on the Map to zoom in.

Continue

Street-by-Street Facts & Recommendations

You can download printable fact sheets for each street segment in Tuxedo Park. These include traffic data and recommendations with illustrations to help you visualize how they would be implemented. Feel free to leave us comments using the form below!

Blackland Rd (East)

Blackland Rd (West)

Putnam Dr

Tuxedo Rd (North)

- Chatham Rd (North)
- Habersham Rd (East)
- Habersham Rd (West)
- Honour Ave
- Karland Dr
- King Rd
- Knollwood Dr
- Lakeland Dr
- Northside Dr
- Tuxedo Rd (South)
- Tuxedo Rd (East)
- Tuxedo Rd (West)
- Valley Rd (North)
- Valley Rd (South)
- Valley Rd (Far South)
- W Andrews Dr (North)
- W Paces Ferry Rd
- Woodhaven Rd

Continue

Recommendations by Category

Click **'DOWNLOAD'** to see a map and list of project recommendations organized by project type below.

Intersection Improvements DOWNLOAD

Traffic Calming DOWNLOAD

Turn Restrictions DOWNLOAD

Pedestrian Improvements DOWNLOAD

Advocacy Projects DOWNLOAD

Continue

Comment Form

Please leave us as many comments as you want on our recommendations. (Just select another street or topic from the dropdown list.) And be sure to tell us what you like as well as anything you do not like—so we can accurately weight resident responses as we finalize our transportation plan.

E-mail Address

Select a Street Segment or Category!

Type your thougts here!

Submit

Any Questions?

Please review the **Questions?** page first! You'll also have the opportunity to submit your own questions.

Continue

Recommendations

Our team has taken what we've heard, seen and studied, and formulated a concerted plan of proposed solutions set out below. And now it's YOUR turn. Please review all our recommendations carefully and give us your comments via either the **COMMENTS** link above in the Menu bar or the link at the end of the Recommendations section. Note that **NONE of our proposals are final**. We want you, our residents, to weigh in so that we can consider your input before we finalize our proposed solutions for submission to the City of Atlanta. That means we need to hear what you like, as well as anything you don't.

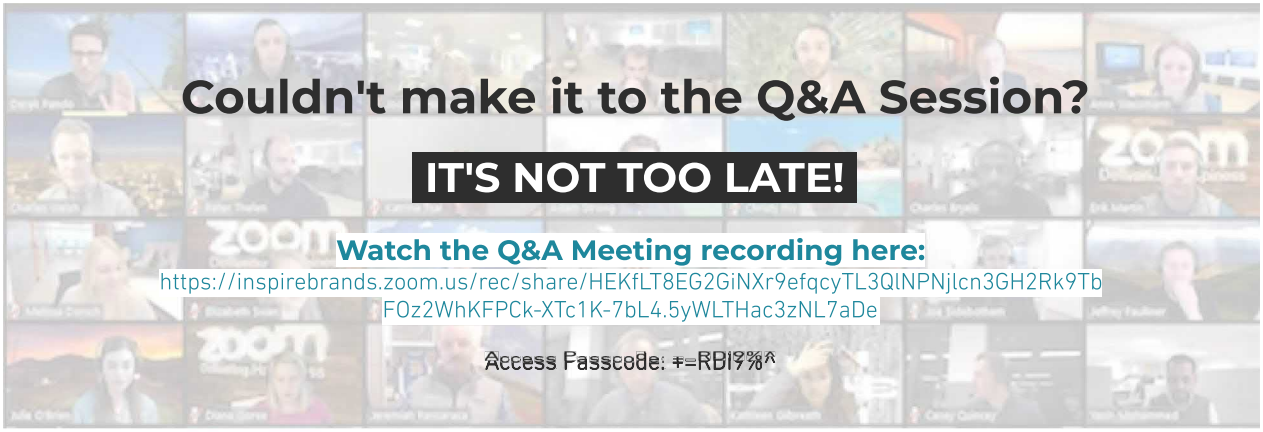
So please be a part of this process. We need to hear your voice!

Click here to begin reviewing project recommendations!

Go Back to the Top

Tuxedo Park Transportation Plan
Online Community Forum

Q&A Session Recording



Frequently Asked Questions (FAQs)

The following are a list of frequently asked questions about the Tuxedo Park Transportation Plan. This page may be updated from time to time, depending on the results of the online Community Forum (TuxedoParkPlan.com). Click on a question below to skip ahead, or just scroll down to read through all of them.

Sidewalks

Why are we proposing so many sidewalks?

Pedestrian safety was one of the top concerns revealed by our survey, and sidewalks received the highest level of support of any other proposed transportation solution. In order to address these important safety and quality of life issues, the plan proposes numerous pedestrian improvements. Most notably, our plan creates a Tuxedo Park walking/jogging loop by linking new sidewalks (or pedestrian lanes) with the existing sidewalks on This proposed loop would avoid the safety issues residents currently face crossing West Paces Ferry on its south side (and then J-walking back into Tuxedo Park) by adding a sidewalk on the north side of West Paces

Back to the Top

between Habersham and Woodhaven. Our plan also proposes sidewalks (or pedestrian lanes) linking Tuxedo Park to both Chastain Park and the Roswell/Powers Ferry commercial district—links advocated by many or our residents.

What impacts will the sidewalks have to my property?

There are two different types of sidewalks proposed by the plan, those that will be constructed within the current street (which will narrow those streets) and sidewalks that will be constructed outside the street or outside the existing curbs. These have different effects.

Proposed Sidewalks within Existing Roadbed

Many of Tuxedo Park's streets are significantly wider than most residential streets. Our plan proposes that some of this excess width be used first for dedicated pedestrian lanes and later for sidewalks. The streets where we propose such "roadbed" sidewalks are identified on the following chart:

ID	Street	From	To	Current Street Width	Sidewalk Length
PI-1	Woodhaven Rd	Habersham Rd	Valley Rd	30 ft	0.75 mi
PI-3	Valley Road (SOUTH)	Habersham Rd	Tuxedo Rd	29 ft	0.60 mi
PI-4	Blackland Rd (EAST)	Putnam Rd	Roswell Rd	28 ft	0.60 mi
PI-6	Tuxedo Rd (EAST)	Woodhaven Rd	Blackland Rd	30 ft	0.25 mi

"Roadbed" sidewalks have the benefit of preserving trees and resident landscaping. They also have the benefit of reducing the remaining roadway by approximately eight feet—a reduction that will have a traffic calming effect. Roadbed sidewalks will, however, require the relocation of mailboxes to the new curb line. They may also require relocation of some storm sewer drains.

Back to the Top

Proposed Sidewalks outside Existing Roadbed

Some sidewalks are proposed to be constructed outside the existing roadbed within a five- to seven-foot strip adjacent to the curb line—an area controlled by the City of Atlanta. (The City holds a 50-foot right-of-way on all of

our major streets, typically extending approximately ten feet into what we consider as our property. The City's right-of way on West Paces Ferry is wider, given the width of that street.) The streets where we propose such "outside the roadbed" sidewalks are identified on the following chart:

ID	Street	From	To	Current Street Width	Sidewalk Length
PI-2	West Paces Ferry Rd	Woodhaven Rd	Habersham Rd	33 ft	0.15 mi
PI-5	Putnam Rd	Blackland Rd	Powers Ferry Rd	25 ft	0.25 mi
PI-7	Blackland Rd (WEST)	Tuxedo (NORTH)	Tuxedo (EAST)	25 ft	0.10 mi
PI-8	Tuxedo Rd (NORTH)	Blackland Rd	Powers Ferry Rd	25 ft	0.50 mi
PI-9	Blackland Rd (EAST)	Tuxedo (EAST)	Putnam Rd	25 ft	0.20 mi

Survey and design would dictate the exact location for these "outside-the-roadbed" sidewalks, minimizing expenses for relocation of utilities, mailboxes, landscaping, and driveway modifications. For example:

- **Utilities** - There are options to work the utilities into the sidewalk design or relocate them outside of the sidewalk. This work would be included as part of the project.
- **Trees** - There are several factors that would be considered, such as the type of tree and its root bed. The City's arborist could evaluate how close the sidewalk could be placed to the tree and how much of that root bed could be impacted without damaging the tree's health.
- **Driveways** - Sidewalk installation would address driveway aprons when upgrades/modifications are needed in order for the sidewalks and crossings to be ADA compliant. Full driveway replacement wouldn't happen, but during the design phase the City would note any issues and incorporate fixes to problem areas in the path of the sidewalk in most cases.

"Outside-the-roadbed" sidewalks would obviously not reduce roadway width. They may in some cases, however, impact resident landscaping and require relocation of mailboxes.

Roundabout

How will the proposed roundabout on Habersham Road at Valley Road affect the adjacent properties?

While a survey and fully engineered design is needed to determine the exact layout of the roundabout, we believe our proposed design would fit within the existing intersection area, with little or no impact on adjacent properties. The following graphics juxtapose the current intersection with our proposed roundabout. Pull the slider bar to reveal how the proposed roundabout would be constructed at the intersection.

Before & After

Speed Tables

Why aren't speed humps proposed for Blackland Road?

Currently Blackland Road has a functional classification (a federal designation overseen by the Atlanta Regional Commission and Georgia Department of Transportation) of "Major Collector." The Atlanta City Code (Sec. 138-84) states that collector streets "shall not qualify for vertical traffic calming measures." Thus, other traffic calming

Back to the Top

states that collector streets "shall not qualify for vertical traffic calming measures." Thus, other traffic calming

measures, along with a number of intersection changes, have been proposed to reduce speeds (and deter nonresident traffic) on Blackland.

Next Steps

What happens next? How do these get built?

Input from the comments submitted on TuxedoParkPlan.com will be used to modify and rank our recommendations. The finalized plan with then be reviewed with the City of Atlanta's transportation team for their approval. Once approved, our City councilman, J.P. Matzigkeit, will propose an ordinance for adoption of the approved and finalized Tuxedo Park Transportation Plan as part of the City of Atlanta Transportation Plan. Once adopted our plan will be eligible for implementation and funding by the City of Atlanta.

Additional Information

What's happening in front of my house?

Please refer to the **Street-by-Street Facts & Recommendations** on the "Recommendations" page for data on your street, along with indepth descriptions (and graphics as appropriate) of every proposal for your street .

Who can I contact for more answers?

If you have a question, ask us using the form below. Please be sure to include your email address with your question(s). These will be reviewed and answered weekly.

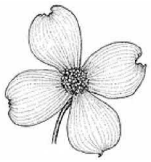
Still have questions?

Didn't find an answer? Ask us a question and we will get back to you!

E-mail Address

Ask a question here

Submit



Tuxedo Park Transportation Plan

Online Community Forum

COMMENTS

Please leave us as many comments as you want on our recommendations. (Just select another street or topic from the dropdown list.) And be sure to tell us what you like as well as anything you do not like—so we can accurately weight resident responses as we finalize our transportation plan.

E-mail Address

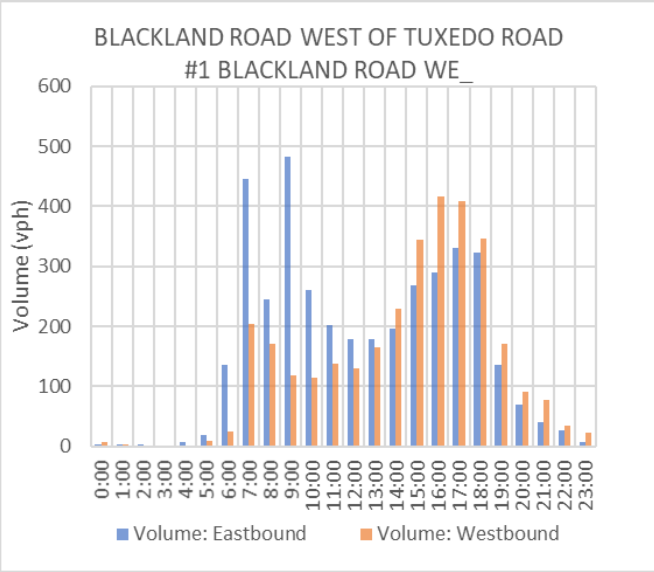
Select a Street Segment or Category!

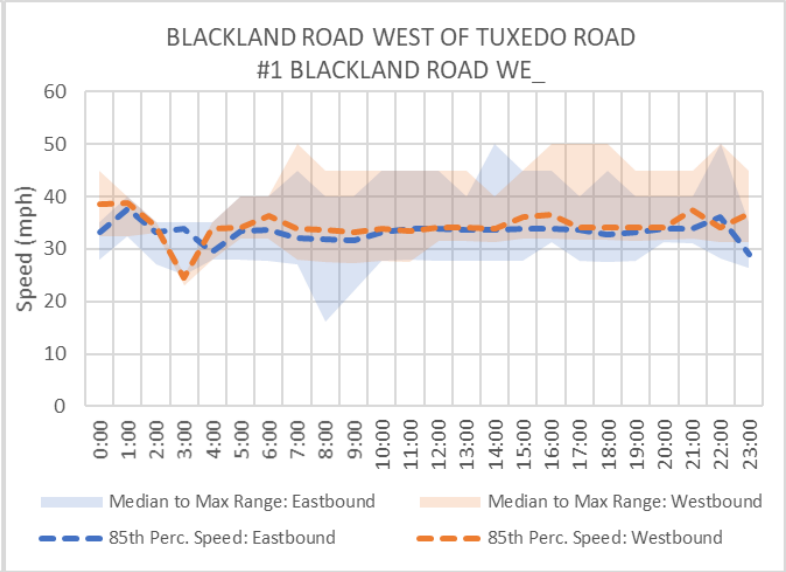
Type your thougts here!

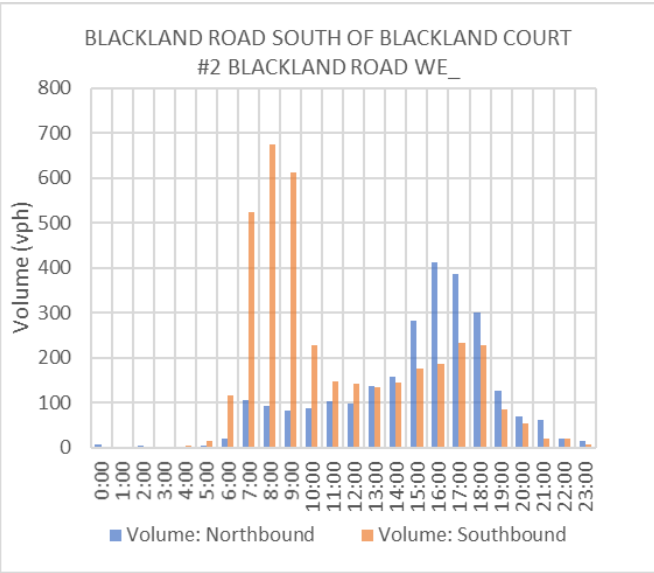
Submit

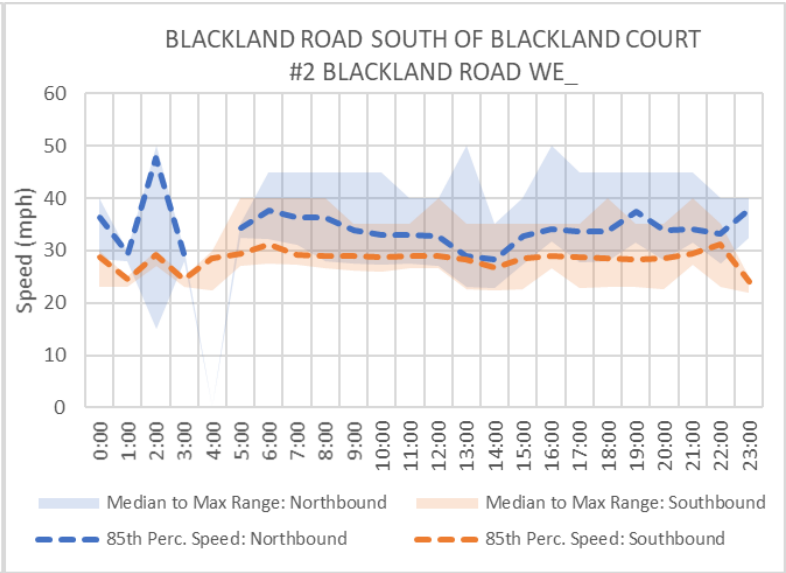
APPENDIX C:
SPEED COUNT DATA

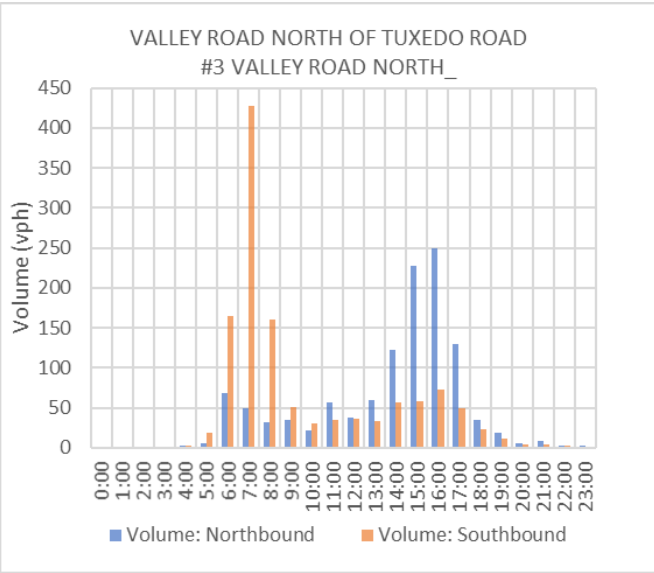
King Rd, W/O Tuxedo Rd
Tuxedo Rd, N/O King Rd
Powers Ferry Rd
Laurel Forest Cir NE
Fairfield Rd NW
Le Brun Rd NE
Sheldon Dr NE
Blackland Rd, W/O Tuxedo Rd
Putnam Dr, W/O Roswell Rd
Blackland Rd NW
Putnam Dr NW
Ivy Knoll NE
Ivy Pl NE
Valley Rd NW
Tuxedo Rd, S/O Blackland Rd
Blackland Rd, S/O Blackland Ct
Valley Rd, N/O Tuxedo Rd
Lakes Dr NE
Ivy Pkwy NE
Old Ivy Rd NE
Old Ivy Cir NE
Mayfair Rd NE
Blackland Dr NW
Tuxedo Rd, W/O Woodhaven Rd
237
PATH 400
Valley Rd, S/O Tuxedo Rd
Habersham Rd, E/O Valley Rd
400
Tuxedo Rd, S/O Tuxedo Rd
9
Knollwood Rd, S/O Tuxedo Rd
Karland Dr, E/O Habersham Rd
Lakeland Dr, E/O Habersham Rd
Lenox Rd NE
Woodhaven Rd, N/O W Paces Ferry Rd
Habersham Rd, W/O Valley Rd
Lakeland Dr NW
West Paces Ferry Rd NW
Tuxedo Rd NW
Knollwood Dr NW
Alberta Terrace NE
Grant Valley Rd, S/O Valley Rd
Chattham Rd, S/O Habersham Rd
Valley Rd, S/O Habersham Rd
Montana Rd NW
W Andrews Dr, S/O W Paces Ferry Rd
W Andrews Dr NW
Glen Arden Dr NW
Tower Pl NE
Shadowlawn Ave NE
Roswell Rd
Chateau Dr NW
W Andrews Dr, S/O W Paces Ferry Rd
E Andrews Dr NW
Chatham Rd, S/O W Paces Ferry Rd
141
Google Earth

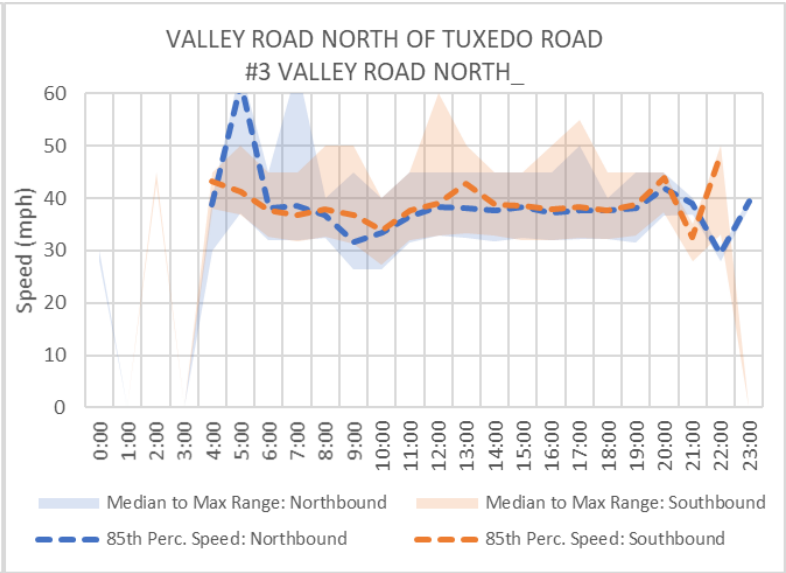

BLACKLAND ROAD WEST OF TUXEDO ROAD
#1 BLACKLAND ROAD WE_
Volume (vph)
Volume: Eastbound
Volume: Westbound

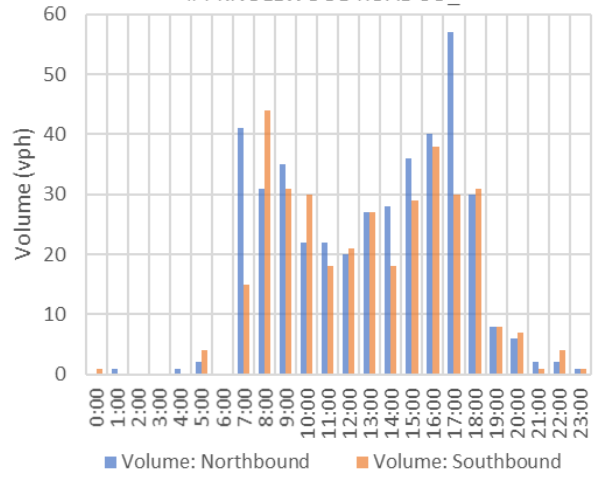

BLACKLAND ROAD WEST OF TUXEDO ROAD
#1 BLACKLAND ROAD WE_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound

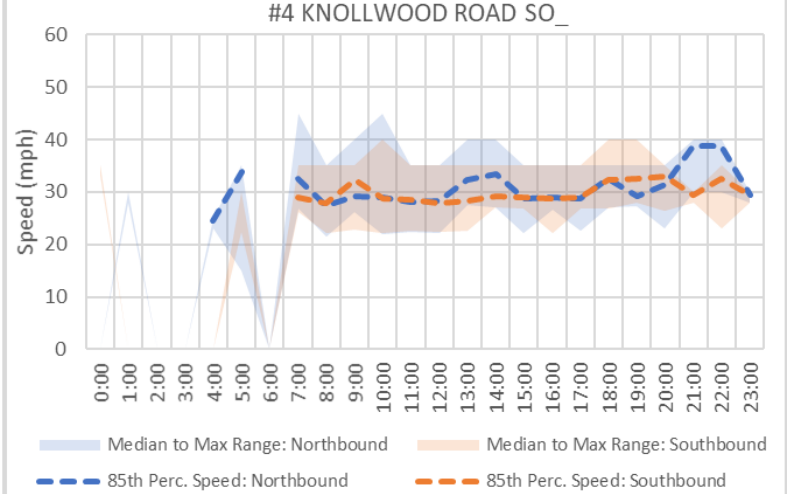

BLACKLAND ROAD SOUTH OF BLACKLAND COURT
#2 BLACKLAND ROAD WE_
Volume (vph)
Volume: Northbound
Volume: Southbound

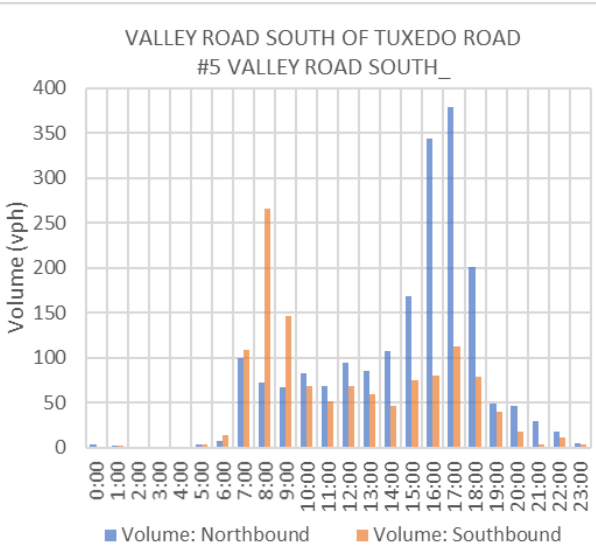

BLACKLAND ROAD SOUTH OF BLACKLAND COURT
#2 BLACKLAND ROAD WE_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

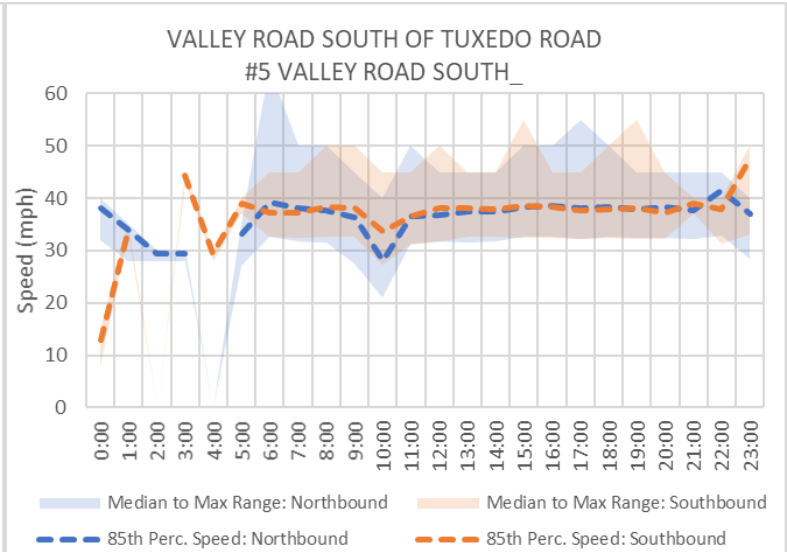

VALLEY ROAD NORTH OF TUXEDO ROAD
#3 VALLEY ROAD NORTH_
Volume (vph)
Volume: Northbound
Volume: Southbound

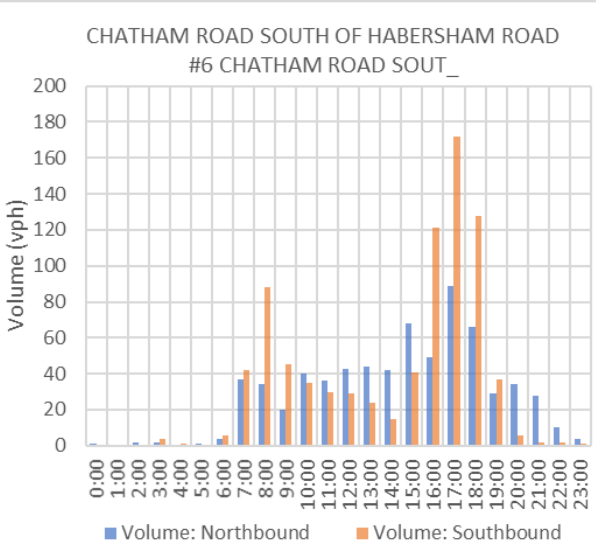

VALLEY ROAD NORTH OF TUXEDO ROAD
#3 VALLEY ROAD NORTH_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

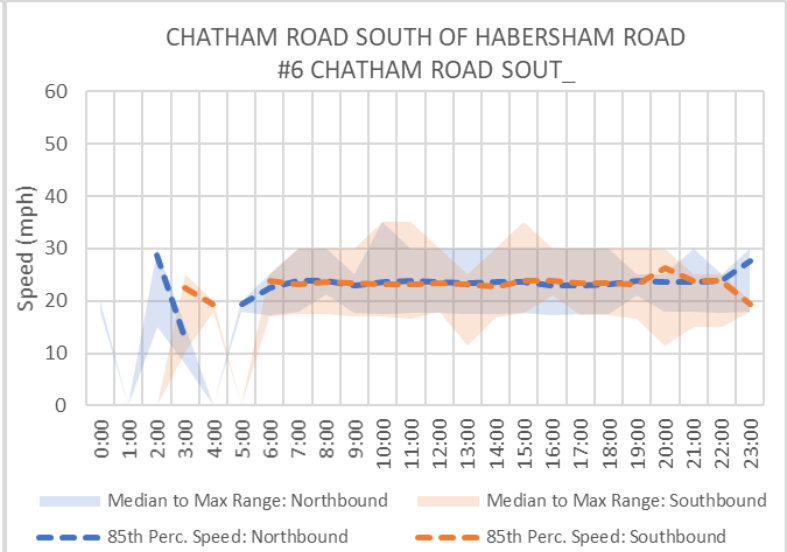

KNOLLWOOD ROAD SOUTH OF TUXEDO ROAD
#4 KNOLLWOOD ROAD SO_
Volume (vph)
Volume: Northbound
Volume: Southbound

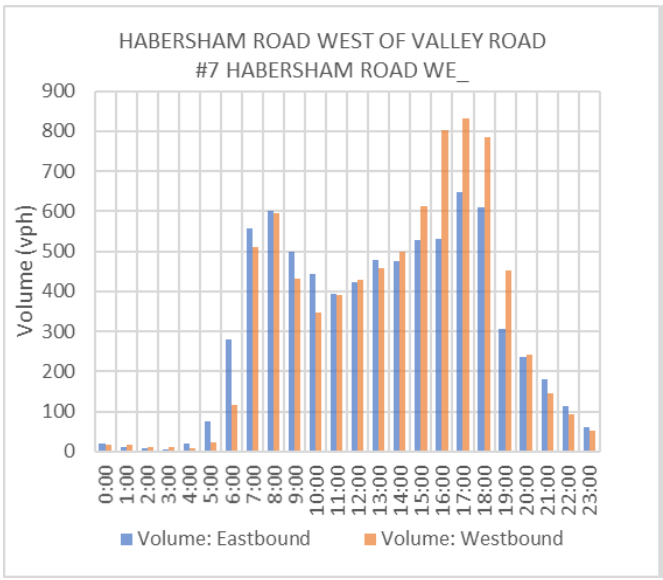

KNOLLWOOD ROAD SOUTH OF TUXEDO ROAD
#4 KNOLLWOOD ROAD SO_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

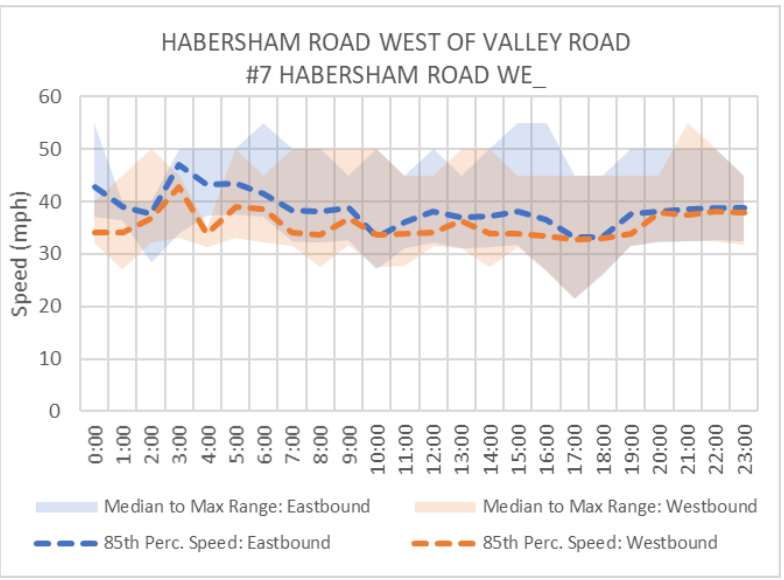

VALLEY ROAD SOUTH OF TUXEDO ROAD
#5 VALLEY ROAD SOUTH_
Volume (vph)
Volume: Northbound
Volume: Southbound

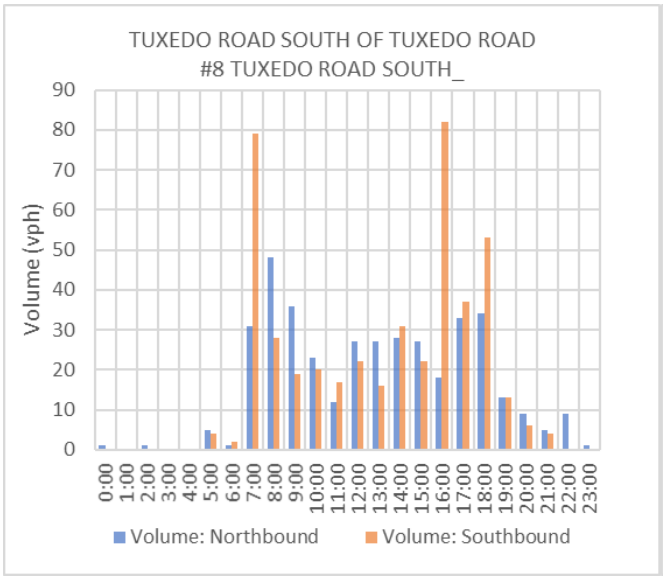

VALLEY ROAD SOUTH OF TUXEDO ROAD
#5 VALLEY ROAD SOUTH_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

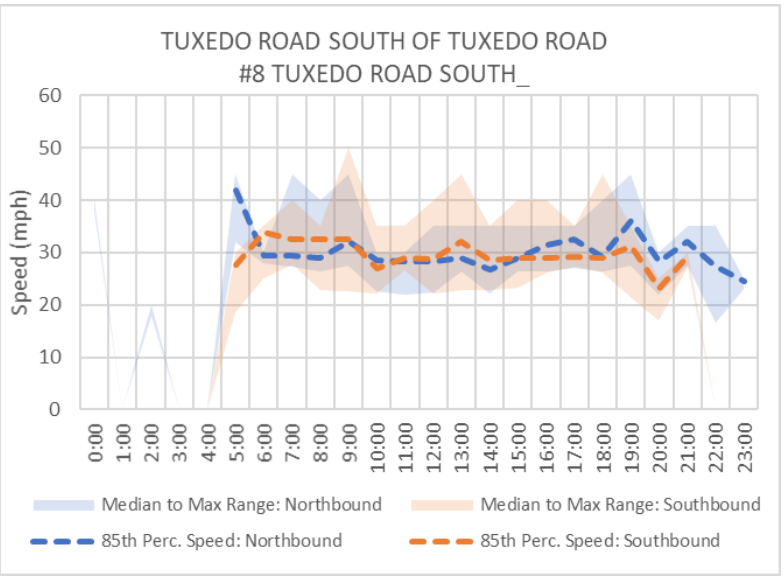

CHATHAM ROAD SOUTH OF HABERSHAM ROAD
#6 CHATHAM ROAD SOUT_
Volume (vph)
Volume: Northbound
Volume: Southbound

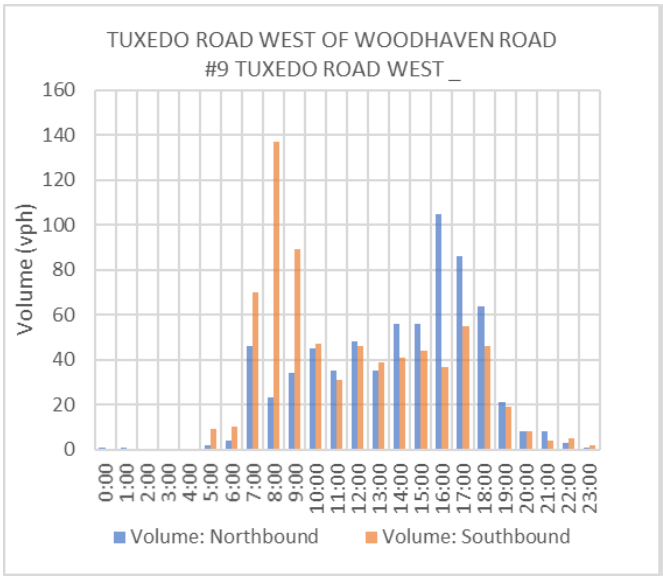

CHATHAM ROAD SOUTH OF HABERSHAM ROAD
#6 CHATHAM ROAD SOUT_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

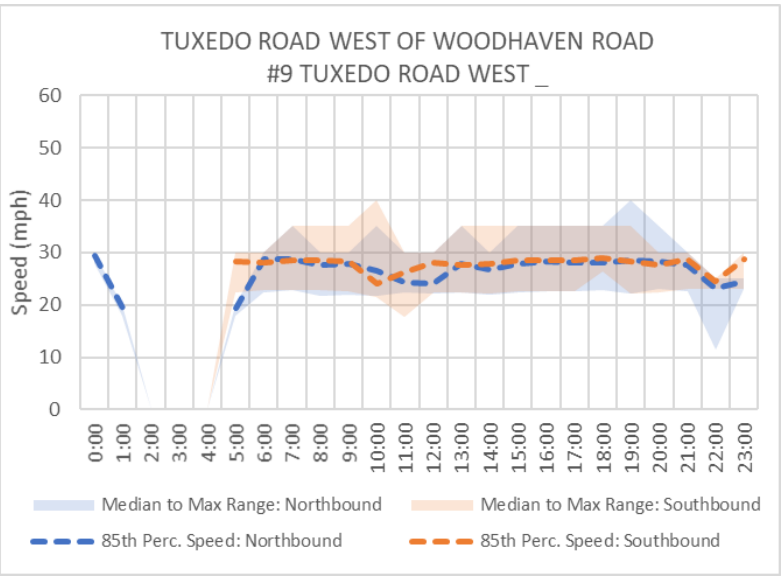

HABERSHAM ROAD WEST OF VALLEY ROAD
#7 HABERSHAM ROAD WE_
Volume (vph)
Volume: Eastbound
Volume: Westbound

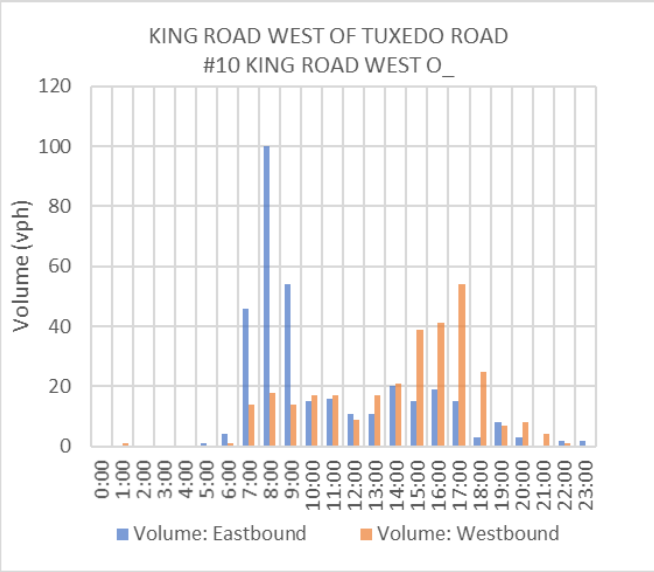

HABERSHAM ROAD WEST OF VALLEY ROAD
#7 HABERSHAM ROAD WE_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound

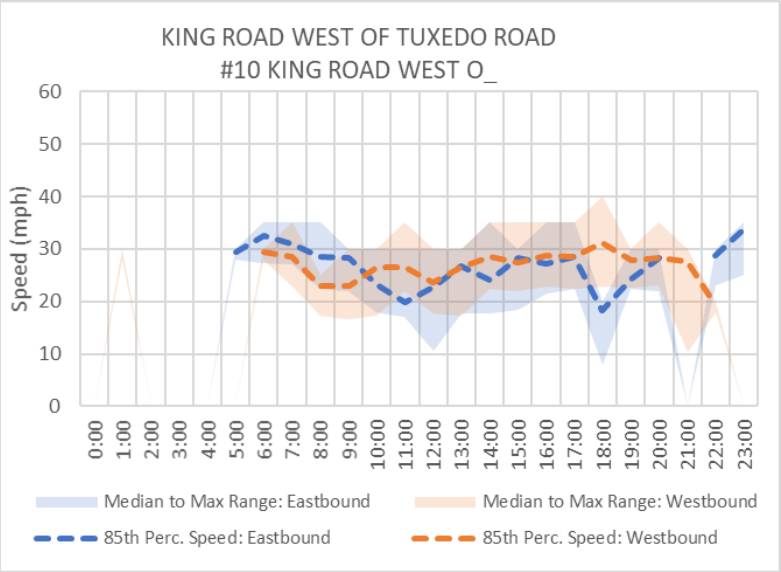

TUXEDO ROAD SOUTH OF TUXEDO ROAD
#8 TUXEDO ROAD SOUTH_
Volume (vph)
Volume: Northbound
Volume: Southbound

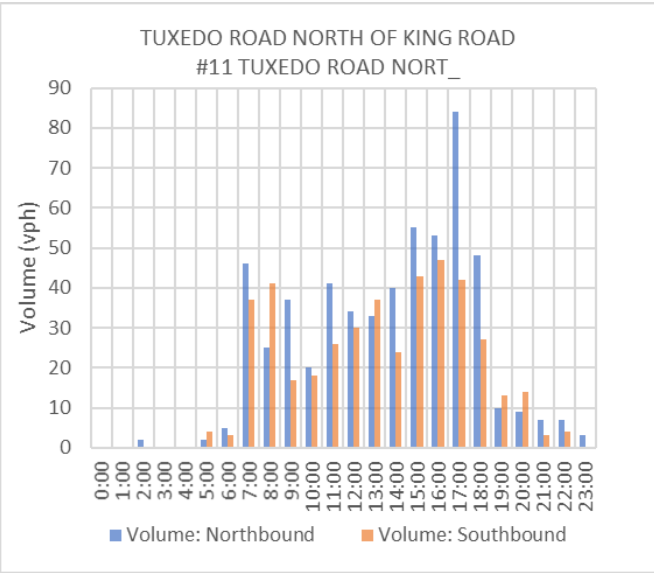

TUXEDO ROAD SOUTH OF TUXEDO ROAD
#8 TUXEDO ROAD SOUTH_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

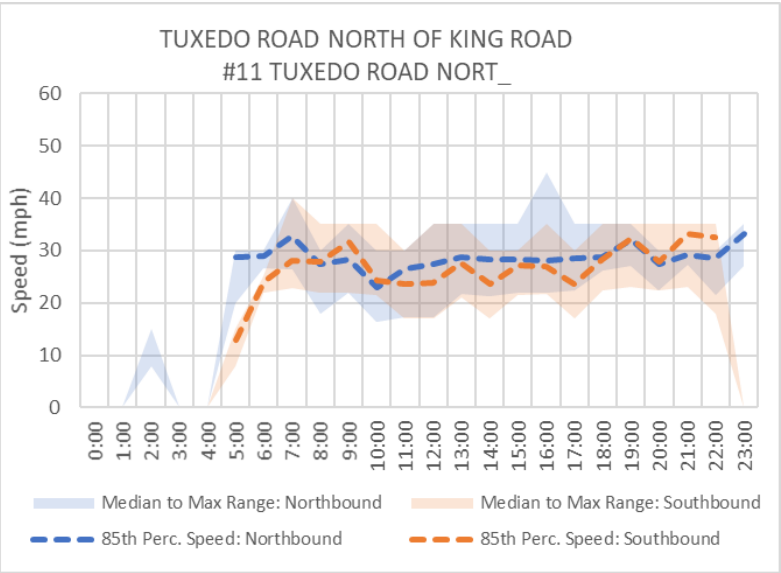

TUXEDO ROAD WEST OF WOODHAVEN ROAD
#9 TUXEDO ROAD WEST _
Volume (vph)
Volume: Northbound
Volume: Southbound

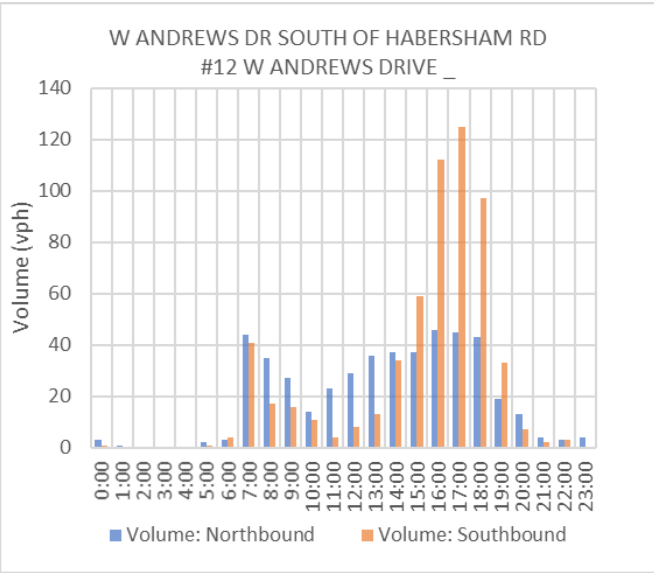

TUXEDO ROAD WEST OF WOODHAVEN ROAD
#9 TUXEDO ROAD WEST _
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

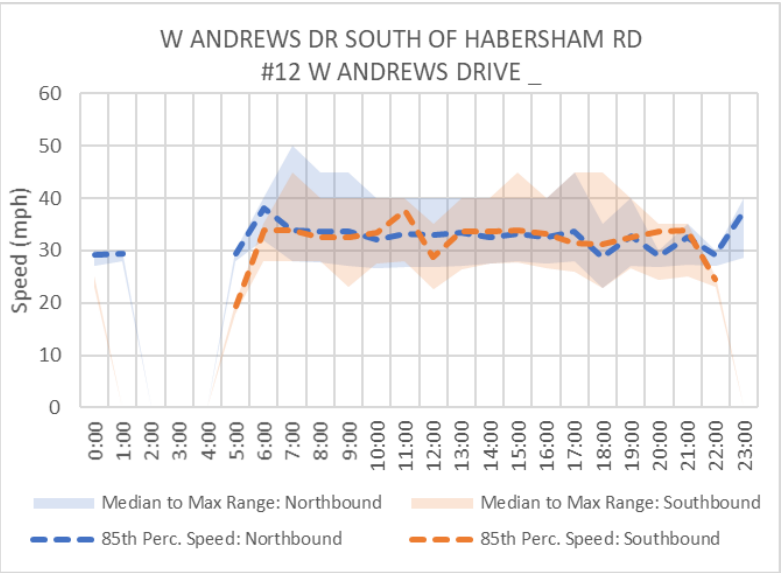

KING ROAD WEST OF TUXEDO ROAD
#10 KING ROAD WEST O_
Volume (vph)
Volume: Eastbound
Volume: Westbound

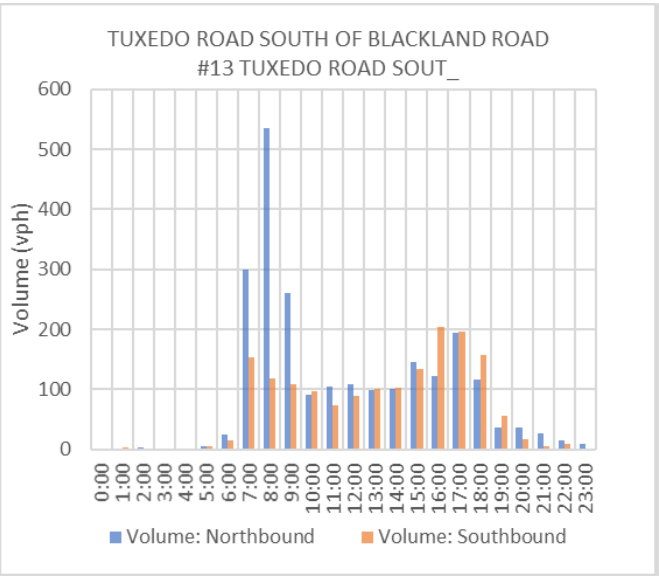

KING ROAD WEST OF TUXEDO ROAD
#10 KING ROAD WEST O_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound

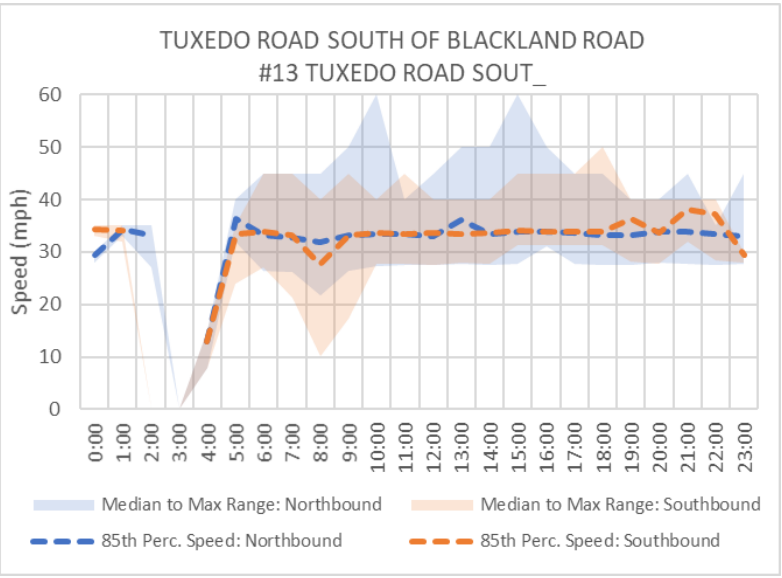

TUXEDO ROAD NORTH OF KING ROAD
#11 TUXEDO ROAD NORT_
Volume (vph)
Volume: Northbound
Volume: Southbound

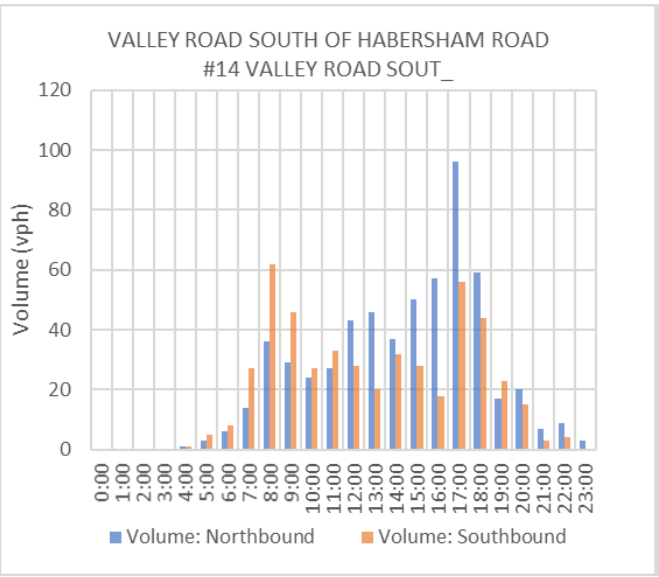

TUXEDO ROAD NORTH OF KING ROAD
#11 TUXEDO ROAD NORT_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

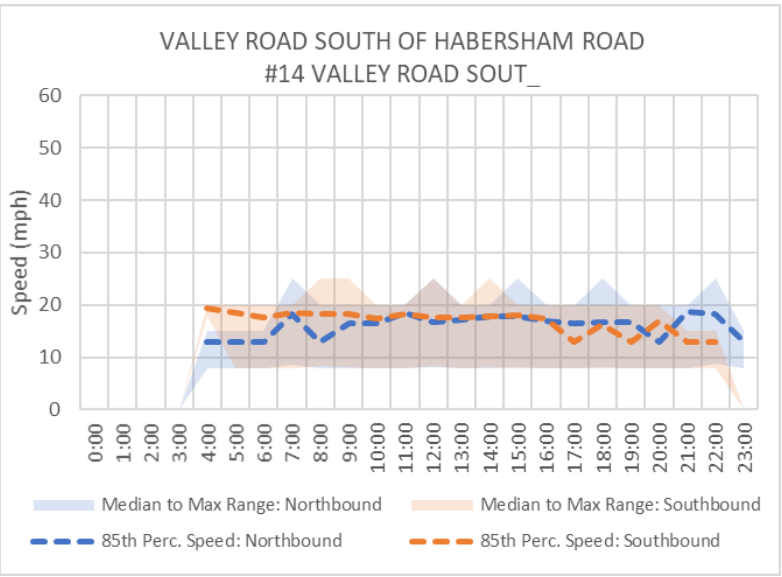

W ANDREWS DR SOUTH OF HABERSHAM RD
#12 W ANDREWS DRIVE _
Volume (vph)
Volume: Northbound
Volume: Southbound

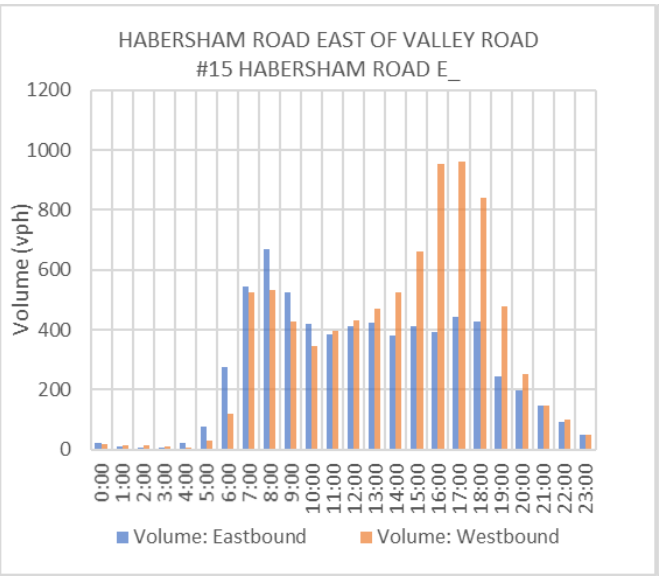

W ANDREWS DR SOUTH OF HABERSHAM RD
#12 W ANDREWS DRIVE _
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

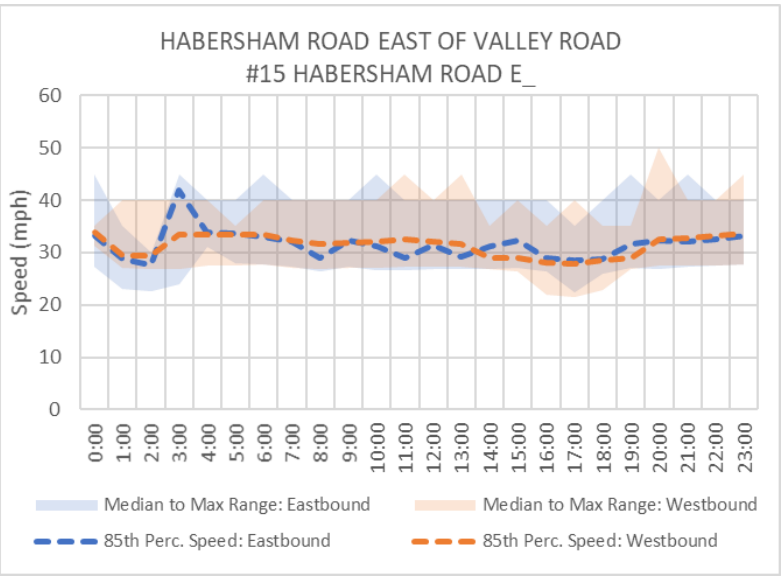

TUXEDO ROAD SOUTH OF BLACKLAND ROAD
#13 TUXEDO ROAD SOUT_
Volume (vph)
Volume: Northbound
Volume: Southbound

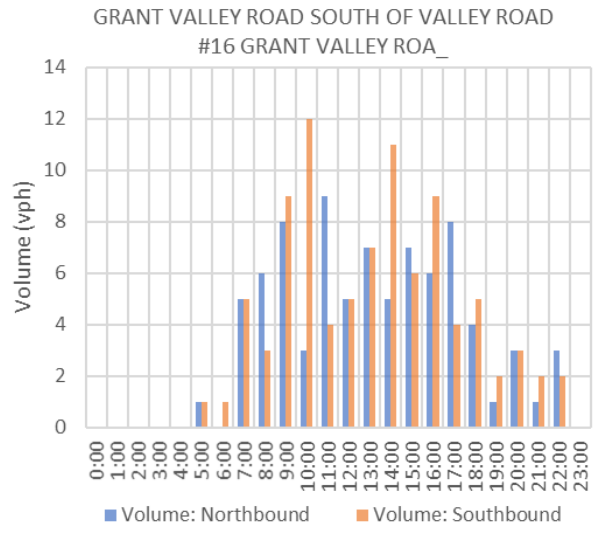

TUXEDO ROAD SOUTH OF BLACKLAND ROAD
#13 TUXEDO ROAD SOUT_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

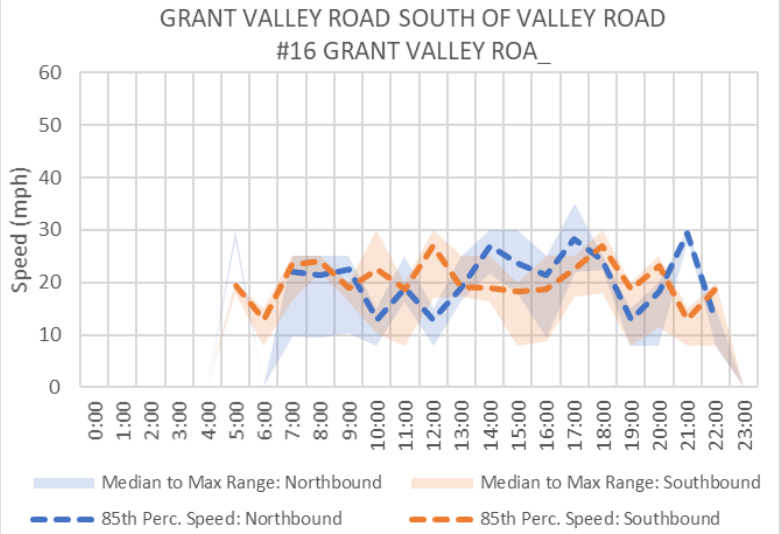

VALLEY ROAD SOUTH OF HABERSHAM ROAD
#14 VALLEY ROAD SOUT_
Volume (vph)
Volume: Northbound
Volume: Southbound

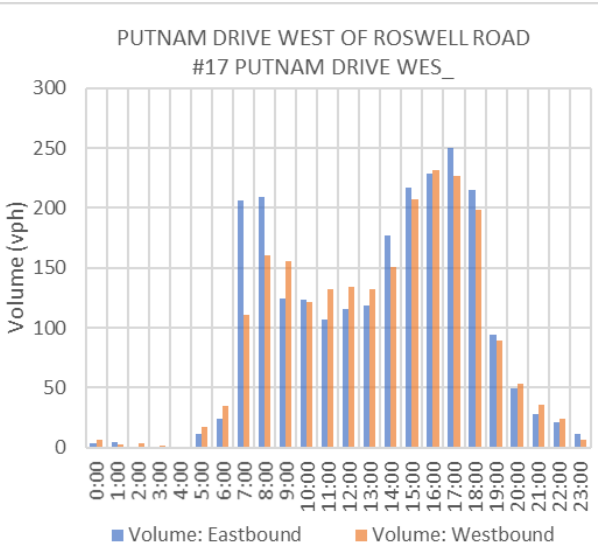

VALLEY ROAD SOUTH OF HABERSHAM ROAD
#14 VALLEY ROAD SOUT_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

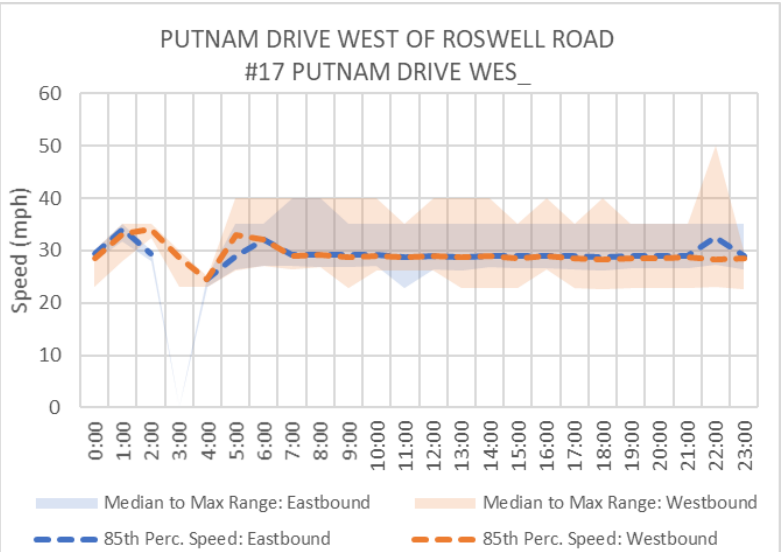

HABERSHAM ROAD EAST OF VALLEY ROAD
#15 HABERSHAM ROAD E_
Volume (vph)
Volume: Eastbound
Volume: Westbound

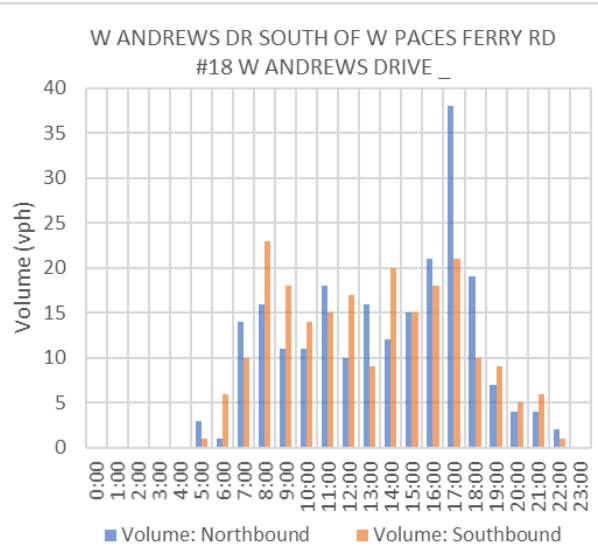

HABERSHAM ROAD EAST OF VALLEY ROAD
#15 HABERSHAM ROAD E_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound

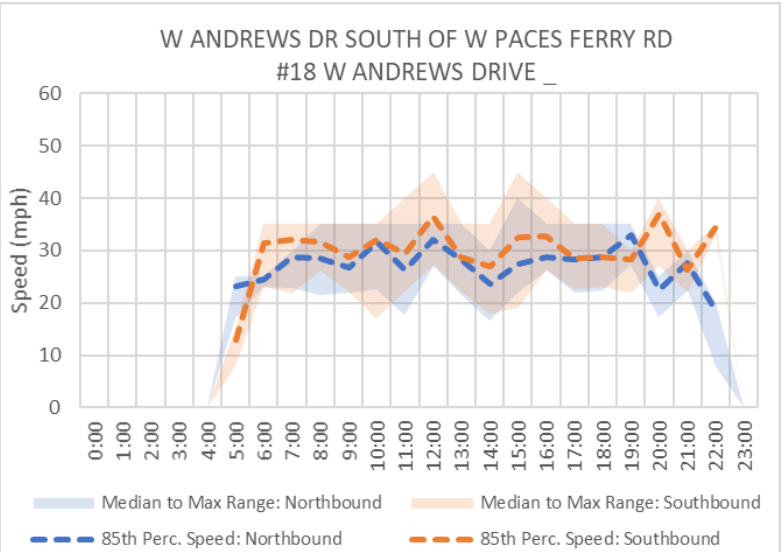

GRANT VALLEY ROAD SOUTH OF VALLEY ROAD
#16 GRANT VALLEY ROA_
Volume (vph)
Volume: Northbound
Volume: Southbound

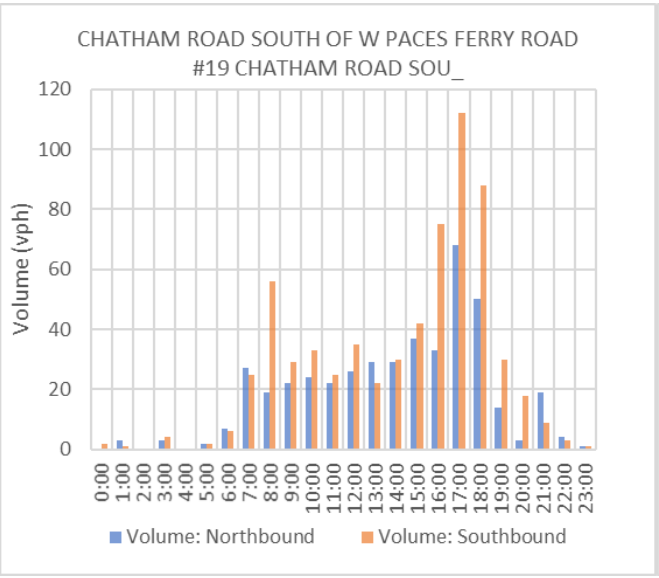

GRANT VALLEY ROAD SOUTH OF VALLEY ROAD
#16 GRANT VALLEY ROA_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

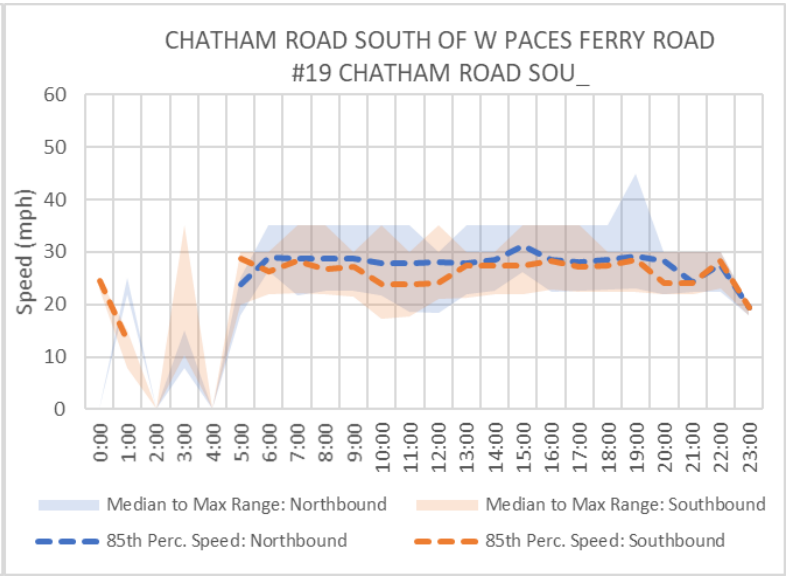

PUTNAM DRIVE WEST OF ROSWELL ROAD
#17 PUTNAM DRIVE WES_
Volume (vph)
Volume: Eastbound
Volume: Westbound

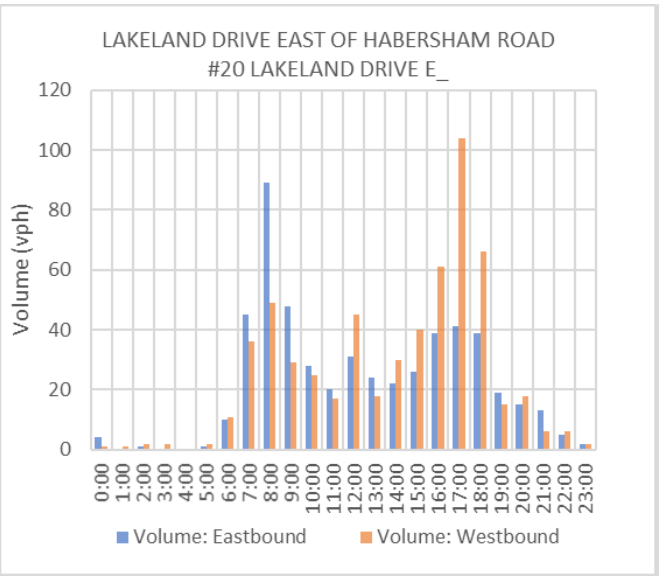

PUTNAM DRIVE WEST OF ROSWELL ROAD
#17 PUTNAM DRIVE WES_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound

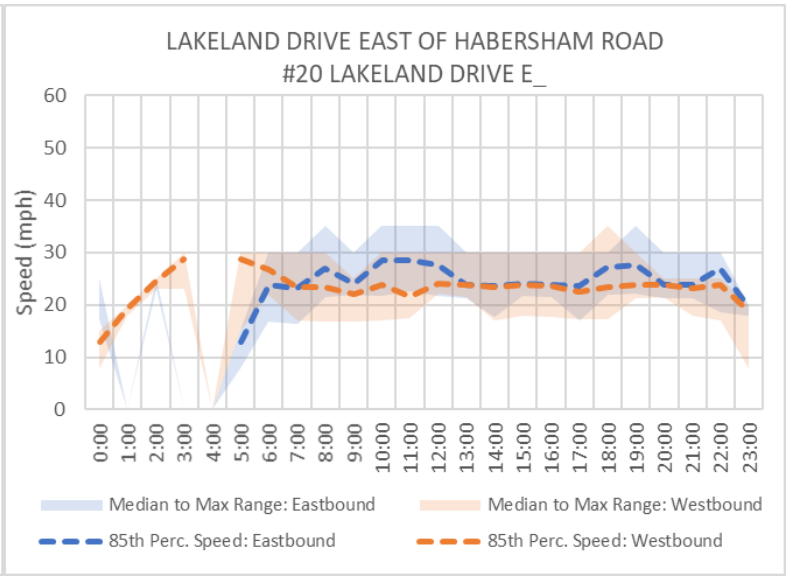

W ANDREWS DR SOUTH OF W PACES FERRY RD
#18 W ANDREWS DRIVE _
Volume (vph)
Volume: Northbound
Volume: Southbound

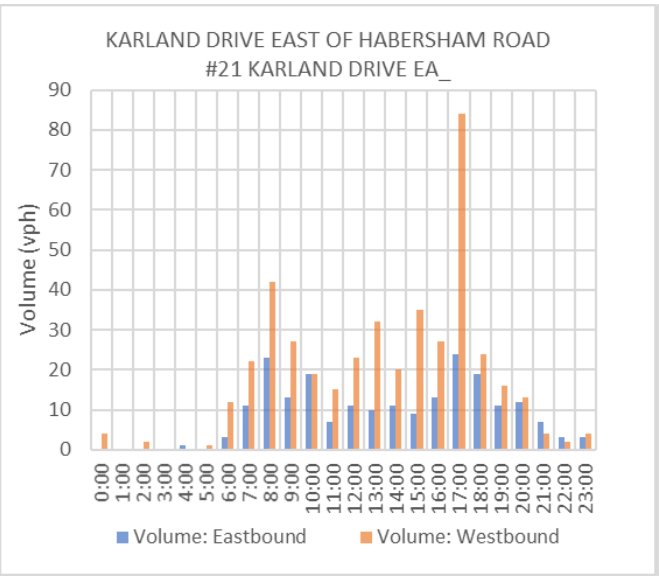

W ANDREWS DR SOUTH OF W PACES FERRY RD
#18 W ANDREWS DRIVE _
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

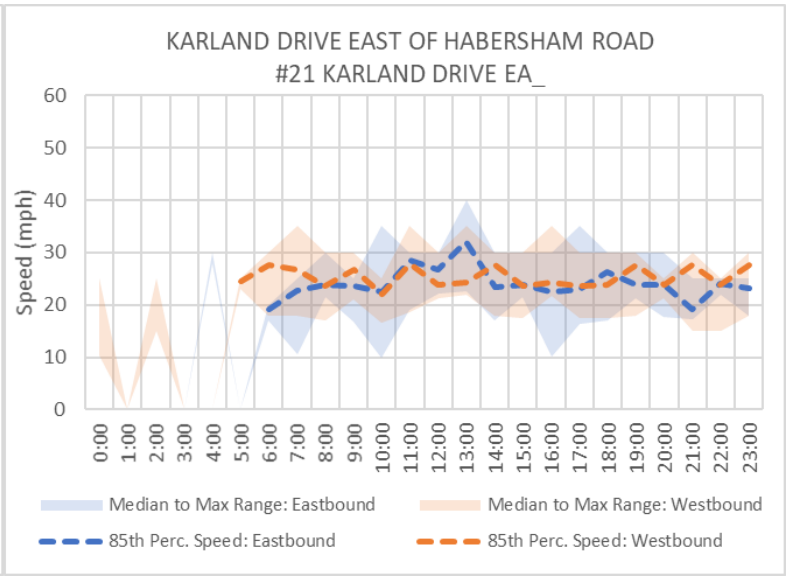

CHATHAM ROAD SOUTH OF W PACES FERRY ROAD
#19 CHATHAM ROAD SOU_
Volume (vph)
Volume: Northbound
Volume: Southbound

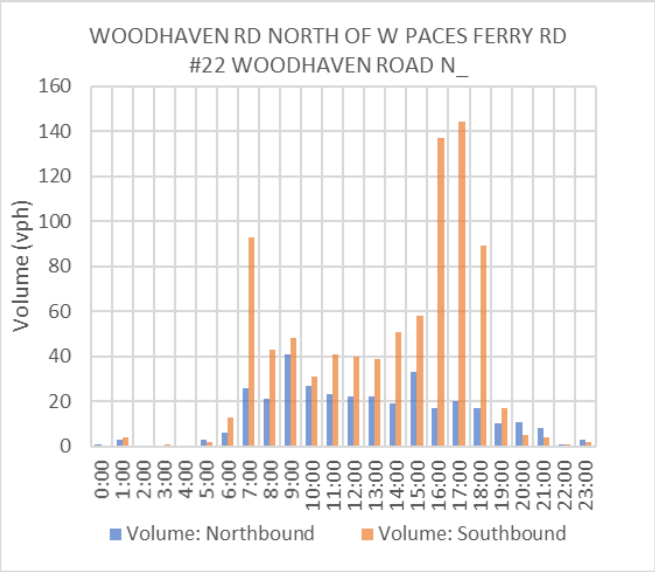

CHATHAM ROAD SOUTH OF W PACES FERRY ROAD
#19 CHATHAM ROAD SOU_
Speed (mph)
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

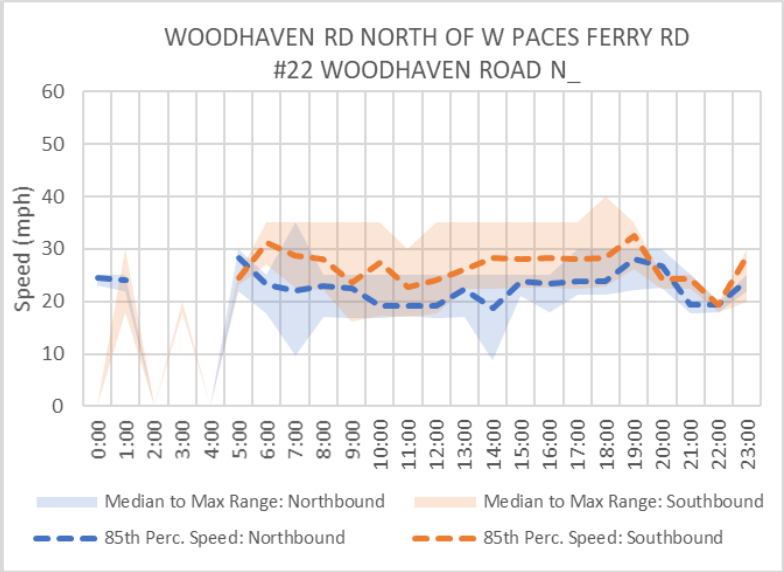

LAKELAND DRIVE EAST OF HABERSHAM ROAD
#20 LAKELAND DRIVE E_
Volume (vph)
Volume: Eastbound
Volume: Westbound


LAKELAND DRIVE EAST OF HABERSHAM ROAD
#20 LAKELAND DRIVE E_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound


KARLAND DRIVE EAST OF HABERSHAM ROAD
#21 KARLAND DRIVE EA_
Volume (vph)
Volume: Eastbound
Volume: Westbound


KARLAND DRIVE EAST OF HABERSHAM ROAD
#21 KARLAND DRIVE EA_
Speed (mph)
Median to Max Range: Eastbound
Median to Max Range: Westbound
85th Perc. Speed: Eastbound
85th Perc. Speed: Westbound


WOODHAVEN RD NORTH OF W PACES FERRY RD
#22 WOODHAVEN ROAD N_
Volume (vph)
160
140
120
100
80
60
40
20
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Volume: Northbound
Volume: Southbound


WOODHAVEN RD NORTH OF W PACES FERRY RD
#22 WOODHAVEN ROAD N_
Speed (mph)
60
50
40
30
20
10
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Median to Max Range: Northbound
Median to Max Range: Southbound
85th Perc. Speed: Northbound
85th Perc. Speed: Southbound

Maximum 85th Percentile Speeds by Time Period (Sorted by Daily Volume)

ID	ROAD	DESCRIPTION	Existing Speed Hump	Weekday Vehicle Counts			NB / EB	SB / WB	Max 85th Percentile (period: ALL DAY)					Max 85th Percentile (period: 6am-9am)					Max 85th Percentile (period: 4pm-7pm)				
				Daily	AM Hour	PM Hour			NB / EB		SB / WB		MAX	NB / EB		SB / WB		MAX	NB / EB		SB / WB		MAX
7	Habersham Rd (SOUTH)	West Paces Ferry Road to Valley Road	No	15,382	1,194	1,482	#7 HABERSHAM ROAD WE_1-EB	#7 HABERSHAM ROAD WE_2-WB	47.0	3:00 AM	42.8	3:00 AM	47.0	41.4	6:00 AM	38.5	6:00 AM	41.4	36.6	4:00 PM	33.3	4:00 PM	36.6
15	Habersham Rd (NORTH)	Valley Road to Roswell Road	No	14,896	1,204	1,404	#15 HABERSHAM ROAD E_1-EB	#15 HABERSHAM ROAD E_2-WB	42.0	3:00 AM	33.9	12:00 AM	42.0	33.1	6:00 AM	33.4	6:00 AM	33.4	29.0	4:00 PM	28.6	6:00 PM	29.0
1	Blackland Rd (WEST)	Northside Drive to Tuxedo Road	No	7,085	650	739	#1 BLACKLAND ROAD WE_1-EB	#1 BLACKLAND ROAD WE_2-WB	37.6	1:00 AM	38.8	1:00 AM	38.8	33.7	6:00 AM	36.4	6:00 AM	36.4	33.9	4:00 PM	36.6	4:00 PM	36.6
2	Blackland Rd (EAST)	Putnam Drive to Roswell Road	No	6,329	769	619	#2 BLACKLAND ROAD WE_1-NB	#2 BLACKLAND ROAD WE_2-SB	47.6	2:00 AM	31.2	10:00 PM	47.6	37.6	6:00 AM	31.1	6:00 AM	37.6	34.1	4:00 PM	29.0	4:00 PM	34.1
17	Putnam Dr (EAST)	Blackland Road to Roswell Road	No	4,580	369	477	#17 PUTNAM DRIVE WES_1-EB	#17 PUTNAM DRIVE WES_2-WB	34.0	1:00 AM	34.2	2:00 AM	34.2	32.1	6:00 AM	32.0	6:00 AM	32.1	29.0	4:00 PM	29.0	4:00 PM	29.0
13	Tuxedo Rd (NORTH)	South of Blackland Road	No	3,990	653	391	#13 TUXEDO ROAD SOUT_1-NB	#13 TUXEDO ROAD SOUT_2-SB	36.4	5:00 AM	38.2	9:00 PM	38.2	33.3	6:00 AM	33.9	6:00 AM	33.9	33.9	4:00 PM	34.0	5:00 PM	34.0
5	Valley Rd (SOUTH)	Habersham Road to Tuxedo Road	No	3,197	338	491	#5 VALLEY ROAD SOUTH_1-NB	#5 VALLEY ROAD SOUTH_2-SB	41.4	10:00 PM	47.6	11:00 PM	47.6	39.2	6:00 AM	38.4	8:00 AM	39.2	38.6	4:00 PM	38.3	4:00 PM	38.6
3	Valley Rd (WEST)	Northside Drive to Tuxedo Road	No	2,408	477	322	#3 VALLEY ROAD NORTH_1-NB	#3 VALLEY ROAD NORTH_2-SB	62.0	5:00 AM	48.2	10:00 PM	62.0	38.5	7:00 AM	38.0	8:00 AM	38.5	37.7	6:00 PM	38.4	5:00 PM	38.4
6	Chattham Rd (NORTH)	South of Habersham Road	Yes	1,512	122	261	#6 CHATHAM ROAD SOUT_1-NB	#6 CHATHAM ROAD SOUT_2-SB	28.8	2:00 AM	26.4	8:00 PM	28.8	23.9	8:00 AM	23.8	6:00 AM	23.9	23.2	6:00 PM	23.8	4:00 PM	23.8
9	Tuxedo Rd (WEST)	Northside Drive to Valley Road	Yes	1,421	160	142	#9 TUXEDO ROAD WEST _1-NB	#9 TUXEDO ROAD WEST _2-SB	29.4	12:00 AM	28.9	6:00 PM	29.4	28.8	6:00 AM	28.6	7:00 AM	28.8	28.4	4:00 PM	28.9	6:00 PM	28.9
22	Woodhaven (SOUTH)	West Paces Ferry Road to Tuxedo Road	No	1,197	119	164	#22 WOODHAVEN ROAD N_1-NB	#22 WOODHAVEN ROAD N_2-SB	28.2	5:00 AM	32.5	7:00 PM	32.5	23.2	6:00 AM	31.1	6:00 AM	31.1	23.9	5:00 PM	28.4	6:00 PM	28.4
20	Lakeland Dr	Habersham Road to Roswell Road	Yes	1,108	138	145	#20 LAKELAND DRIVE E_1-EB	#20 LAKELAND DRIVE E_2-WB	28.5	11:00 AM	28.8	3:00 AM	28.8	26.9	8:00 AM	26.7	6:00 AM	26.9	27.1	6:00 PM	23.5	4:00 PM	27.1
19	Chattham Rd (SOUTH)	South of West Paces Ferry Road	Yes	1,090	75	180	#19 CHATHAM ROAD SOU_1-NB	#19 CHATHAM ROAD SOU_2-SB	31.3	3:00 PM	32.6	3:00 AM	32.6	29.0	6:00 AM	28.3	7:00 AM	29.0	28.6	4:00 PM	28.3	4:00 PM	28.6
14	Valley Rd (FAR SOUTH)	Habersham Road to W Paces Ferry Road	Yes	1,064	98	152	#14 VALLEY ROAD SOUT_1-NB	#14 VALLEY ROAD SOUT_2-SB	18.6	9:00 PM	19.4	4:00 AM	19.4	18.3	7:00 AM	18.5	7:00 AM	18.5	16.9	4:00 PM	17.3	4:00 PM	17.3
12	W Andrews Dr (NORTH)*	North of West Paces Ferry Road	Yes	1,056	85	170	#12 W ANDREWS DRIVE _1-NB	#12 W ANDREWS DRIVE _2-SB	38.2	6:00 AM	37.6	11:00 AM	38.2	38.2	6:00 AM	33.8	7:00 AM	38.2	33.6	5:00 PM	33.1	4:00 PM	33.6
11	Tuxedo Rd (EAST)	North of Blackland Road	Yes	991	83	126	#11 TUXEDO ROAD NORT_1-NB	#11 TUXEDO ROAD NORT_2-SB	33.2	11:00 PM	33.2	9:00 PM	33.2	32.7	7:00 AM	28.2	7:00 AM	32.7	28.8	6:00 PM	28.2	6:00 PM	28.8
8	Tuxedo Rd (SOUTH)	West Paces Ferry Road to Northside Drive	No	844	110	100	#8 TUXEDO ROAD SOUTH_1-NB	#8 TUXEDO ROAD SOUTH_2-SB	42.0	5:00 AM	33.8	6:00 AM	42.0	29.4	6:00 AM	33.8	6:00 AM	33.8	32.5	5:00 PM	29.2	5:00 PM	32.5
4	Knollwood Rd (SOUTH)	Habersham Road to Tuxedo Road	No	770	75	87	#4 KNOLLWOOD ROAD SO_1-NB	#4 KNOLLWOOD ROAD SO_2-SB	38.8	9:00 PM	34.4	12:00 AM	38.8	32.4	7:00 AM	28.9	7:00 AM	32.4	32.4	6:00 PM	32.3	6:00 PM	32.4
10	King Road	Pineland Road to Tuxedo Road	No	653	118	69	#10 KING ROAD WEST O_1-EB	#10 KING ROAD WEST O_2-WB	33.8	11:00 PM	31.3	6:00 PM	33.8	32.6	6:00 AM	29.4	6:00 AM	32.6	28.5	5:00 PM	31.3	6:00 PM	31.3
21	Karland Dr	Habersham Road to Roswell Road	Yes	638	65	108	#21 KARLAND DRIVE EA_1-EB	#21 KARLAND DRIVE EA_2-WB	32.0	1:00 PM	27.8	11:00 AM	32.0	23.9	8:00 AM	27.6	6:00 AM	27.6	26.2	6:00 PM	24.2	4:00 PM	26.2
18	W Andrews Dr (SOUTH)	South of West Paces Ferry Road	No	440	39	59	#18 W ANDREWS DRIVE _1-NB	#18 W ANDREWS DRIVE _2-SB	32.9	7:00 PM	37.0	8:00 PM	37.0	28.8	7:00 AM	32.0	7:00 AM	32.0	28.9	4:00 PM	32.8	4:00 PM	32.8
16	Grant Valley Rd	Valley Road to Valley Road	Yes	173	17	16	#16 GRANT VALLEY ROA_1-NB	#16 GRANT VALLEY ROA_2-SB	29.4	5:00 AM	27.0	12:00 PM	29.4	22.0	7:00 AM	24.1	8:00 AM	24.1	28.4	5:00 PM	27.0	6:00 PM	28.4

*W Andrews speed humps installed in mid-2020, after speed counts were completed (June 2020)

Maximum 85th Percentile Speeds by Time Period (Sorted by Daily Max 85%ile Speed)

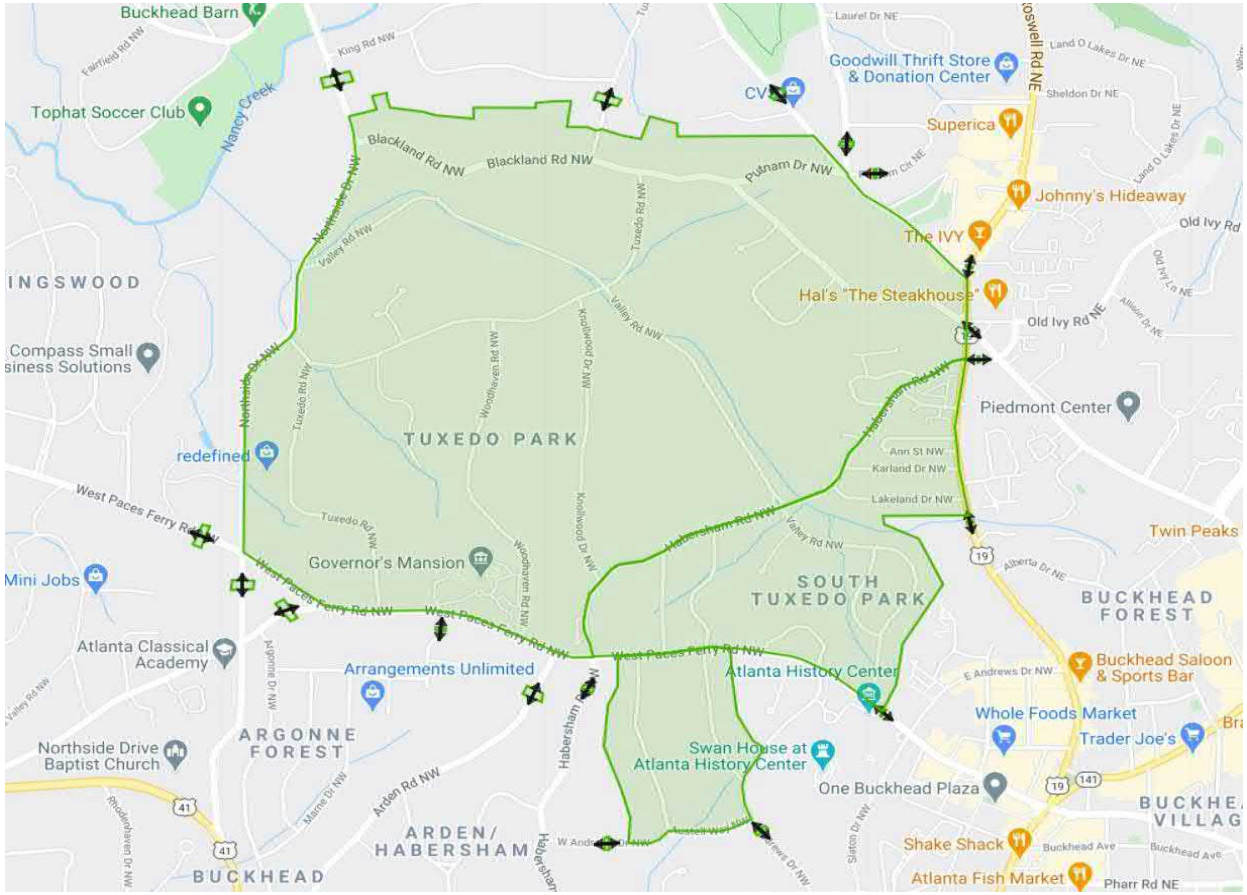
ID	ROAD	DESCRIPTION	Existing Speed Hump	Weekday Vehicle Counts			NB / EB	SB / WB	Max 85th Percentile (period: ALL DAY)					Max 85th Percentile (period: 6am-9am)					Max 85th Percentile (period: 4pm-7pm)				
				Daily	AM Hour	PM Hour			NB / EB		SB / WB		MAX	NB / EB		SB / WB		MAX	NB / EB		SB / WB		MAX
3	Valley Rd (WEST)	Northside Drive to Tuxedo Road	No	2,408	477	322	#3 VALLEY ROAD NORTH_1-NB	#3 VALLEY ROAD NORTH_2-SB	62.0	5:00 AM	48.2	10:00 PM	62.0	38.5	7:00 AM	38.0	8:00 AM	38.5	37.7	6:00 PM	38.4	5:00 PM	38.4
2	Blackland Rd (EAST)	Putnam Drive to Roswell Road	No	6,329	769	619	#2 BLACKLAND ROAD WE_1-NB	#2 BLACKLAND ROAD WE_2-SB	47.6	2:00 AM	31.2	10:00 PM	47.6	37.6	6:00 AM	31.1	6:00 AM	37.6	34.1	4:00 PM	29.0	4:00 PM	34.1
5	Valley Rd (SOUTH)	Habersham Road to Tuxedo Road	No	3,197	338	491	#5 VALLEY ROAD SOUTH_1-NB	#5 VALLEY ROAD SOUTH_2-SB	41.4	10:00 PM	47.6	11:00 PM	47.6	39.2	6:00 AM	38.4	8:00 AM	39.2	38.6	4:00 PM	38.3	4:00 PM	38.6
7	Habersham Rd (SOUTH)	West Paces Ferry Road to Valley Road	No	15,382	1,194	1,482	#7 HABERSHAM ROAD WE_1-EB	#7 HABERSHAM ROAD WE_2-WB	47.0	3:00 AM	42.8	3:00 AM	47.0	41.4	6:00 AM	38.5	6:00 AM	41.4	36.6	4:00 PM	33.3	4:00 PM	36.6
15	Habersham Rd (NORTH)	Valley Road to Roswell Road	No	14,896	1,204	1,404	#15 HABERSHAM ROAD E_1-EB	#15 HABERSHAM ROAD E_2-WB	42.0	3:00 AM	33.9	12:00 AM	42.0	33.1	6:00 AM	33.4	6:00 AM	33.4	29.0	4:00 PM	28.6	6:00 PM	29.0
8	Tuxedo Rd (SOUTH)	West Paces Ferry Road to Northside Drive	No	844	110	100	#8 TUXEDO ROAD SOUTH_1-NB	#8 TUXEDO ROAD SOUTH_2-SB	42.0	5:00 AM	33.8	6:00 AM	42.0	29.4	6:00 AM	33.8	6:00 AM	33.8	32.5	5:00 PM	29.2	5:00 PM	32.5
1	Blackland Rd (WEST)	Northside Drive to Tuxedo Road	No	7,085	650	739	#1 BLACKLAND ROAD WE_1-EB	#1 BLACKLAND ROAD WE_2-WB	37.6	1:00 AM	38.8	1:00 AM	38.8	33.7	6:00 AM	36.4	6:00 AM	36.4	33.9	4:00 PM	36.6	4:00 PM	36.6
4	Knollwood Rd (SOUTH)	Habersham Road to Tuxedo Road	No	770	75	87	#4 KNOLLWOOD ROAD SO_1-NB	#4 KNOLLWOOD ROAD SO_2-SB	38.8	9:00 PM	34.4	12:00 AM	38.8	32.4	7:00 AM	28.9	7:00 AM	32.4	32.4	6:00 PM	32.3	6:00 PM	32.4
13	Tuxedo Rd (NORTH)	South of Blackland Road	No	3,990	653	391	#13 TUXEDO ROAD SOUT_1-NB	#13 TUXEDO ROAD SOUT_2-SB	36.4	5:00 AM	38.2	9:00 PM	38.2	33.3	6:00 AM	33.9	6:00 AM	33.9	33.9	4:00 PM	34.0	5:00 PM	34.0
12	W Andrews Dr (NORTH)*	North of West Paces Ferry Road	Yes	1,056	85	170	#12 W ANDREWS DRIVE _1-NB	#12 W ANDREWS DRIVE _2-SB	38.2	6:00 AM	37.6	11:00 AM	38.2	38.2	6:00 AM	33.8	7:00 AM	38.2	33.6	5:00 PM	33.1	4:00 PM	33.6
18	W Andrews Dr (SOUTH)	South of West Paces Ferry Road	No	440	39	59	#18 W ANDREWS DRIVE _1-NB	#18 W ANDREWS DRIVE _2-SB	32.9	7:00 PM	37.0	8:00 PM	37.0	28.8	7:00 AM	32.0	7:00 AM	32.0	28.9	4:00 PM	32.8	4:00 PM	32.8
17	Putnam Dr (EAST)	Blackland Road to Roswell Road	No	4,580	369	477	#17 PUTNAM DRIVE WES_1-EB	#17 PUTNAM DRIVE WES_2-WB	34.0	1:00 AM	34.2	2:00 AM	34.2	32.1	6:00 AM	32.0	6:00 AM	32.1	29.0	4:00 PM	29.0	4:00 PM	29.0
10	King Road	Pineland Road to Tuxedo Road	No	653	118	69	#10 KING ROAD WEST O_1-EB	#10 KING ROAD WEST O_2-WB	33.8	11:00 PM	31.3	6:00 PM	33.8	32.6	6:00 AM	29.4	6:00 AM	32.6	28.5	5:00 PM	31.3	6:00 PM	31.3
11	Tuxedo Rd (EAST)	North of Blackland Road	Yes	991	83	126	#11 TUXEDO ROAD NORT_1-NB	#11 TUXEDO ROAD NORT_2-SB	33.2	11:00 PM	33.2	9:00 PM	33.2	32.7	7:00 AM	28.2	7:00 AM	32.7	28.8	6:00 PM	28.2	6:00 PM	28.8
19	Chattham Rd (SOUTH)	South of West Paces Ferry Road	Yes	1,090	75	180	#19 CHATHAM ROAD SOU_1-NB	#19 CHATHAM ROAD SOU_2-SB	31.3	3:00 PM	32.6	3:00 AM	32.6	29.0	6:00 AM	28.3	7:00 AM	29.0	28.6	4:00 PM	28.3	4:00 PM	28.6
22	Woodhaven (SOUTH)	West Paces Ferry Road to Tuxedo Road	No	1,197	119	164	#22 WOODHAVEN ROAD N_1-NB	#22 WOODHAVEN ROAD N_2-SB	28.2	5:00 AM	32.5	7:00 PM	32.5	23.2	6:00 AM	31.1	6:00 AM	31.1	23.9	5:00 PM	28.4	6:00 PM	28.4
21	Karland Dr	Habersham Road to Roswell Road	Yes	638	65	108	#21 KARLAND DRIVE EA_1-EB	#21 KARLAND DRIVE EA_2-WB	32.0	1:00 PM	27.8	11:00 AM	32.0	23.9	8:00 AM	27.6	6:00 AM	27.6	26.2	6:00 PM	24.2	4:00 PM	26.2
16	Grant Valley Rd	Valley Road to Valley Road	Yes	173	17	16	#16 GRANT VALLEY ROA_1-NB	#16 GRANT VALLEY ROA_2-SB	29.4	5:00 AM	27.0	12:00 PM	29.4	22.0	7:00 AM	24.1	8:00 AM	24.1	28.4	5:00 PM	27.0	6:00 PM	28.4
9	Tuxedo Rd (WEST)	Northside Drive to Valley Road	Yes	1,421	160	142	#9 TUXEDO ROAD WEST _1-NB	#9 TUXEDO ROAD WEST _2-SB	29.4	12:00 AM	28.9	6:00 PM	29.4	28.8	6:00 AM	28.6	7:00 AM	28.8	28.4	4:00 PM	28.9	6:00 PM	28.9
6	Chattham Rd (NORTH)	South of Habersham Road	Yes	1,512	122	261	#6 CHATHAM ROAD SOUT_1-NB	#6 CHATHAM ROAD SOUT_2-SB	28.8	2:00 AM	26.4	8:00 PM	28.8	23.9	8:00 AM	23.8	6:00 AM	23.9	23.2	6:00 PM	23.8	4:00 PM	23.8
20	Lakeland Dr	Habersham Road to Roswell Road	Yes	1,108	138	145	#20 LAKELAND DRIVE E_1-EB	#20 LAKELAND DRIVE E_2-WB	28.5	11:00 AM	28.8	3:00 AM	28.8	26.9	8:00 AM	26.7	6:00 AM	26.9	27.1	6:00 PM	23.5	4:00 PM	27.1
14	Valley Rd (FAR SOUTH)	Habersham Road to W Paces Ferry Road	Yes	1,064	98	152	#14 VALLEY ROAD SOUT_1-NB	#14 VALLEY ROAD SOUT_2-SB	18.6	9:00 PM	19.4	4:00 AM	19.4	18.3	7:00 AM	18.5	7:00 AM	18.5	16.9	4:00 PM	17.3	4:00 PM	17.3

*W Andrews speed humps installed in mid-2020, after speed counts were completed (June 2020)

APPENDIX D: PROBE O-D DATA

Location Information			Weekday (M-Th) , All Day (12am-12am)												Weekday (M-Th) , Peak AM (6am-10am)												Weekday (M-Th) , Peak PM (3pm-7pm)											
			Volume Data			Volume Inspection					OD Results				Volume Data			Volume Inspection					OD Results				Volume Data			Volume Inspection					OD Results			
OD Count ID	Field Count ID	Streetlight Passthrough Zone Name	Streetlight: Volume in OD Analysis (StVol)	Streetlight: Total Link Volume (StVol)	Actual Field Counts: Daily Volume (vpd)	Streetlight OD Setup Check: Percent of Streetlight Data used in OD	Streetlight OD Setup Check: Difference in Total Streetlight Volume vs OD Volume (StVol)	Streetlight OD Setup Check: Difference in Total Streetlight Volume vs OD Volume (%)	Comparison to Actual Count Data: Difference in Streetlight Volume vs Field (vpd)	Comparison to Actual Count Data: Difference in Streetlight Volume vs Field (%)	Streetlight: OD with Origin or Destination in Tuxedo Park (StVol)	Streetlight: OD Cut Through (StVol)	Internal Percentage	Cut Through Percentage	Streetlight: Volume in OD Analysis (StVol)	Streetlight: Total Link Volume (StVol)	Actual Field Counts: Daily Volume (vpd)	Streetlight OD Setup Check: Percent of Streetlight Data used in OD	Streetlight OD Setup Check: Difference in Total Streetlight Volume vs OD Volume (StVol)	Streetlight OD Setup Check: Difference in Total Streetlight Volume vs OD Volume (%)	Comparison to Actual Count Data: Difference in Streetlight Volume vs Field (vpd)	Comparison to Actual Count Data: Difference in Streetlight Volume vs Field (%)	Streetlight: OD with Origin or Destination in Tuxedo Park (StVol)	Streetlight: OD Cut Through (StVol)	Internal Percentage	Cut Through Percentage	Streetlight: Volume in OD Analysis (StVol)	Streetlight: Total Link Volume (StVol)	Actual Field Counts: Daily Volume (vpd)	Streetlight OD Setup Check: Percent of Streetlight Data used in OD	Streetlight OD Setup Check: Difference in Total Streetlight Volume vs OD Volume (StVol)	Streetlight OD Setup Check: Difference in Total Streetlight Volume vs OD Volume (%)	Comparison to Actual Count Data: Difference in Streetlight Volume vs Field (vpd)	Comparison to Actual Count Data: Difference in Streetlight Volume vs Field (%)	Streetlight: OD with Origin or Destination in Tuxedo Park (StVol)	Streetlight: OD Cut Through (StVol)	Internal Percentage	Cut Through Percentage
	1	Blackland Rd (WEST)	7,354	7,552	7,085	97%	-198	-3%	467	96%	810	6,544	11%	89%	1,985	1,978	1,826	100%	7	+0%	152	92%	181	1,804	9%	91%	3,005	3,109	2,728	97%	-104	-3%	381	91%	271	2,734	9%	91%
	2	Blackland Rd (EAST)	6,528	6,547	6,329	100%	-19	-0%	218	97%	1,100	5,428	17%	83%	2,050	2,041	2,227	100%	9	+0%	-186	109%	252	1,798	12%	88%	2,496	2,507	2,204	100%	-11	-0%	303	88%	324	2,172	13%	87%
	6	Chattham Rd (NORTH)	1,873	1,897	1,512	99%	-24	-1%	385	81%	826	1,047	44%	56%	358	370	276	97%	-12	-3%	94	77%	155	203	43%	57%	902	899	734	100%	3	+0%	165	81%	249	653	28%	72%
B	19	Chattham Rd (SOUTH)	1,813	1,583	1,090	115%	230	+15%	493	60%	385	1,428	21%	79%	513	330	191	155%	183	+55%	139	37%	66	447	13%	87%	821	771	505	106%	50	+6%	266	62%	141	680	17%	83%
E	15	Habersham Rd (NORTH)	12,944	13,115	14,896	99%	-171	-1%	-1,781	115%	2,045	10,899	16%	84%	3,088	3,066	3,621	101%	22	+1%	-555	117%	376	2,712	12%	88%	4,643	4,722	5,091	98%	-79	-2%	-369	110%	591	4,052	13%	87%
	7	Habersham Rd (SOUTH)	12,251	12,367	15,382	99%	-116	-1%	-3,015	126%	1,717	10,534	14%	86%	3,162	3,138	3,588	101%	24	+1%	-450	113%	400	2,762	13%	87%	3,929	3,987	5,349	99%	-58	-1%	-1,362	136%	522	3,407	13%	87%
D	32	Honour Ave	601	487	549	123%	114	+23%	-62	91%	220	381	37%	63%	213	124	113	172%	89	+72%	11	53%	42	171	20%	80%	220	180	175	122%	40	+22%	5	80%	90	130	41%	59%
	21	Karland Dr	887	881	638	101%	6	+1%	243	72%	297	590	33%	67%	156	180	153	87%	-24	-13%	27	98%	73	83	47%	53%	471	413	235	114%	58	+14%	178	50%	111	360	24%	76%
	4	Knollwood Rd (SOUTH)	711	650	770	109%	61	+9%	-120	108%	367	344	52%	48%	175	156	197	112%	19	+12%	-41	113%	88	87	50%	50%	241	215	291	112%	26	+12%	-76	121%	97	144	40%	60%
G	20	Lakeland Dr	1,278	1,365	1,108	94%	-87	-6%	257	87%	311	967	24%	76%	324	364	317	89%	-40	-11%	47	98%	69	255	21%	79%	527	546	416	97%	-19	-3%	130	79%	88	439	17%	83%
F	17	Putnam Dr (EAST)	3,951	4,235	4,580	93%	-284	-7%	-345	116%	557	3,394	14%	86%	1,036	1,060	1,025	98%	-24	-2%	35	99%	120	916	12%	88%	1,701	1,797	1,775	95%	-96	-5%	22	104%	180	1,521	11%	89%
C	9	Tuxedo Rd (WEST)*	2,247	2,306	1,421	97%	-59	-3%	885	63%	802	1,445	36%	64%	693	727	413	95%	-34	-5%	314	60%	169	524	24%	76%	919	944	493	97%	-25	-3%	451	54%	267	652	29%	71%
	13	Tuxedo Rd (NORTH)	3,446	3,378	3,990	102%	68	+2%	-612	116%	1,079	2,367	31%	69%	1,058	1,012	1,513	105%	46	+5%	-501	143%	276	782	26%	74%	1,415	1,400	1,271	101%	15	+1%	129	90%	333	1,082	24%	76%
	8	Tuxedo Rd (SOUTH)	876	835	844	105%	41	+5%	-9	96%	267	609	30%	70%	257	252	244	102%	5	+2%	8	95%	90	167	35%	65%	429	408	306	105%	21	+5%	102	71%	82	347	19%	81%
	3	Valley Rd (SOUTH)	2,425	2,426	2,408	100%	-1	-0%	18	99%	861	1,564	36%	64%	587	596	988	98%	-9	-2%	-392	168%	201	386	34%	66%	1,210	1,210	844	100%	0	0%	366	70%	301	909	25%	75%
A	14	Valley Rd (FAR SOUTH)	1,200	1,250	1,064	96%	-50	-4%	186	89%	690	510	58%	43%	239	247	228	97%	-8	-3%	19	95%	171	68	72%	28%	487	485	408	100%	2	+0%	77	84%	206	281	42%	58%
	3	Valley Rd (WEST)	2,005	2,014	2,408	100%	-9	-0%	-394	120%	566	1,439	28%	72%	683	677	988	101%	6	+1%	-311	145%	155	528	23%	77%	924	928	844	100%	-4	-0%	84	91%	193	731	21%	79%
	12	W Andrews Dr (NORTH)	1,810	1,877	1,056	96%	-67	-4%	821	58%	404	1,406	22%	78%	358	375	187	95%	-17	-5%	188	52%	88	270	25%	75%	1,015	1,051	564	97%	-36	-3%	487	56%	152	863	15%	85%
	18	W Andrews Dr (SOUTH)	782	823	440	95%	-41	-5%	383	56%	451	331	58%	42%	185	198	99	93%	-13	-7%	99	54%	130	55	70%	30%	312	338	157	92%	-26	-8%	181	50%	125	187	40%	60%
	22	Woodhaven (SOUTH)	1,743	1,690	1,197	103%	53	+3%	493	69%	610	1,133	35%	65%	441	419	291	105%	22	+5%	128	66%	161	280	37%	63%	856	831	515	103%	25	+3%	316	60%	209	647	24%	76%

*Location of field count measure and streetlight differ



Analysis ID: 112394
Analysis: Tuxedo Cut-Through (With Internal)
Created by: geoffrey.warr@jacobs.com
Created on: 2020-04-07
Organization: 360 Network Solutions - Atlanta Regional Subscription

Analysis Setup Details:
Analysis Type: O-D Analysis with Middle Filter (LBS Trip Data)
Additional Project Configuration: Trip Attributes, Traveler Attributes
Type of Travel: Personal
Mode of Travel: All Modes
Data Source: Location-Based Services with Pass-through
Output Type: StreetLight Volume

Analysis Options:
Date Range: 09/01/2019-10/31/2019

Day Type:
0: All Days (M-Su)
1: Weekday (M-Th)
2: Weekend Day (Sa-Su)

Day Part:
0: All Day (12am-12am)
1: Early AM (12am-6am)
2: Peak AM (6am-10am)
3: Mid-Day (10am-3pm)
4: Peak PM (3pm-7pm)
5: Late PM (7pm-12am)

Country: USA
Metrics Version: R67-M83

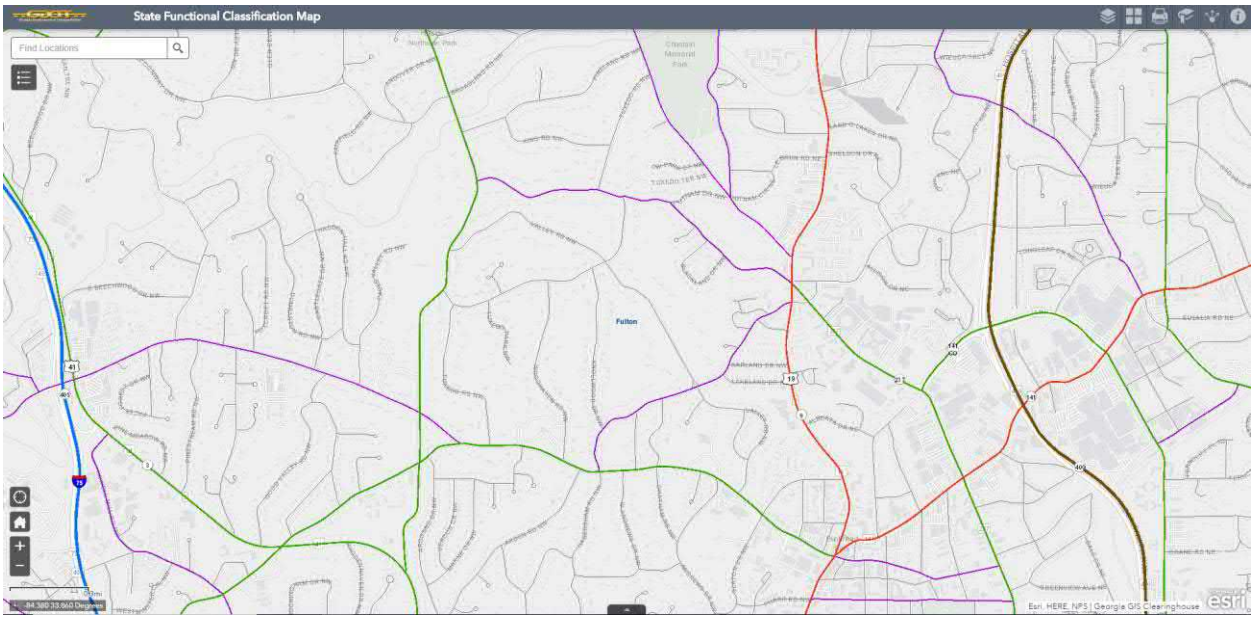
APPENDIX E: FUNCTIONAL CLASSIFICATION WHITEPAPER

Functional Classification in Georgia

GDOT's website has an interactive State Functional Classification Map available to view the current functional classification of all roads in the state:

https://itos.maps.arcgis.com/apps/webappviewer/index.html?id=962a2591f91a4303aeafe016ba8db96b

Below is a screenshot of the functional classification of roads in and around Tuxedo Park.



- The majority of streets in Tuxedo Park are classified as Local.
- Blackland Rd, Habersham Rd, and Powers Ferry Rd are classified as Major Collector.
- Northside Dr and West Paces Ferry Rd are classified as Minor Arterial.
- Roswell Rd is classified as Principal Arterial.

Requesting a Functional Classification Change in the Atlanta Region

As the MPO for the Atlanta region, the Atlanta Regional Commission (ARC) is the primary local contact for GDOT and coordinates with local jurisdictions to initiate requests for revisions to functional classifications.

Jacobs spoke with ARC and confirmed it is not really a rigidly structured process. Every ten years as part of redefining the urbanized area and MPO planning boundary, ARC revisits the entire roadway network for any necessary changes. Between those comprehensive updates, ARC can consider "one off" change requests if there is a compelling and time sensitive issue. There are no standard forms or deadlines for any step of the process, but the following is generally how it works:

- Local government submits a reclassification request to ARC. The request will need to provide basic info such as the name of the road, limits of the change request, current and proposed classification, whether or not it's on the state system, etc. Then there will need to be a justification, which can include a variety of supporting information such as traffic volumes, percent of truck traffic, presence of transit, current and proposed land use characteristics, etc.
- ARC staff will review the request to determine if it creates or corrects a network discontinuity, whether it impacts any Regional Transportation Plan project funding, whether the proposed classification is generally consistent with how the roadway is currently functioning or is likely to function in the future, and other factors. This review will be based solely on objective and quantifiable data and attempts to be agnostic with respect to politically driven motivations (i.e., ARC will probably not concur with redesignating an arterial carrying 25,000 vehicles per day with significant truck traffic to a local street for the purpose of addressing a desire by residents simply to use the reclassification process as a way to restrict truck traffic on the facility).
- ARC staff will review the request with GDOT staff, along with their initial recommendation.
- GDOT will make a determination on whether they concur with ARC's recommendation. In doing so, they will also consider overall statewide targets for the percent of facilities which are assigned to the various classifications. Requests which exacerbate a known imbalance in the desired target percentage ranges are likely to be rejected. GDOT has final authority on the recommendation and ARC will defer to that agency's decision on whether to proceed with the change request.
- The local government will be advised of the ARC/GDOT recommendation and offered the opportunity to "make the case" if the request is denied.
- If ARC and GDOT staff both concur on the change request, it is then formally vetted through ARC's Transportation Coordinating Committee, Transportation Air Quality Committee, and ARC Board for approval.
- Final approval is then forwarded to GDOT for processing and reporting to FHWA.

City of Atlanta Functional Classification Review & Modification Process

TBD. Request for information on how the City of Atlanta evaluates the functional classification of roads and forwards recommended modifications to ARC has been requested from Andrew Walter in the Department of City Planning.

Functional Classification Overview

The Federal Highway Administration's **Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition**, describes the procedures and processes for assigning functional classifications to roadways and adjusting urban area boundaries.

The following are key excerpts from the document to further explain the Functional Classification system, considerations, characteristics, and modification process.

Our nation's roadway system is a vast network that connects places and people within and across national borders. Planners and engineers have developed elements of this network with particular travel objectives in mind. These objectives range from serving long-distance passenger and freight needs to serving neighborhood travel from residential developments to nearby shopping centers. The functional classification of roadways defines the role each element of the roadway network plays in serving these travel needs.

Over the years, functional classification has come to assume additional significance beyond its purpose as a framework for identifying the particular role of a roadway in moving vehicles through a network of highways. Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

2.3 Other Important Factors Related to Functional Classification

The distinction between "mobility and accessibility" is important in assigning functional classifications to roadways. There are a few additional factors to consider:

Efficiency of Travel: Trip makers will typically seek out roadways that allow them to travel to their destinations with as little delay as possible and by the shortest travel time. Arterial roadways provide this kind of service, often in the form of fully or partially controlled access highways, with no or very few intersecting roadways to hinder traffic flow. Therefore, a high percentage of the length of a long-distance trip will be made on Arterials. In contrast, travelers making shorter trips tend to use Local and/or Collector roadways for a much higher proportion of the trip length than Arterial roads.

Collectors: As their name implies, Collectors "collect" traffic from Local Roads and connect traffic to Arterial roadways. Collector routes are typically shorter than Arterial routes but longer than Local Roads. Collectors often provide traffic circulation within residential neighborhoods as well as commercial, industrial or civic districts.

Access Points: Arterials primarily serve long-distance travel and are typically designed as either access controlled or partially access controlled facilities with limited locations at which vehicles can enter or exit the roadway (typically via on- or off-ramps). In instances where limited or partial access control is not provided, signalized intersections are used to control traffic flow, with the Arterial given the majority of the green time.

In growing urban areas, Arterial roadways often experience an ever-increasing number of driveway access points. This high degree of accessibility decreases mobility. To address this issue and restore the carrying capacity of through traffic on these roadways, transportation agencies apply access management principles, such as driveway consolidation and median installations. In contrast, roadways classified as "Local" provide direct access to multiple properties.

Speed Limit: In general, there is a relationship between posted speed limits and functional classification. Arterials typically have higher posted speed limits as vehicles encounter few or no at-grade intersections. The absence of cross-traffic and driveways allows for higher rates of speed, which provides mobility, especially for long-distance travel. In contrast, because their primary role is to provide access, Locals are lined with intersecting access points in the form of driveways, intersecting roadways, cross walks and transfer points for buses and other modes. Due to the frequency of traffic turns, speed limits are kept low to promote safe traffic operations. Speed limits on any non-access controlled roadways are also influenced by the mix of vehicles and modes that use them.

Route Spacing: Directly related to the concept of channelization of traffic throughout a network is the concept of distance (or spacing) between routes. For a variety of reasons, it is not feasible to provide Arterial facilities to accommodate every possible trip in the most direct manner possible or in the shortest amount of time. Ideally, regular and logical spacing between routes of different classifications exists. Arterials are typically spaced at greater intervals than Collectors, which are spaced at much greater intervals than Locals. This spacing varies considerably for different areas; in densely populated urban areas, spacing of all routes types is smaller and generally more consistent than the spacing in sparsely developed rural areas. Geographic barriers greatly influence the layout and spacing of roadways.

Usage (Annual Average Daily Traffic [AADT] Volumes and Vehicle Miles of Travel [VMT]): Arterials serve a high share of longer distance trips and daily vehicle miles of travel. In rural areas, Arterials typically account for approximately half of the daily vehicle miles of travel; in urban areas, this percentage is often higher. Collectors account for the next largest percentage of travel. Urban Area Collectors account for somewhat less (5 to 15 percent), while the percentage for Rural Area Collectors is typically in the 20 to 30 percent range. Lastly, by definition, Local Roads in rural areas typically serve very low density, dispersed developments with relatively low traffic volume. In contrast, the Urban Local Road network, with higher roadway centerline miles and higher density spacing, serves denser land uses and therefore accounts for a larger proportion of travel than its rural counterpart.

While there is a general relationship between the functional classification of a roadway and its annual average daily traffic volume, two roads that carry the same traffic volume may actually

serve very different purposes and therefore have different functional classifications. Conversely, two roadways in different parts of a State may have the same functional classification but carry very different traffic volumes. This is particularly applicable among urban areas with very different populations — an Arterial within a remote city with a population of 50,000 is likely to have a much lower traffic volume than an Arterial within a city of 1 million people.

Traffic volumes, however, can come into play when determining the proper functional classification of a roadway "on the border" of a functional classification group (for example, trying to determine whether a roadway should be classified as a Collector or Local). Furthermore, AADT can often be used as a "tie-breaker" when trying to determine which of two (or more) similar and roughly parallel roadways should be classified with a higher (or lower) classification than the other. For example, suppose that two parallel roadways appear to serve the function of a Collector. Classifying both of them as a Collector could lead to undesirable redundancy in the functional classification network. All other things being equal, the roadway with the higher AADT would generally be given the Collector classification, while its companion would be given a Local classification.

Number of Travel Lanes: Roadways are designed and constructed according to their expected function. If a roadway is expected to function as an Arterial, it is designed for high capacity, with multiple travel lanes. In general, Arterials are more likely to have a greater number of travel lanes than Collectors, and Collectors are more likely to have a greater number of travel lanes than Locals. It should also be noted that the relationship between functional classification and number of lanes is stronger in urban areas than it is in rural areas.

Regional and Statewide Significance: Highly significant roadways connect large activity centers and carry longer-distance travel between and through regions and States. Arterials carry the vast majority of trips that travel through a given State, while Local Roads do not easily facilitate statewide travel.

Table 2-1: Relationship between Functional Classification and Travel Characteristics

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

3.1.5 Major and Minor Collectors

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor

categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Careful consideration should be given to these factors when assigning a Major or Minor Collector designation. In rural areas, AADT and spacing may be the most significant designation factors. Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network.

Table 3-3: Characteristics of Major and Minor Collectors (Urban and Rural)

MAJOR COLLECTORS	
Urban	**Rural**
• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile • Operating characteristics include higher speeds and more signalized intersections	• Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas • Link these places with nearby larger towns and cities or with Arterial routes • Serve the most important intra-county travel corridors
MINOR COLLECTORS	
Urban	**Rural**
• Serve both land access and traffic circulation in lower density residential and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile • Operating characteristics include lower speeds and fewer signalized intersections	• Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands

3.1.6 Local Roads

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year.

Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

Table 3-4: Characteristics of Urban and Rural Local Roads

Urban	Rural
• Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement • Constitute the mileage not classified as part of the Arterial and Collector systems	• Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the Arterial and Collector systems

4.5 Partners in the Functional Classification Process

Whether processing a single functional classification change request or conducting a comprehensive statewide functional classification review in response to the establishment of the updated Adjusted Census Urban Boundaries, a variety of planning partners should be involved to ensure informed consent of the functional classification designation for a State's roadways.

4.5.1 Metropolitan Planning Organizations

MPOs are the primary local contact for the DOTs in Urbanized Areas. MPOs may initiate requests for revising the functional classification of a roadway within their planning area, either on their own initiative or on behalf of member jurisdictions.

For requests originating from a member jurisdiction, the MPO may conduct an initial review to ensure compliance with functional classification criteria. Typically, MPOs will forward requests along with their recommendation for approval or disapproval to the State DOT unit responsible for maintaining the functional classification information. In some cases, local governments work directly with the State DOT, with concurrence from the MPO.

4.5.2 State DOTs

For the sake of efficiency, a single specific unit with the DOT should be responsible for maintaining the official functional classification designation of all roads within the State. This unit should also be in charge of coordinating with FHWA on matters related to functional classification and be the final State decision-maker for all functional classification issues. The

unit should also ensure that all submissions for changes to the functional classification of a roadway have followed the appropriate documented procedures. If the State DOT approves a change, the unit should submit the change, along with supporting information, to the FHWA Division Office for their review and approval. Upon receipt of FHWA approval (or disapproval), the DOT should notify the affected local jurisdiction of the decision.

DOT regional or district offices may be responsible for submitting system revisions for all State highways outside an MPO's planning area and coordinating proposed system revisions for areas within the planning jurisdiction of an MPO.

Once a change has been approved by the FHWA Division Office, the State DOT may revise the official repository of functional classification information and update ancillary systems and work products to reflect the change.

4.5.3 Counties and Other Agencies

Counties may be responsible for initiating functional classification changes on roadways under their jurisdiction but outside of an MPO planning area. Counties within an MPO's planning area should coordinate proposed system revisions with the MPO and submit any proposed changes to the State DOT.

In addition to MPOs, counties and State DOTs, other local government and regional entities — such as cities, rural transportation planning organizations, regional development commissions, councils of government, etc. — may also submit changes and participate in the update process.

4.6 Suggested Procedural Tasks

This section of the guidance outlines a series of recommended technical and procedural steps to review the functional classification of a State's roadway network. These tasks should be conducted through a collaborative effort between each State DOT and its local planning partners. In an ideal setting, the State and its partners should assess whether its roadways are properly classified on a continuous basis. Because new roads and major land development projects take years of advance planning, State DOTs should anticipate and respond to functional class adjustments in tandem with development activity. Additionally, the entire network of roadways should be reviewed after the development of the adjusted urban area boundaries. For those State DOTs that actively maintain and update the functional classifications of their roadway system, this formal process should be rather straightforward.

The following suggested procedures offer the most robust and detailed steps in the update process. Even for the most challenging of circumstances, the process of official review and submittal of the updated functional classification system can take less than 36 months to complete from the time of FHWA approval of the adjusted urban area boundaries.

States and their partners should re-evaluate the functional classification of the road system at least every 10 years, coinciding with the decennial census. FHWA highly recommends that this process be completed within 3 years of the formal approval of the adjusted urban area boundaries so that all States are coordinated with the same census. FHWA considers the State

DOT to be the authority during this process and relies upon it to take an active leadership role. FHWA Division Offices may correspond with State DOTs to formally launch the functional classification system review. This notice, which can accompany the approval of the adjusted urban area boundaries, reminds the State DOTs of their responsibilities and provide information regarding how and when the functional classification information should be submitted.

Table 4-2: Key Milestones for Development and Submittal of the Functional Classification Network

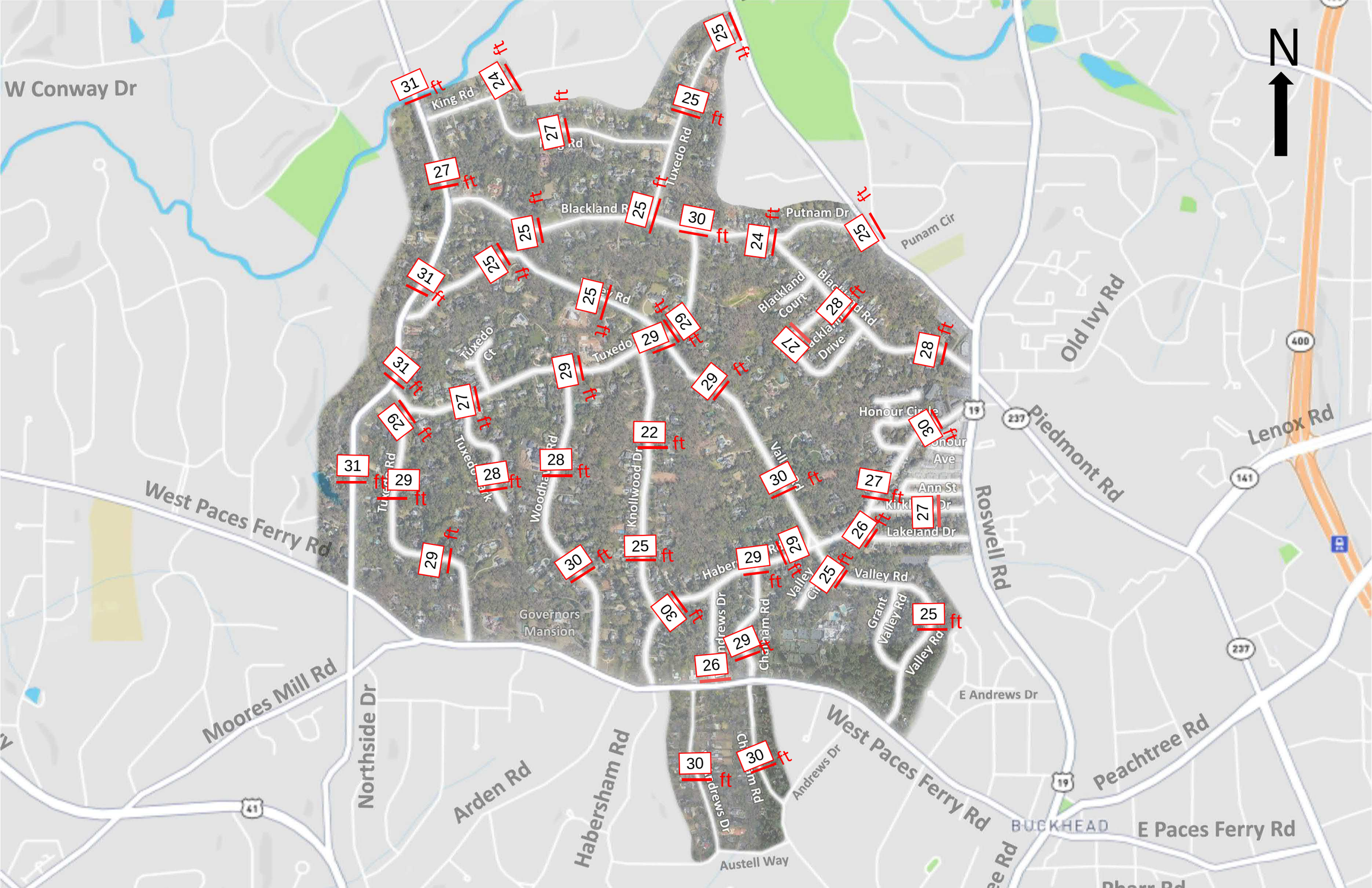
Event	Month Following FHWA Adjusted Urban Area Boundary Approval
State DOT launches the formal functional classification update process after FHWA approves the State's adjusted urban area boundaries	Month 1
State DOT works with planning partners to review and propose changes to the functional classification of its roadways	Months 2-17
State DOT gathers and processes all proposed function classification changes and submits draft final data and/or maps to FHWA Division Office for review	Months 18-20
DOT incorporates updates into planning process and related databases to ensure submittal of updated functional classification in upcoming June 15th HPMS submittal	Months 22-24

APPENDIX F: TRAFFIC DATA AND ROADWAY DIMENSIONS


Tuxedo Park
South Tuxedo Park
Google Earth
Tuxedo Rd
W Paces Ferry Rd
325'
325'
400'
400'
400'
525'
400'


Google Earth
Woodhaven Rd
Blackland Rd
265 ft


Tuxedo Park
South Tuxedo Park
Google Earth
Tuxedo Rd
W Paces Ferry Rd
853 ft


N
W Conway Dr
King Rd
Blackland Rd
Tuxedo Rd
Putnam Dr
Punam Cir
Blackland Court
Blackland Drive
Tuxedo Ct
Honour Circle
Honour Ave
Ann St
Kirkland Dr
Lakeland Dr
Valley Rd
Grant Valley Rd
Valley Cir
Haberham Rd
Knollwood Dr
Woodhaven Rd
Governors Mansion
Austell Way
E Andrews Dr
Andrews Dr
Chatham Rd
Old Ivy Rd
Piedmont Rd
Lenox Rd
Roswell Rd
Peachtree Rd
E Paces Ferry Rd
BUCKHEAD
West Paces Ferry Rd
Moores Mill Rd
Northside Dr
Arden Rd
Habersham Rd
400
141
237
19
41
31 ft
24 ft
27 ft
25 ft
30 ft
24 ft
25 ft
31 ft
25 ft
29 ft
62 ft
28 ft
27 ft
28 ft
31 ft
29 ft
27 ft
29 ft
22 ft
28 ft
28 ft
30 ft
27 ft
27 ft
26 ft
25 ft
29 ft
29 ft
25 ft
30 ft
29 ft
26 ft
30 ft
30 ft
25 ft
29 ft