



SAFE STREETS FOR ALL

ATLANTA REGIONAL COMMISSION
REGIONAL SAFETY TASKFORCE
MARCH 7, 2023

THE PROBLEM



EXISTING PLANS

DORAVILLE CITYWIDE MOBILITY PLAN

FEBRUARY 2021



THE CITY OF
Doraville
Diversity, Vitality, Community

Prepared by
 **Stantec**



A corridor masterplan for the cities of Chamblee and Doraville, Georgia to ensure thoughtful and equitable growth for the future of Buford Highway

prepared for:



CITY OF DORAVILLE | COMPREHENSIVE PLAN 2022-2042

EXISTING PLANS



3. CORRIDOR VISION

RECOMMENDATIONS

- 7.1 Signage.** Add signage to alert motorists to pedestrian crossings at ramps, especially for motorists making left turns onto ramps who may have attention focused on oncoming vehicle traffic. The crosswalks across existing ramps are currently aligned close to the Buford Highway travel lanes and give motorists little distance after turning to slow or stop if needed.
- 7.2 Lighting.** Improve pedestrian separation and lighting under the I-285 bridge. Although the sidewalk is generally wider under the bridge than in other extents of the corridor, it is dark and generally not a pleasant walking environment. Nighttime pedestrians may face particular challenges of seeing curb lines and curb ramps when attempting to cross.
- 7.3 Widened Sidewalks.** Widen the sidewalks and restore curbs along Buford Highway (especially on the north/west side of the road) and install raised islands on the southeast corner of the interchange (specifically, where the northbound-side crosswalk crosses the entry and exit ramps to/from eastbound I-285). Ideally a redesigned interchange would add buffer separation along Buford Highway between sidewalks and travel lanes.
- 7.4 Public Art.** Develop a concept for a public art installation underneath the I-285 intersection. Work with local public art groups to conduct the art installation.



The existing 285 overpass with Buford Highway (above) is an extremely unpleasant experience for pedestrians. The City of Campbell, California recently made pedestrian improvements to a highway underpass similar to the recommendations made by this plan.

EXISTING PLANS

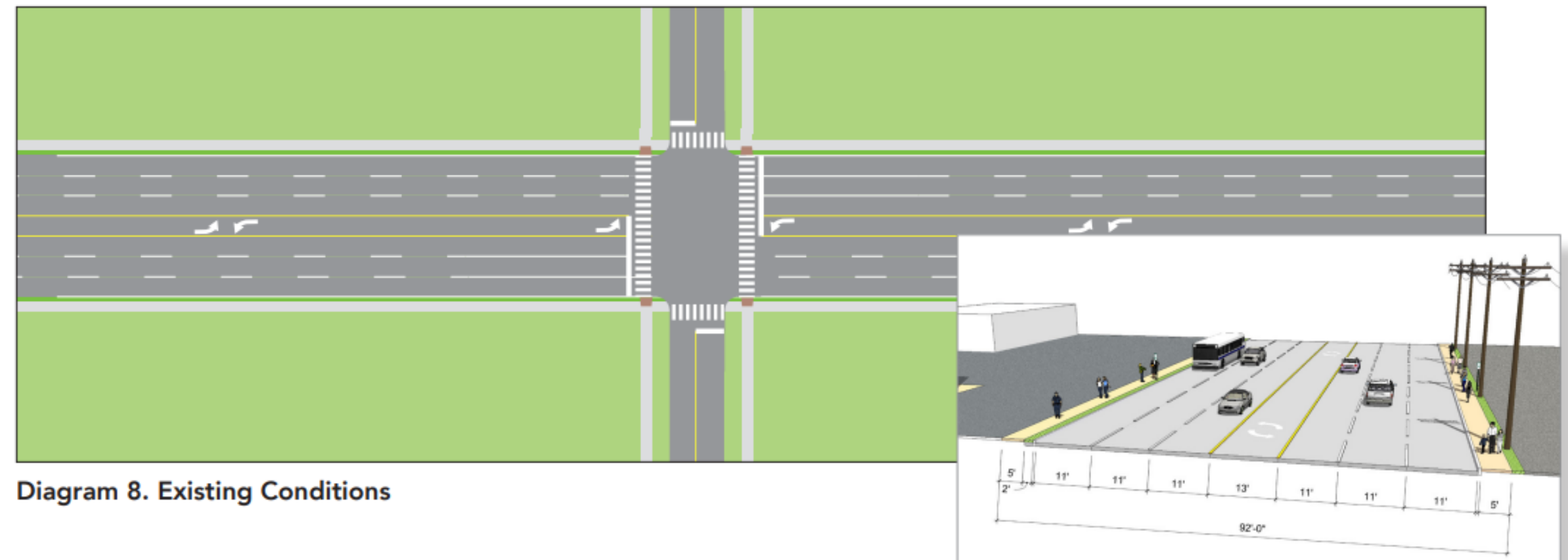


3. CORRIDOR VISION

BUFORD HIGHWAY TRANSFORMATION

EXISTING CONDITIONS

Although this typical section varies slightly throughout the corridor, nearly the entire length of the study area through Chamblee and Doraville features a seven-lane cross-section (six travel lanes with a continuous, two-way left turn lane) with several intersections also featuring right-turn storage lanes (for a total of nine lanes). Sidewalks are generally five feet in width and may contain an additional two feet of landscaping separation from the roadway curb.



EXISTING PLANS



3. CORRIDOR VISION

STEP 3A: ADDED MEDIANS

As with Step 2, placement of medians should continue to allow sufficient left-turn storage space and should be designed as a joint GDOT-Cities effort based on more detailed traffic and operational study.

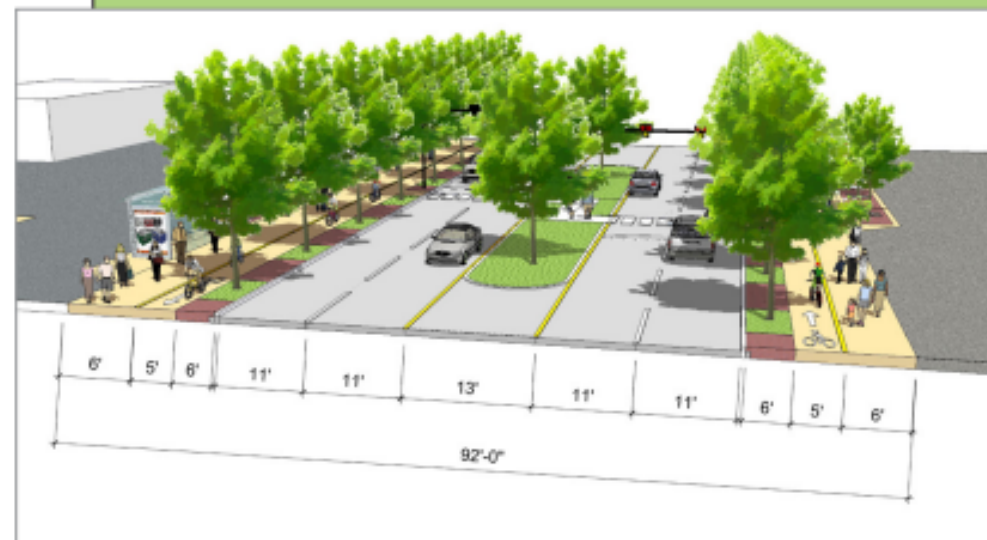
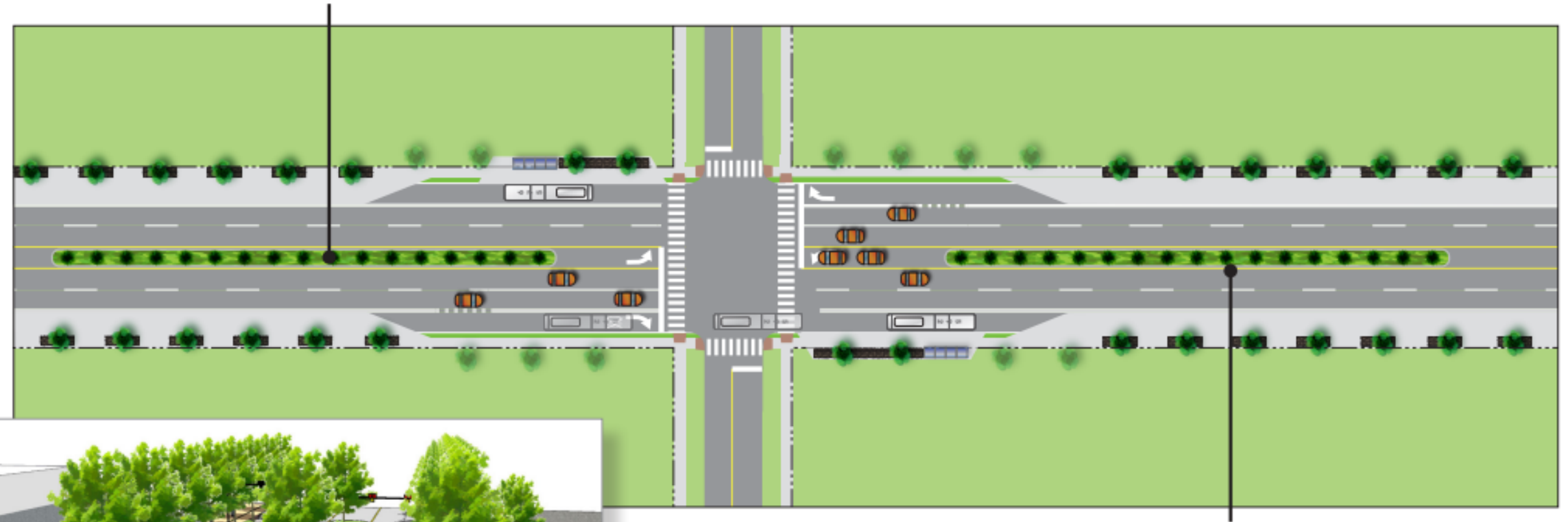


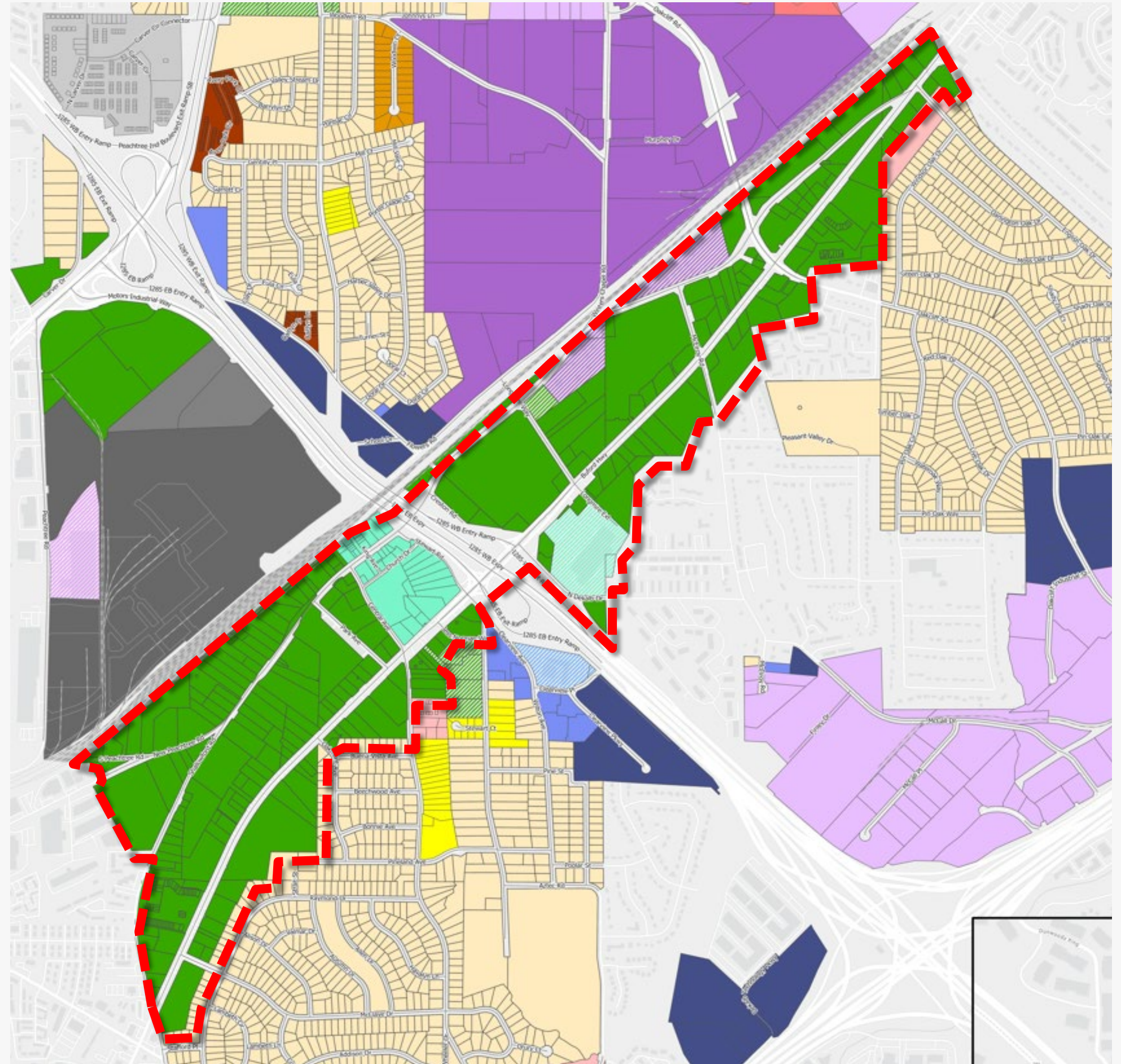
Diagram 13.
Buford Highway
Conceptual
Rendering

Although median placement could continue as an opportunity-based, incremental enhancement of the corridor, it is likely that medians would already be in place by the time a major reconstruction of the corridor to replace the outside travel lane for the multi-use path would occur.

REZONING BUFORD HWY

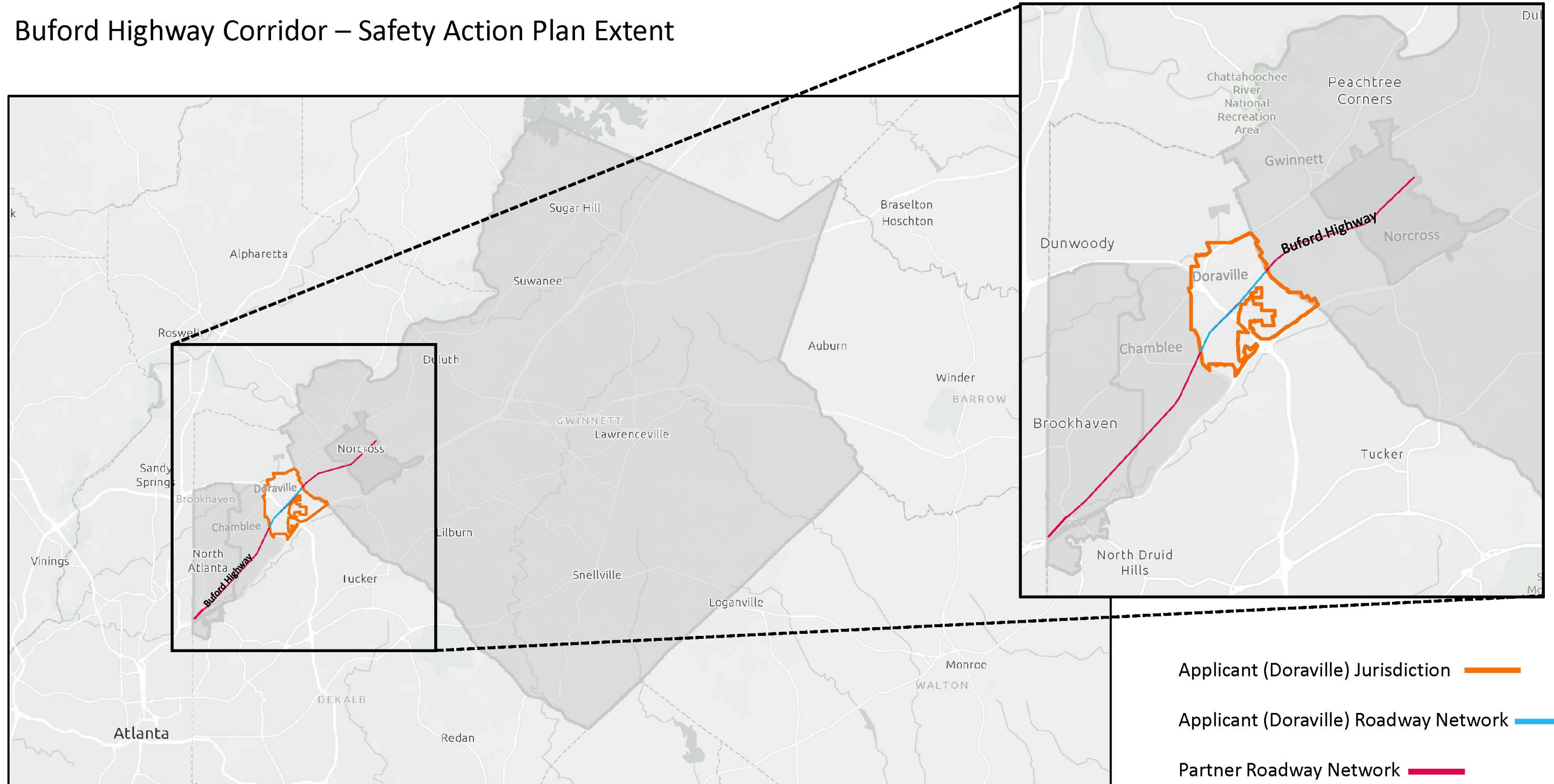


REZONING BUFORD HWY

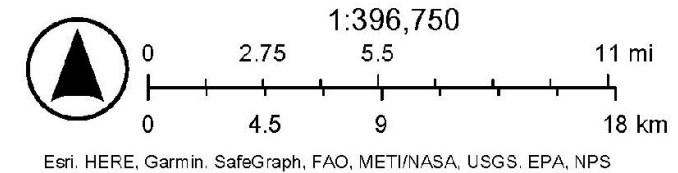


PROPOSED EXTENT

Buford Highway Corridor – Safety Action Plan Extent



8/31/2022





MUNICIPALITIES

City of Doraville (applicant)

Brookhaven

Chamblee

Gwinnett County

Norcross

OTHER PARTNERS

Chamblee Doraville CID

GDOT

ARC

Sen. Jon Ossoff



SHORT- TERM

- Create a consistent plan is applicable to and crosses jurisdictional lines.
- Aim for low -cost, high -impact solutions, such as:
 - Mid -block crossings
 - More, better street trees
 - Lowering speed limits
 - Better bus stops

LONGER- TERM

- Closing curb cuts, mandating inter -parcel access.
- Expanded transit and transit facilities.



THANK YOU

