



North Buckhead Signature Streets

Wieuca Road

Peachtree Dunwoody Road

Old Ivy Road

December 13, 2022

Acknowledgements

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CHAPTER 1

INTRODUCTION



Introduction

This is a placemaking strategy guidebook developed for Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road in North Buckhead on behalf of Buckhead Community Improvement District (BCID) and North Buckhead Civic Association (NBCA). NBCA desired a document that would identify strategies to achieve its three interlinked goals of Safety, Beauty, and Fun along three of its major corridors. The three corridors are as follows:

- » **Wieuca Road** - Phipps Road to Roswell Road
- » **Old Ivy Road** - Wieuca Road to Roswell Road
- » **Peachtree Dunwoody Road** - Peachtree Road to Kenry Court

These corridors were selected as Signature Streets for several reasons. Both Wieuca Road and Old Ivy Road will be impacted by the City's planned roundabout at the intersection of Wieuca Road and Phipps Boulevard. The roundabout and continuing commercial development in Buckhead will require increased attention to safety, traffic calming, and quality of life issues. Separately, the roundabout's landscape and placemaking plan provided numerous ideas for improving beauty and quality of life throughout North Buckhead. Further, NBCA and Historic Brookhaven Neighborhood Association (HBNA) determined that both communities would benefit from increased attention to safety, traffic calming, and quality of life issues along Peachtree-Dunwoody Road, which serves as the boundary line between the two neighborhoods. Finally, all three corridors were identified in the 2015 North Buckhead Neighborhood Master Plan, later incorporated into the City of Atlanta's Comprehensive Development Plan, as opportunities for "Complete Streets".



Goals

Address safety issues in the corridors resulting from excessive automotive speed and volume by employing traffic calming and pedestrian/bicyclist safety strategies

Enhance beauty, fun, and neighborhood identity in the corridors through a comprehensive placemaking plan incorporating horticultural, streetscape, and artistic elements

Improve non-motorized (except for ebikes, scooters, electric wheelchairs) transportation options in the corridors by:

- » *Connecting to the expanding network of trails including PATH400, the B-Line, Blue Heron Nature Preserve's trail system, and the proposed Blueway,*
- » *Repairing sidewalks and filling in sidewalk gaps, and*
- » *Addressing ADA issues.*

Placemaking

Placemaking is the process of creating beauty, fun, and identity within a specific area so that residents and visitors alike know that they are in a special place. Placemaking is about strengthening the connection between people and the places they share. Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

There are many ways to implement placemaking and each community's placemaking toolbox is different. Within North Buckhead and Historic Brookhaven, the use of horticultural elements, consistent wayfinding and street signs with the neighborhood's logos, public art, and a distinct materials palette will all conspire to create a great sense of place.

Framework and Process

This guidebook is a framework for safety and aesthetic enhancements specifically for the Wieuca, Old Ivy, and Peachtree Dunwoody Road corridors. While focused on these corridors, similar conditions exist on a majority of the street corridors throughout the neighborhood. The strategies can be thought of as a kit-of-parts that may be applied in other locations, and thus provide a framework approach through the lenses of safety, placemaking, and connectivity.

Some strategies are simple and inexpensive, and can be approached through the City of Atlanta's tactical urbanism program, ATLDOT, or through simple concept design; while other permanent infrastructure improvements require multiple levels of design, approvals and permits to implement.

This guidebook outlines the applicable strategies and provides a roadmap for the community to select approaches, pursue funding and ultimately implement the work.

Site Visit and Analysis

The design team and the Signature Streets Team together walked the Wieuca, Old Ivy, and Peachtree Dunwoody Road corridors to experience first hand the concerns and issues of the neighbors, and to discuss ideas. Prior to the corridor walk, the team utilized available GIS data from the City of Atlanta, Fulton County and other sources to develop basemaps that were used to document the existing conditions. This information was verified through the visual analysis of the corridor.

Community Input

Plans are most effectively executed when there are opportunities for the public and stakeholders to engage and provide feedback. To ensure community buy-in and support for safety and placemaking improvements, BCID and NBCA worked to continually engage stakeholders in the process. This continued effort provides citizens and interested parties the opportunity to participate in shaping the future of their community.

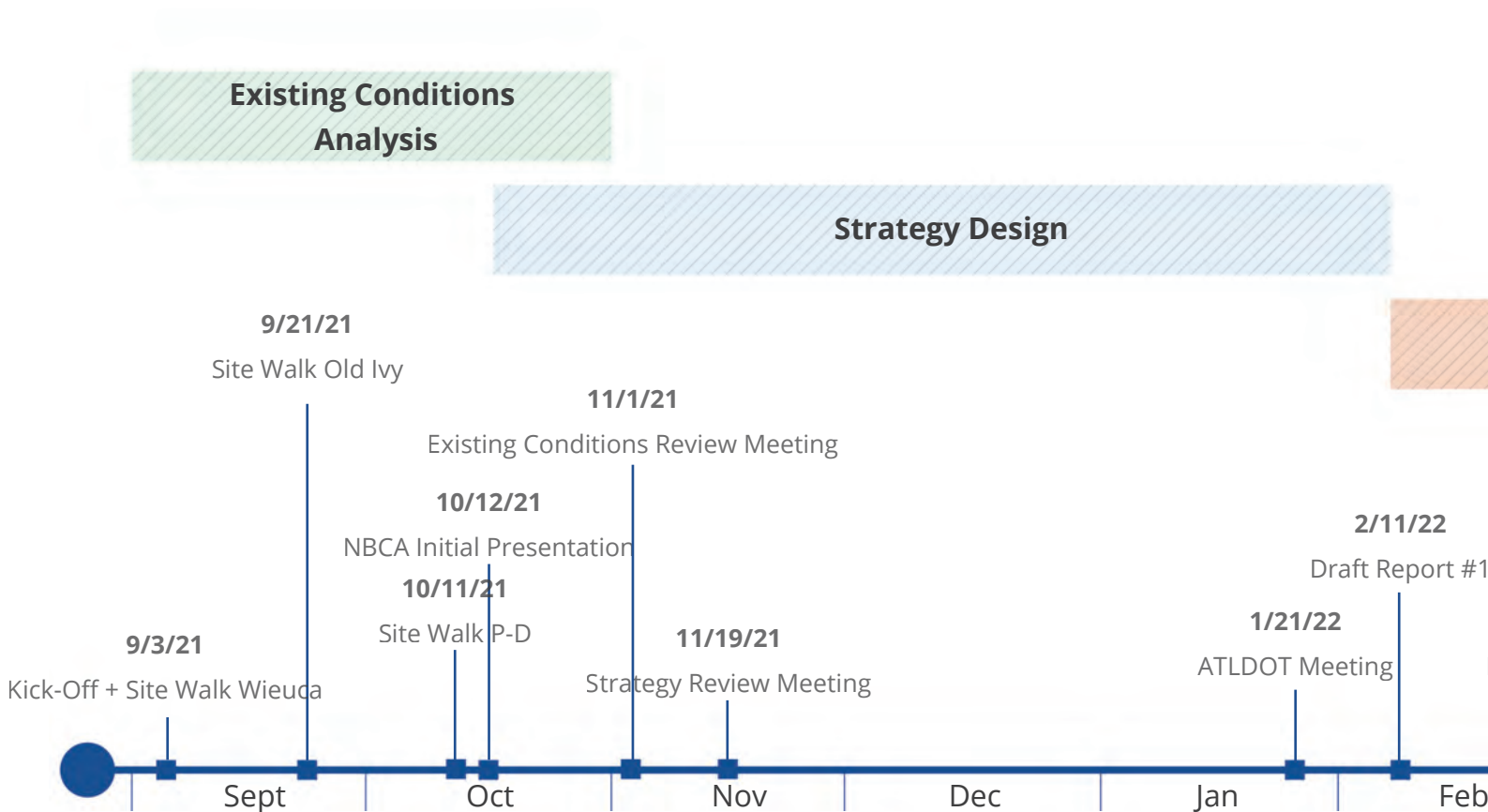


Process Timeline

The project began with a kick-off meeting, basemap development and a site visit to walk both corridors. The team and the Signature Streets Team then had a series of meetings to review the existing conditions mapping, and strategy development.

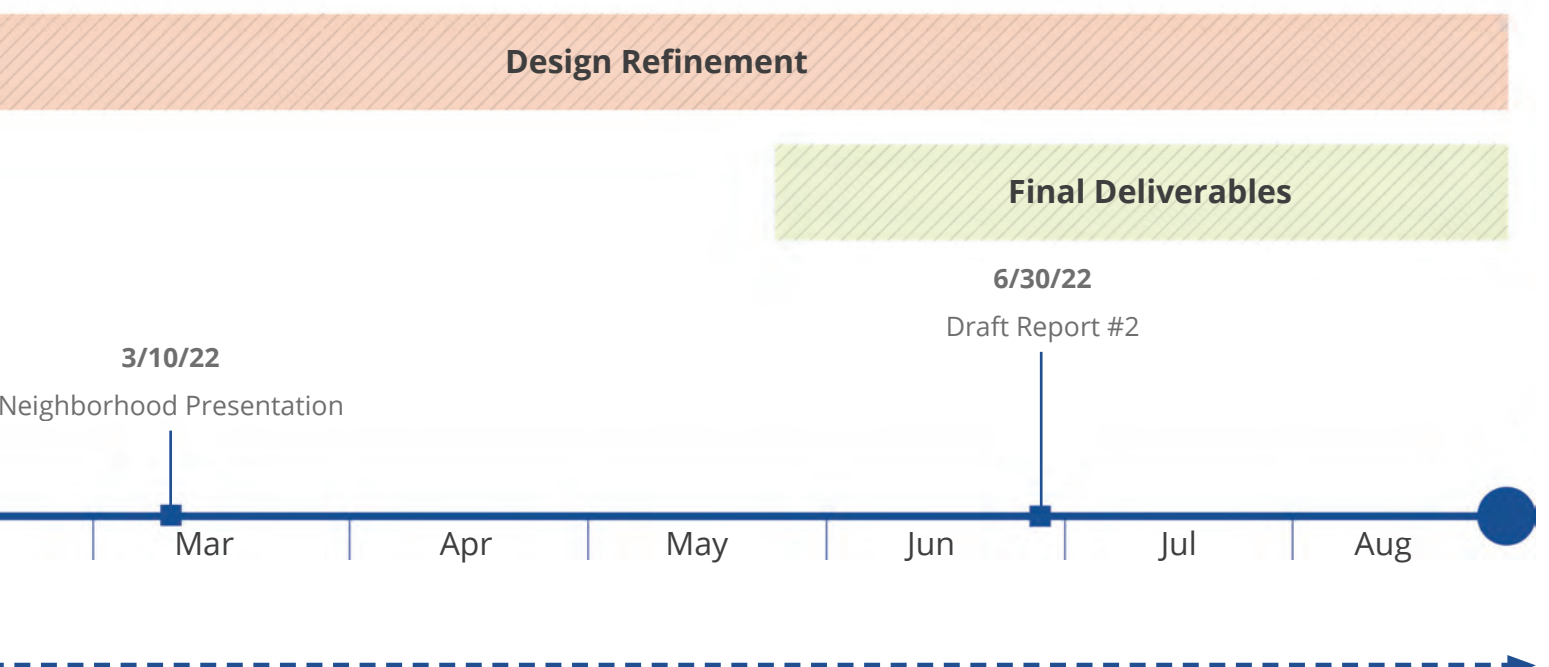
The Signature Streets Team presented the draft strategies to the greater neighborhood for input and feedback.

The team then incorporated feedback from the community into this summary strategy guidebook.



Summary of Community Feedback

The themes of the community's concerns include safety, particularly due to cut-thru traffic and speeding along the corridors. Several neighbors in the corridors continue to experience property damage due to drivers losing control of their vehicles at high speeds. Generally the corridors are not comfortable for pedestrians to navigate, and with two schools, there is concern for the safety of children as they and their families commute to school. Peachtree Dunwoody Road presents challenges for neighbors from Historic Brookhaven trying to cross the road to visit Little Nancy Creek Park and St. James United Methodist Church. These concerns influenced the final recommendations.



Strategies

The strategies presented for Wieuca, Old Ivy, and Peachtree Dunwoody Road are grouped in three categories:

- » **Traffic Calming**
- » **Placemaking**
- » **Streetscape Enhancements**

Existing conditions, existing plans review, local standards and national standards for pedestrian, streetscape and traffic calming enhancements form the basis of the strategy development along with discussion and input from the community.

Implementation

The corridors of Wieuca Road and Old Ivy Road have the potential to become community drivers, by connecting the business district of Buckhead and the commercial corridor along Roswell Road, and creating a safer outdoor social network and visual identity through the neighborhood. The Peachtree Dunwoody Road corridor serves as a direct link between Sandy Springs and North Buckhead. It also is the boundary for the North Buckhead and the Historic Brookhaven neighborhoods. Improvements to Peachtree Dunwoody would help tie the two neighborhoods together and provide safer access to Little Nancy Creek Park and the St. James United Methodist Church.

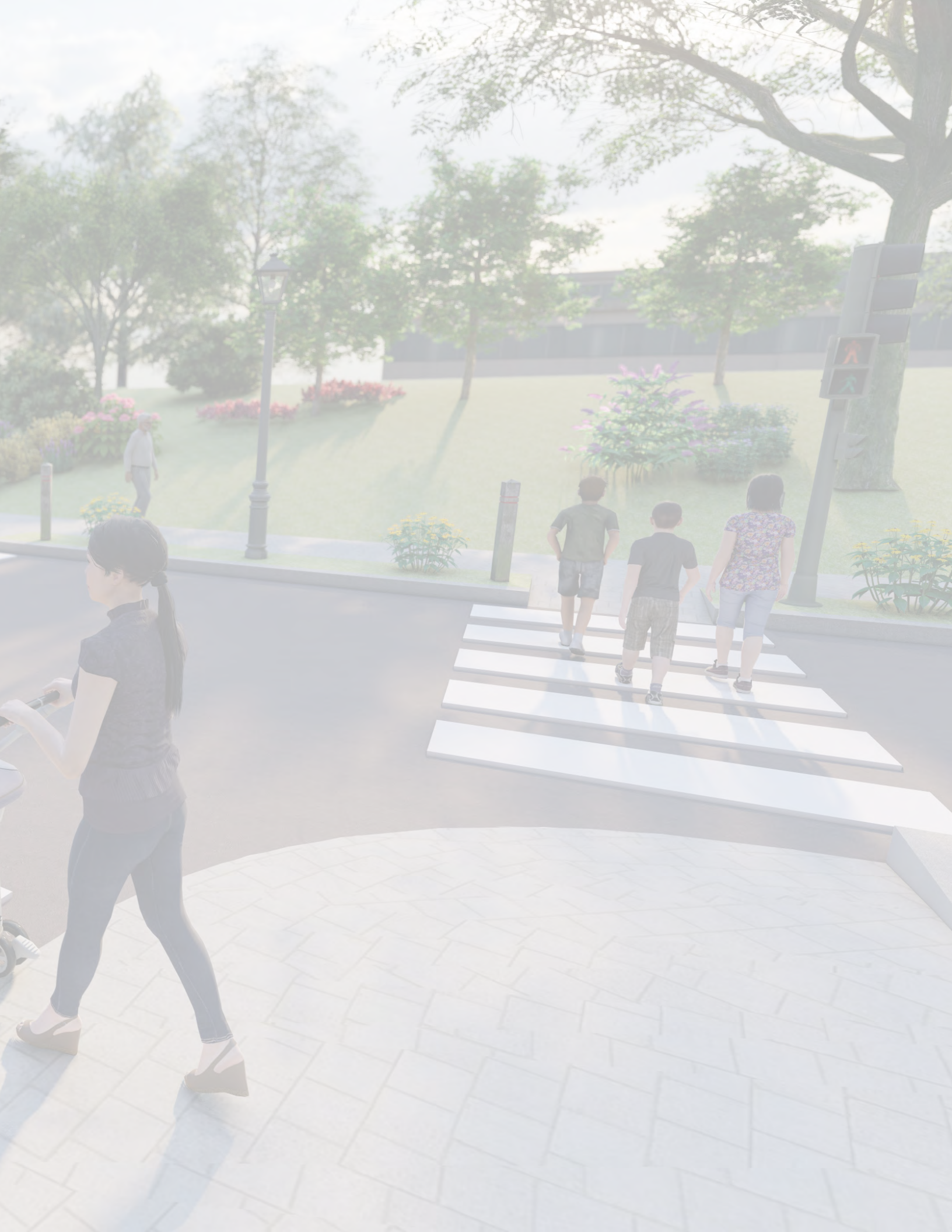
North Buckhead experiences a lack of safe, non-motorized mobility options; therefore, the improved corridors will greatly enhance the mobility and quality of life for residents in the area by providing alternative means of travel. The enhancements will link people safely to schools, parks, existing and future trails, restaurants, entertainment, and employment centers. A key component to realizing this vision is understanding the multiple components of implementation including phasing and prioritization, project communication, potential funding sources, and projected costs for design and construction.





CHAPTER 2

ANALYSIS



Existing Plans and Current Projects

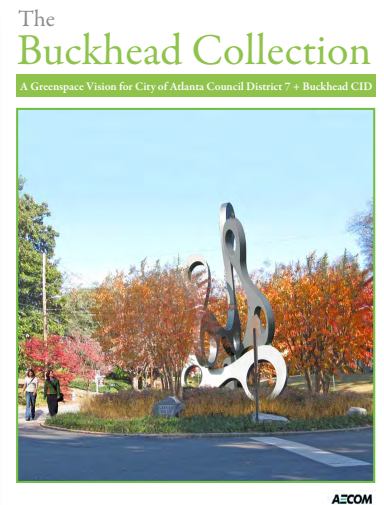
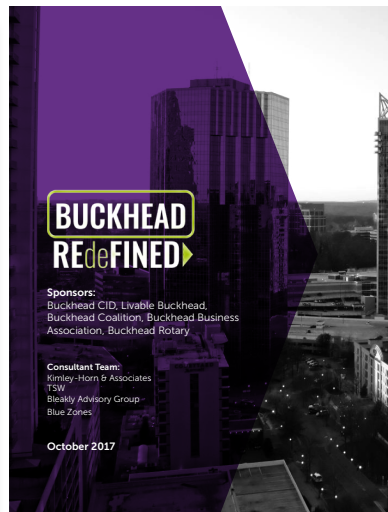
Previously adopted plans and projects have specific recommendations that impact the street conditions of Wieuca Road, Old Ivy, and Peachtree Dunwoody Roads. This section takes a look at those recommendations and briefly discusses the incorporation of them into this plan, or in a few instances why the recommendations of this plan differ. The plans are:

- » North Buckhead Neighborhood Master Plan
- » Buckhead Redefined
- » The Buckhead Collection

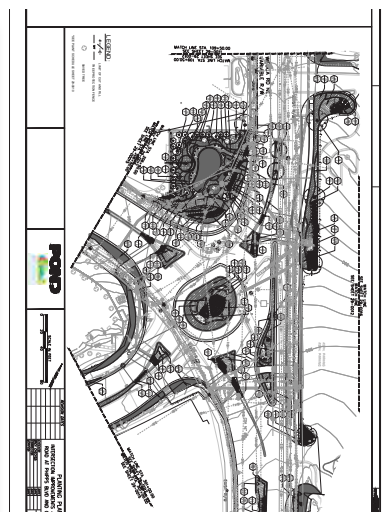
The projects are:

- » The Church at Wieuca Redevelopment
- » Wieuca/Phipps Roundabout

Plans



Projects



North Buckhead Neighborhood Master Plan

This plan builds upon the efforts of the North Buckhead Neighborhood Master Plan and incorporates and expands upon the following recommendations:

- » A unifying system of parks, greenways and open spaces (pg 60)
- » A complete street approach for Wieuca and Old Ivy Roads (pg 68)
- » Collaborate with developers at Wieuca and Roswell Roads, and Old Ivy and Roswell Roads for neighborhood gateway features and other identified strategies (pg 72)
- » Installation and/or repair of sidewalks (pg 73)
- » Connection to the Blueway, a greenway multi-use trail from PATH400 to Blue Heron Preserve
- » Traffic calming along Wieuca Road (pg 73)
- » Enforce intersection visibility requirements (pg 74)
- » Potential roundabout intersection warrant study at West Wieuca Road and Wieuca Road (pg 77)
- » Traffic calming on Old Ivy and Wieuca Roads (pg 77)
- » Standard and enhanced crosswalks (pg 77)
- » Encourage xeriscaping and native species in landscape design projects (pg 88)
- » Encourage green infrastructure (pg 88)



May 15, 2015 DRAFT

Sponsored by:
North Buckhead Civic Association
Council-member Howard Shook

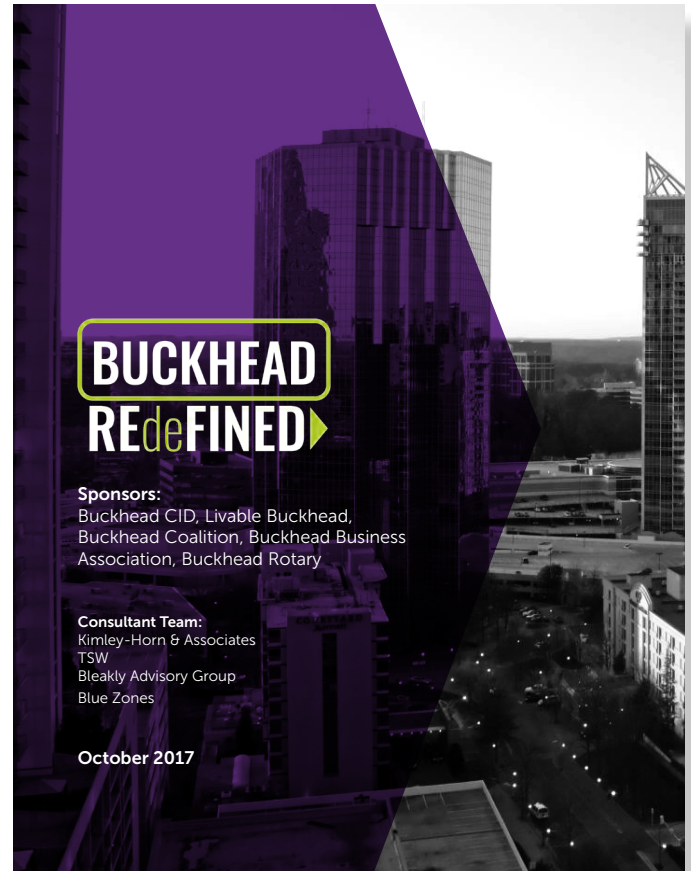
Prepared by: TSW

Buckhead Redefined

Buckhead Redefined is an update to the Buckhead Livable Centers Initiative Plan, completed in 2017 and encompasses the greater area of Buckhead as its study focus. North Buckhead, as it lies on the edge and partially within the Buckhead CID boundary, is directly impacted by recommendations and outcomes of the Buckhead Redefined Plan. There is specific overlap within the Buckhead Loop and North Piedmont Subareas and associated implementation recommendations. The Buckhead Loop is the central business core for Buckhead and with many major initiatives and proposed recommendations in various stages of planning and implementation, the area will have direct impacts on North Buckhead neighborhood.

Major overlaps include the following:

- » Redevelopment at Roswell Road and Piedmont Road Intersection (pg 122).
- » Intersection reconfiguration of Piedmont/Roswell/Habersham Roads will require coordination on the proposed gateway strategy (pg 124).
- » Public space along PATH400 and the Park Over 400 (pg 136).



The Buckhead Collection

This document presents a vision to increase the amount of greenspace within Buckhead. The document lays out a realistic greenspace vision for increasing the amount of greenspace per capita within Buckhead's Council District 7 and a specific plan for implementing the vision.

While this signature streets plan does not directly include greenspace, both Old Ivy and Wieuca link multiple greenspaces along each corridor, and connects to PATH400 - which when fully realized will link area residents to a wealth of greenspaces within and outside of Buckhead.

The Buckhead Collection

A Greenspace Vision for City of Atlanta Council District 7 + Buckhead CID



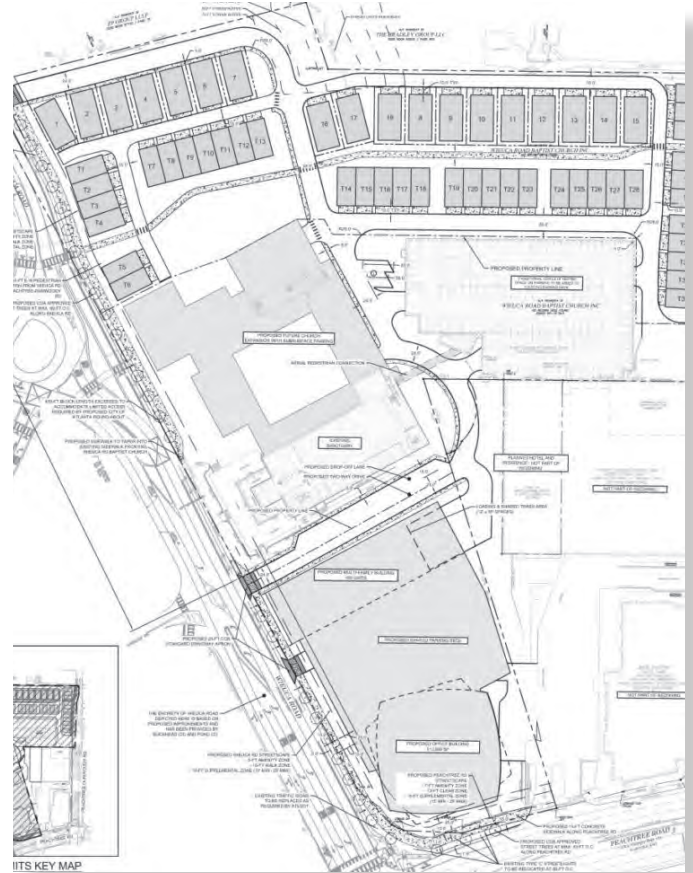
AECOM

Church at Wieuca Redevelopment

The Church at Wieuca sits just within the southeastern boundary of the neighborhood, directly adjacent to the future Wieuca/Phipps Roundabout.

The church hopes to develop approximately 13 acres of its land to include an office tower and residential units.

The project is directly south of the starting point for both signature streets (the intersection of Old Ivy and Wieuca Roads). If the project proceeds, individuals living and working on the site may utilize future street enhancements either via vehicle or as a pedestrian/bicyclist. The potential influx of vehicular and pedestrian traffic further emphasizes the need for traffic calming, connectivity and safety measures along each corridor.

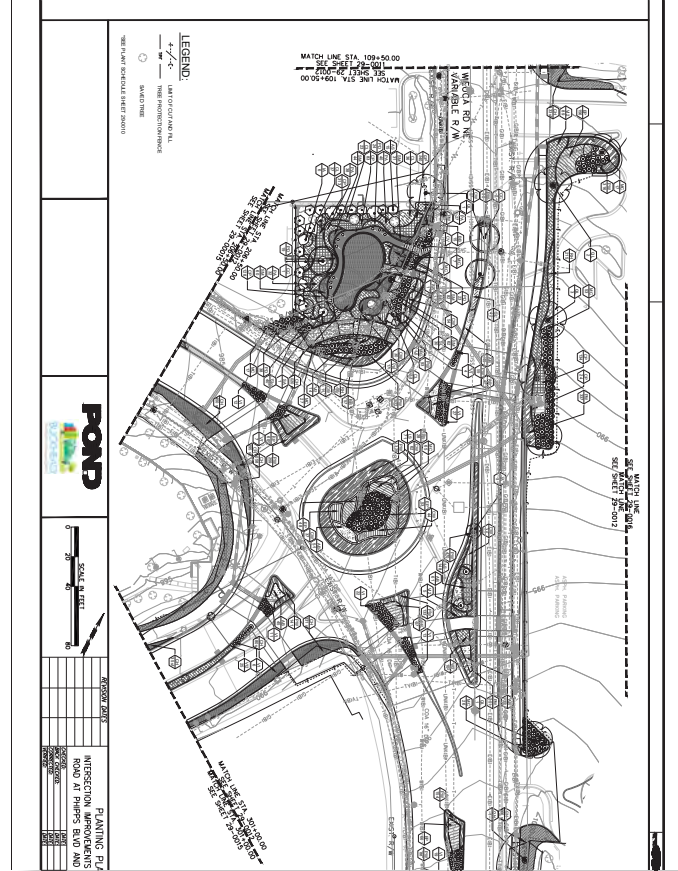


Wieuca / Phipps Roundabout

A catalyst for this document, the Wieuca / Phipps Roundabout provided an opportunity for the North Buckhead Neighborhood to create a gateway and transition from the core Buckhead district to the residential neighborhood.

The North Buckhead Park, a small pocket of land at the southwest corner of the roundabout (final design), provides a perfect opportunity for neighbors to gather and pedestrians to pass through and learn about the neighborhood and native plants.

The park sets the tone for a neighborhood identity that focuses on indigenous materials and plants, including a homage to the area's local ecosystem, the Piedmont.



Old Ivy Park

Old Ivy Park is located at 519 Old Ivy Road, adjacent to PATH400 along GA 400.

As apart of the Livable Buckhead initiative, this park seeks to transform a series of underutilized greenspace into a much needed amenity for the community.

This project is located directly on the signature street of Old Ivy, where PATH400 crosses the road. If completed, this will serve as key gathering space for the community, emphasizing the need for safe connectivity. Additionally, a potential increase in visitors to the area will raise traffic counts along Old Ivy, which can be managed by traffic calming measures.





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The Corridors

Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road all fall within the North Buckhead neighborhood. The corridors are partially included in the Buckhead CID boundary. Both corridors fall within the Comprehensive Development Plan (CDP) character area of existing traditional neighborhood, and the Atlanta City Design area classification as 'suburban'.

Several bridges exist along each corridor, and per recent inspections appear to be in good condition. The two Wieuca bridges date to the 1920s.

Wieuca Road

Wieuca Road is functionally classified as a major collector road in Atlanta. It connects from GA141 at Phipps Plaza (where it becomes Roxboro Road connecting to North Druid Hills Road to the south) up to Roswell Road. Due to Wieuca Road's designation as a major collector by the City of Atlanta, it is not eligible for tactical urbanism projects. All improvements along Wieuca must be planned as permanent capital improvements.

Old Ivy Road

Old Ivy Road is functionally classified as a local road that connects on the east to Wieuca Road, and on the west to Roswell Road. Old Ivy is the northern limit of the Buckhead CID boundary. Old Ivy Road is eligible for tactical urbanism projects.

Peachtree Dunwoody Road

Peachtree Dunwoody Road is functionally classified as a minor arterial road in Atlanta. It is the delineating line between North Buckhead and Historic Brookhaven neighborhoods, and is a main connector from Atlanta to Sandy Springs. Due to Peachtree Dunwoody's designation as a minor arterial by the City of Atlanta, it is not eligible for tactical urbanism projects. All improvements along Peachtree Dunwoody must be planned as permanent capital improvements.



Sandy Springs

Atlanta

Nancy Creek Trail

Proposed B-Line

Proposed Loridans
Greenspace

Blue Heron
Nature Preserve

Little Nancy
Creek Park

Wieuca Road

Peachtree Dunwoody Road

Old Ivy Road

Buckhead Community
Improvement District

North

Wieuca Road

Existing Conditions

The experience along Wieuca Road presents several mobility challenges for pedestrians. Telephones poles and mailboxes are placed directly on the sidewalks, while there are points where the sidewalk abruptly ends altogether. Vegetation overgrowth is a current problem on sections of the corridor, completely obstructing the pavement and forcing pedestrians into the road. As part of Atlanta Department of Transportation's (ATLDOT) Vision Zero, the City of Atlanta passed the Vision Zero ordinance (20-O-1239) that set a default speed limit of 25 miles per hour for city streets. Wieuca Road was included in the default speed limit, however though new signs are in place, speeding remains a significant issue.

Opportunities for gateways and wayfinding are evident based on the numerous intersections and nearby trail connections. These potential connections include PATH400, the B-line, and the Nancy Creek Trail. Additionally, locations for native planting gardens are present at the Sarah Smith Intermediate Campus and near the bridge over Nancy Creek.

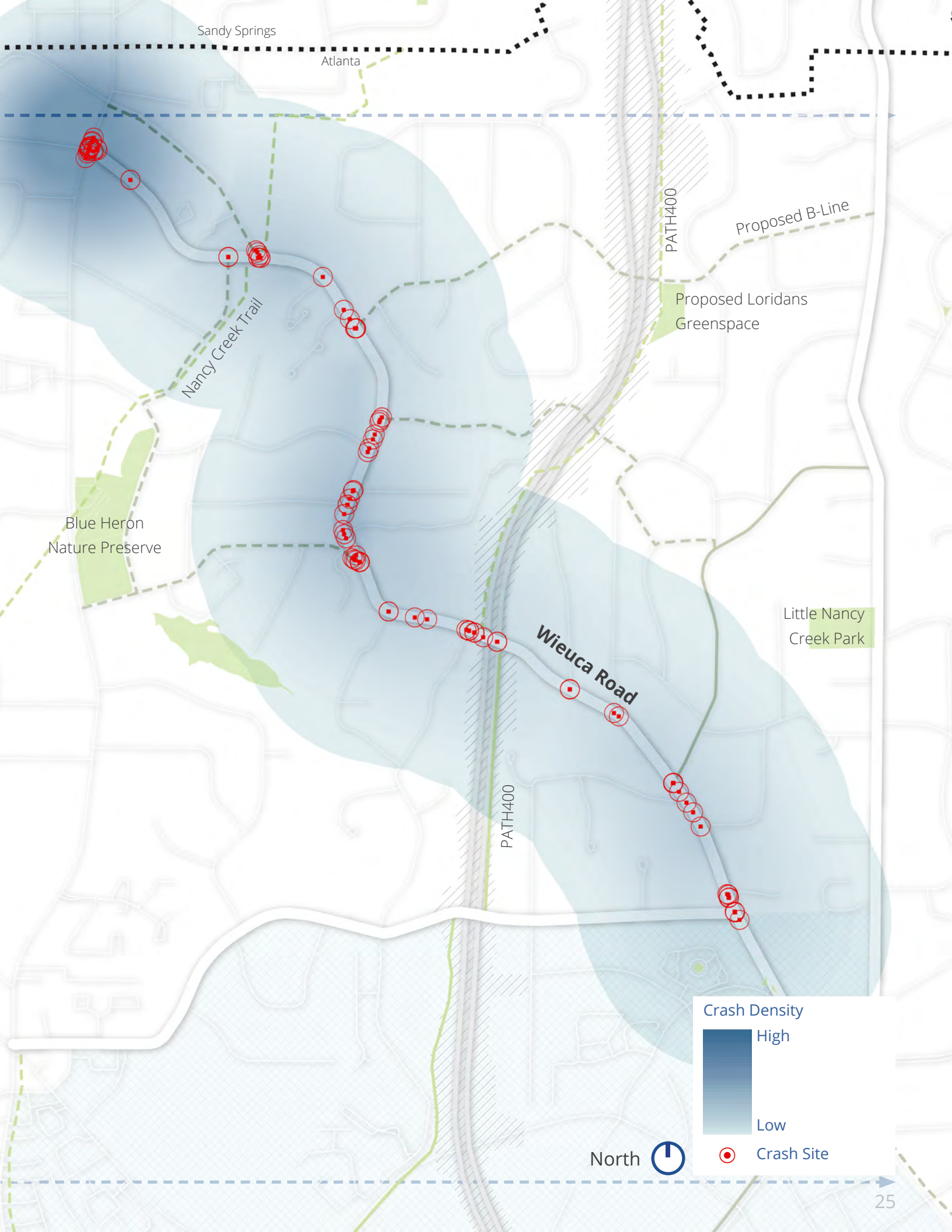
Vehicular Counts

The Average Annual Daily Traffic counts for Wieuca Road as provided by GDOT's Traffic Analysis and Data Application (TADA):

	2020	2019	2018
AADT	11,200	12,100	11,700
Single Unit AADT	185	199	-
Combo Unit AADT	16	17	-
Truck % AADT	2%	2%	-

Source: <https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>

Crash Review Summary	2016-2020	Percentage
Crashes with Injuries	35	21.3%
Crashes with Fatalities	0	0.0%
Crashes involving Pedestrians	5	3.0%
Crashes involving Bicyclists	0	0.0%
Crashes involving Commercial Vehicles	4	2.4%



Sandy Springs

Atlanta

Nancy Creek Trail

PATH400

Proposed B-Line

Proposed Loridans Greenspace

Blue Heron Nature Preserve

Little Nancy Creek Park

Wieuca Road

PATH400

Crash Density

High

Low



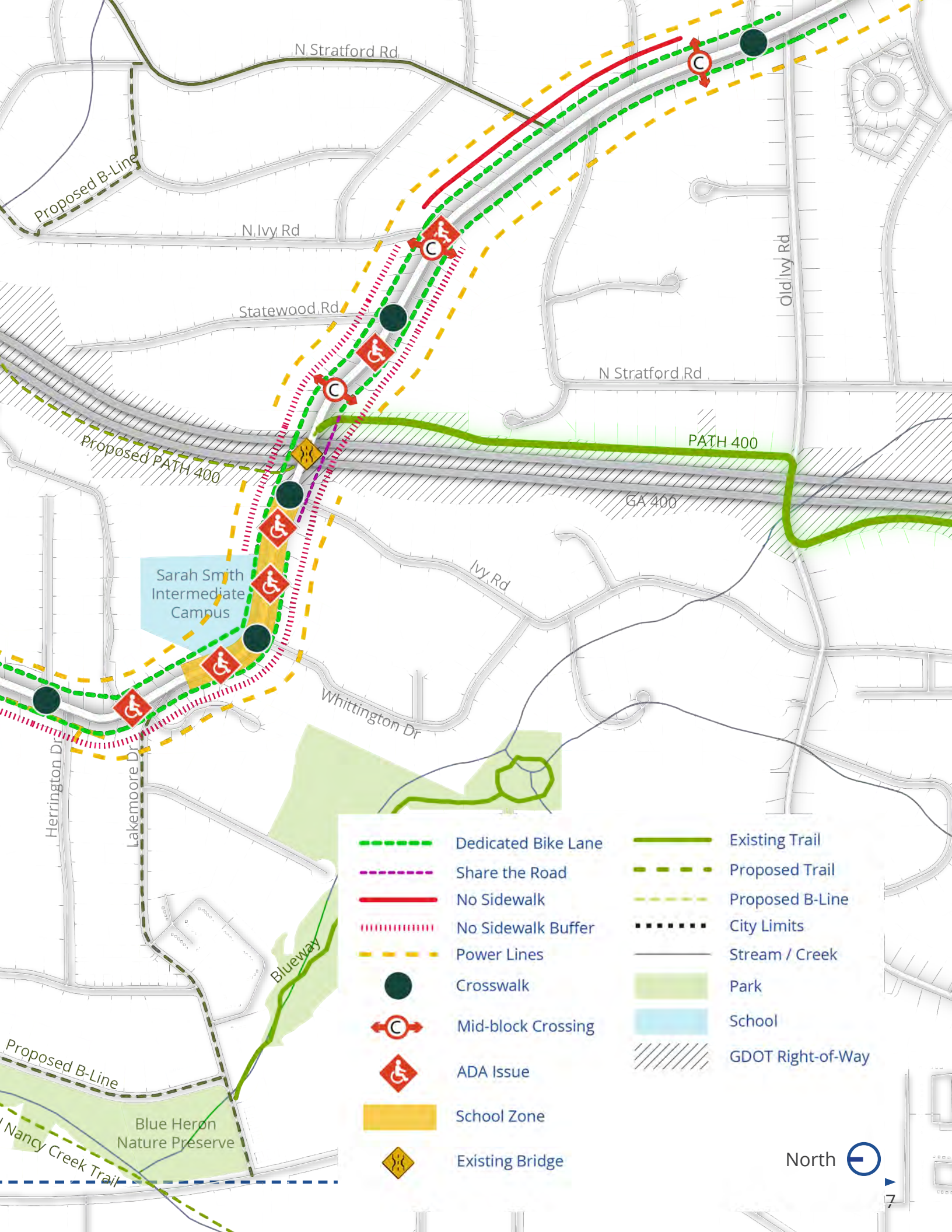
Crash Site

North



Wieuca Road Existing Conditions



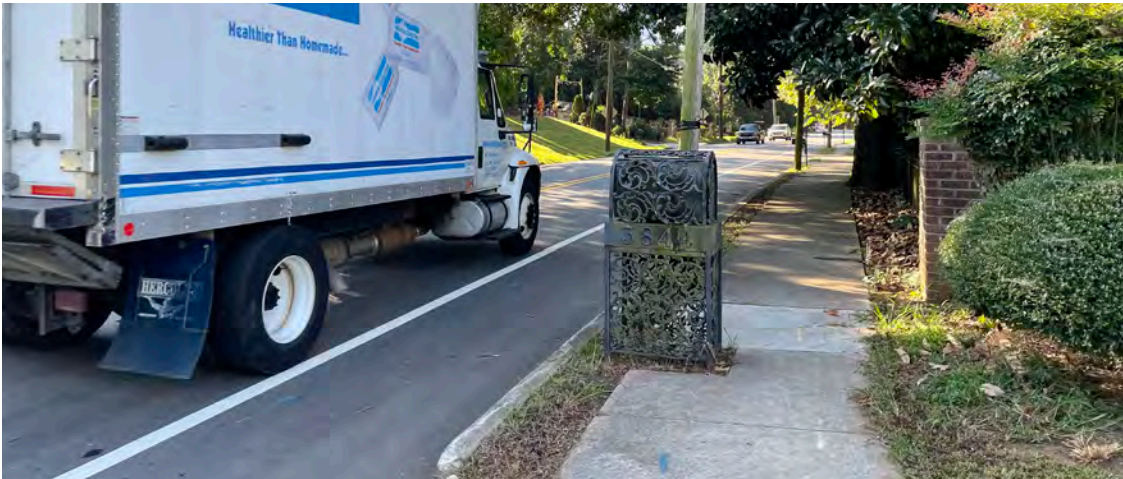


- | | | | |
|---|---------------------|---|-------------------|
|  | Dedicated Bike Lane |  | Existing Trail |
|  | Share the Road |  | Proposed Trail |
|  | No Sidewalk |  | Proposed B-Line |
|  | No Sidewalk Buffer |  | City Limits |
|  | Power Lines |  | Stream / Creek |
|  | Crosswalk |  | Park |
|  | Mid-block Crossing |  | School |
|  | ADA Issue |  | GDOT Right-of-Way |
|  | School Zone | | |
|  | Existing Bridge | | |

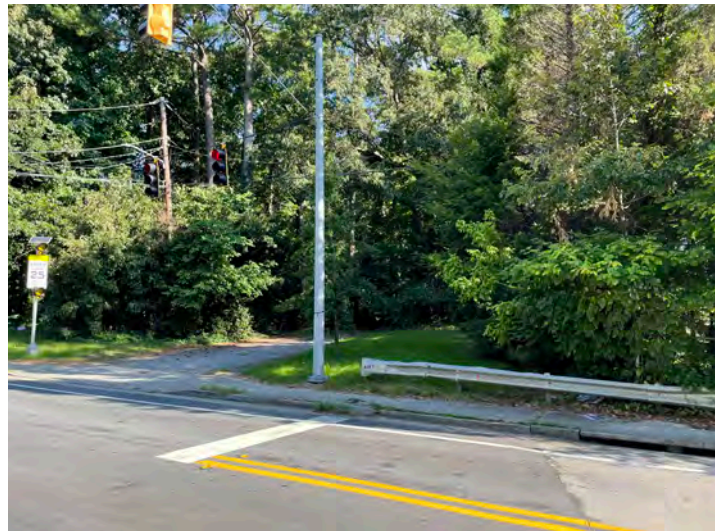
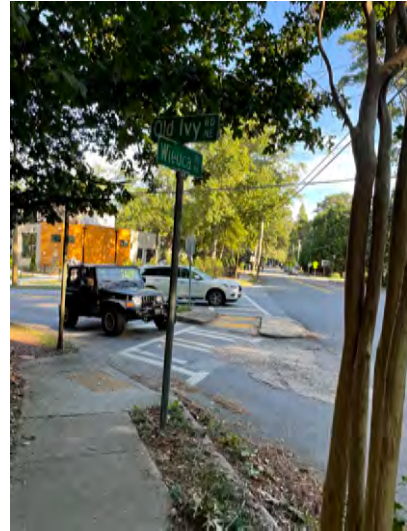
North 

Wieuca Road Existing Conditions

Obstructions



Wayfinding and Gateway Opportunities



Wieuca Road Existing Conditions

Native Planting Opportunities



Safety Corrections



Old Ivy Road

Existing Conditions

Like Wieuca Road, there are multiple obstructions in the pedestrian right-of-way, such as telephones poles, signage, and fire hydrants. Placement of these obstacles can be seen in the middle of the sidewalk, next to crosswalks, and within school zones. This presents issues from an ADA standpoint.

Connection opportunities with PATH400 are present along both sides of the GA-400 overpass, the more prominent located at Old Ivy Park. The overpass also presents the possibility for expanded placemaking due to the amount of open and underutilized space and central location along Old Ivy Road. Native planting opportunities are also evident at Sarah Smith Elementary School and at various intersections.

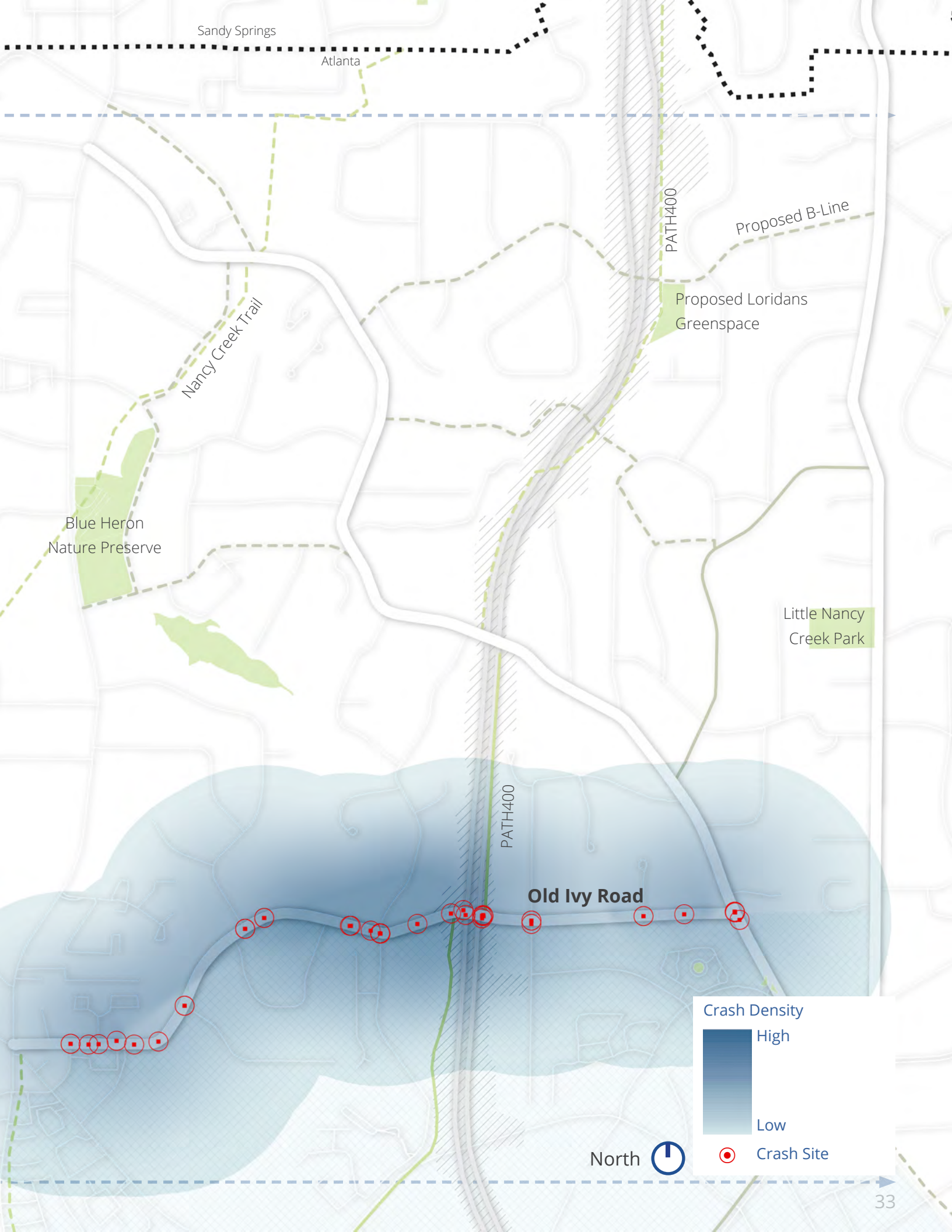
Vehicular Counts

The Average Annual Daily Traffic counts for Old Ivy Road as provided by GDOT's Traffic Analysis and Data Application (TADA):

	2020	2019	2018
AADT	Not Available	Not Available	Not Available
Single Unit AADT	Not Available	Not Available	Not Available
Combo Unit AADT	Not Available	Not Available	Not Available
Truck % AADT	Not Available	Not Available	Not Available

Source: <https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>

Crash Review Summary	2016-2020	Percentage
Crashes with Injuries	10	23.3%
Crashes with Fatalities	0	0.0%
Crashes involving Pedestrians	2	4.7%
Crashes involving Bicyclists	0	0.0%
Crashes involving Commercial Vehicles	1	2.3%



Sandy Springs

Atlanta

PATH400

Proposed B-Line

Proposed Loridans
Greenspace

Nancy Creek Trail

Blue Heron
Nature Preserve

Little Nancy
Creek Park

PATH400

Old Ivy Road

Crash Density

High

Low



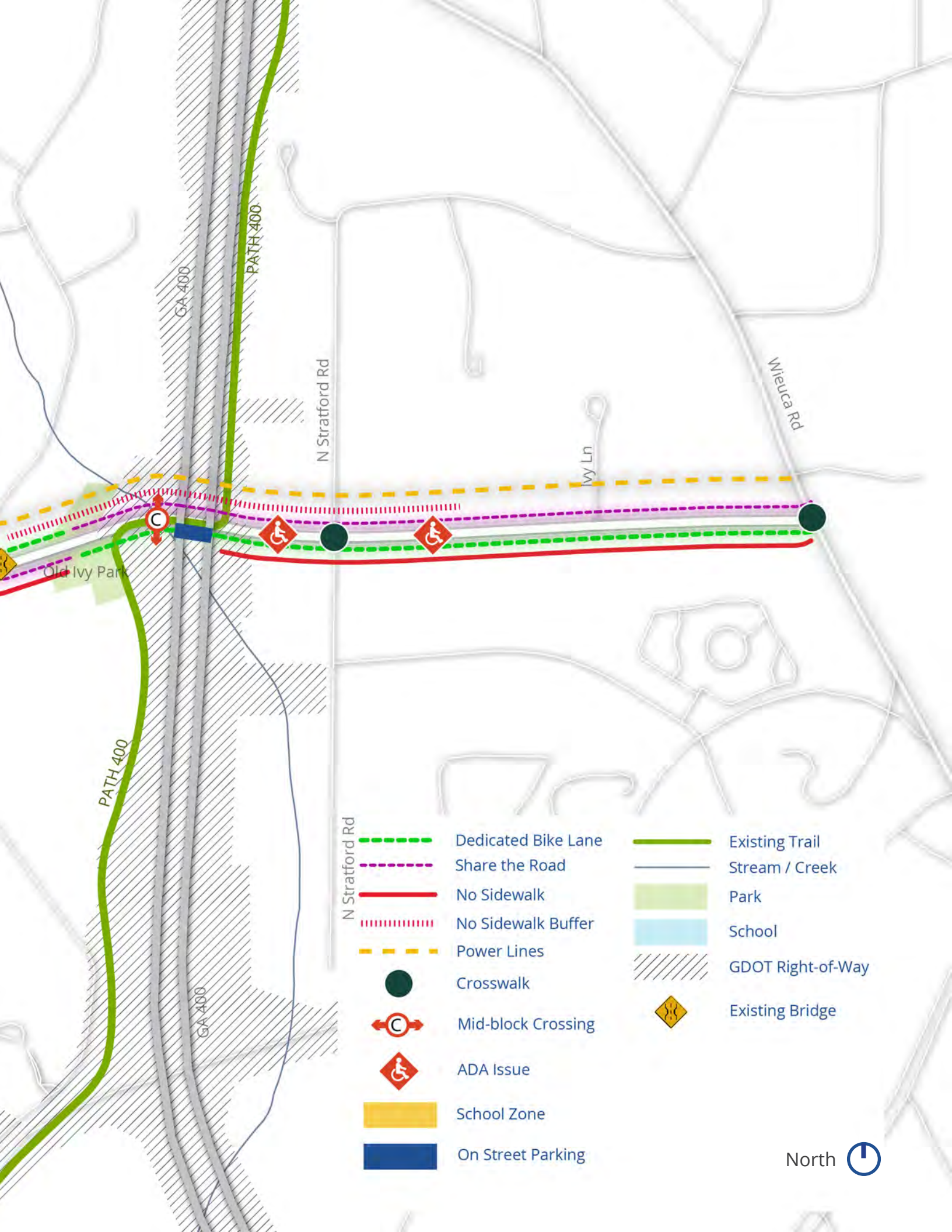
Crash Site

North



Old Ivy Road Existing Conditions



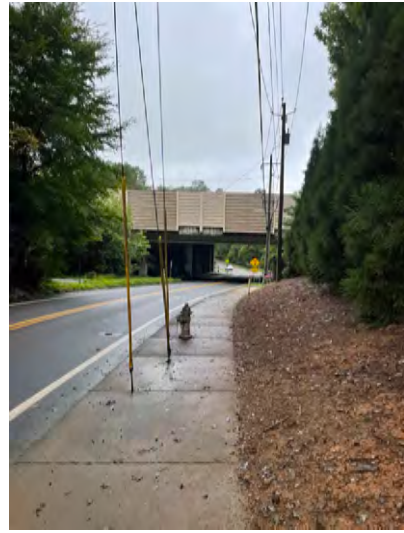


- | | | | |
|---|---------------------|---|-------------------|
|  | Dedicated Bike Lane |  | Existing Trail |
|  | Share the Road |  | Stream / Creek |
|  | No Sidewalk |  | Park |
|  | No Sidewalk Buffer |  | School |
|  | Power Lines |  | GDOT Right-of-Way |
|  | Crosswalk |  | Existing Bridge |
|  | Mid-block Crossing | | |
|  | ADA Issue | | |
|  | School Zone | | |
|  | On Street Parking | | |



Old Ivy Road Existing Conditions

Obstructions



Connection Opportunities

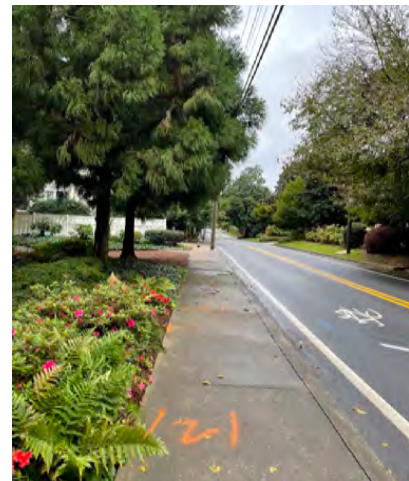


Old Ivy Road Existing Conditions

Placemaking Opportunities



Native Planting Opportunities



Peachtree Dunwoody Road

Existing Conditions

Like both Wieuca and Old Ivy Roads, there are multiple obstructions in the pedestrian right-of-way. Connection opportunities with PATH400 exist with the proposed B-Line connections that run east-west. Peachtree Dunwoody Road poses a unique partnership opportunity between North Buckhead Neighborhood Association and Historic Brookhaven Neighborhood Association to have a shared identity and vision for the corridor in terms of wayfinding, art, and traffic calming.

Significant placemaking opportunities exist at the intersection of Peachtree and Peachtree Dunwoody Road, potentially in conjunction with the proposed Wieuca Church development and taking advantage of wide concrete medians. Pedestrian safety at this intersection is paramount as there is limited visibility combined with fast moving traffic. A second placemaking opportunity at Little Nancy Creek Park could include native plantings, a new and defined park entry experience, along with safety improvements to cross Peachtree Dunwoody, connecting to Historic Brookhaven. A third includes the segment of road in front of St. James United Methodist Church and would jointly aid in traffic calming.

Vehicular Counts

The Average Annual Daily Traffic counts for Peachtree Dunwoody Road as provided by GDOT's Traffic Analysis and Data Application (TADA):

	2020	2019	2018
AADT	13,500	14,700	14,600
Single Unit AADT	271	273	252
Combo Unit AADT	39	39	36
Truck % AADT	2%	2%	2%

Source: <https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>

Crash Review Summary	2016-2020	Percentage
Crashes with Injuries	30	14%
Crashes with Fatalities	0	0.0%
Crashes involving Pedestrians	3	1.4%
Crashes involving Bicyclists	0	0.0%
Crashes involving Commercial Vehicles	1	0.5%



Sandy Springs

Atlanta

PATH400

Proposed B-Line

Proposed Loridans
Greenspace

Nancy Creek Trail

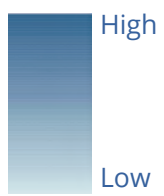
Blue Heron
Nature Preserve

Little Nancy
Creek Park

Peachtree Dunwoody Road

PATH400

Crash Density

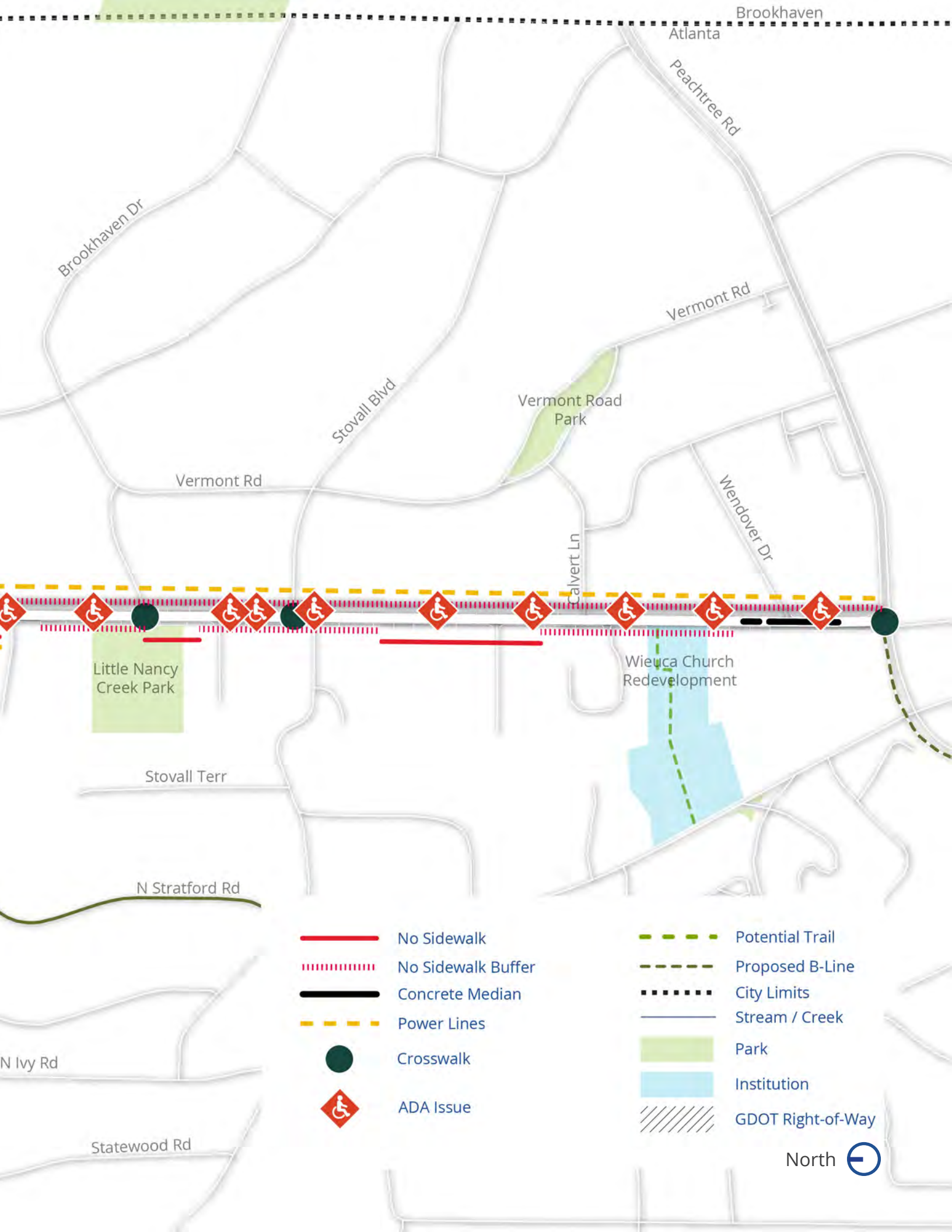


Crash Site

North

Peachtree Dunwoody Road Existing Conditions





Atlanta

Brookhaven

Peachtree Rd

Brookhaven Dr

Vermont Rd

Stovall Blvd

Vermont Road Park

Vermont Rd

Wendover Dr

Calvert Ln

Little Nancy Creek Park

Wieuca Church Redevelopment

Stovall Terr

N Stratford Rd

N Ivy Rd

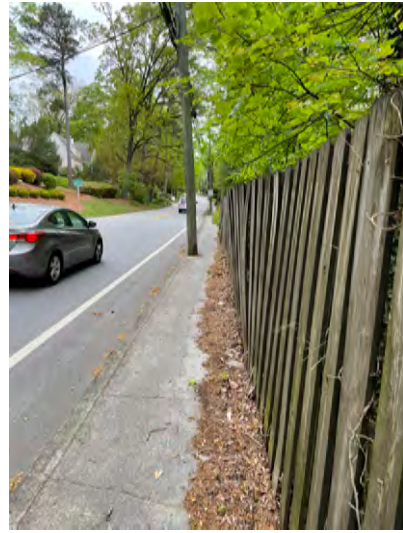
Statewood Rd

- No Sidewalk
- No Sidewalk Buffer
- Concrete Median
- Power Lines
- Crosswalk
- ♿ ADA Issue
- Potential Trail
- Proposed B-Line
- City Limits
- Stream / Creek
- Park
- Institution
- GDOT Right-of-Way

North

Peachtree Dunwoody Road Existing Conditions

Obstructions



Safety Corrections

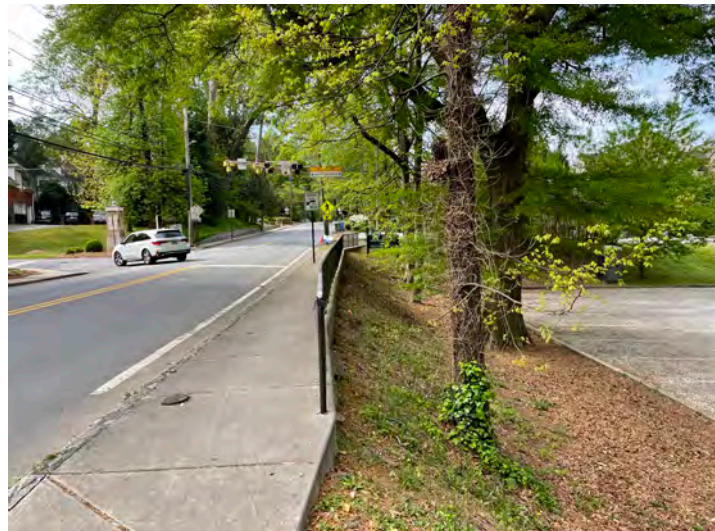


Peachtree Dunwoody Road Existing Conditions

Placemaking Opportunities



Native Planting Opportunities



Key Takeaways

Completing projects along Wieuca, Old Ivy, and Peachtree Dunwoody Roads will require approvals through ATLDOT. Wieuca and Old Ivy Roads connect to Roswell Road, a principal arterial and state route. Any projects completed within the right-of-way of Roswell Road will require approvals through GDOT. Improvements to the bridges crossing GA400 for both Wieuca and Old Ivy will also require through approvals through GDOT. Wieuca Road is a major collector and therefore not eligible for short term tactical urbanism projects.

Peachtree Dunwoody is a minor arterial and not eligible for short term tactical urbanism projects. Projects completed within the right-of-way of Peachtree Dunwoody Road, a state route, will require approvals through GDOT.



Immediate Actions

From site observations and neighborhood meetings, there are many improvements that can take place immediately. These can be completed by residents and homeowners, the North Buckhead Community Association (NBCA), the Historic Brookhaven Neighborhood Association (HBNA), the Buckhead Community Improvement District (BCID), and the City of Atlanta.

- » **Vegetation pruning:** a common issue with sidewalk access and visibility, plant material can be pruned back to safe distances to allow for physical access to pedestrian infrastructure as well as removing vegetation that blocks visibility for pedestrians, bicyclists, and vehicle operators.
- » **Sight triangles:** multiple instances of plant material and physical objects impeding sight triangles occur on the corridors. NBCA can work with the community to educate on the importance and legal obligation to adhere to sight triangles at driveway and road intersections.
- » **Obstructions:** many objects including telephone poles, guy wires, fire hydrants, mailboxes, sign panels, and sign posts directly impede the flow of traffic, cause safety issues, and in many instances prevent ADA use of the existing sidewalks. Relocate poles, posts, mailboxes and guy wires outside of the clear zones on either side of the walkway. If not possible, design the walkway to reroute around the obstruction is recommended. Widening of the sidewalk/pedestrian zones as part of the larger recommendations of the document will also help alleviate this issue, therefore any projects should first be verified with future engineering plans before relocations are completed.
- » **ADA concerns:** in relation to the obstructions, there are many issues with ADA access on existing sidewalks including significant cracks and breakage of sidewalks that are trip hazards and would severely impede individuals needing mobility assistance (wheelchair, cane) or parents with strollers.



CHAPTER 3

STRATEGIES



Strategy Selection and Development

All strategies are presented on comprehensive maps for all three corridors to provide a picture of how, when fully implemented, the strategies are designed to work together to reinforce the a neighborhood identity, provide enhanced connectivity, and of greatest importance - improved safety.

The strategies are then broken down into the categories, and each is presented with supporting text, graphics and imagery. This information describes the strategy, and is supplemented with a case study or specific existing example as reference.

Finally, a cost range is shown for budgetary and planning purposes. These costs are included in a concept level opinion of cost in the implementation section of this guidebook.

Best practices and national guidance for traffic calming informed the development of strategy recommendations and are listed in this section. While these practices and guidelines provide a foundation for the recommended strategies, it was imperative to physically understand each corridor and learn from residents about their concerns and issues.

Additional considerations for the strategies as a part of this study include functional classification, street typology and character area, Atlanta City Design areas, CDP Land Use and Character Areas, transit vehicle access, emergency vehicle access, traffic volume, speed limit, design speed, operating speed, intersection control type, crash history, surrogate safety measures (near misses, hospital data for unreported crashes), pedestrian activity (counts and/or StreetLight Index), case studies and examples on similar streets.

Strategy Selection and Development

National, Regional and Local Guidance References:

References and sources for national guidance are cited below and were utilized in the development of the strategy 'cut sheets' to illustrate standard guidance as it relates to traffic calming and streetscape amenities.

- » NACTO Urban Street Design Guide: <https://nacto.org/publication/urban-street-design-guide/>
- » SRTS Guide: Sidewalks (saferoutesinfo.org)
- » Traffic Calming 101 (pps.org)
- » FHWA Traffic Calming ePrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm
- » GDOT Pedestrian and Streetscape Guide: [www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT Pedestrian and Streetscape Guide.pdf](http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and%20Streetscape%20Guide.pdf)
- » City of Atlanta Tactical Urbanism Guide: <https://www.atlantaga.gov/home/showdocument?id=48429>

Strategy Case Studies and Examples:

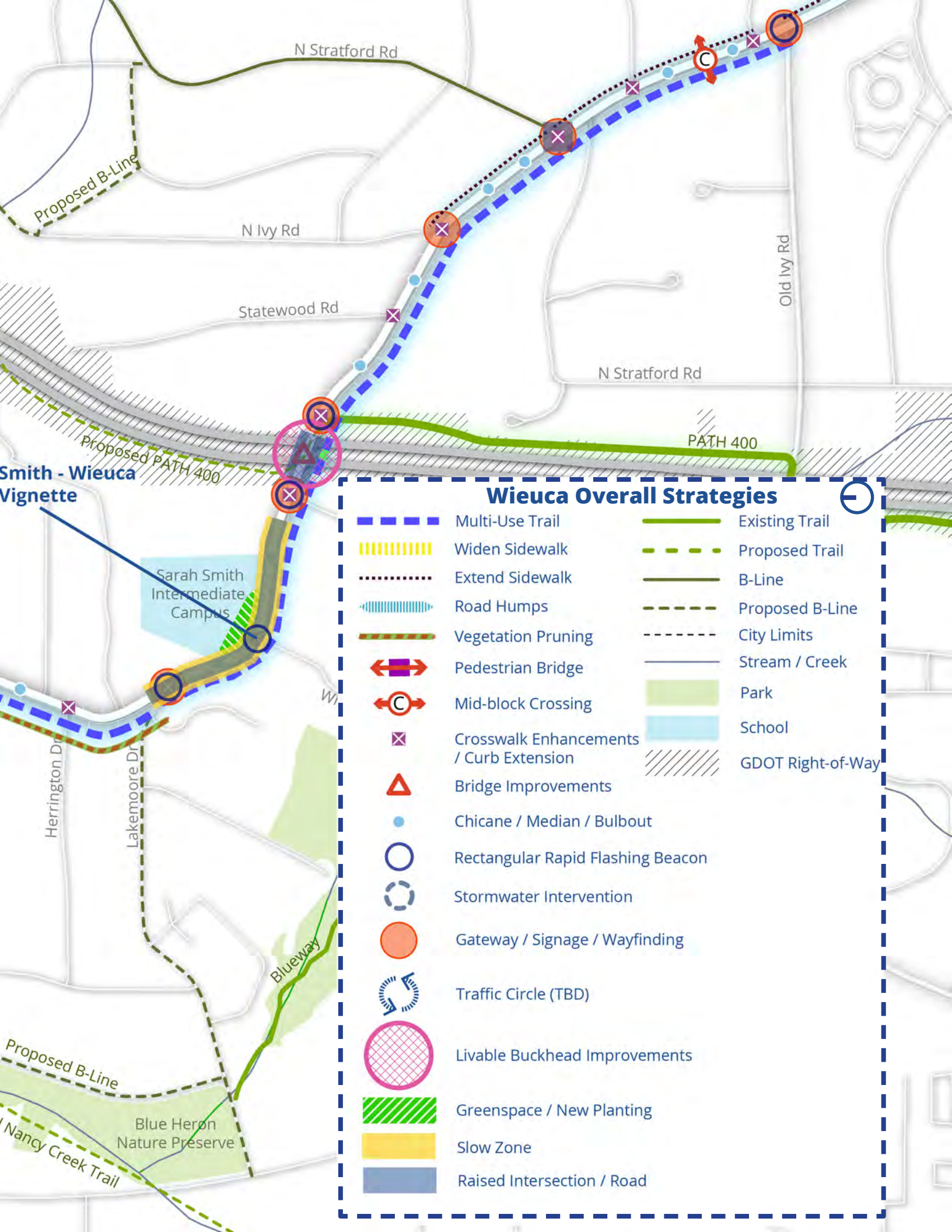
Case studies or specific examples of strategies are cited at the bottom of the strategy 'cut sheet', when applicable to illustrate successful implementation in other locations.

Overall Strategies

Wieuca Road











Future connection to Chastain Park. Coordinate with TSPLOST sidewalk plans.



Smith - Wieuca Vignette

Wieuca Overall Strategies

-  Multi-Use Trail
-  Widen Sidewalk
-  Extend Sidewalk
-  Road Humps
-  Vegetation Pruning
-  Pedestrian Bridge
-  Mid-block Crossing
-  Crosswalk Enhancements / Curb Extension
-  Bridge Improvements
-  Chicane / Median / Bulbout
-  Rectangular Rapid Flashing Beacon
-  Stormwater Intervention
-  Gateway / Signage / Wayfinding
-  Traffic Circle (TBD)
-  Livable Buckhead Improvements
-  Greenspace / New Planting
-  Slow Zone
-  Raised Intersection / Road
-  Existing Trail
-  Proposed Trail
-  B-Line
-  Proposed B-Line
-  City Limits
-  Stream / Creek
-  Park
-  School
-  GDOT Right-of-Way

Sarah Smith - Wieuca





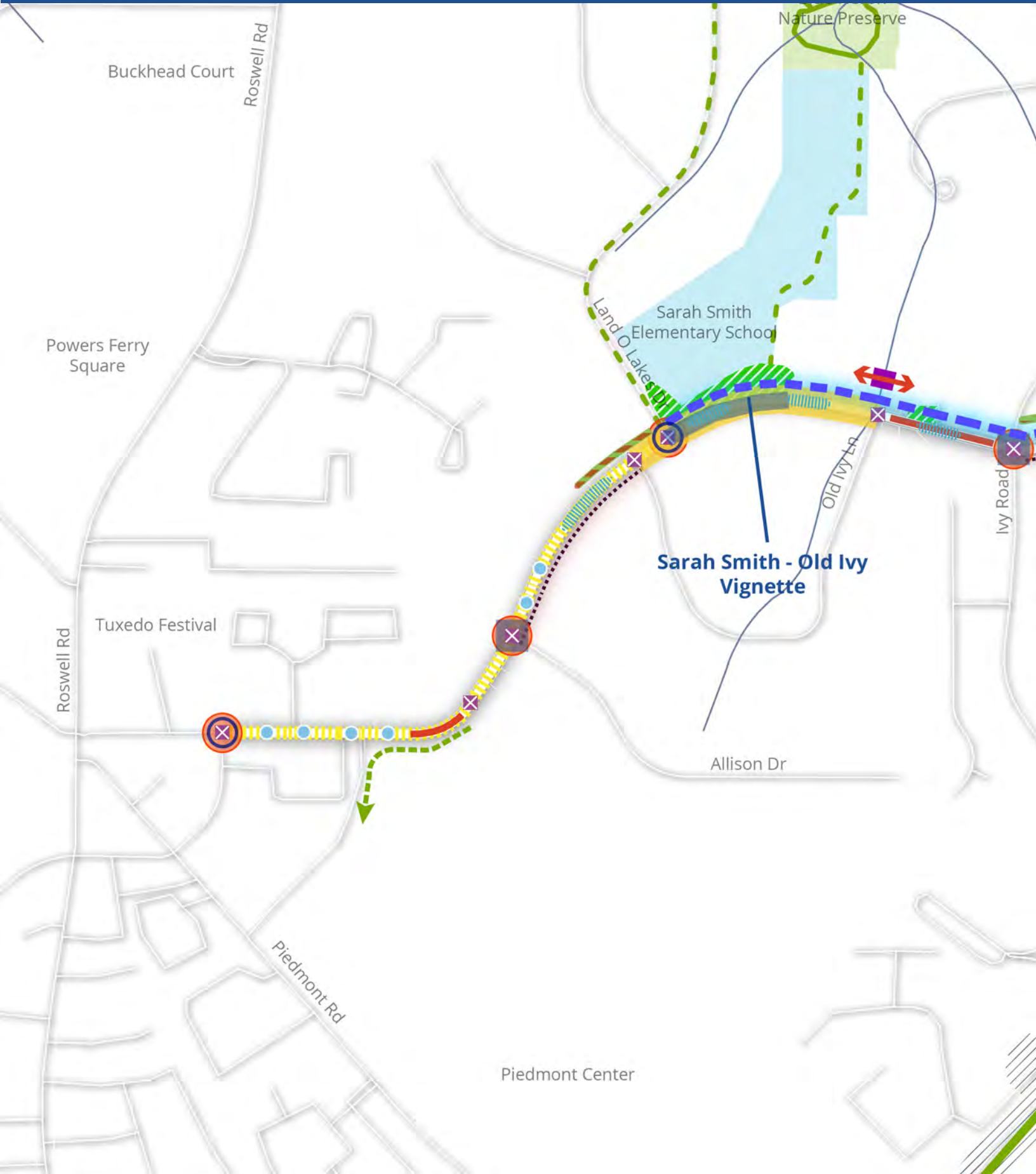
Gristmill Overlook

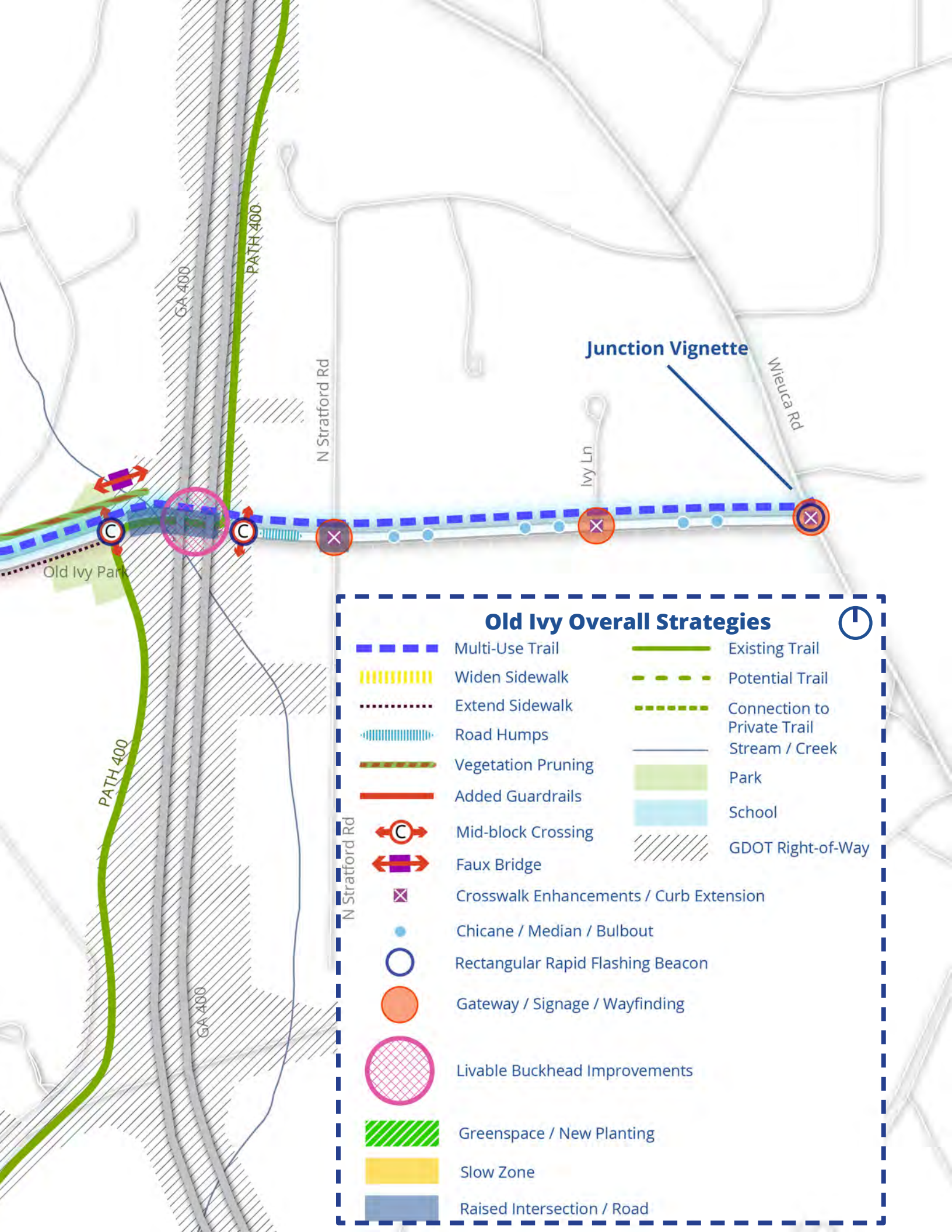


























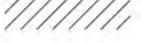
Overall Strategies

Old Ivy Road





Old Ivy Overall Strategies

-  Multi-Use Trail
-  Widen Sidewalk
-  Extend Sidewalk
-  Road Humps
-  Vegetation Pruning
-  Added Guardrails
-  Mid-block Crossing
-  Faux Bridge
-  Crosswalk Enhancements / Curb Extension
-  Chicane / Median / Bulbout
-  Rectangular Rapid Flashing Beacon
-  Gateway / Signage / Wayfinding
-  Livable Buckhead Improvements
-  Greenspace / New Planting
-  Slow Zone
-  Raised Intersection / Road
-  Existing Trail
-  Potential Trail
-  Connection to Private Trail
-  Stream / Creek
-  Park
-  School
-  GDOT Right-of-Way

Old Ivy/Wieuca Junction





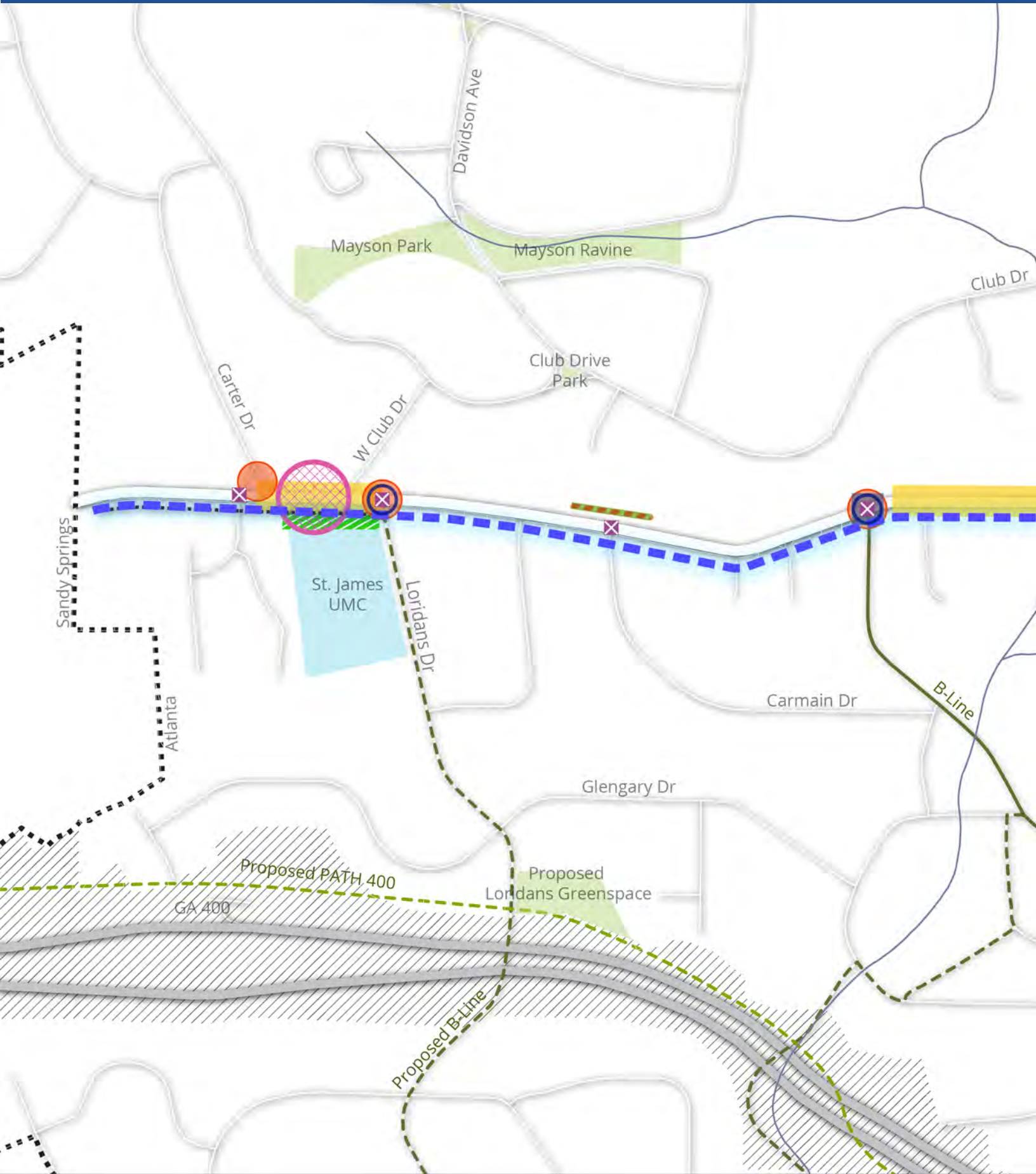
Sarah Smith - Old Ivy

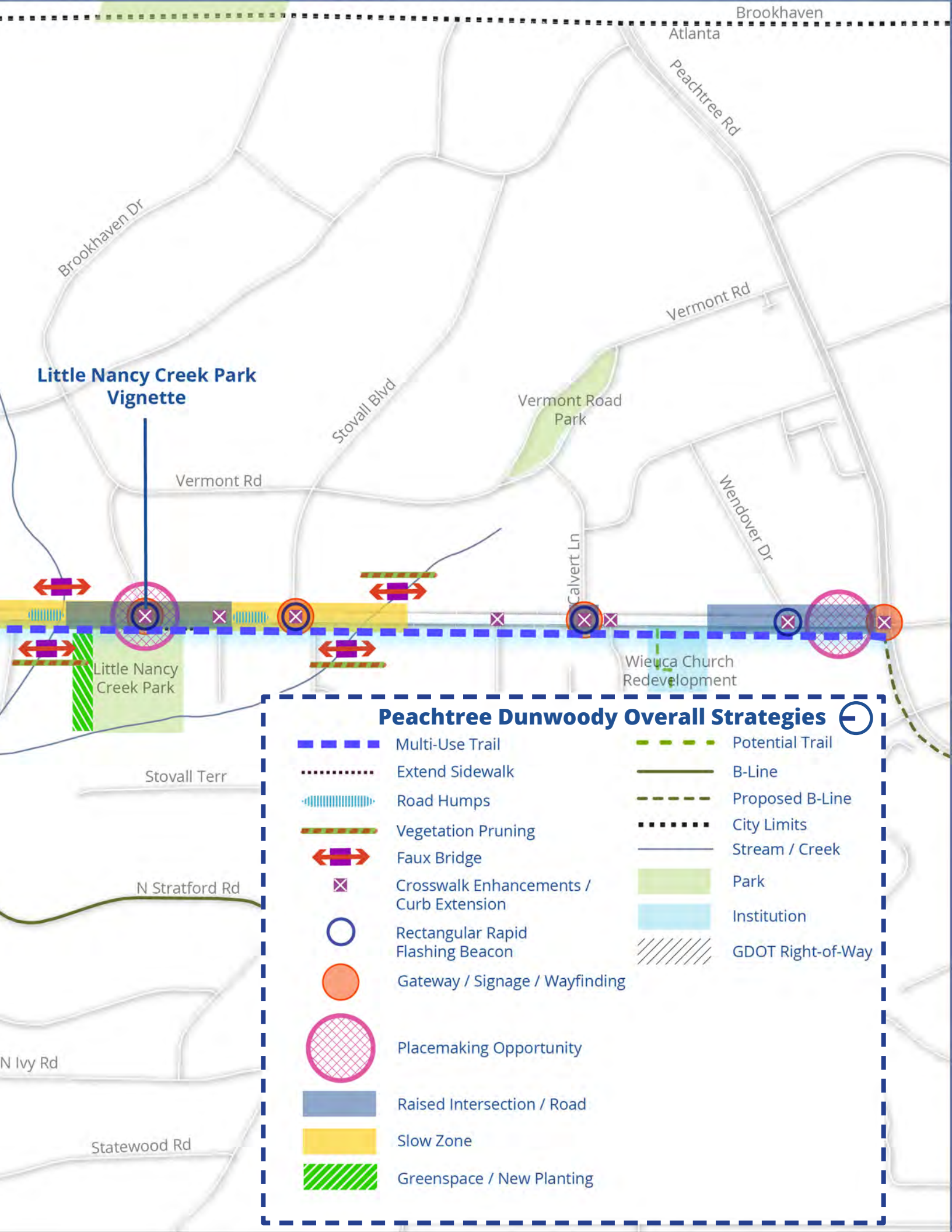




Overall Strategies

Peachtree Dunwoody Road





Little Nancy Creek Park Vignette

Peachtree Dunwoody Overall Strategies

- Multi-Use Trail
- Extend Sidewalk
- Road Humps
- Vegetation Pruning
- Faux Bridge
- Crosswalk Enhancements / Curb Extension
- Rectangular Rapid Flashing Beacon
- Gateway / Signage / Wayfinding
- Placemaking Opportunity
- Raised Intersection / Road
- Slow Zone
- Greenspace / New Planting
- Potential Trail
- B-Line
- Proposed B-Line
- City Limits
- Stream / Creek
- Park
- Institution
- GDOT Right-of-Way

Little Nancy Creek Park - Pe



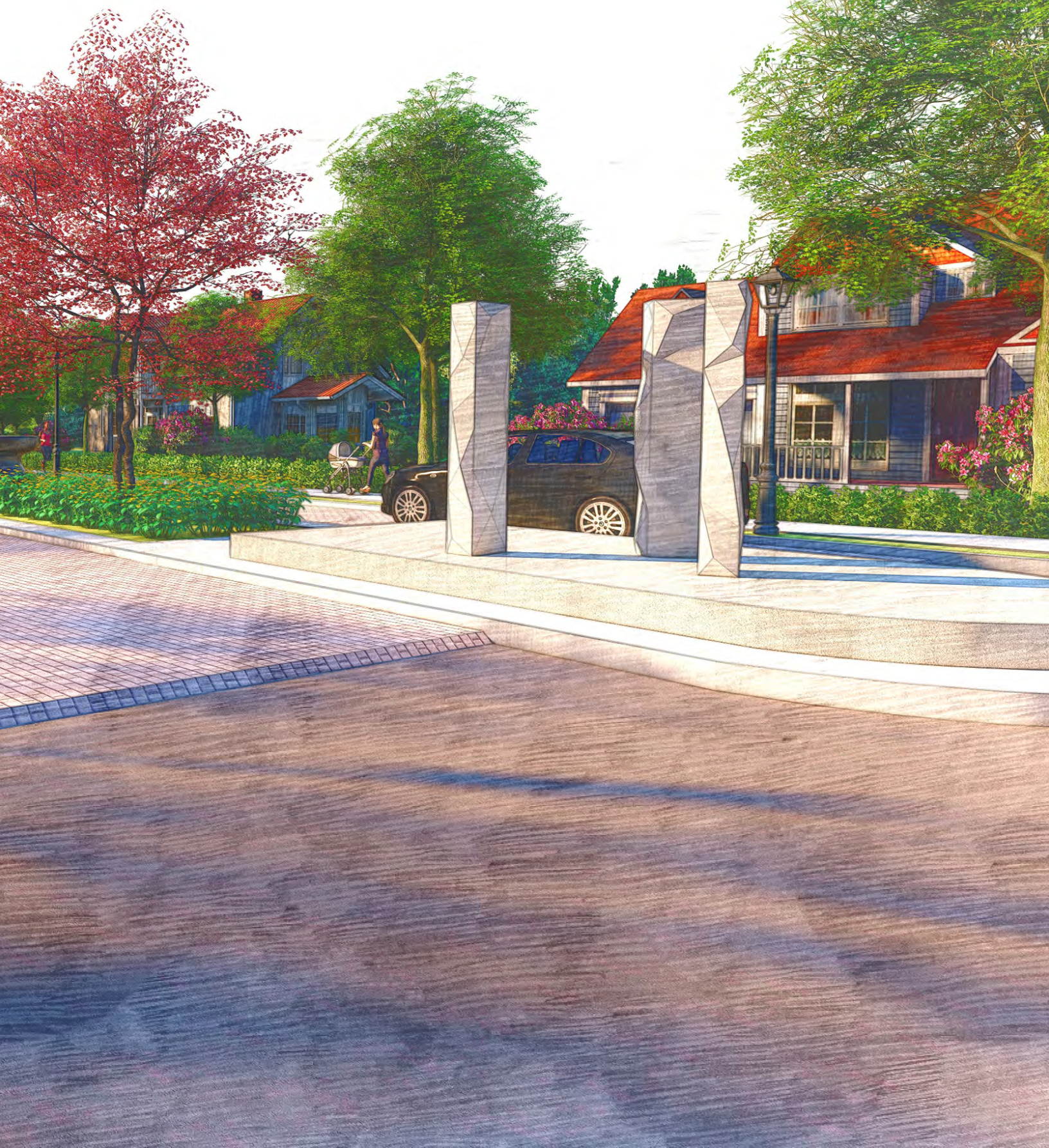
Achtree Dunwoody



Neighborhood Gateway - Pe

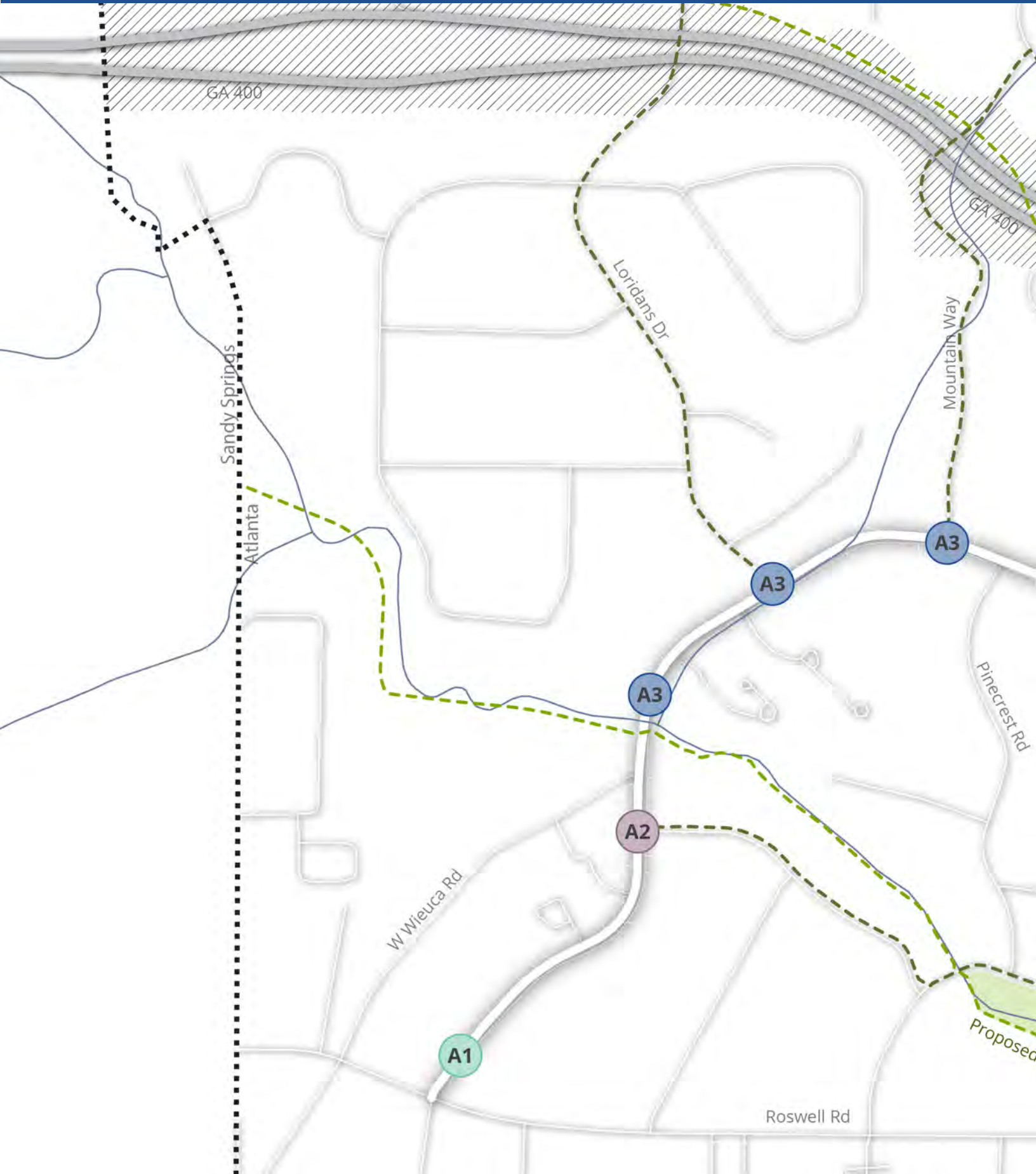


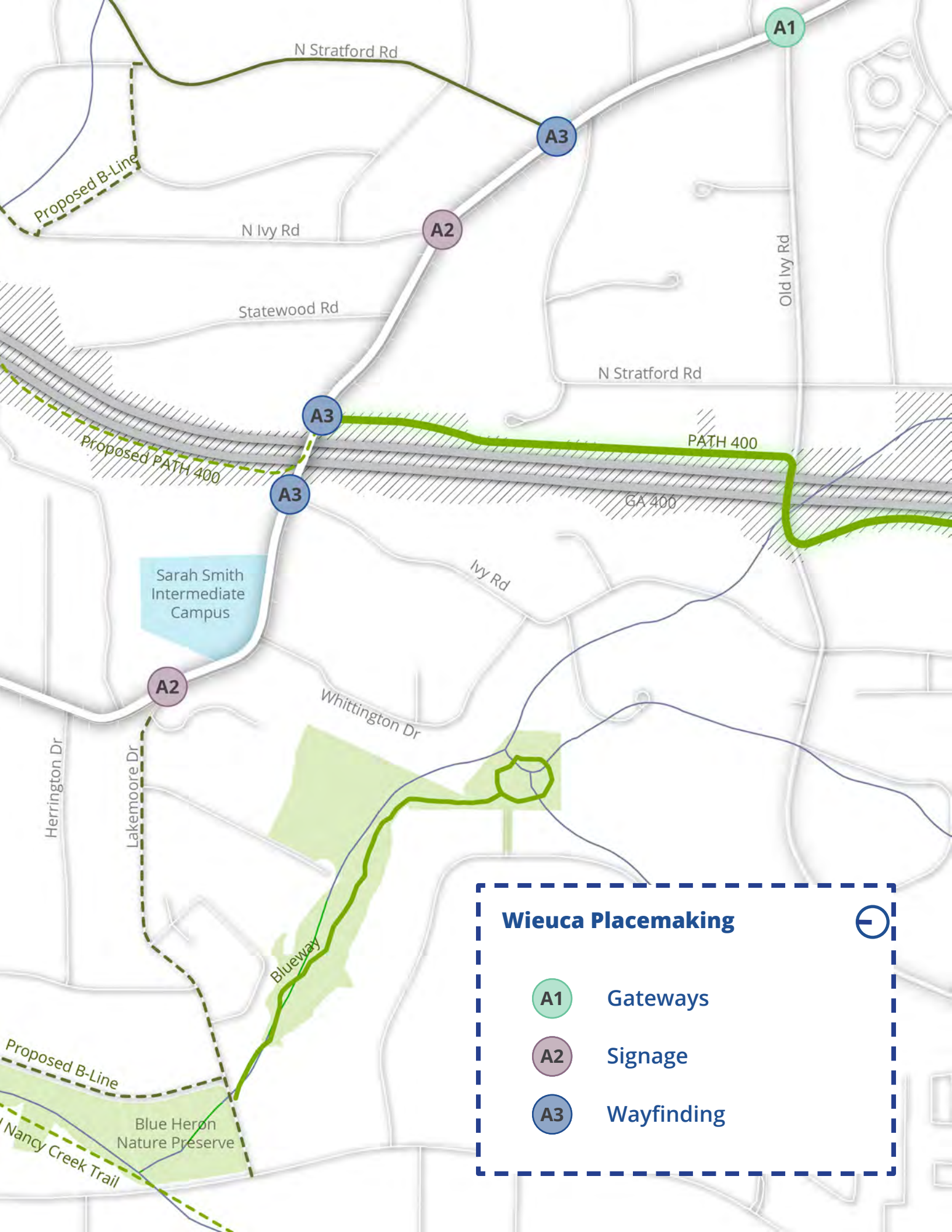
oachtree Dunwoody



Placemaking

Wieuca Road





N Stratford Rd

A1

A3

Proposed B-Line

N Ivy Rd

A2

Old Ivy Rd

Statewood Rd

N Stratford Rd

A3

PATH 400

Proposed PATH 400

GA 400

A3

Sarah Smith Intermediate Campus

Ivy Rd

A2

Whittington Dr

Herrington Dr

Lakemoore Dr

Blueway

Wieuca Placemaking

A1

Gateways

A2

Signage

A3

Wayfinding

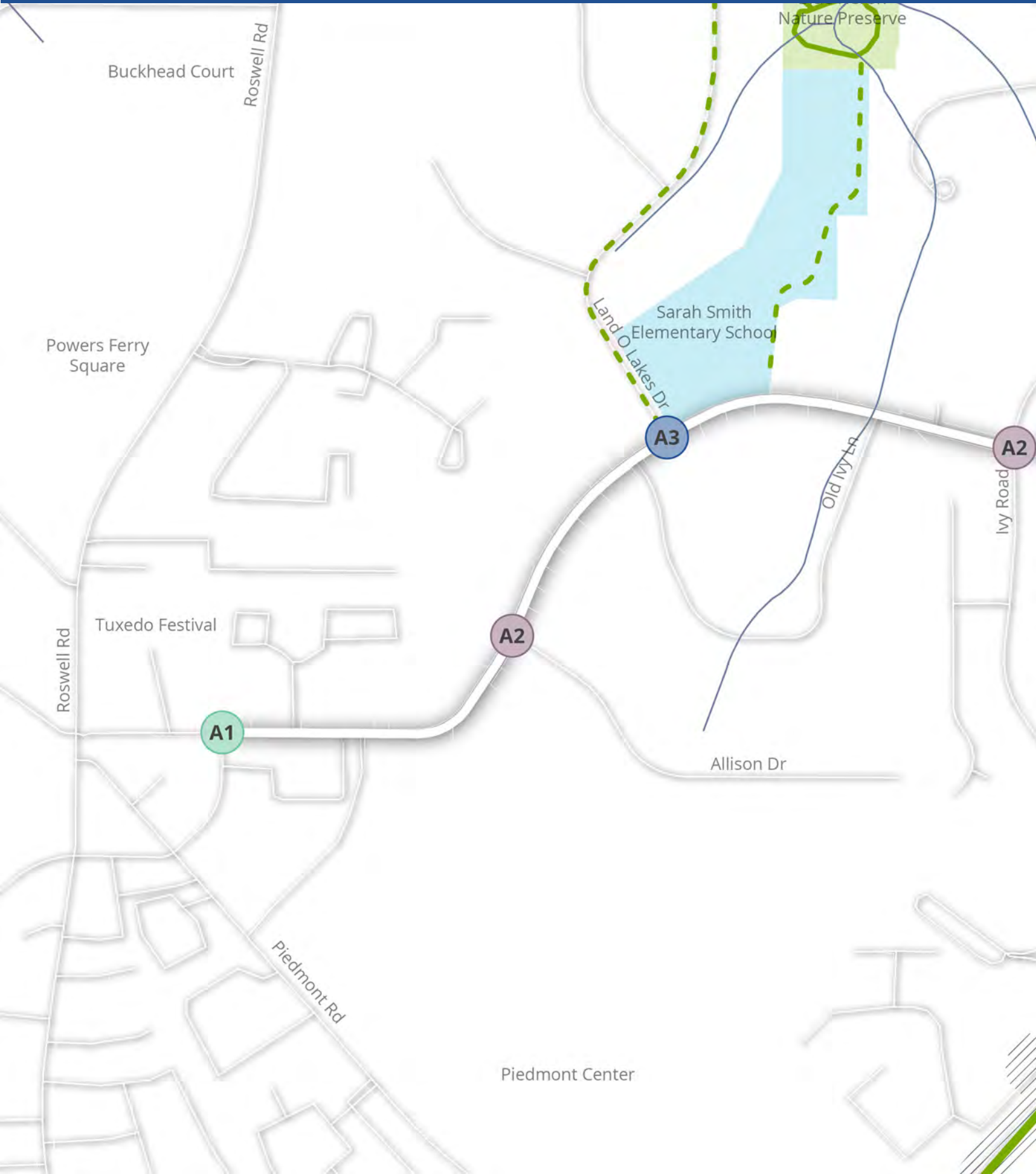
Blue Heron Nature Preserve

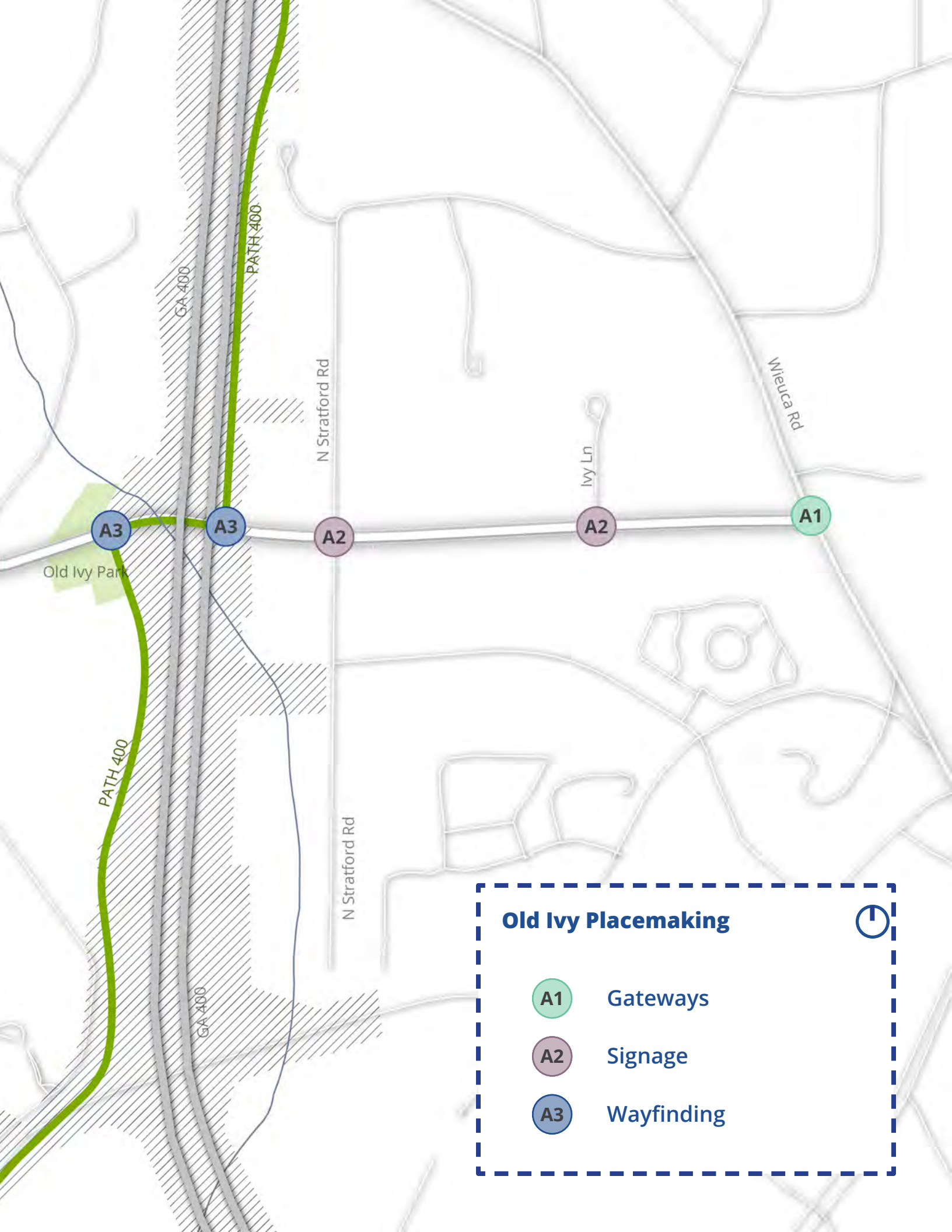
Proposed B-Line

Nancy Creek Trail

Placemaking

Old Ivy Road





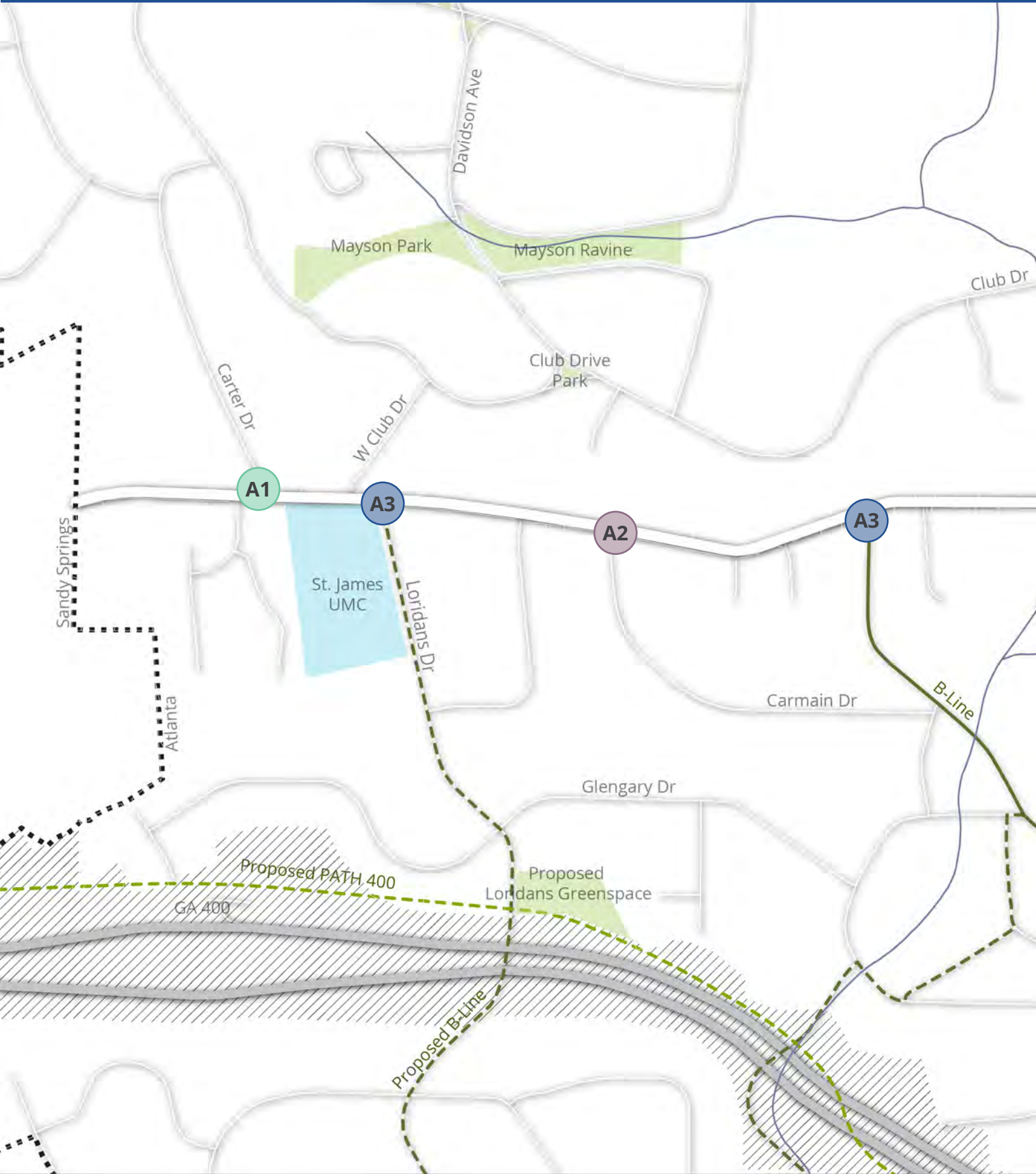
Old Ivy Placemaking

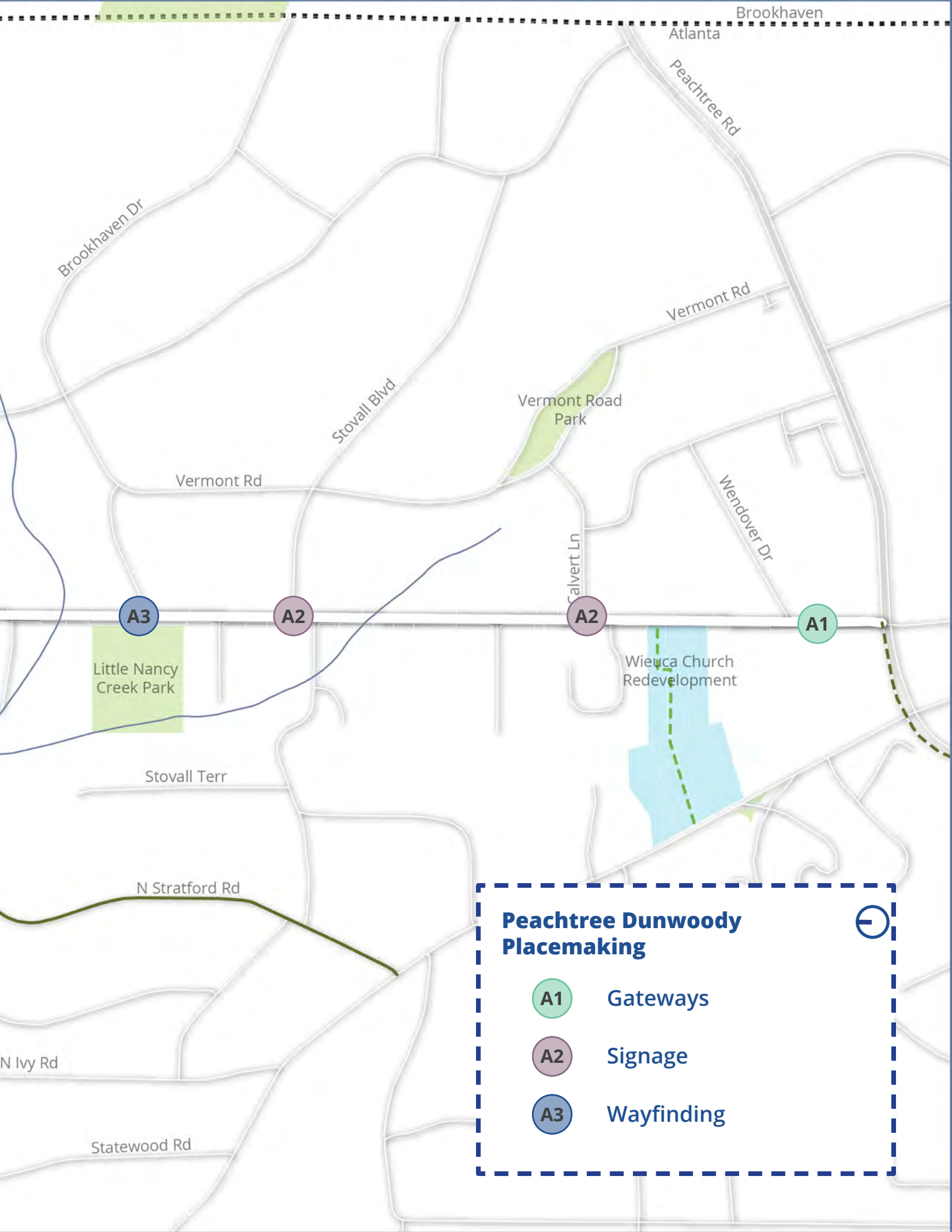


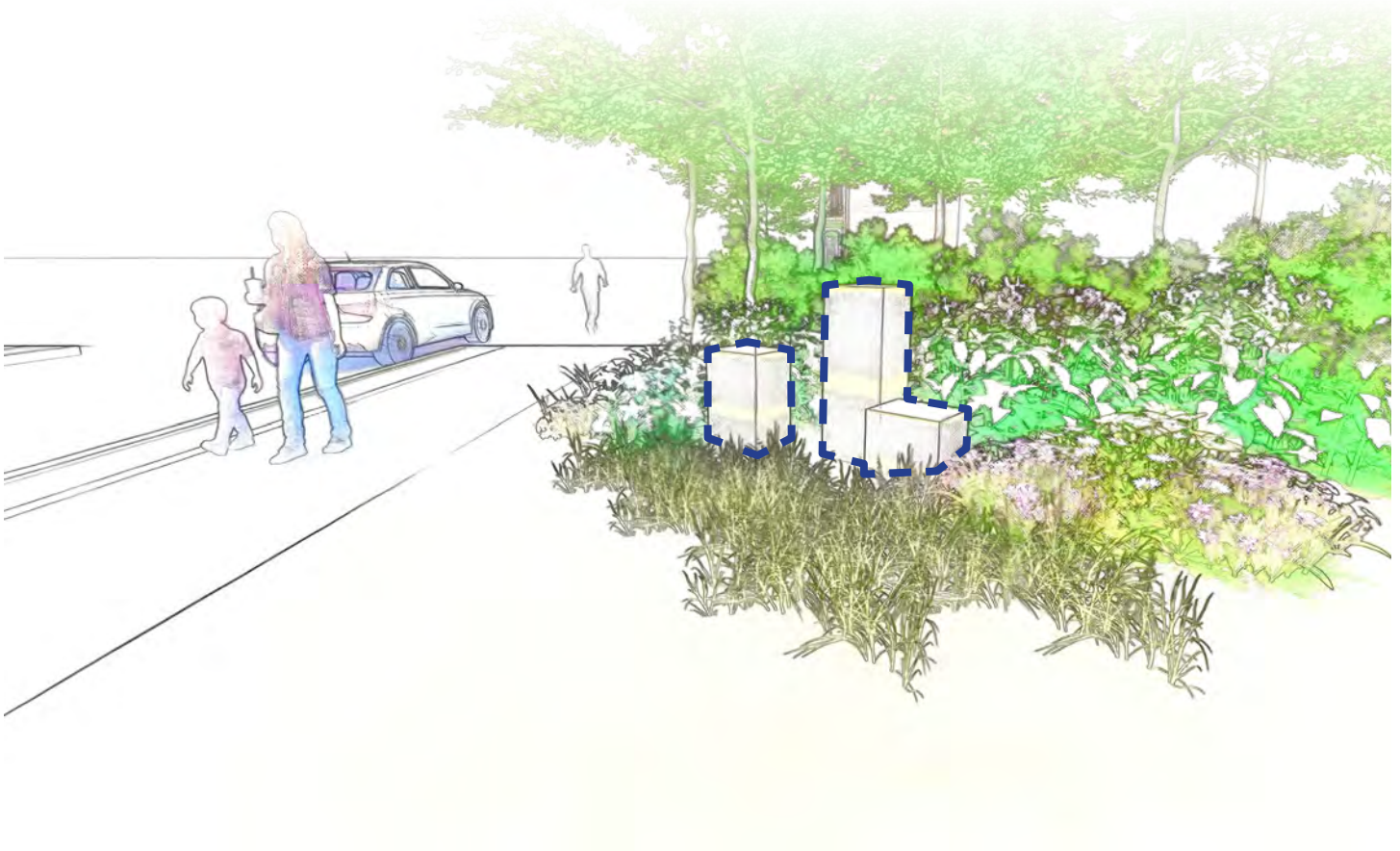
- A1** Gateways
- A2** Signage
- A3** Wayfinding

Placemaking

Peachtree Dunwoody Road







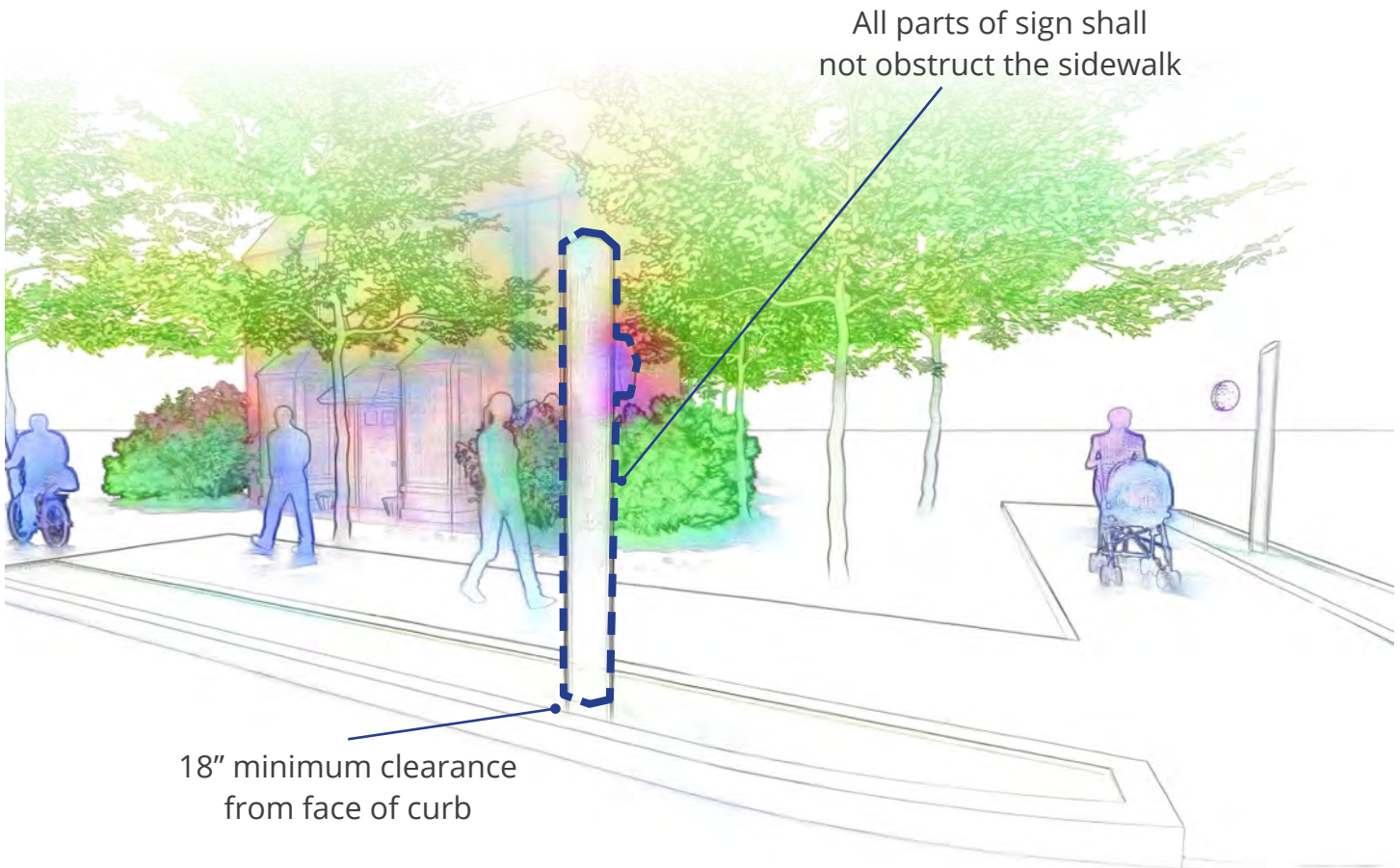
Gateways will serve as a clear signal that one is entering the neighborhood of North Buckhead. They are marked by visual installations, alerting drivers to the change from urban to residential. Gateways establish a palette for the neighborhood, identifying common materials and landscapes. Gateways may contain curated art. The gateways identified are:

- » Wieuca Road and Old Ivy Road Intersection
- » Wieuca Road and Roswell Road Intersection
- » Old Ivy Road and Habersham Road Intersection
- » Peachtree Dunwoody Road and Peachtree Road Intersection
- » Peachtree Dunwoody Road and Carter Drive Intersection

Gateway

A1





Signage throughout Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road will cater drivers, bicyclists, and pedestrians. Structured signs alert drivers to areas where pedestrians can be expected, whereas inset signs for pedestrians designate space for multimodal travel and help with wayfinding. Signage may also be incorporated into pavements, assisting users with location and navigation.

Street sign toppers for both North Buckhead and Brookhaven distinguish the neighborhoods. North Buckhead has developed a signage package for the Signature Streets, with an example image to the right.


Signage

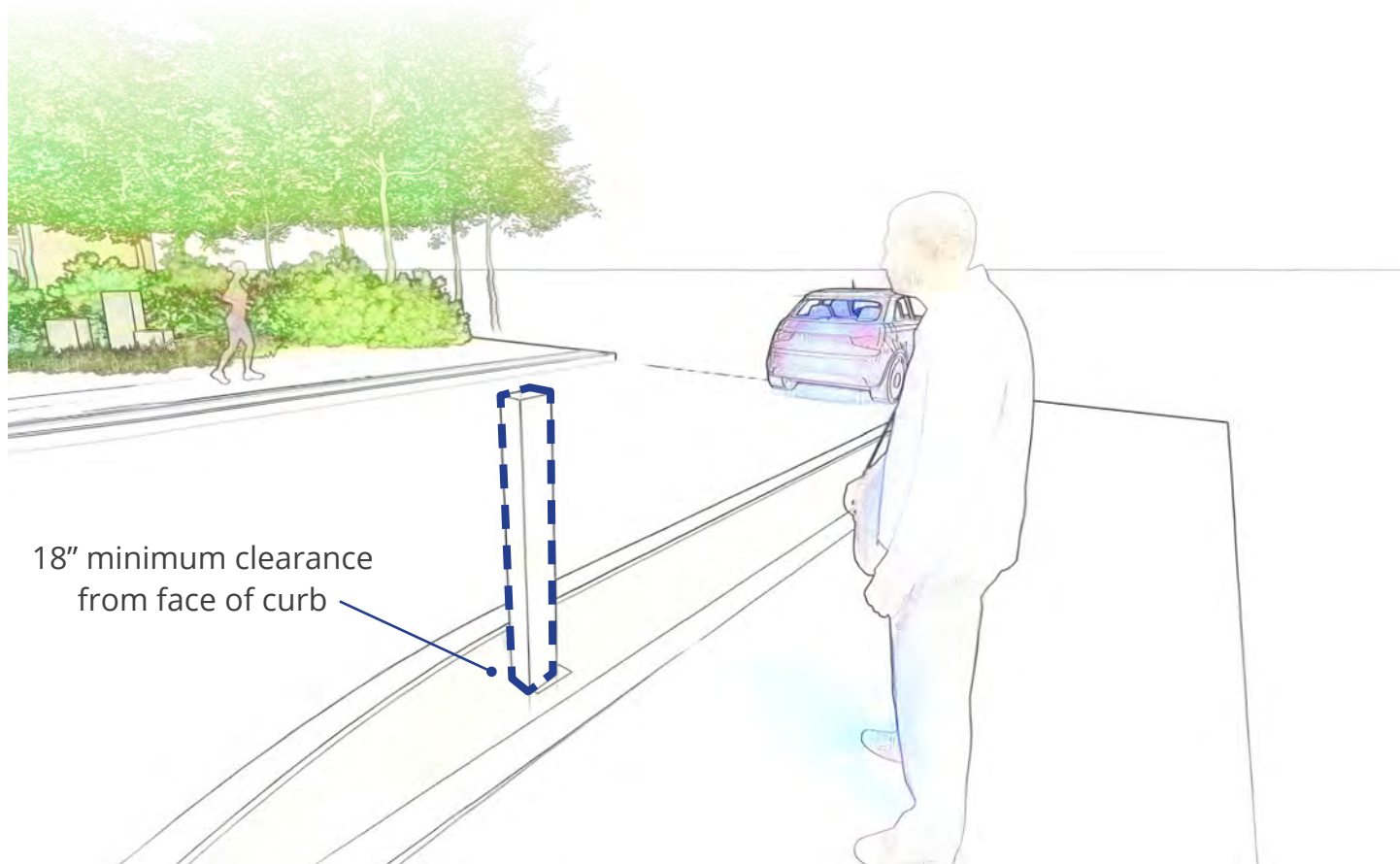


NBCA
North Buckhead Civic Association

Signature Street



NBCA.ORG  



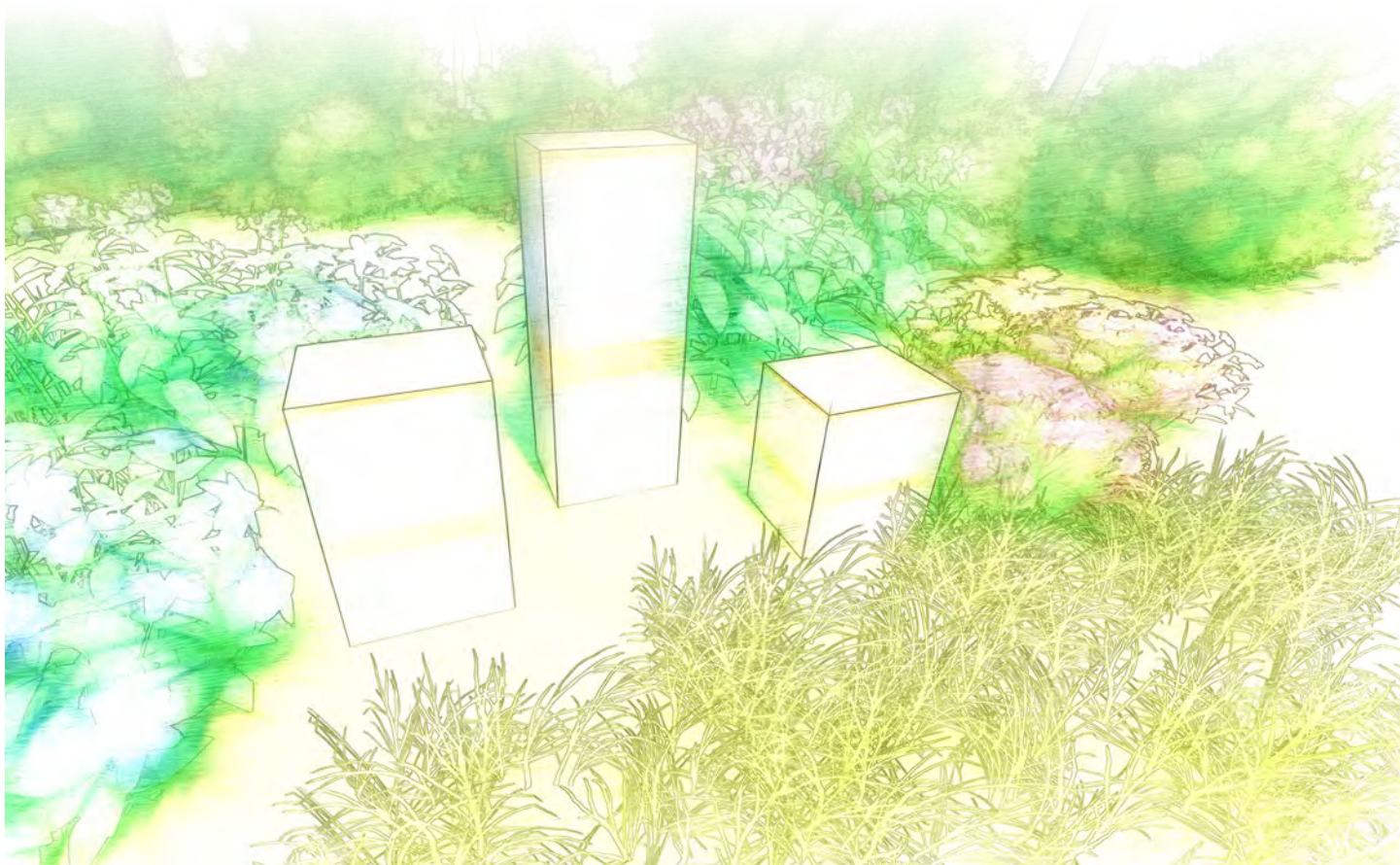
Wayfinding along Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road will help connect pedestrians to major corridors, and nearby parks and trails. They are strategically located at points that intersect with both existing and proposed paths. At major locations, wayfinding maps will provide greater context to the area. Signature streets signage developed by North Buckhead Neighborhood, and neighborhood street sign toppers contribute to the overall wayfinding package and further support the neighborhood identities.

Tactical Urbanism Approach: Utilize temporary wayfinding to test branding and locations prior to final design and installation of permanent wayfinding.

Wayfinding



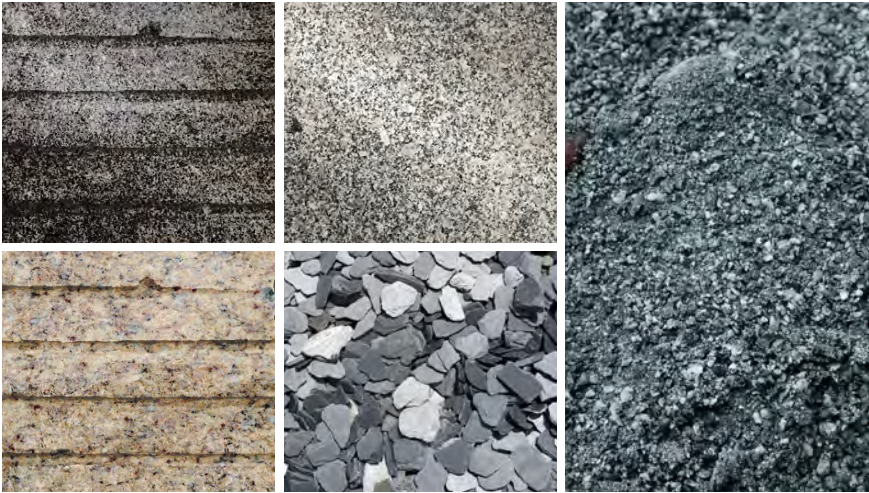
Material Palette



Consistent use of materials along the corridors will establish a “look and feel” for the neighborhood. Together, the materials create and contribute to the “brand” of North Buckhead, and also that of a joint brand for North Buckhead and Historic Brookhaven that blends the aesthetics of both neighborhoods.

Materials include granite cobble for tactile crosswalks, recycled granite curbing for stepping stones within parklets, slate chips and granite crusher fines for permeable walking surfaces, granite stone pillars for wayfinding elements, and granite stone slabs for seating or boulders. Multi-use trail and sidewalks should match existing precedents within the City of Atlanta and be concrete.

Material Palette



Joint Neighborhood Branding



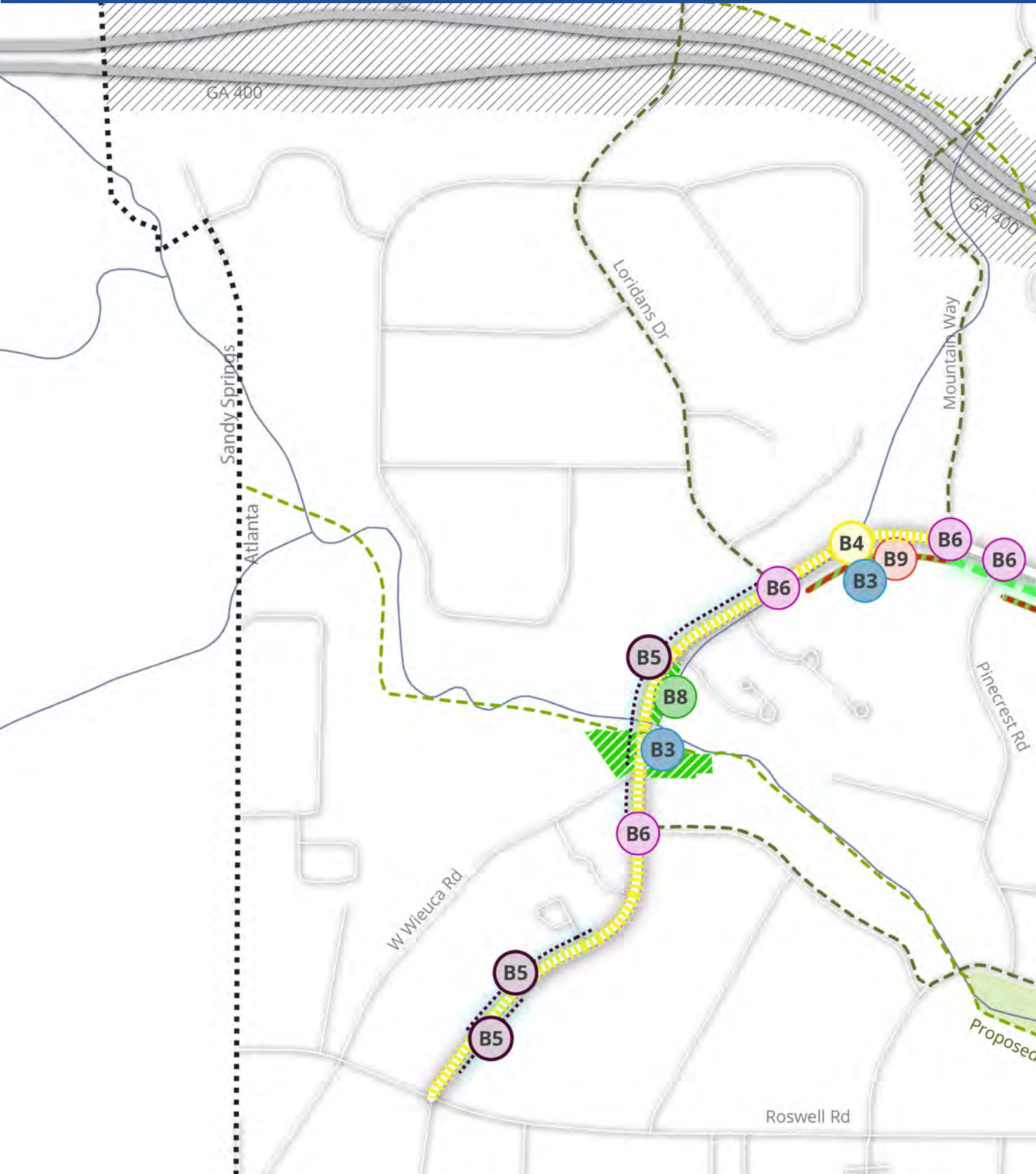
NBCA and HBNA desire to develop a joint placemaking effort for Peachtree Dunwoody that includes a materials palette, signage, plantings and art installations representative of both neighborhoods. The concrete medians on Peachtree Dunwoody nearest Peachtree Road are a great location for an initial installation of the “brand” with future rollout along the corridor at Little Nancy Creek Park, “faux” bridge locations over the drainages crossing Peachtree Dunwoody, and the gateway and signage locations. The images on this spread illustrates possibilities for developing joint placemaking indicating curated art possibilities, “tree canopy” shade structures, “faux” bridge stone materials and neighborhood identification, and street art.

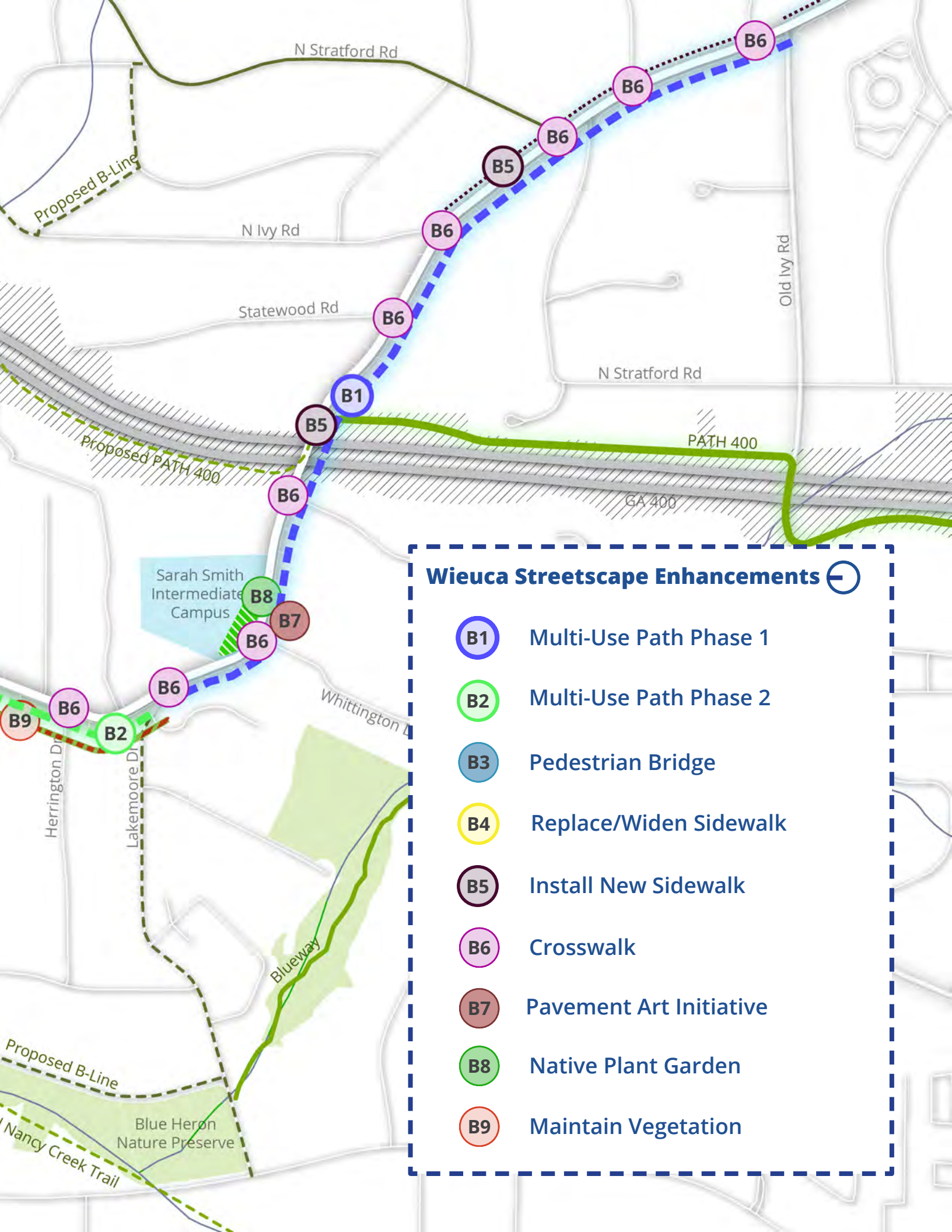
Joint Neighborhood Branding



Streetscape Enhancements

Wieuca Road



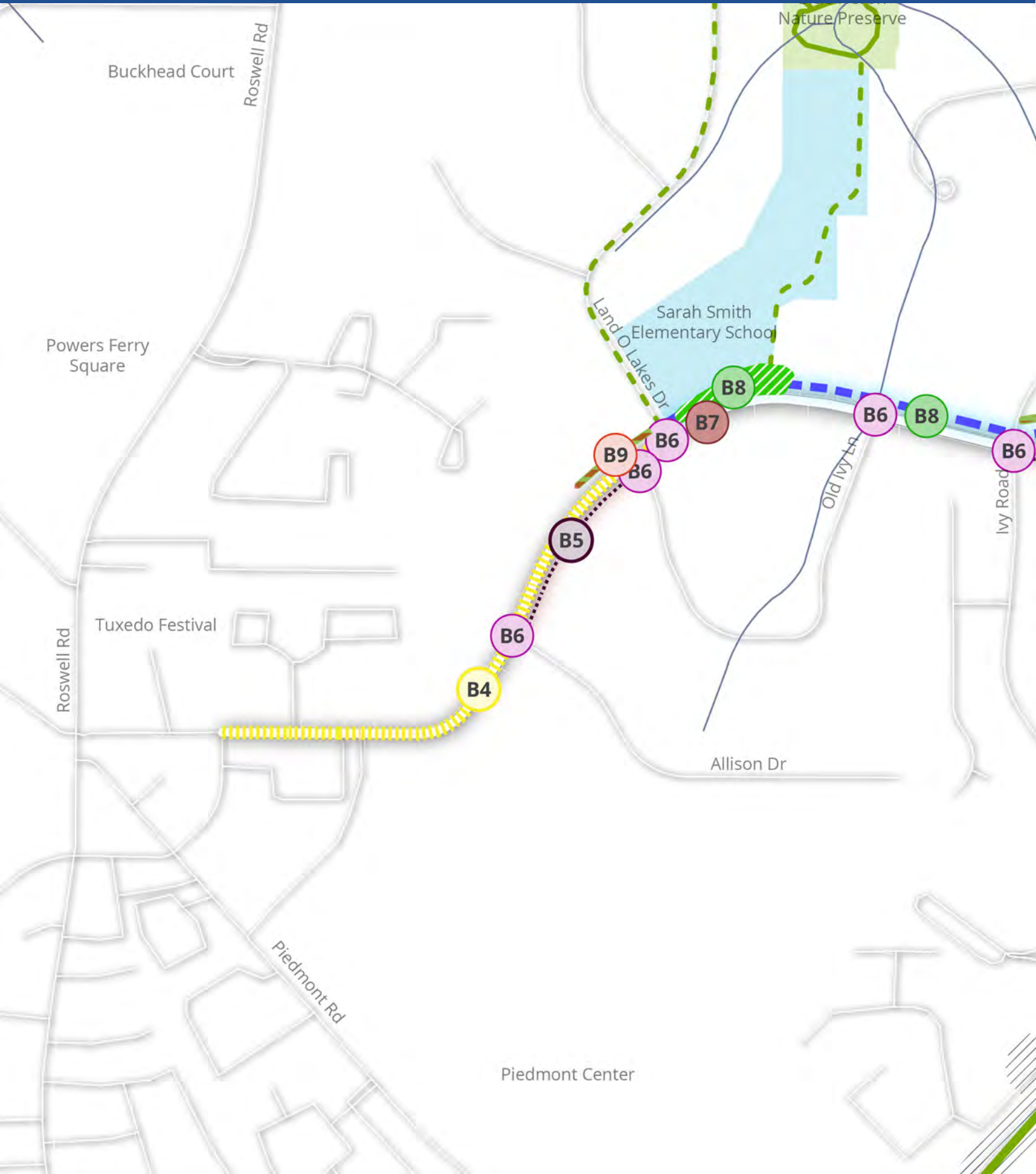


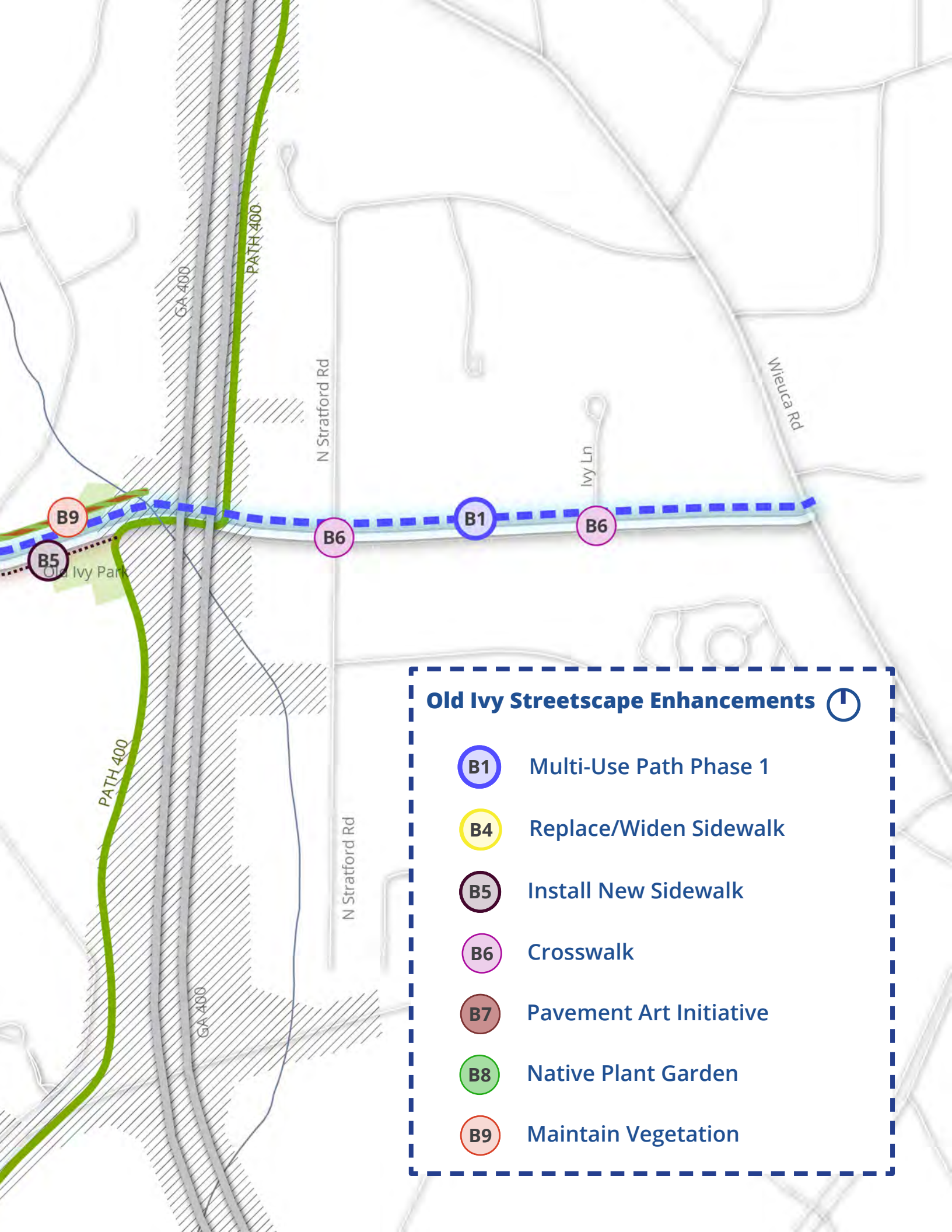
Wieuca Streetscape Enhancements

- B1** Multi-Use Path Phase 1
- B2** Multi-Use Path Phase 2
- B3** Pedestrian Bridge
- B4** Replace/Widen Sidewalk
- B5** Install New Sidewalk
- B6** Crosswalk
- B7** Pavement Art Initiative
- B8** Native Plant Garden
- B9** Maintain Vegetation

Streetscape Enhancements

Old Ivy Road



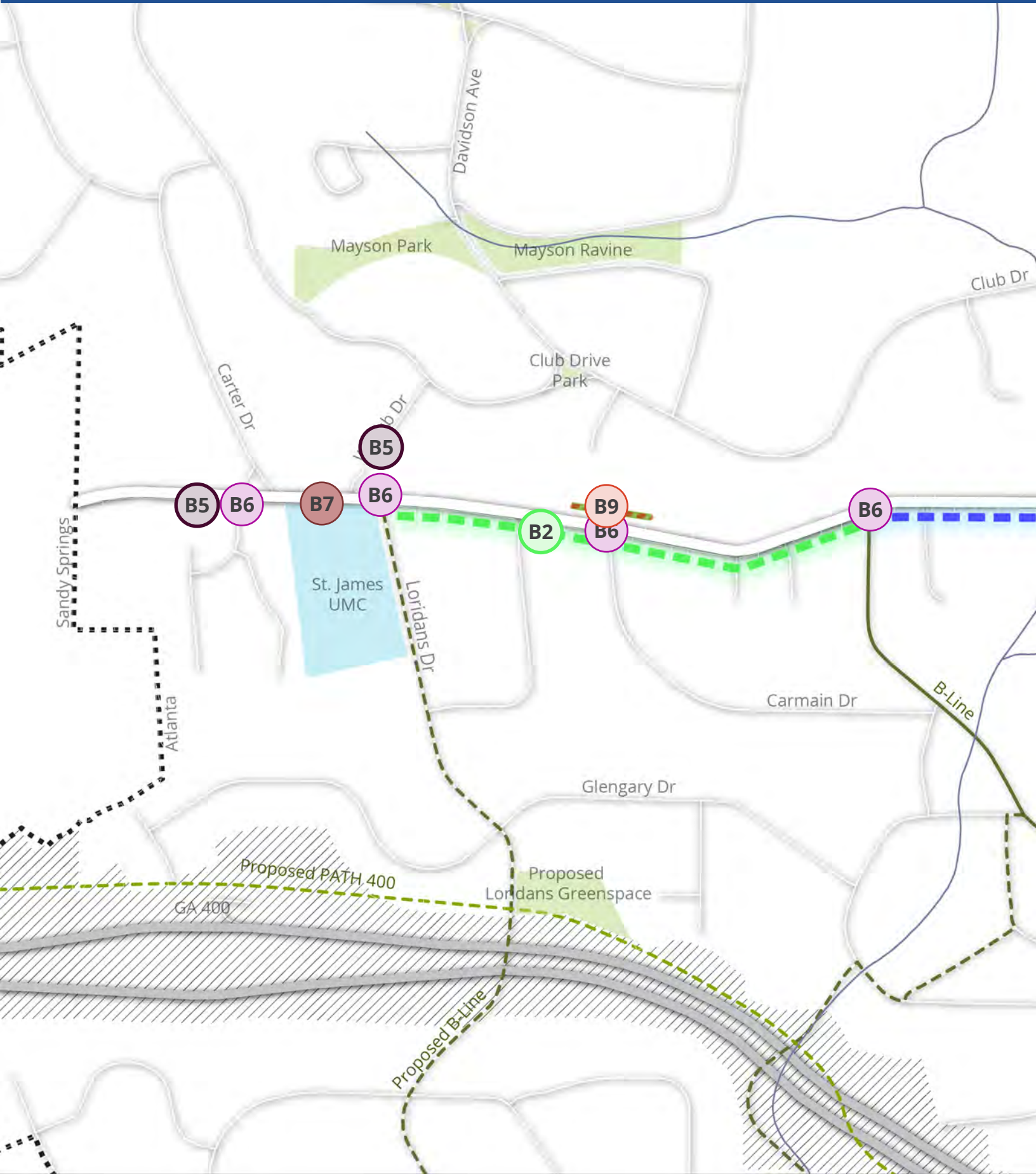


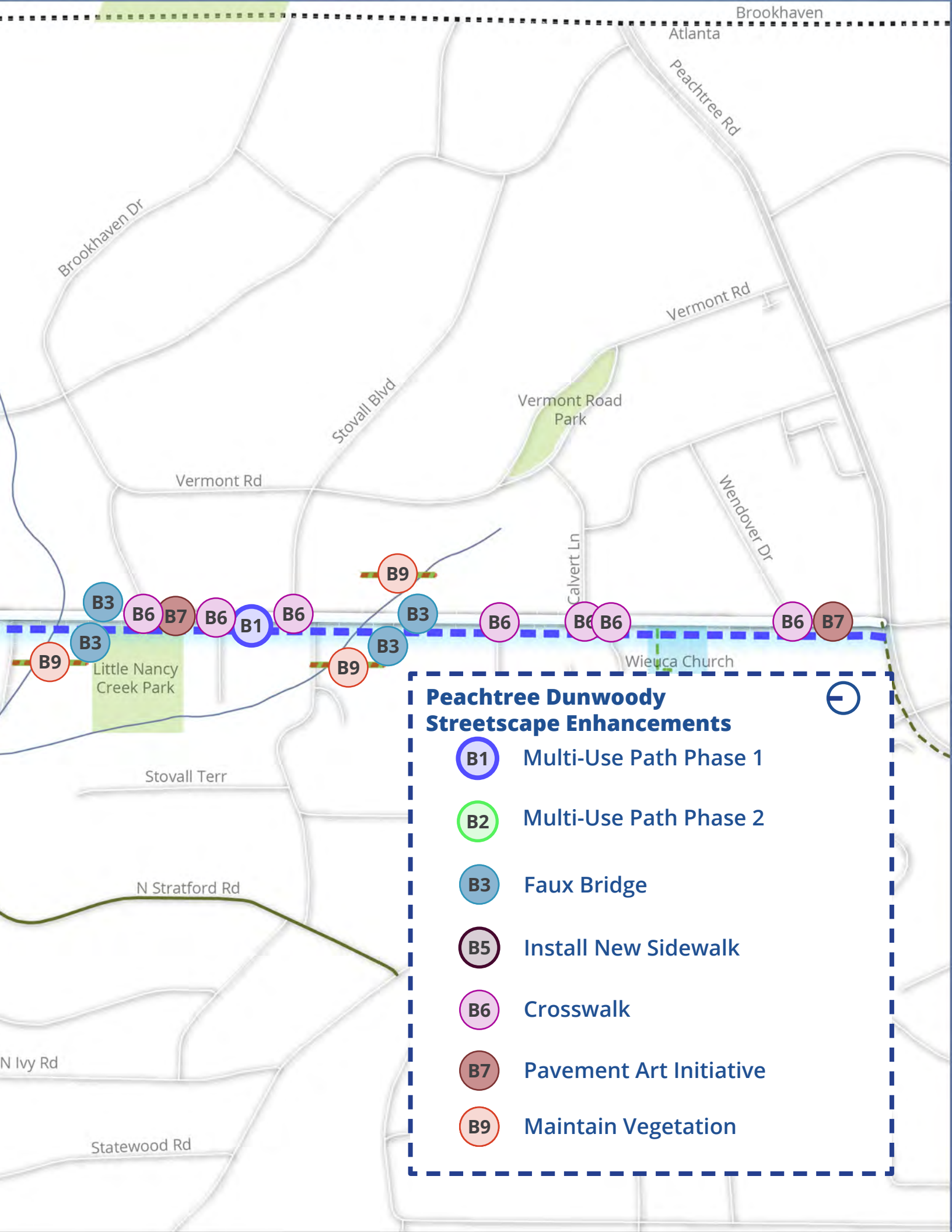
Old Ivy Streetscape Enhancements

-  B1 Multi-Use Path Phase 1
-  B4 Replace/Widen Sidewalk
-  B5 Install New Sidewalk
-  B6 Crosswalk
-  B7 Pavement Art Initiative
-  B8 Native Plant Garden
-  B9 Maintain Vegetation

Streetscape Enhancements

Peachtree Dunwoody Road





Peachtree Dunwoody Streetscape Enhancements

- B1** Multi-Use Path Phase 1
- B2** Multi-Use Path Phase 2
- B3** Faux Bridge
- B5** Install New Sidewalk
- B6** Crosswalk
- B7** Pavement Art Initiative
- B9** Maintain Vegetation

Brookhaven Dr

Atlanta

Peachtree Rd

Vermont Rd

Stovall Blvd

Vermont Road Park

Vermont Rd

Wendover Dr

Calvert Ln

B9

B3

B6

B7

B6

B1

B6

B3

B6

B6

B6

B6

B7

B9

B3

Little Nancy Creek Park

B9

B3

Wieuka Church

Stovall Terr

N Stratford Rd

N Ivy Rd

Statewood Rd





Multi-Use Sidepath

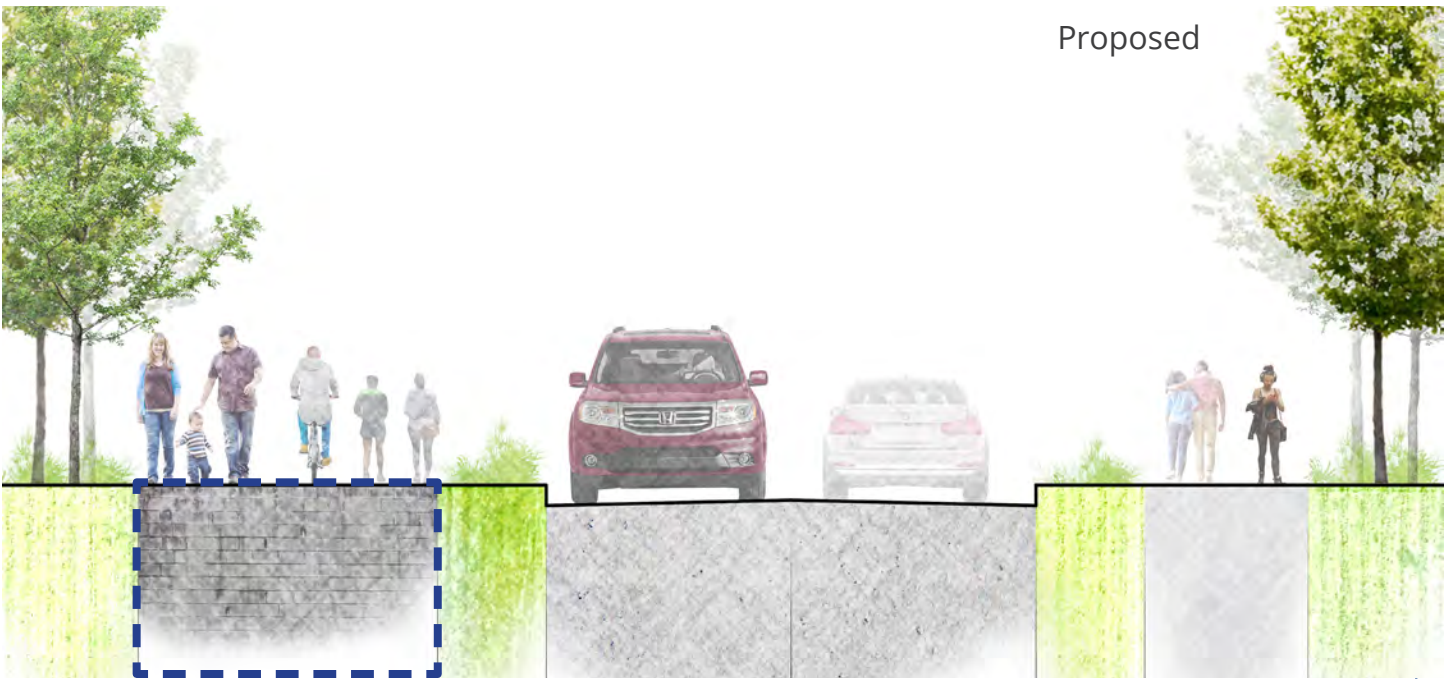
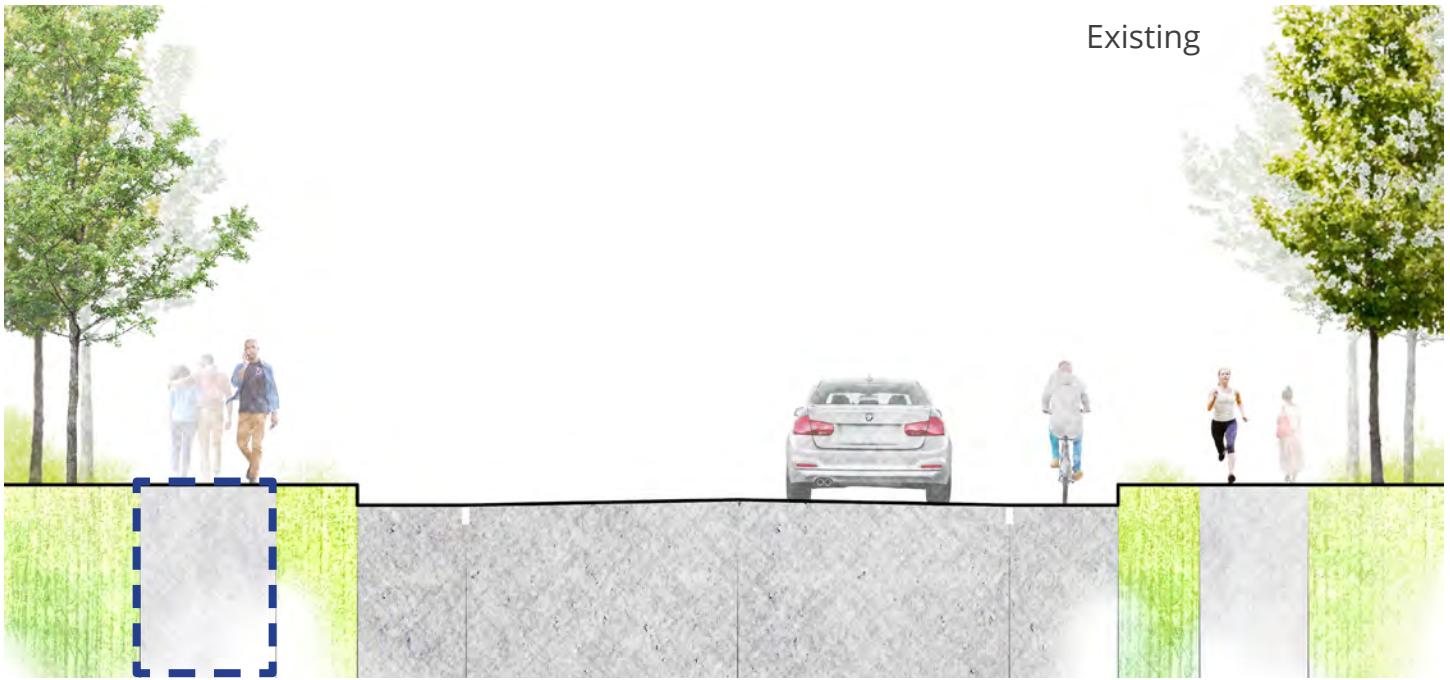
The multi-use sidepath for each corridor will need further study and design development with survey information, and may be made possible by consolidating the existing sidewalk, verge area, and on-street bike lane into preferably ten foot wide minimum path that can accommodate bicyclists and pedestrians. The intent is to minimize impact to private property and work within the public right of way.

The sidepaths are recommended to be phased, for each corridor, in two phases based on logical start and end locations. The ultimate extents of each sidepath project will depend on available funding and partnerships. For example, the Phase 1 sidepath recommended for Wieuca Road begins at Old Ivy Road and extends to Sarah Smith Intermediate campus connecting both to PATH400 and the school. These critical connections may help improve chances for initial funding and the project can then act as a catalyst for the second phase as well as other corridor improvements.

Case Study: Powder Springs Road Multi-Use Trail - Marietta, GA

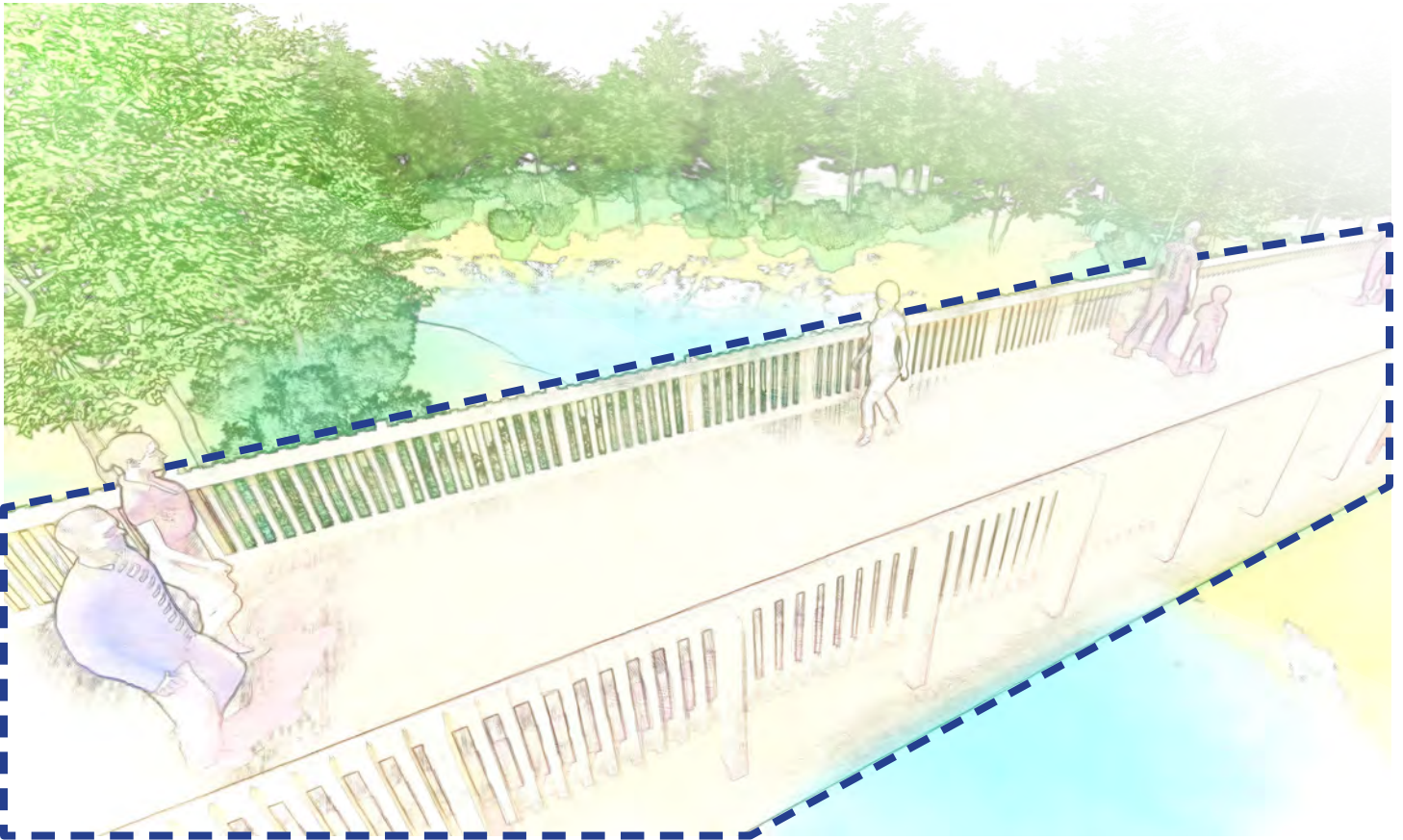
Multi-Use Sidepath

B1 B2



Pedestrian Bridge

B3

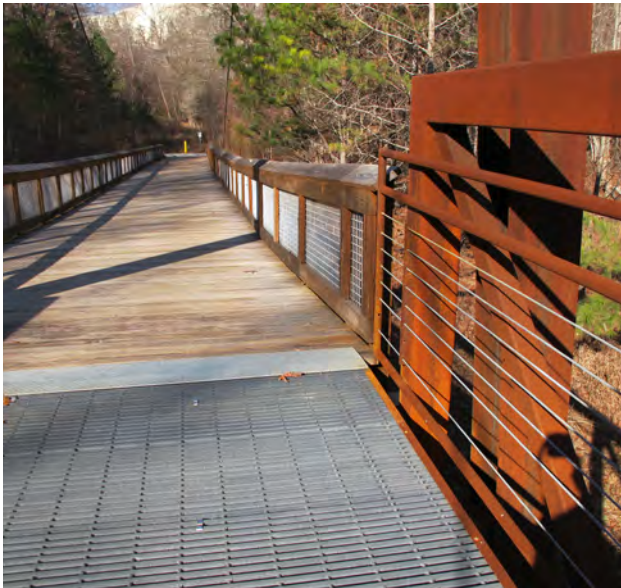


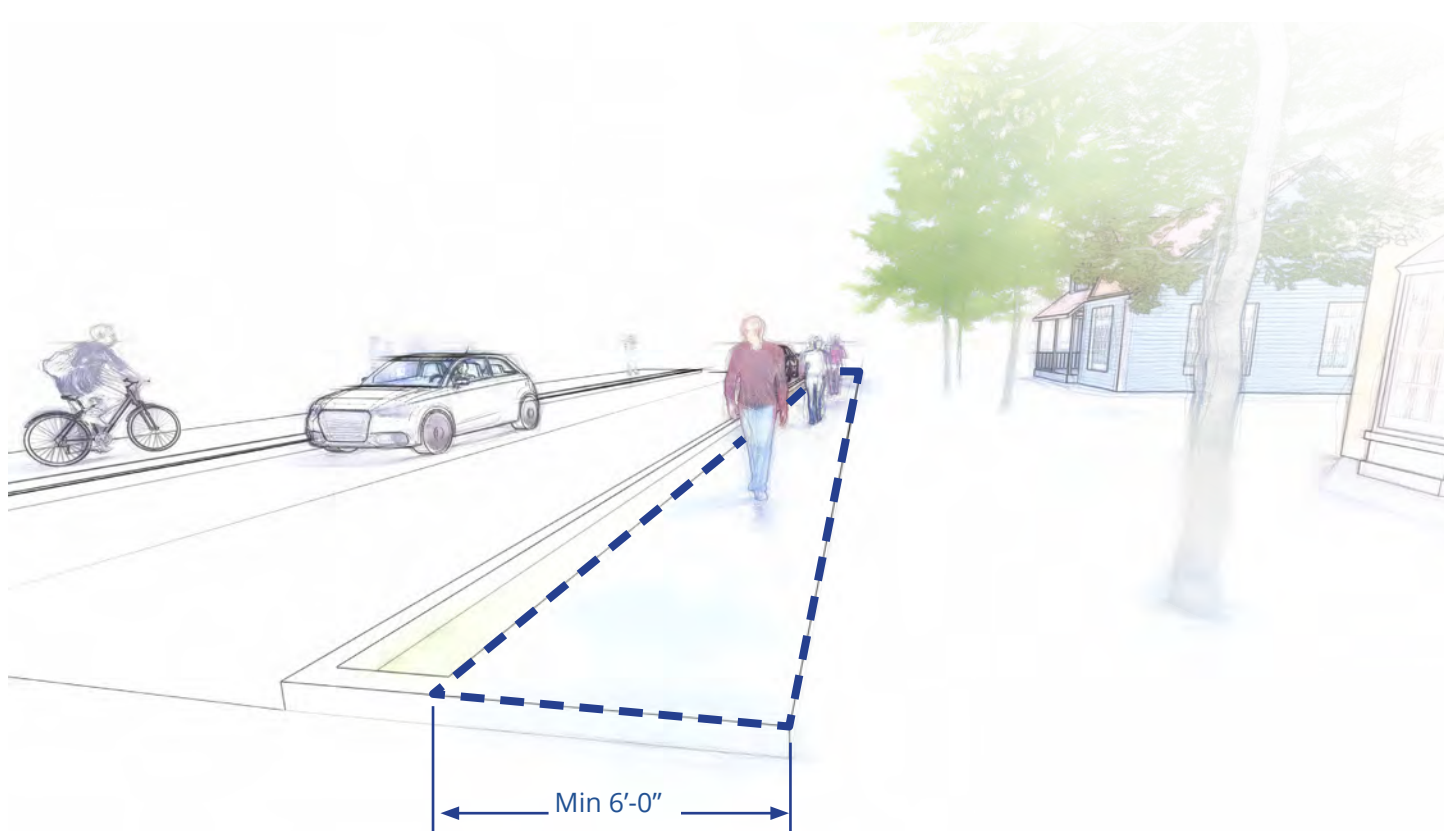
Pedestrian bridges are needed adjacent to the existing vehicular bridges where there is not adequate space for pedestrians to use the bridge next to fast moving vehicular traffic. Providing a fully separate pedestrian bridge creates a safe space for pedestrians to navigate the stream crossings and provides opportunity for overlooks of the waterways.

Wieuca Road requires two pedestrian bridges, one over Little Nancy Creek and one between Loridans and Mountain Way. Peachtree Dunwoody Road requires the addition of “faux” bridges that will add enough space adjacent to the road to create the look of a bridge with pedestrian space and stone veneer, without the cost of constructing an actual separate pedestrian bridge. These features double as placemaking elements, utilizing the materials palette for the communities.

Pedestrian Bridge

B3





Replace / Widen Sidewalks

Where the right-of-way allows, the existing sidewalks will be widened to a minimum of six feet. This will be done by capturing parts of the existing driveways and verge areas. Where sidewalks are damaged and unsafe, they will be replaced.

Install New Sidewalks

In order to create a cohesive pedestrian experience along Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road new sidewalks will be installed along the stretches of road that do not have them. The space required for their installation can be created through the shrinking of driveways.

Sidewalks





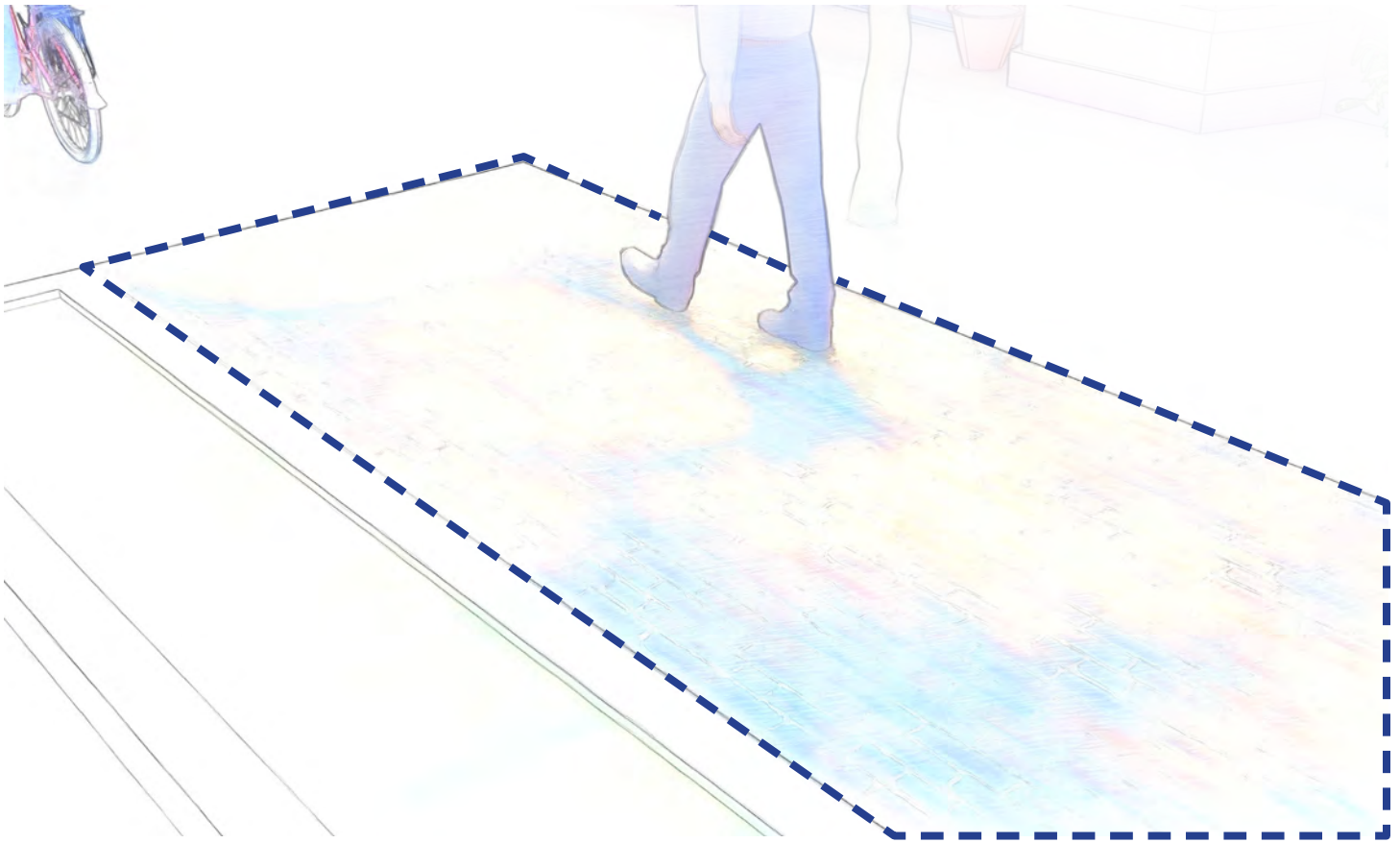
The three corridors contain numerous crosswalks and this plan will add additional crosswalks. These crosswalks are an important element in achieving the plan's goals relative to safety and pedestrian/bicyclist comfort. To help achieve both goals, all crosswalks are to be elevated where topography allows. Clearly marked, elevated crosswalks will provide pedestrians with a greater feeling of safety and will encourage automobiles to obey the speed limit. In certain locations, elevated crosswalks will be coupled with smart technology and flashing beacons, achieving even greater awareness of pedestrians. Crosswalks can also serve as a space for public art; whether the HBNA agrees with painted crosswalks along Peachtree-Dunwoody still needs to be discussed.

Tactical Urbanism Approach: Temporary crosswalk art can be installed using high-contrast paint and high-visibility markers.

Case Study: Creative Crosswalks - Long Beach, CA | downtownlongbeach.org

Crosswalks





Pavement textures and colors visually alert drivers, cyclists, and pedestrians that they are entering an area where extra attention and care is needed. Texture provides an added feel of the material such as when drivers cross cobblestone paving and can physically feel the vibrations which encourage slower speeds. Highlighting bike lanes with a color distinguishes the space as a special, separate lane from regular traffic.

Tactical Urbanism Approach: Engage with local artist to paint a road mural in specific locations, such as in front of schools. The projects, with potential grant funding, can be utilized to study changes in traffic patterns and may be combined with other tactical urbanism traffic calming measures. The road in front Sarah Smith Elementary School on Old Ivy is an excellent candidate for implementation, potentially through the Bloomberg Asphalt Art Initiative.

Case Study/Program: <https://asphaltart.bloomberg.org/>

Pavement Art Initiative

B7



This guidebook contains extensive Native Planting Guidelines to help achieve the neighborhood's goals relating to placemaking, neighborhood identity, and beauty by means of planting native plant gardens. Two applications of these guidelines are educational gardens and planting programs for neighborhood residents.

Educational Gardens

Sarah Smith Elementary School and Sarah Smith Intermediate Campus front Old Ivy Road and Wieuca Road, respectively. Both locations represent a tremendous opportunity to create gardens based on the guidelines. The neighborhood, in collaboration with the schools, sees the zones as achieving several important objectives:

- » Hands-on opportunities for students to learn about native plants, ecology, botany, pollinators, wildlife habitat, and STEM,
- » Native plant demonstration and education gardens for the benefit of neighborhood and Atlanta residents,
- » Horticultural enhancement to the public realm, and
- » Greater community understanding of restoring native songbird populations by demonstrating the links between native birds, native insects, and native plants.

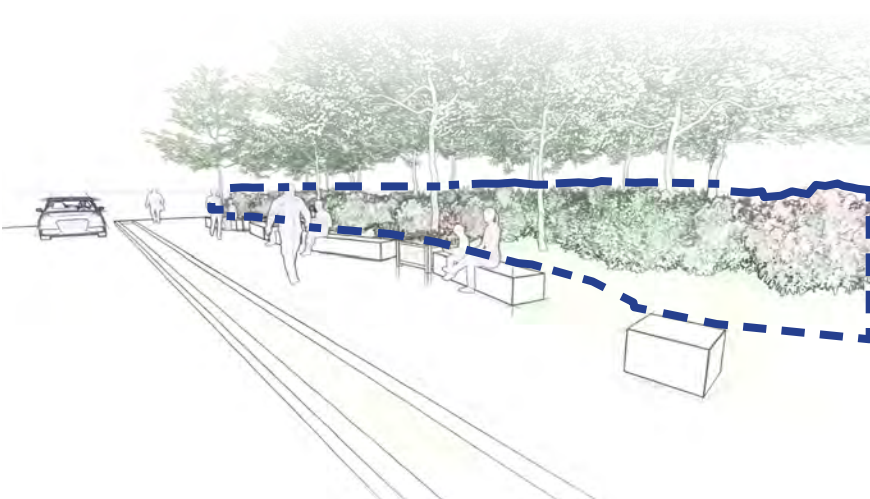
Neighborhood Gardens

The neighborhood intends to develop programs to encourage residents, on an optional basis, to follow the plan's Native Planting Guidelines in their own gardens, particularly in areas visible from the Signature Streets. These programs will help achieve the neighborhood's goals relating to placemaking, neighborhood identity, and beauty.

For proposed gardens, a planting design following the native plant palette should be developed with neighborhood feedback and installed potentially with volunteer effort. There may be opportunity through local programs to obtain grant funding. The neighborhood may choose to certify the gardens through the Georgia Native Plant Society Native Plant Habitat Certification and/or the Georgia Audubon Wildlife Sanctuary Program.

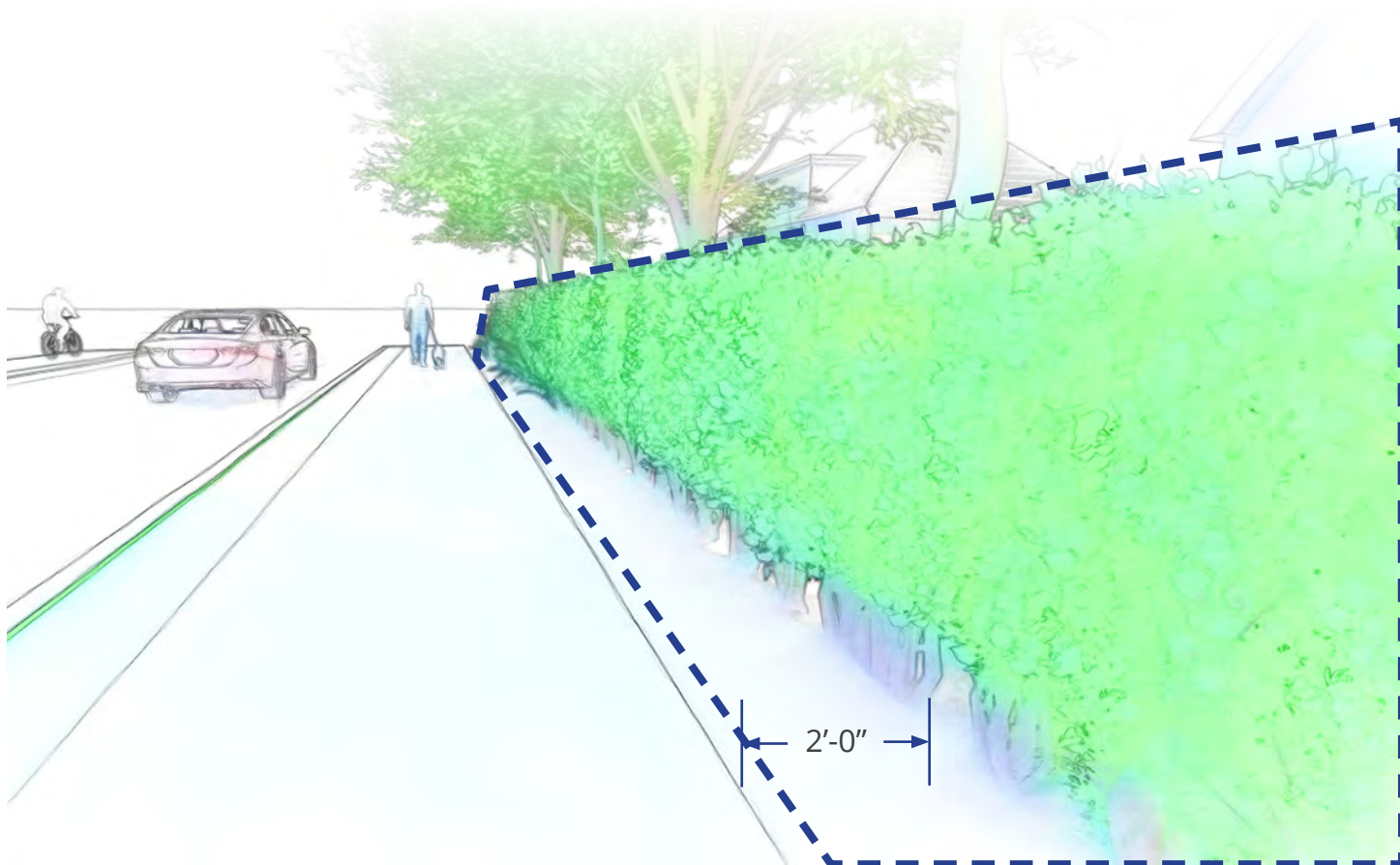
Native Plant Gardens

B8



Maintain Vegetation

B9



Maintain Vegetation

Maintaining a clear zone helps to prevent obstructions of the pedestrian zone and any potential hazards that could impede the safe passage of all users. Maintain vegetation to prevent forcing users into traffic and protect those where there is significant risk such as pedestrians using strollers, wheelchairs or other forms of mobility assistance. Sight triangles at intersections of driveways and side streets are critical for safety and visibility.

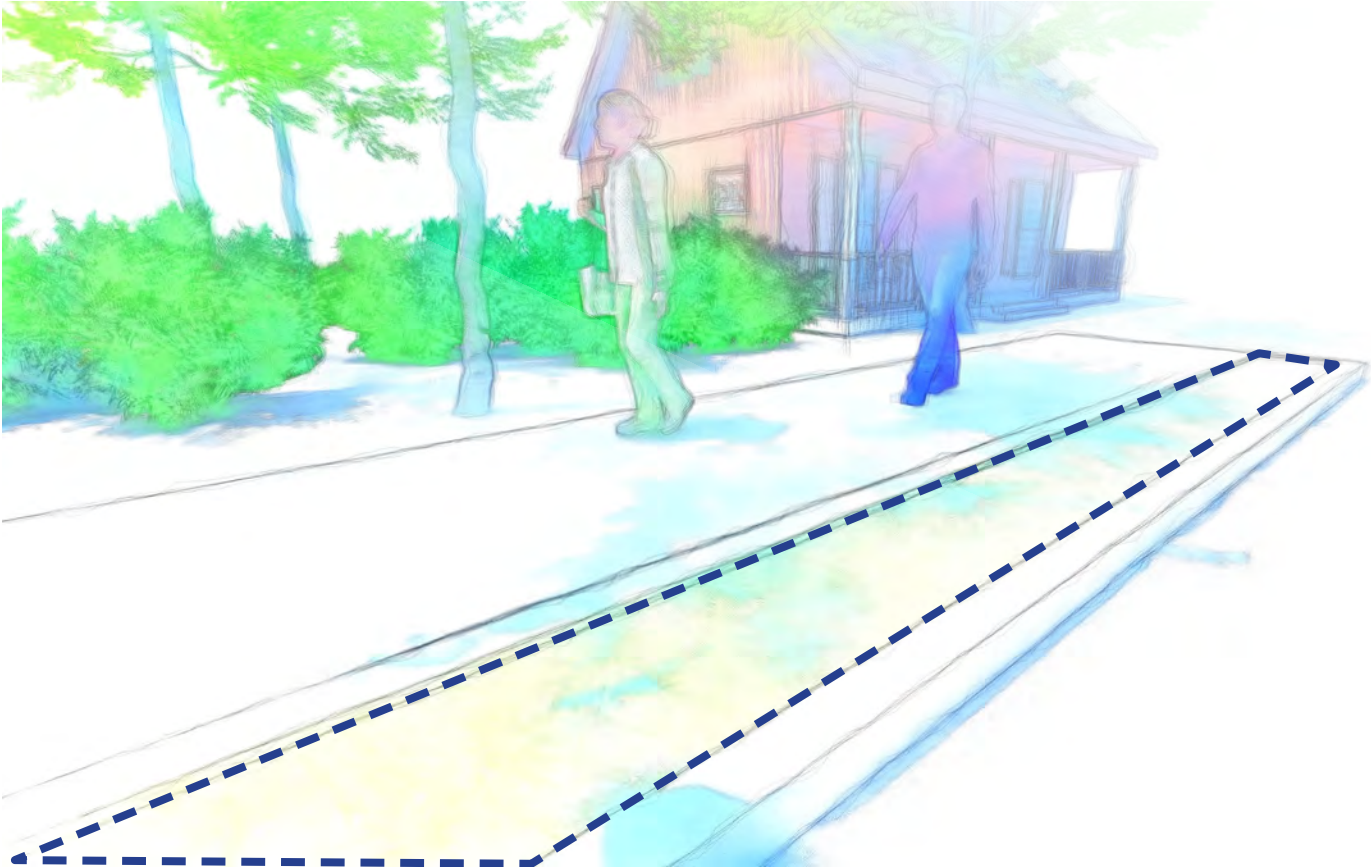
Maintain Vegetation

B9



Verge Areas

Typical Improvement

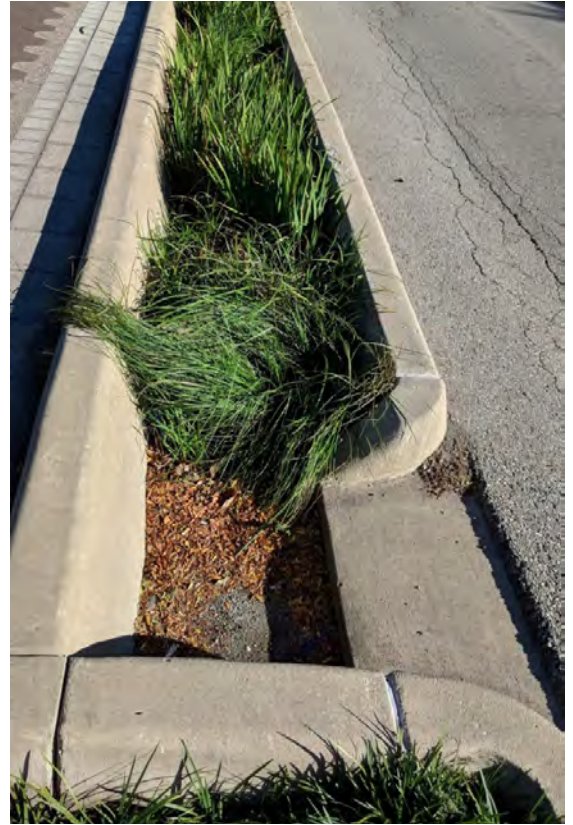


Verge areas are primarily utilized to create a buffer between the road and the sidewalk. At a minimum, they make the pedestrian experience more comfortable, though the space can be designed to offer other benefits, such as managing stormwater runoff, increasing native plantings, and rainwater harvesting. Verge areas are recommended to be a minimum of three feet, where possible, to provide enough space for plantings and street furniture.

Case Study: Gardening in the Planting Strip - Seattle, WA | seattle.gov

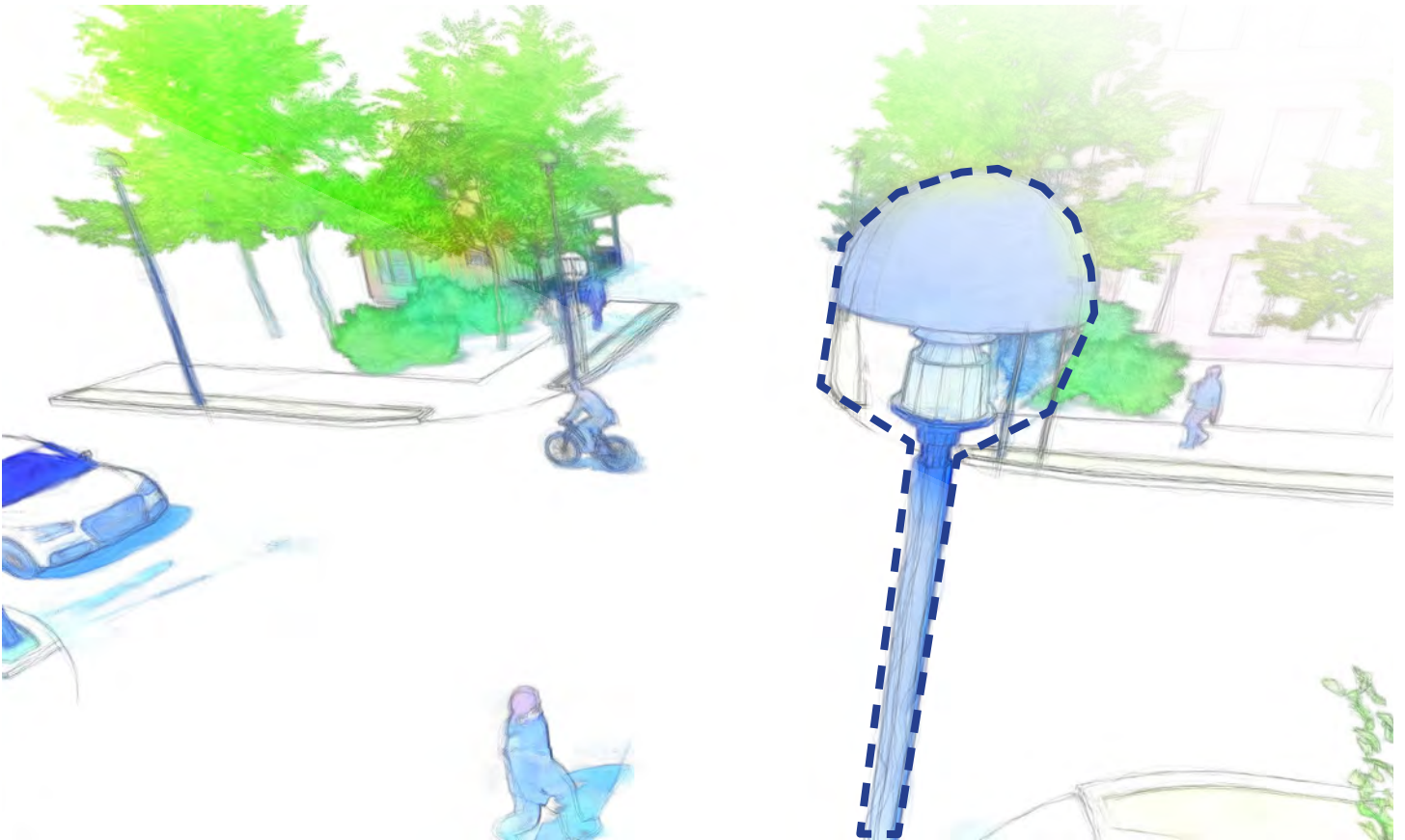
Verge Areas

Typical Improvement



Lighting

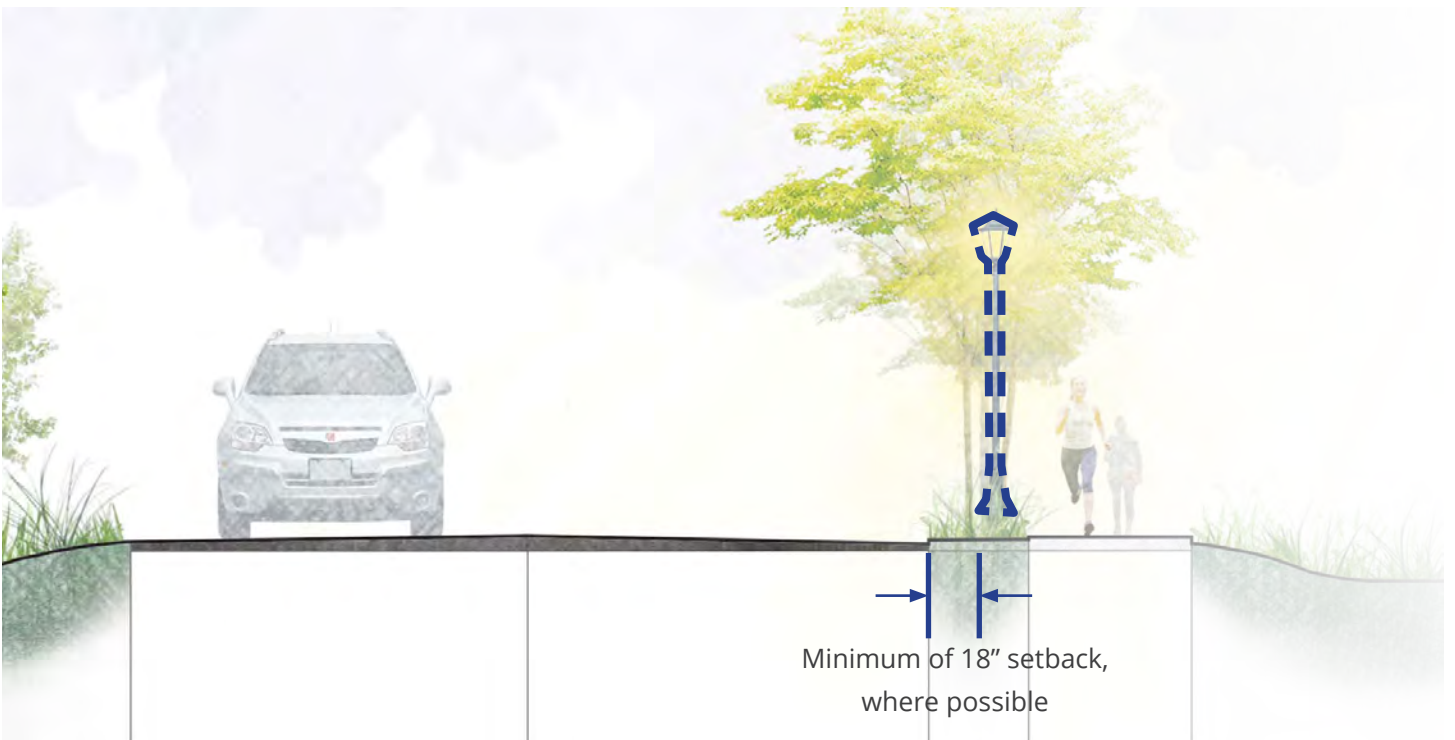
Typical Improvement



Pedestrian lighting will be installed along both Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road to enhance safety and create a more active pedestrian realm. In order to minimize disturbances to nearby residences, full cutoff fixtures should be utilized. This type of fixture reduces light pollution, minimally impacts the local ecosystem, and are more efficient.

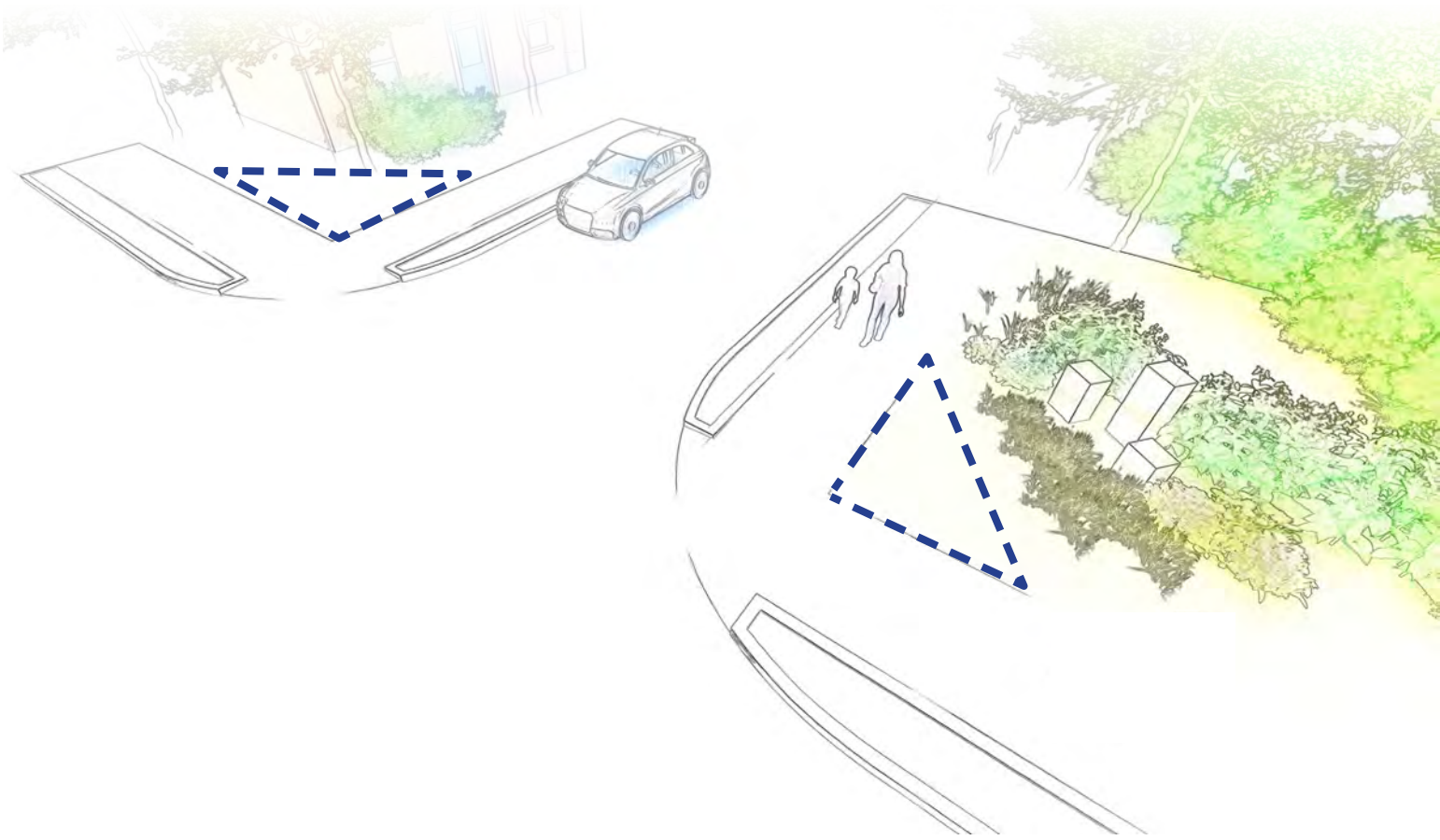
Lighting

Typical Improvement



Clear Zones

Typical Improvement

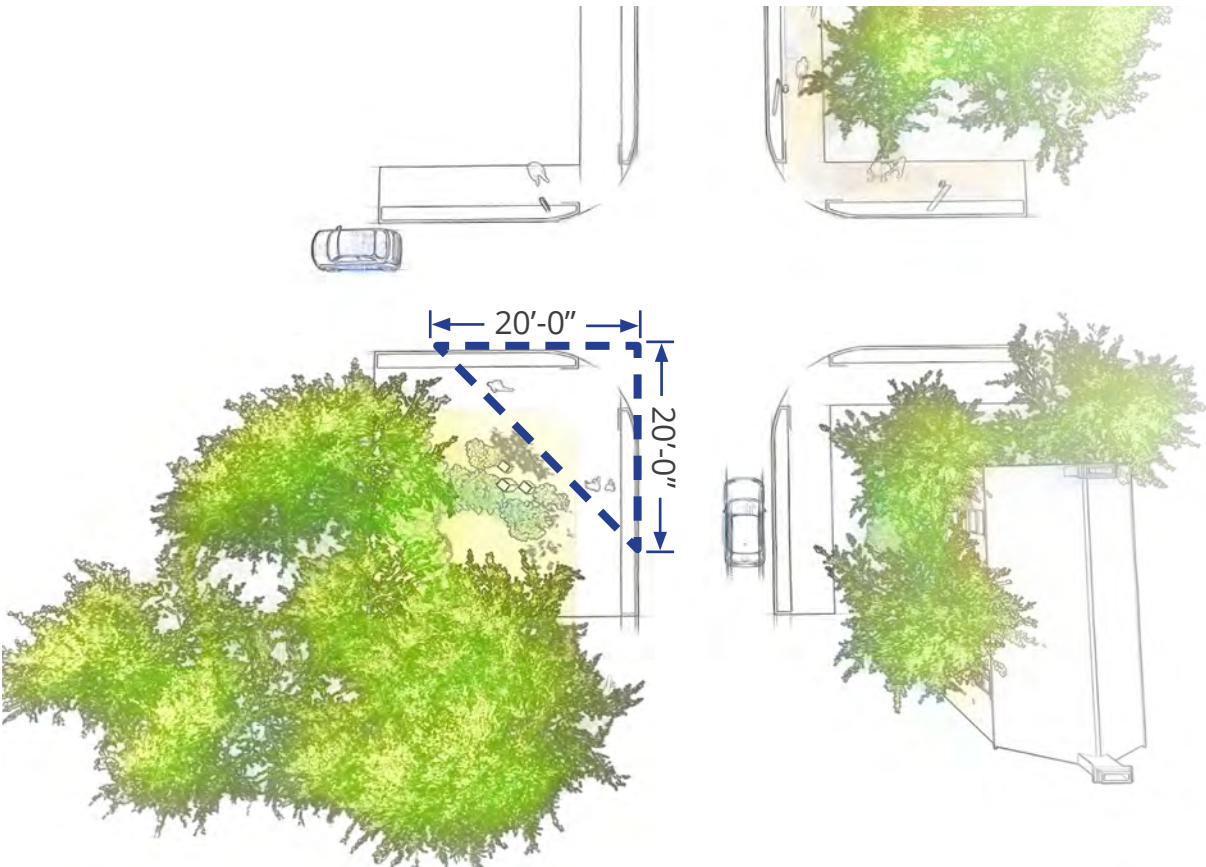


Currently, both roads have a number of obstacles placed on sidewalks that create hazards for pedestrians and do not conform with ADA requirements. In addition, there are a number of intersections that have vegetated growth that obstructs drivers views of oncoming traffic. Clear zones require the relocation of obstacles, such as mailboxes and utilities, to provide access to the sidewalk. Site triangles should conform to City code requirements of 20 feet and intersections and driveways, to provide drivers with clear sightlines of traffic and any cyclists or pedestrians approaching intersections.

Reference: See section 16-28.008(9), visibility at intersections, of the Atlanta City Ordinance.

Clear Zones

Typical Improvement



Native Planting Guidelines

Pond developed a horticultural program for the Wieuca/Phipps Boulevard roundabout that features plants native to the Georgia Piedmont. Pond has built on this starting point by developing a more extensive plant palette for the Signature Streets program. The plant species recommendations are broken into two tables. The first, verge area right-of-way plantings (in addition to street tree recommendations), consists of shrub, perennial, grass, and groundcover species that are predominantly 30" or less in height. This metric serves two purposes, to keep the plantings low and tidy within the public right-of-way, and also to maintain a clear line of sight, particularly at driveway and roadway intersections. In areas adjacent to the road, a clear zone from approximately 30" to 12 feet above ground level must be maintained for safety. These plant species may be utilized in both verge areas and private landscapes. The second table consists of general landscape plants that land owners along either corridor may consider in landscape design adjacent to the road but on private property, or to integrate into their landscape as a whole.

The tables are color coded for plants that are appropriate for full sun, part sun to part shade, and full shade. This key allows, at a quick glance, plant selection for a particular exposure. Individual planting plans still need to consider site specific conditions, or micro-climates. For success in planting, consider conducting a soil test through the University of Georgia Extension. Understanding the soil conditions and recommendations for soil amendments is critical for plants to survive and thrive.

Signature species are denoted as plants that, when used in repetition throughout the corridor, will contribute to the overall neighborhood aesthetic and cohesive placemaking. These species include:

- » *Rudbeckia fulgida* var. *sullivantii* 'Goldsturm'
- » *Muhlenbergia capillaris*
- » *Echinacea purpurea*
- » *Vaccinium darrowii* 'Rosa's Blush'
- » *Bouteloua gracilis* 'Blonde Ambition'
- » *Phlox subulata*
- » *Carex appalachica*

Native Planting Guidelines



Native Planting Guidelines

General Landscape Plants - Native Garden, Gateways, Private Property Application

Trees



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Aesculus pavia

Red Horsechestnut

Carpinus caroliniana

American Hornbeam

Cladrastis kentukea

American Yellowwood

Hammamelis virginiana

Witch Hazel

Halesia diptera

Halesia

Fagus grandifolia

American Beech

Nyssa sylvatica 'Wildfire' *Sassafras albidum*

Wildfire Blackgum Tupelo Sassafras

Taxodium distichum 'Shawnee Brave'

Shawnee Brave Bald Cypress

Native Planting Guidelines

General Landscape Plants - Native Garden, Gateways, Private Property Application

Shrubs/Vines



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Aesculus parviflora

Bottlebrush buckeye

Bignonia capreolata

Crossvine (vine)

Callicarpa americana

Beautyberry

Calycanthus floridus

Sweetshrub

Campsis radicans

Trumpet Creeper (vine)

Ceanothus americanus

New Jersey Tea

Clethra alnifolia

Sweet Pepperbush

Euonymus americanus

Heart's-a-bustin'

Fothergilla gardenii

Dwarf Fothergilla

Gelsemium sempervirens

Carolina Jessamine (vine)

Hydrangea arborescens

Wild hydrangea

Hydrangea quercifolia 'Munchkin'

Munchkin Oakleaf Hydrangea

Ilex decidua

Possum haw

Ilex verticillata

Winterberry

Itea virginica 'Henry's Garnet'

Virginia Sweetspire

Lindera benzoin

Spicebush

Lonicera sempervirens

Coral Honeysuckle (vine)

Morella syn. *Myrica cerifera*

Southern Wax Myrtle

Myrica cerifera 'Don's Dwarf'

Dwarf Southern Wax Myrtle

*Osmanthus fragrans**

Tea Olive

Passiflora incarnata

Purple Passionvine (vine)

Native Planting Guidelines

General Landscape Plants - Native Garden, Gateways, Private Property Application

Shrubs/Vines



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Rhododendron calendulaceum

Flame Azalea

Rhododendron canescens

Piedmont Azalea

Rhododendron flammeum

Oconee azalea

Rhododendron periclymenoides

Pinxter Azalea

Rhododendron prunifolium

Plum Leaf Azalea

Rhus aromatica

Fragrant Sumac

Rhus typhina

Staghorn Sumac

Sambucus canadensis

American Elderberry

Vaccinium spp.

Blueberry

Viburnum acerifolium

Maple-leafed Viburnum

Viburnum prunifolium

Black Haw

Viburnum tinus 'Compactum'*

Spring Bouquet Viburnum

Wisteria frutescens

American Wisteria (vine)

Native Planting Guidelines

General Landscape Plants - Native Garden, Gateways, Private Property Application

Perennials/Grasses/ Groundcover



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Achillea millefolium

Common Yarrow

Amsonia hubrichtii

Blue Star

Athyrium filix-femina

Lady Fern

Aster novi-belgii

New York Aster

Baptisia alba

White False Indigo

Chasmanthium latifolium

Northern Sea Oats

Danthonia spicata

Poverty Oatgrass

Echinacea pallida

Pale Purple Coneflower

Echinacea purpurea

Purple Coneflower

Eupatorium coelestinum

Mistflower, Hardy Ageratum

Eutrochium spp.

Joe-Pye Weed

Guara lindheimerii 'Whirling Butterflies'

Guara

Lobelia cardinalis

Cardinal Flower

Liatris spicata

Blazing Star

Lilium superbum

Turk's-cap Lily

Muhlenbergia capillaris

Pink Muhly Grass

Osmunda spectabilis

Royal Fern

Osmundastrum cinnamomeum

Cinnamon Fern

Phlox divaricata

Woodland Phlox

Podophyllum peltatum

Mayapple

Polystichum acrostichoides

Christmas Fern

*Rosmarinus officianalis**

Rosemary

Native Planting Guidelines

General Landscape Plants - Native Garden, Gateways, Private Property Application

**Perennials/Grasses/
Groundcover**



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Rosmarinus officianalis 'Prostratus'*

Creeping Rosemary

Schizachyrium scoparium 'The Blues'

Little Bluestem

Solidago spp. 'Fireworks'

Fireworks Solidago

Veronicastrum virginicum

Culver's Root

Sanguinaria canadensis

Bloodroot

Sporobolus heterolepis

Prairie Dropseed

Native Planting Guidelines

Verge Area ROW Plantings - Height to 30" Max

Trees



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Amelanchier arborea 'Autumn Brilliance' Autumn Brilliance Serviceberry

Cercis canadensis Redbud

Chionanthus virginicus Fringetree, Graybeard

Cornus florida Dogwood

Ilex opaca American Holly

Magnolia virginiana 'Moonglow' Moonglow Sweetbay Magnolia

Quercus alba White Oak

Quercus coccinea Scarlet Oak

Quercus falcata Southern Red Oak

Quercus lyrata Overcup Oak

Quercus nutallii Nuttall Oak

Ulmus alata Winged Elm

Native Planting Guidelines

General Landscape Plants - Native Garden, Gateways, Private Property Application

Shrubs/Vines



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Rhus aromatica 'Gro-Low'

Gro-Low Sumac

Vaccinium darrowii 'Rosa's Blush'

Rosa's Blush Dwarf Blueberry

Yucca filamentosa 'Color Guard'

Color Guard Yucca

Native Planting Guidelines

Verge Area ROW Plantings - Height to 30" Max

Perennials/Grasses/ Groundcover



Full Sun



Full Sun to Part Shade



Shade

Scientific Name

Common Name

Aster divaricatus 'Eastern Star' Eastern star white wood aster

Acorus gramineus Sweet Flag

Asclepias tuberosa Butterflyweed

Aquilegia canadensis Eastern Red Columbine

Bouteloua gracilis 'Blonde Ambition' Blonde Ambition' Blue Grama

Calamintha nepeta 'White Cloud'* White Cloud Lesser Calamint

Carex appalachica Appalachian Sedge

Carex cherokeensis Cherokee Sedge

Carex pensylvanica Pennsylvania Sedge

Echinacea spp. Cultivars Coneflower cultivars

Geranium x 'Rozanne' Rozanne Geranium

Hemerocallis spp. Daylily

*Hypericum calycinium** Creeping St. John's Wort

Iris cristata Crested Iris

Rudbeckia fulgida var. *sullivantii* 'Goldsturm' Goldsturm Black-Eyed Susan

Phlox subulata Creeping phlox

*Rubus calycinoides** Creeping Raspberry

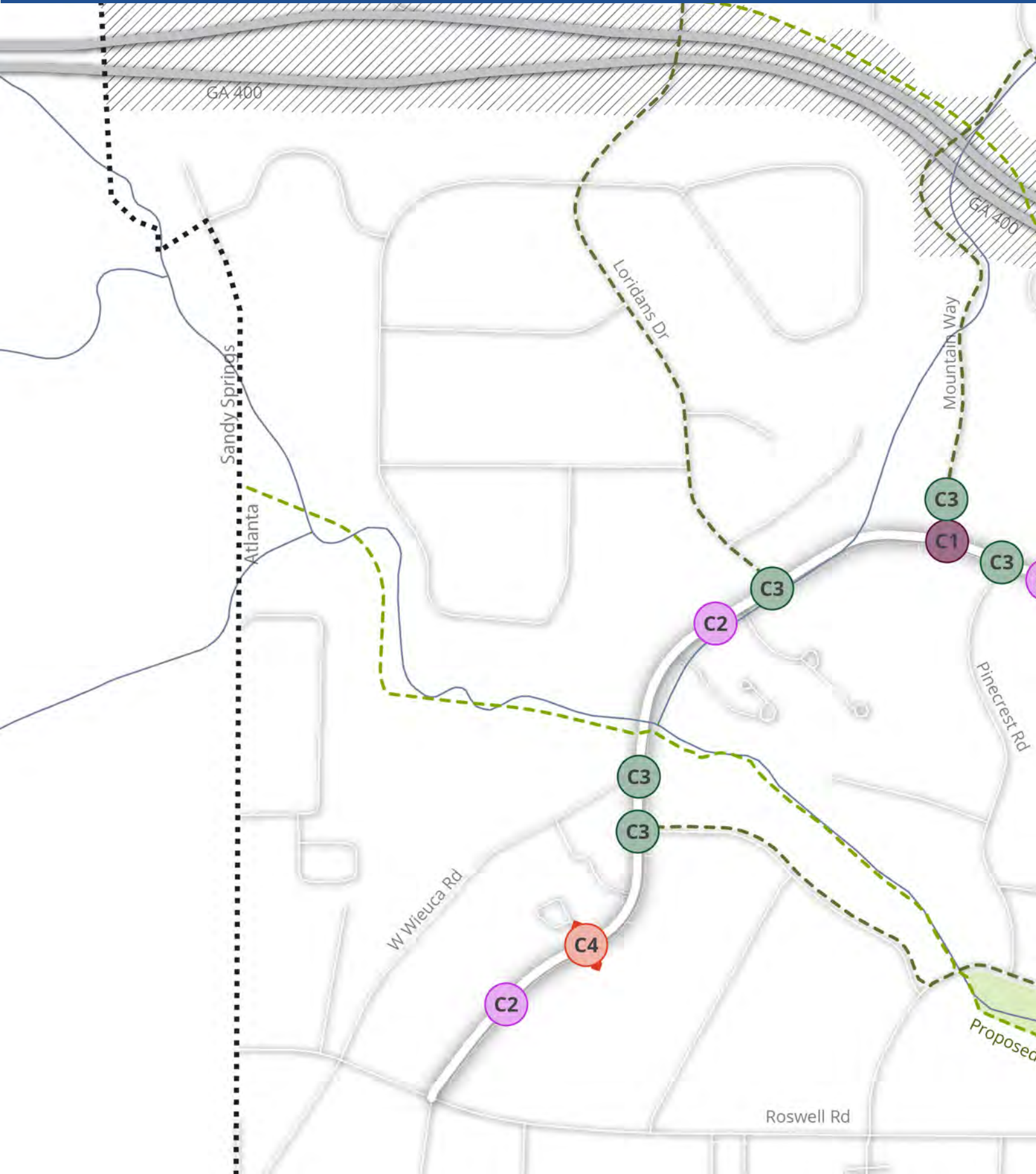
Spigelia marilandica Pinkroots

Sedum 'Autumn Joy'* Autumn Joy Sedum

Tiarella cordifolia Foam Flower

Traffic Calming

Wieuca Road



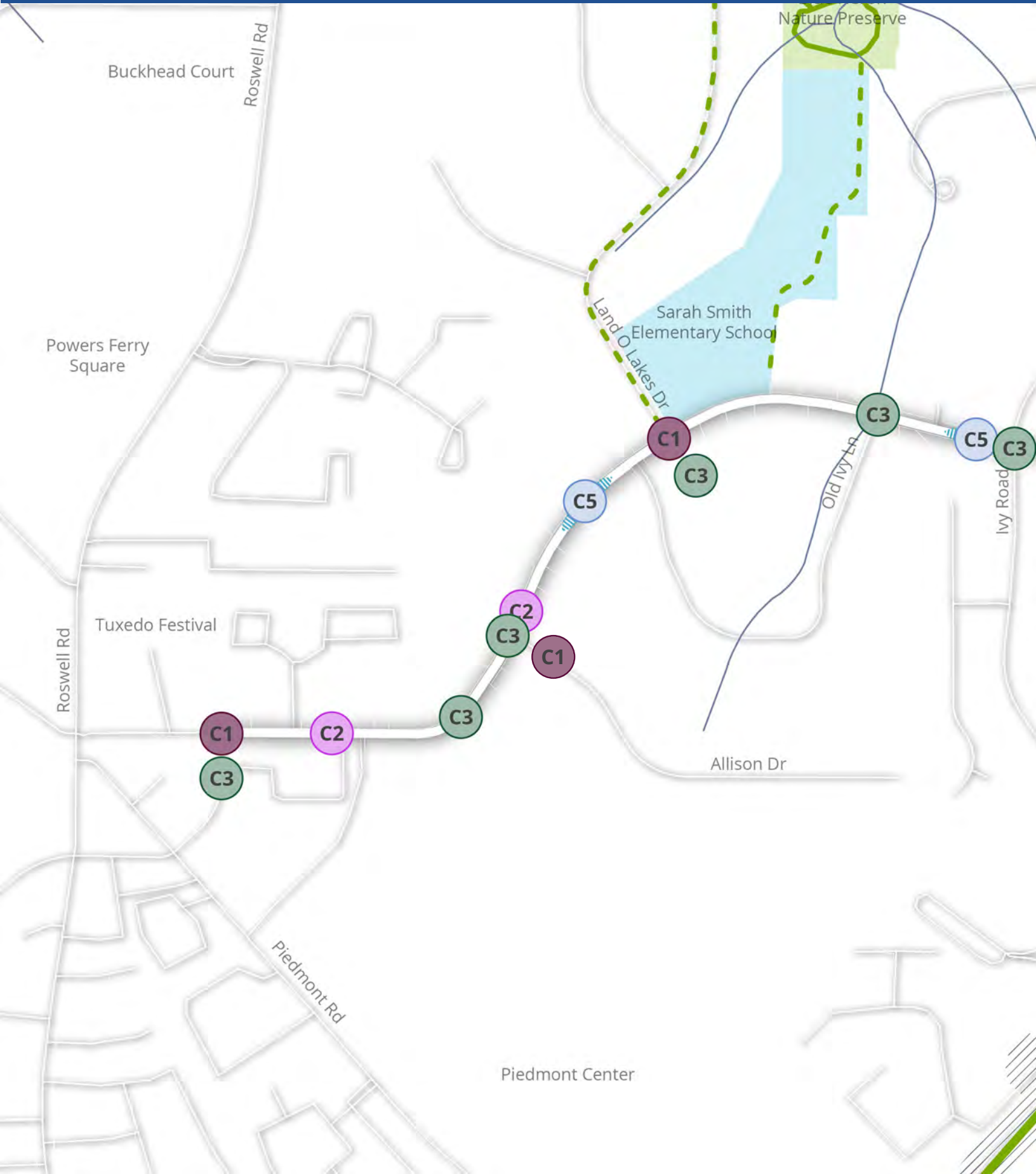


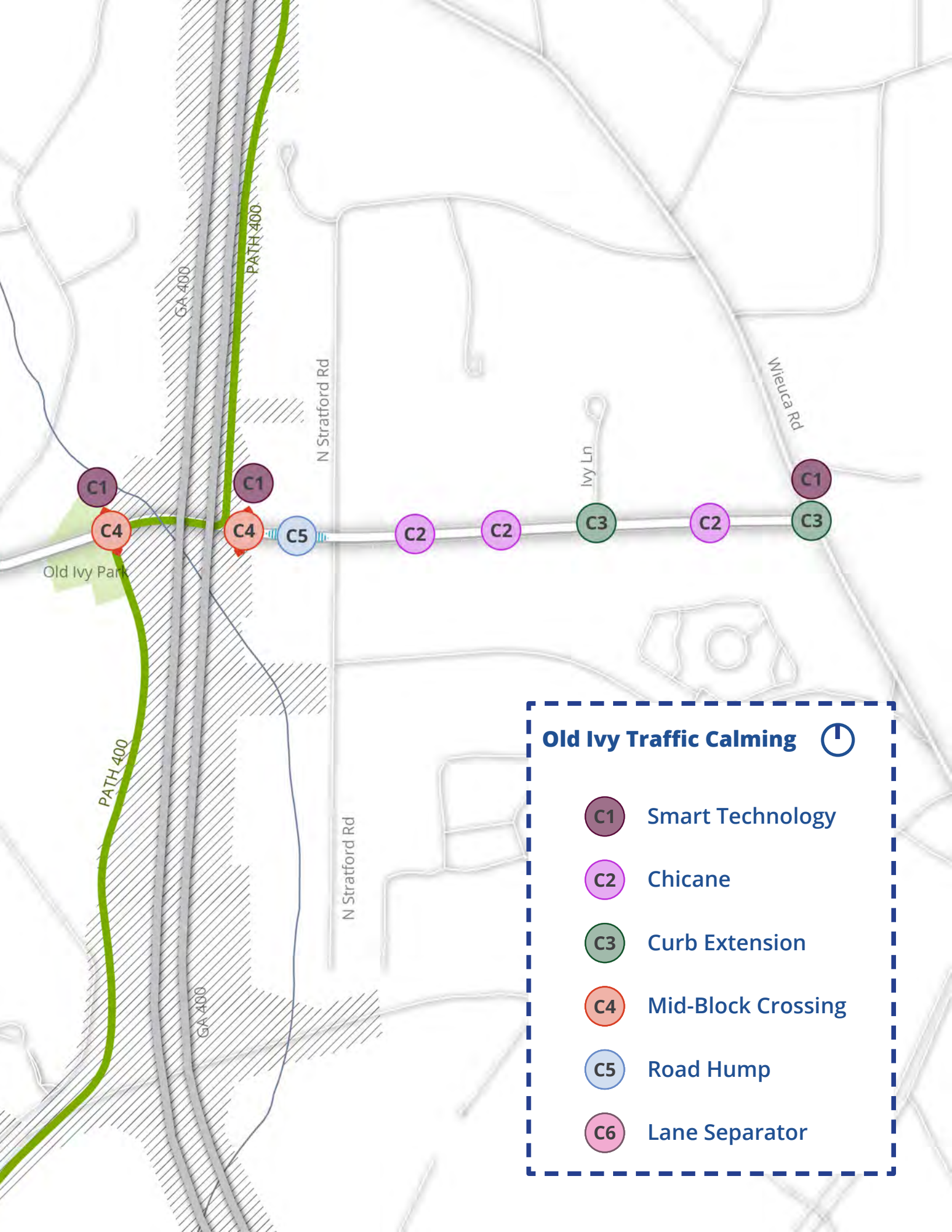
Wieuca Traffic Calming

- C1** Smart Technology
- C2** Chicane
- C3** Curb Extension
- C4** Mid-Block Crossing
- C5** Road Hump
- C6** Lane Separator

Traffic Calming

Old Ivy Road





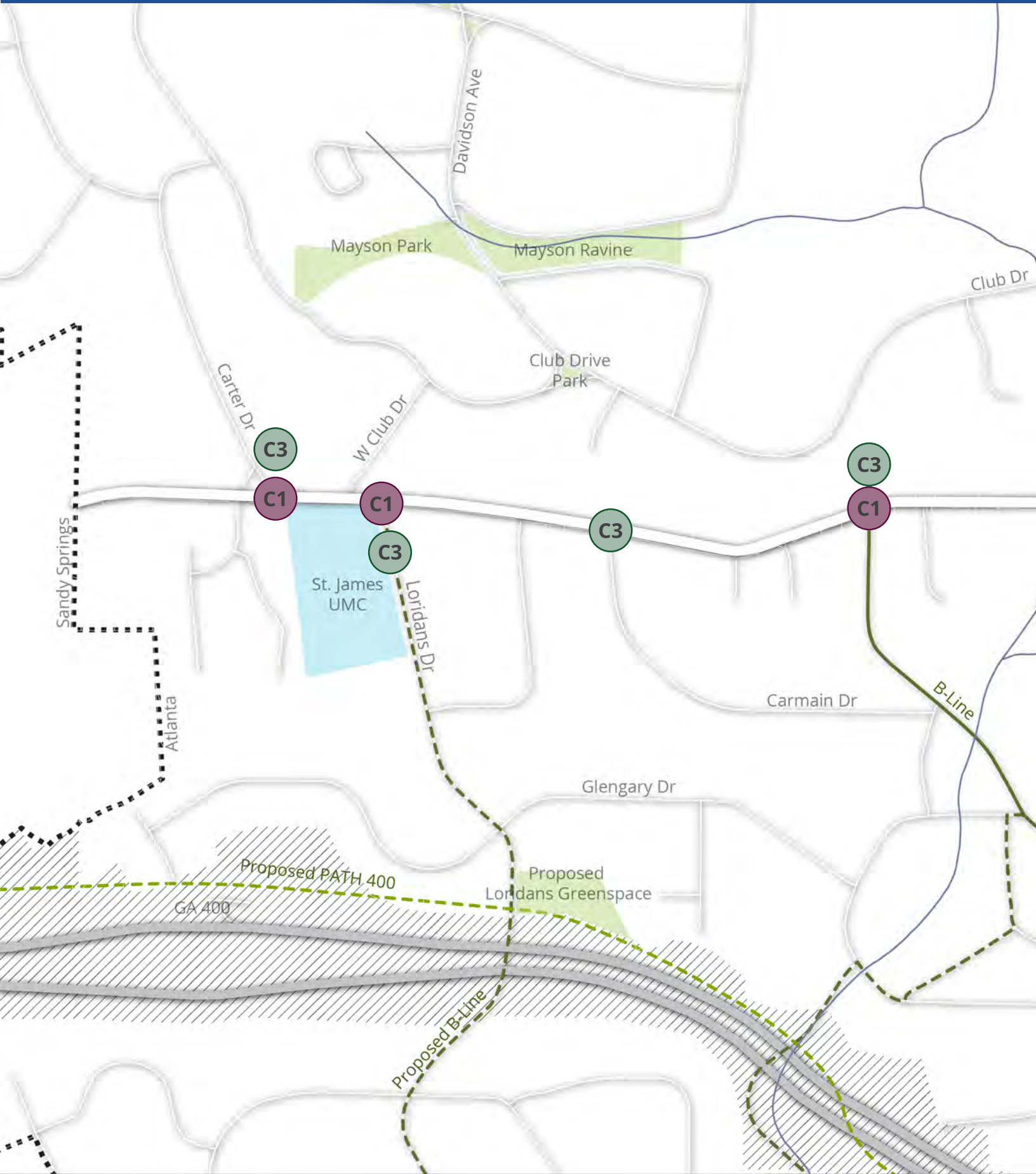
Old Ivy Traffic Calming

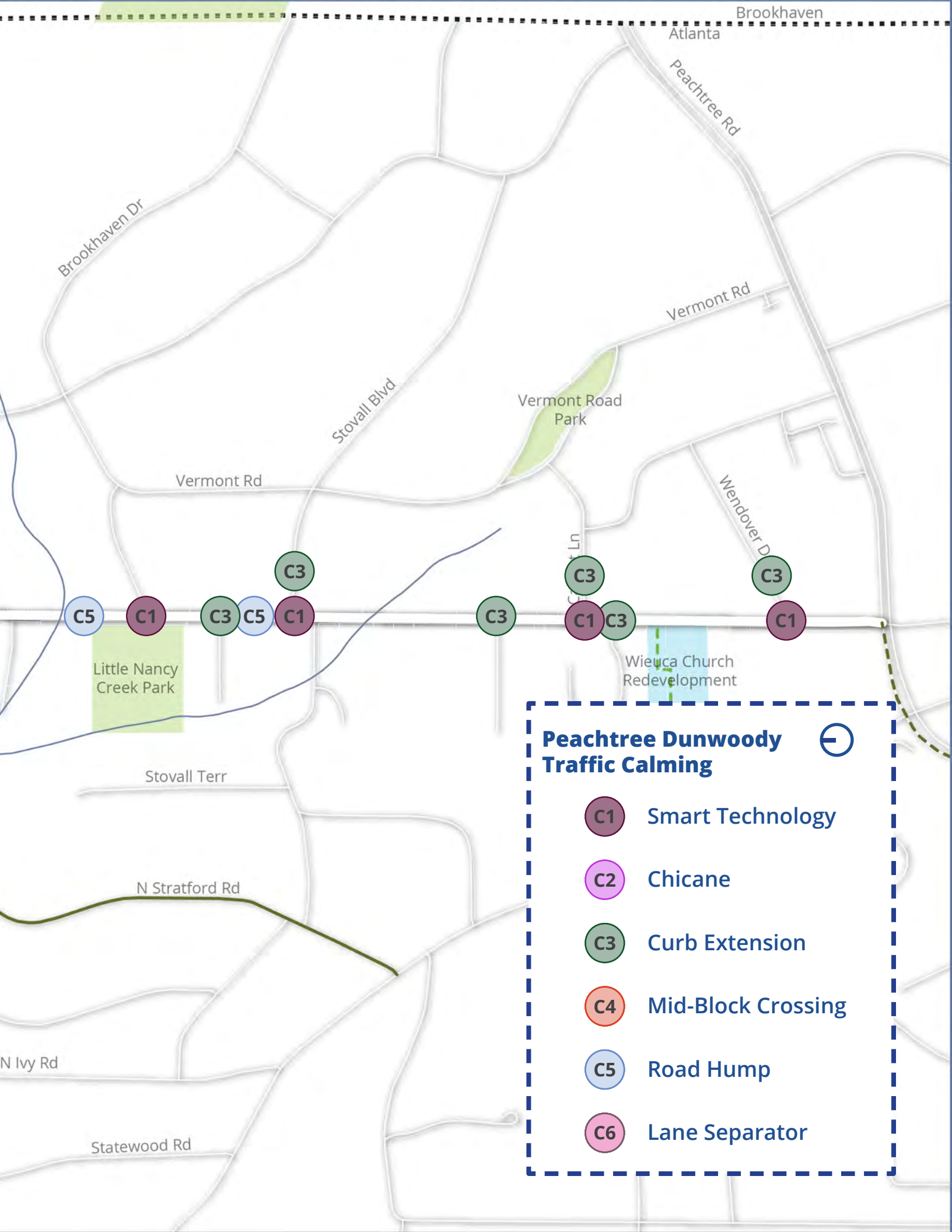


- C1** Smart Technology
- C2** Chicane
- C3** Curb Extension
- C4** Mid-Block Crossing
- C5** Road Hump
- C6** Lane Separator

Traffic Calming

Peachtree Dunwoody Road

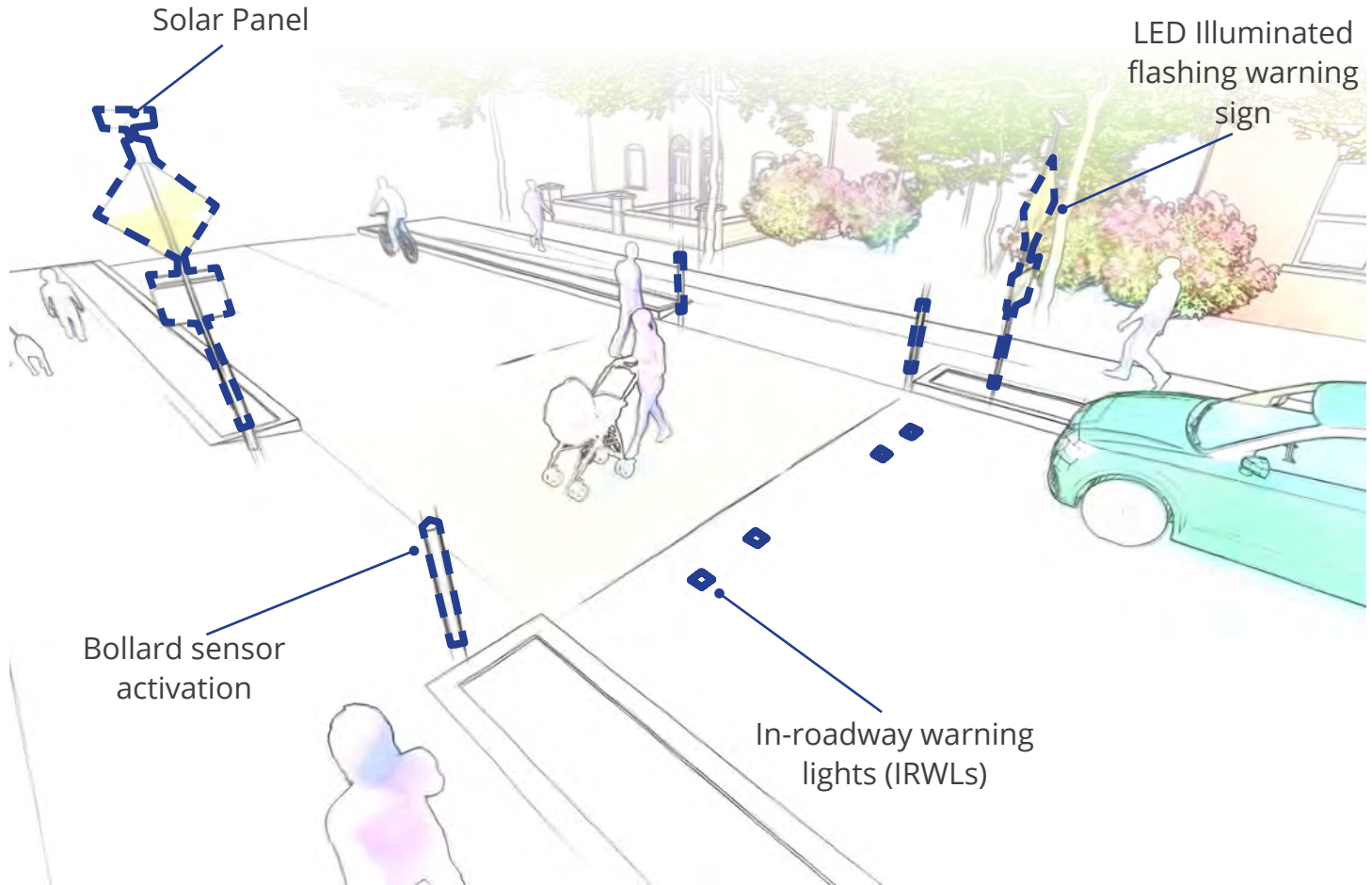




Peachtree Dunwoody Traffic Calming



- C1 Smart Technology
- C2 Chicane
- C3 Curb Extension
- C4 Mid-Block Crossing
- C5 Road Hump
- C6 Lane Separator

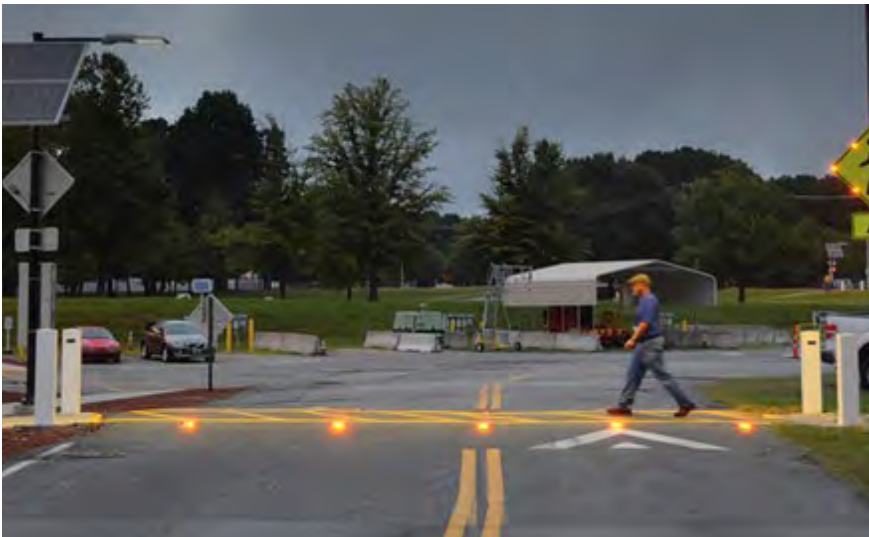


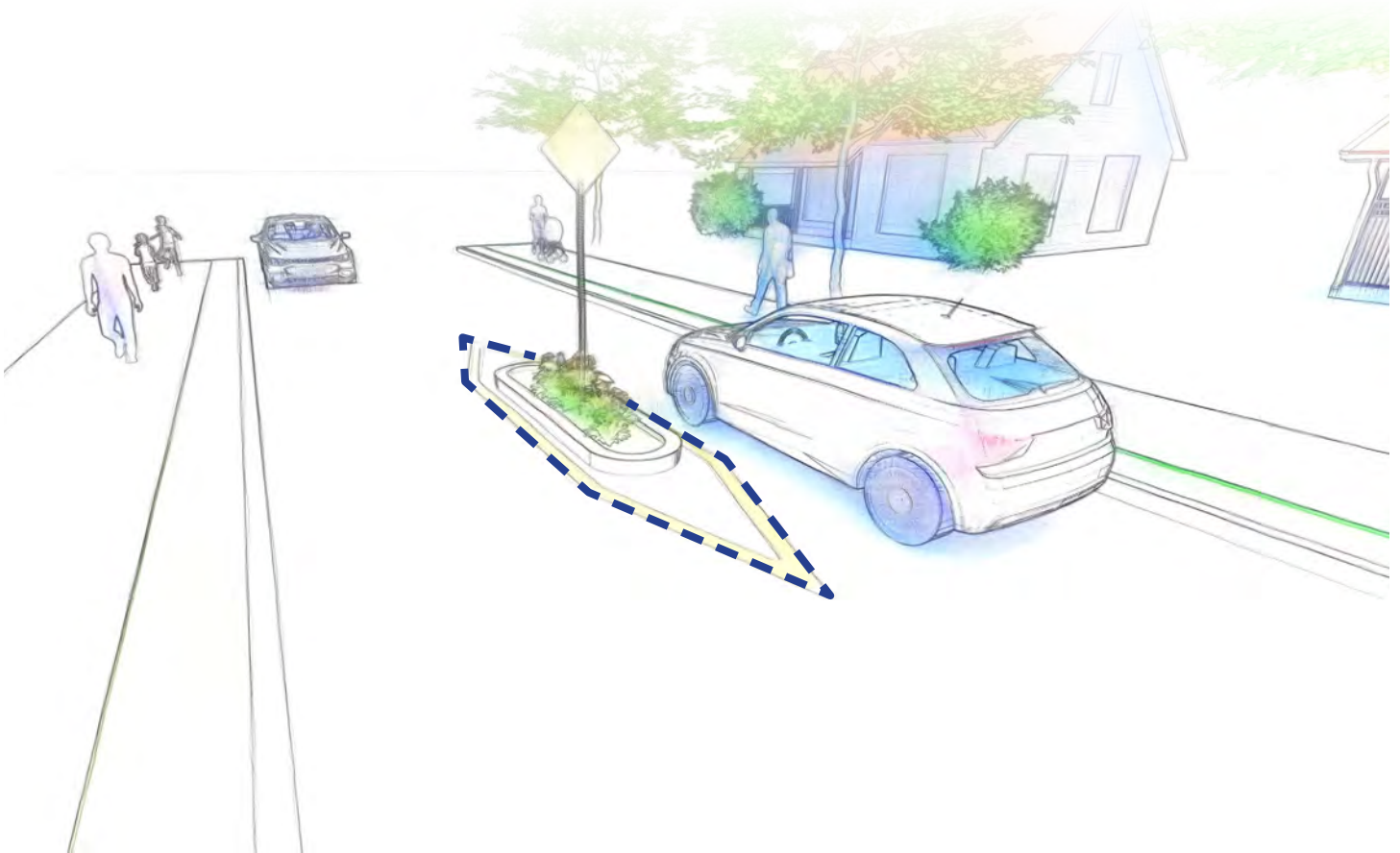
Smart technology will be utilized to both improve pedestrian safety and curb aggressive driving. At crosswalks and mid-block crossings, rectangular rapid-flashing beacons (RRFB) and in-road warning lights will alert drivers to people crossing the road. Additionally, measured speed signs and traffic cameras will encourage drivers to drive in a more cautious manner.

Case Study: Alpha Loop - Alpharetta, GA | northfultoncid.com

Smart Technology

C1





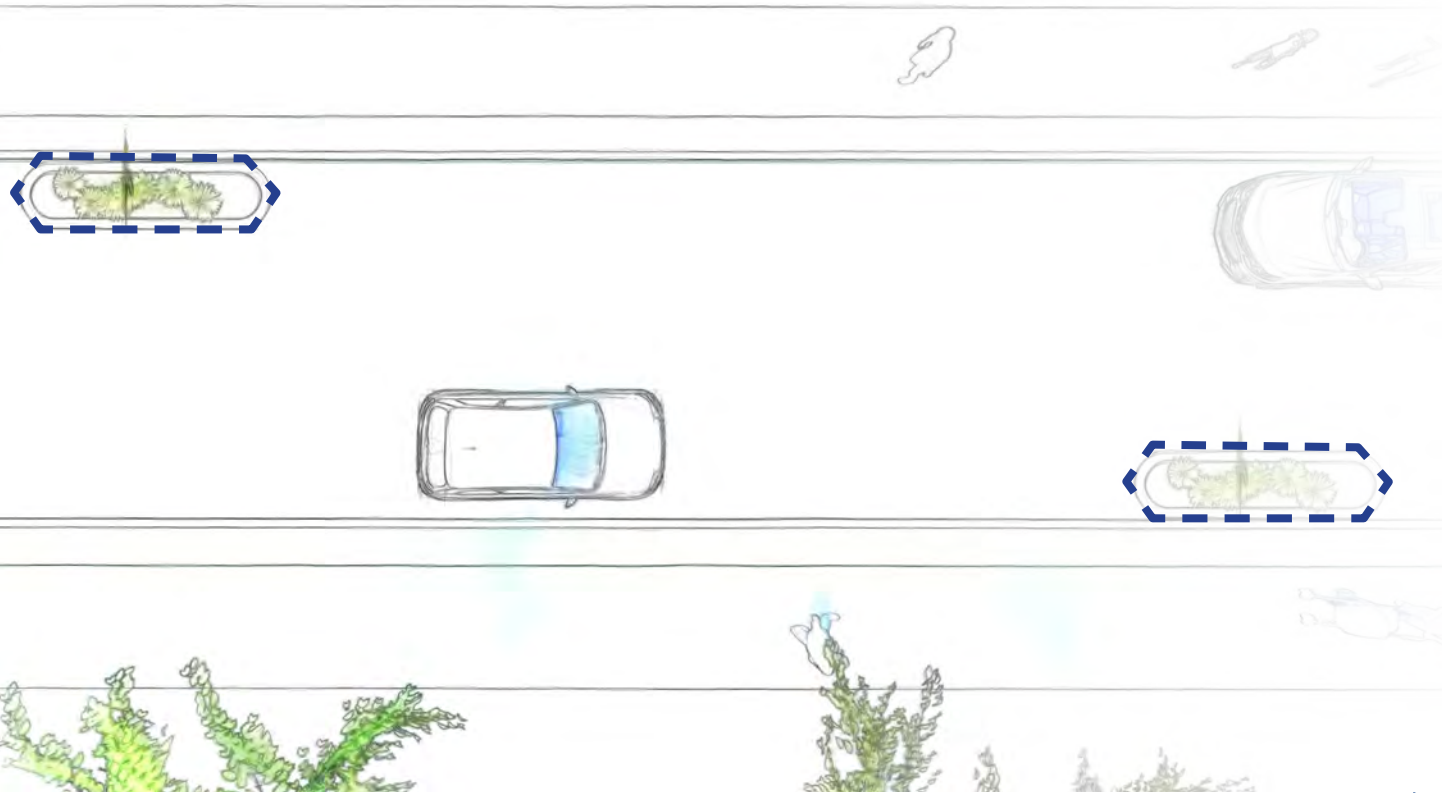
Chicanes are a narrow curve in the road, which forces drivers to reduce speeds considerably to successfully navigate them. They can be achieved through curb extensions and median islands. Due to the already narrow public right-of-way, chicanes along Wieuca Road and Old Ivy Road, will utilize median islands to create narrow choke points along the roads. Chicanes can be installed to existing infrastructure in such a way that stormwater flow is not obstructed.

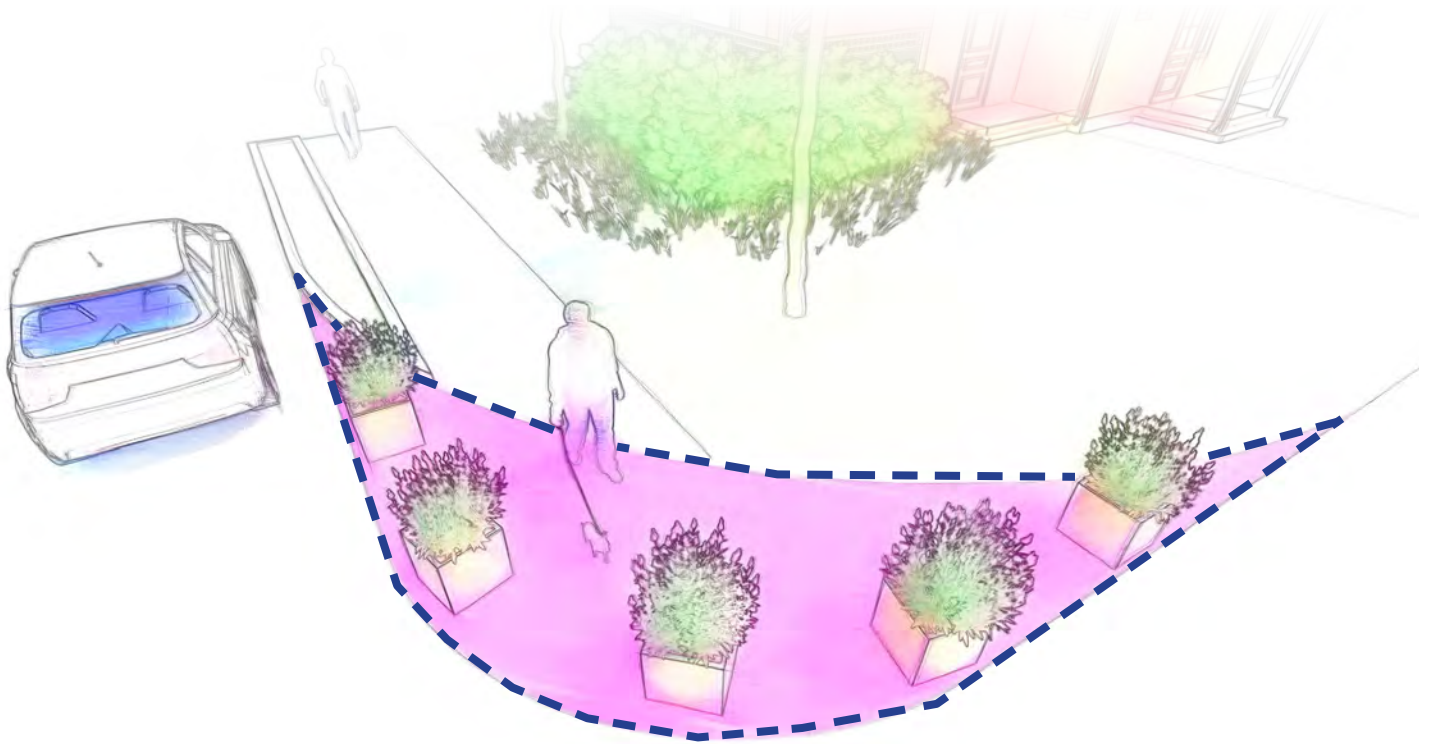
A lateral shift may be more appropriate on Wieuca Road where there are greater traffic volumes than Old Ivy Road. Chicanes are not recommended on Peachtree Dunwoody Road, a minor arterial.

Case Study: Traffic Calming Program - Sarasota, FL | pedbikesafe.org

Chicanes

C2





Many corners along Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road feature wide turn radii, which allows cars to make turns at higher speeds. This is dangerous not only for other drivers, but also for pedestrians who are crossing the street. Permanent or temporary curb extensions reclaim right-of-way for pedestrians and create barriered spaces. Additionally, the extensions can be used to decrease the turn radii, forcing cars to slow down before turning. Recommended radii is 15 feet, though this number can decrease to as much as five feet.

Tactical Urbanism Approach: Temporary curb extensions can be installed using high-contrast paint, planters, and bollards.

Case Study: Oxon Hill Road - Prince George's County, MD | nacto.org

Curb Extension



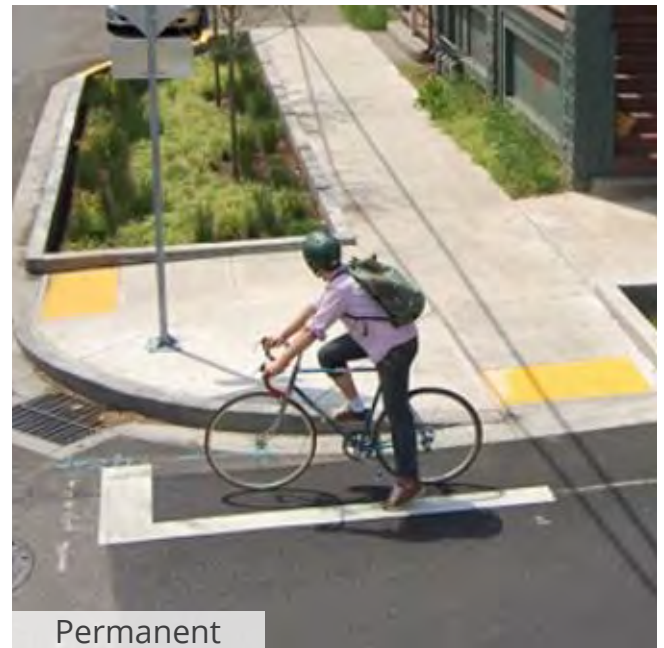
Temporary



Temporary



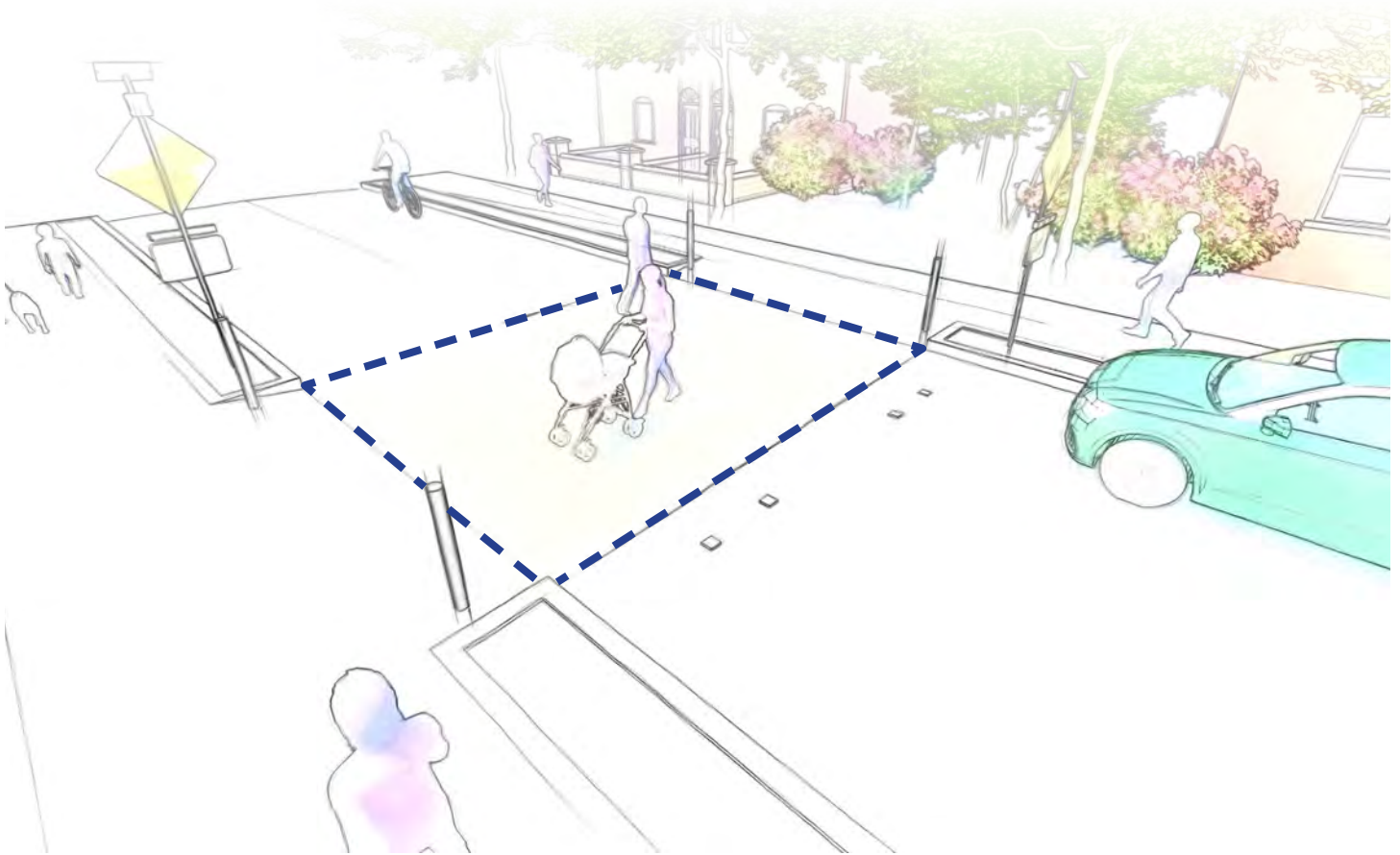
Permanent



Permanent

Mid-Block Crossing

C4



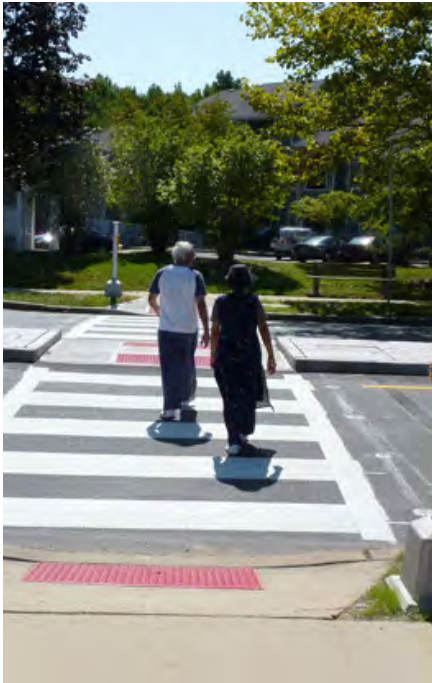
Mid-block crossings provide pedestrians safe locations to cross the street. These will be placed along stretches of road that lack intersecting streets. Mid-block crossings are prime candidates to integrate smart technology such as RRFBs and IRWLs.

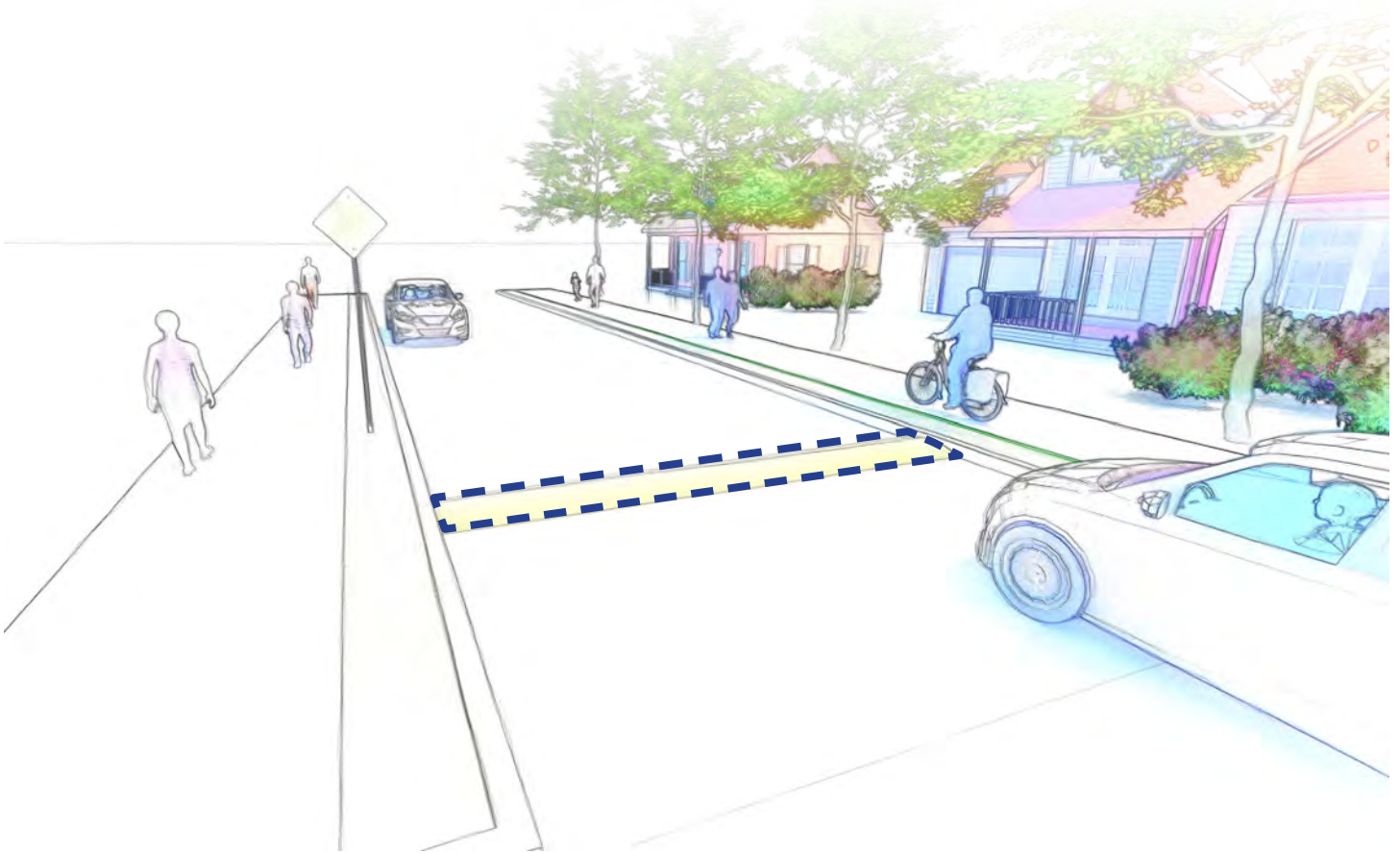
The existing mid-block crossing just west of GA400 along Old Ivy Road struggles with sight issues and vehicles approaching at unsafe speeds. This crossing should be moved west along Old Ivy Road to align with the entrance to Old Ivy Park to provide greater visibility to both drivers and pedestrians.

Case Study: Nebraska Avenue Road Diet - Tampa, FL | pedbikesafe.org

Mid-Block Crossing

C4





Road humps are short elevated sections of asphalt that slow drivers by creating noticeable disturbances when crossed with fast speeds. Pavement textures and raised crosswalks can also serve as road humps in areas where vehicular speed is already reduced. Road humps are best applied to local roads where speeds are 35mph or less. In instances where there is concern for transit and emergency vehicle travel, speed cushions with tread pass throughs may be another viable option.

Tactical Urbanism Approach: Temporary plastic speed bumps can be installed to test the location and effectiveness in slowing drivers through areas with high vehicular speeds.

Case Study: Harold Street Traffic Calming - Portland, OR | pedbikesafe.org

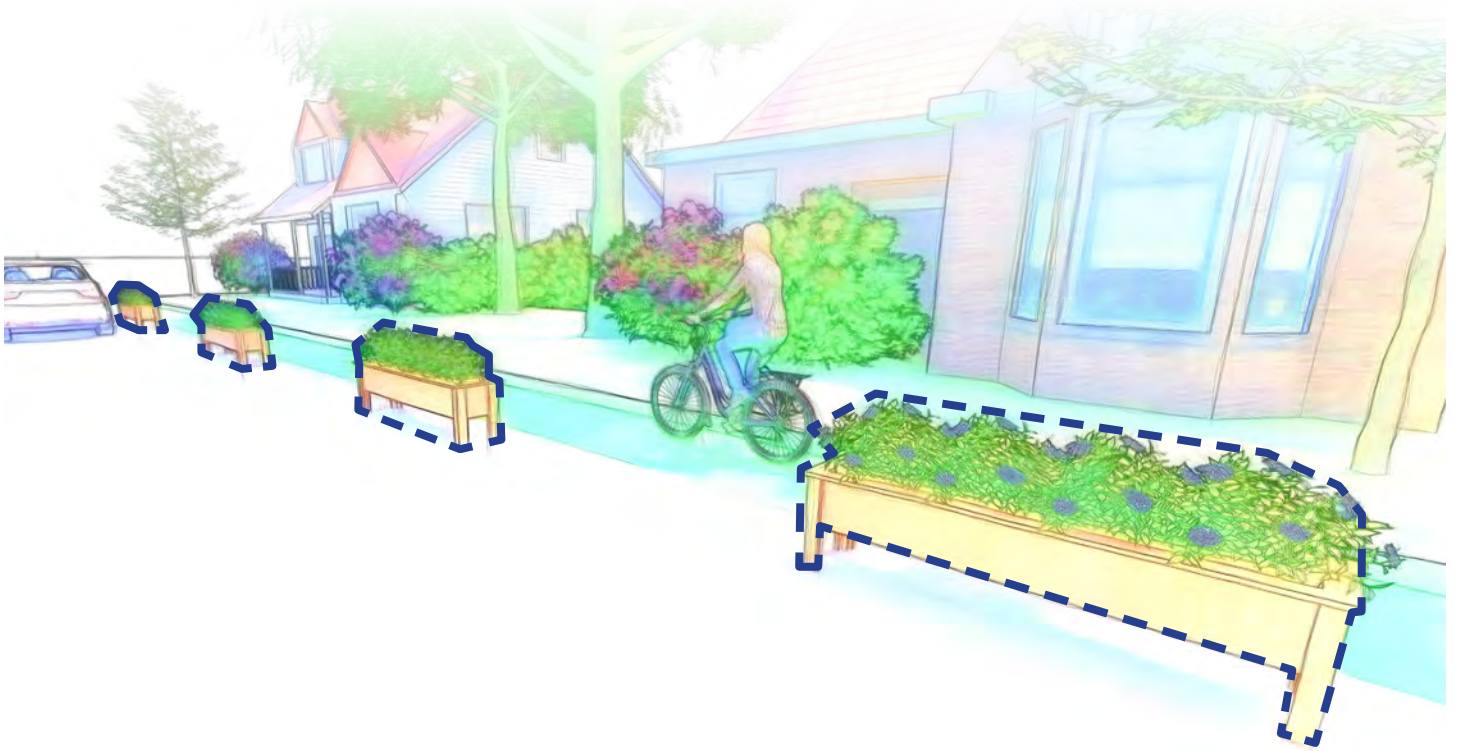
Road Hump

C5



Lane Separator

C6



Lane separators create a physical barrier between driveways and designated multimodal travel lanes. They can be either temporary or permanent, and can integrate with placemaking and native planting palettes.

Tactical Urbanism Approach: Temporary lane separators can be used to test dedicated bike lanes or carve out space for pedestrians. Planters, bollards, and vertical markers are potential temporary barriers.

Case Study: Lane Separators: Arlington tests the future of protected bikeways – Greater Washington (ggwash.org)

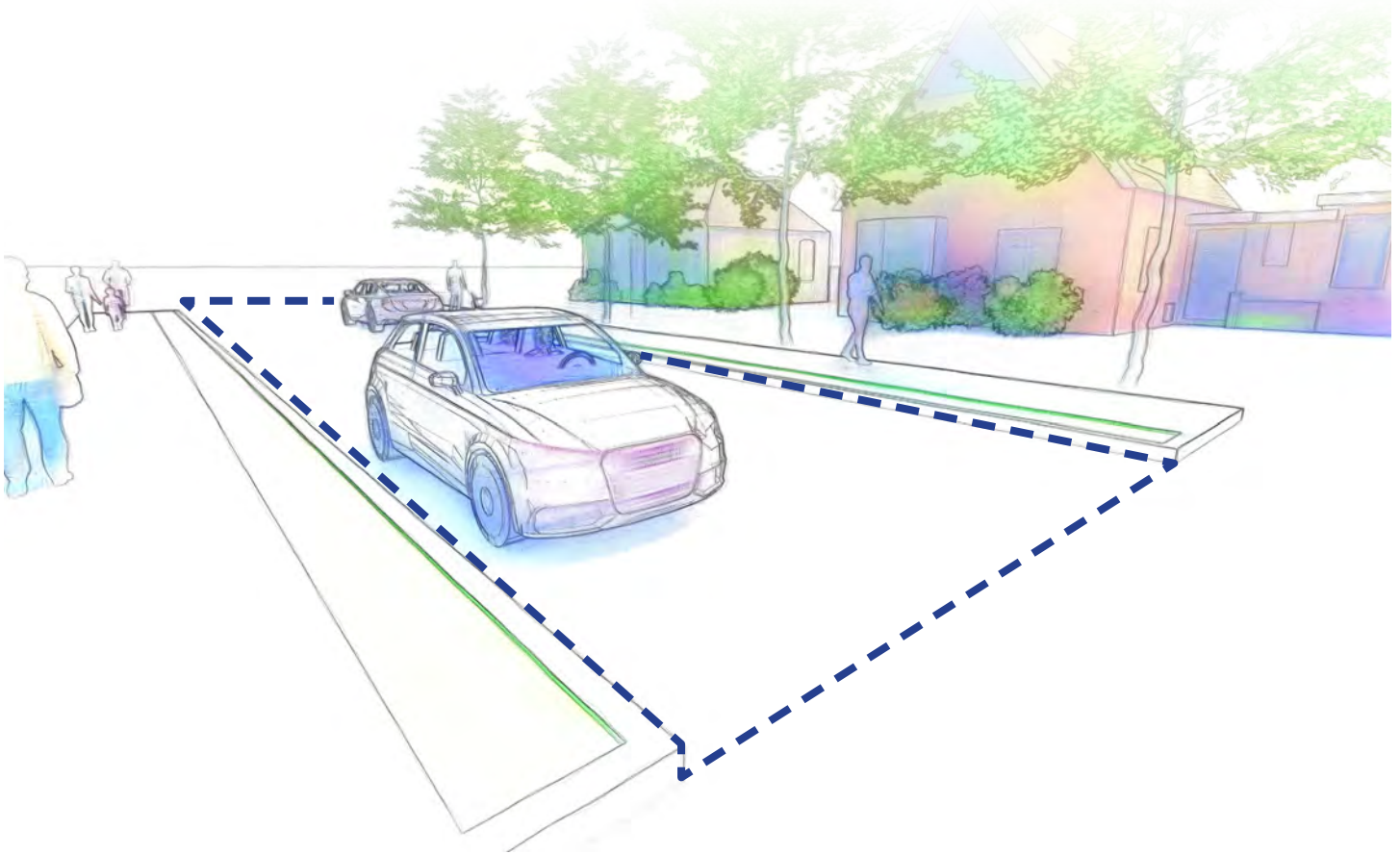
Lane Separator

C6



Reduce Lane Widths

Typical Improvement



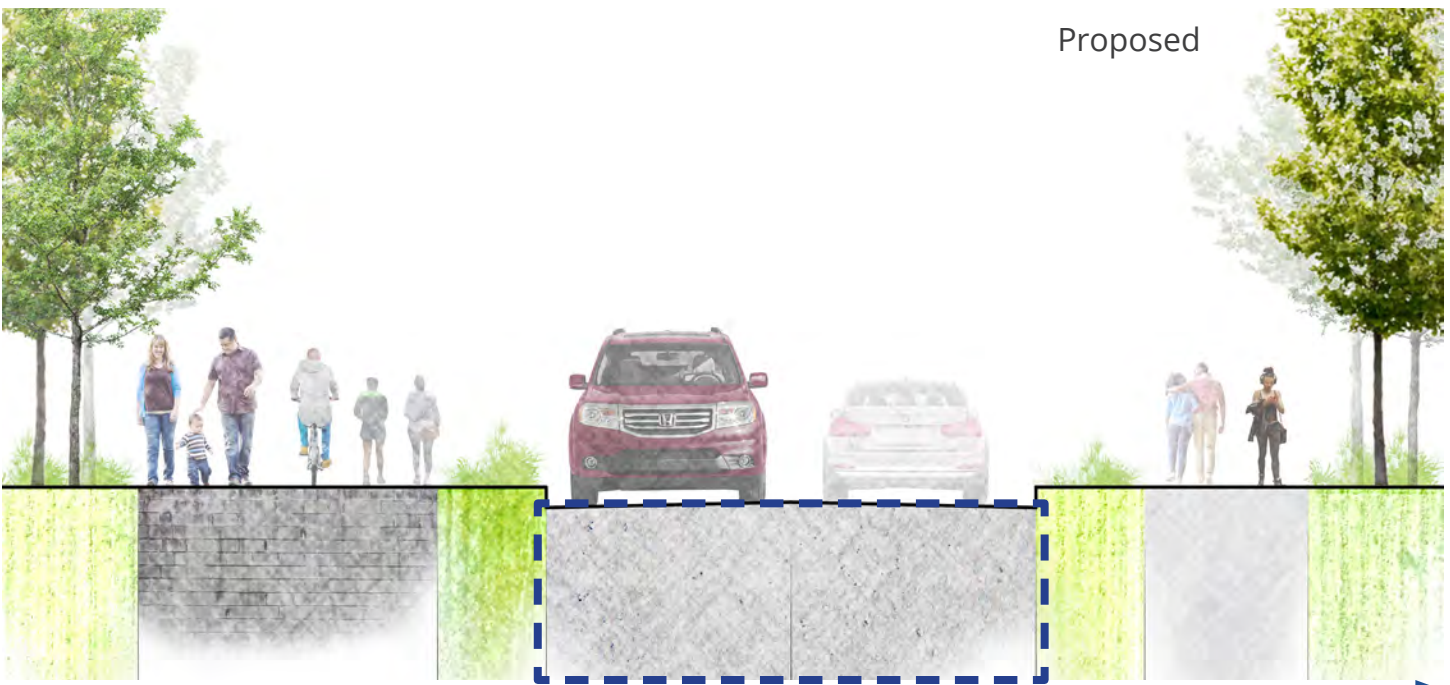
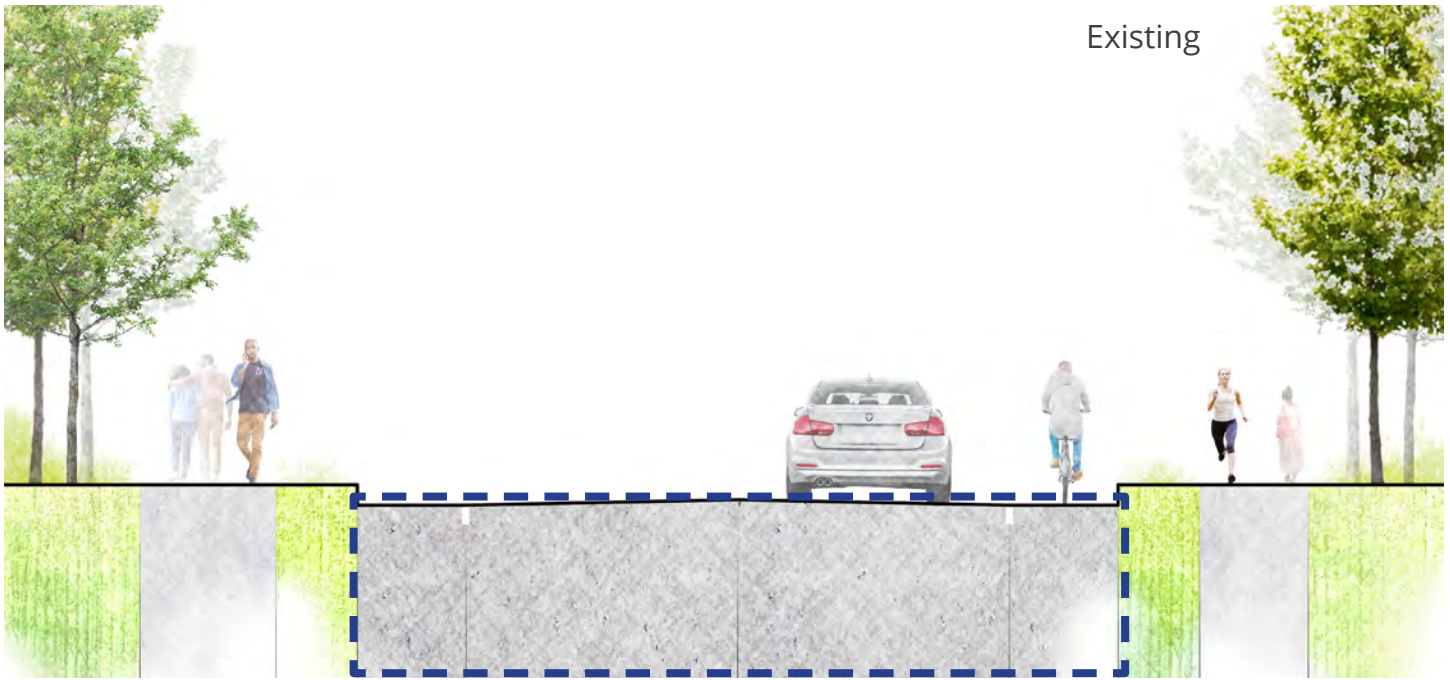
Where applicable, driveways will be narrowed to 9 to 10 feet in each direction. This reduction increases the closeness of cars, causing drivers to slow down and be more alert to their surroundings.

Due to the wide variability in lane widths, this strategy should be applied where right-of-way space permits throughout Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road.

Case Study: Park Road Restriping - Allegheny County, PA | pedbikesafe.org

Reduce Lane Widths

Typical Improvement



Raised Intersections

Typical Improvement



Clearly marked crosswalks will provide pedestrians with a greater feeling of safety when crossing the street. In areas where a large number of collisions occur, crosswalks can be raised or utilized as a space for public art in order to increase visibility to drivers.

Along Peachtree Dunwoody, the neighborhood would like stretches of “slow zones” to be raised adjacent to Little Nancy Creek Park and near the intersection of Peachtree Road - to indicate to drivers they are in an area of high pedestrian activity. These “slow zones” will be accompanied by textured pavement and placemaking elements such as art to visually indicate a special area. These slow zones, though school zones already, are recommended in front of both Sarah Smith campuses, along with the additional improvements to further emphasize safety.

Case Study: Dudley Street Reconstruction - Cambridge, MA | cambridgema.gov

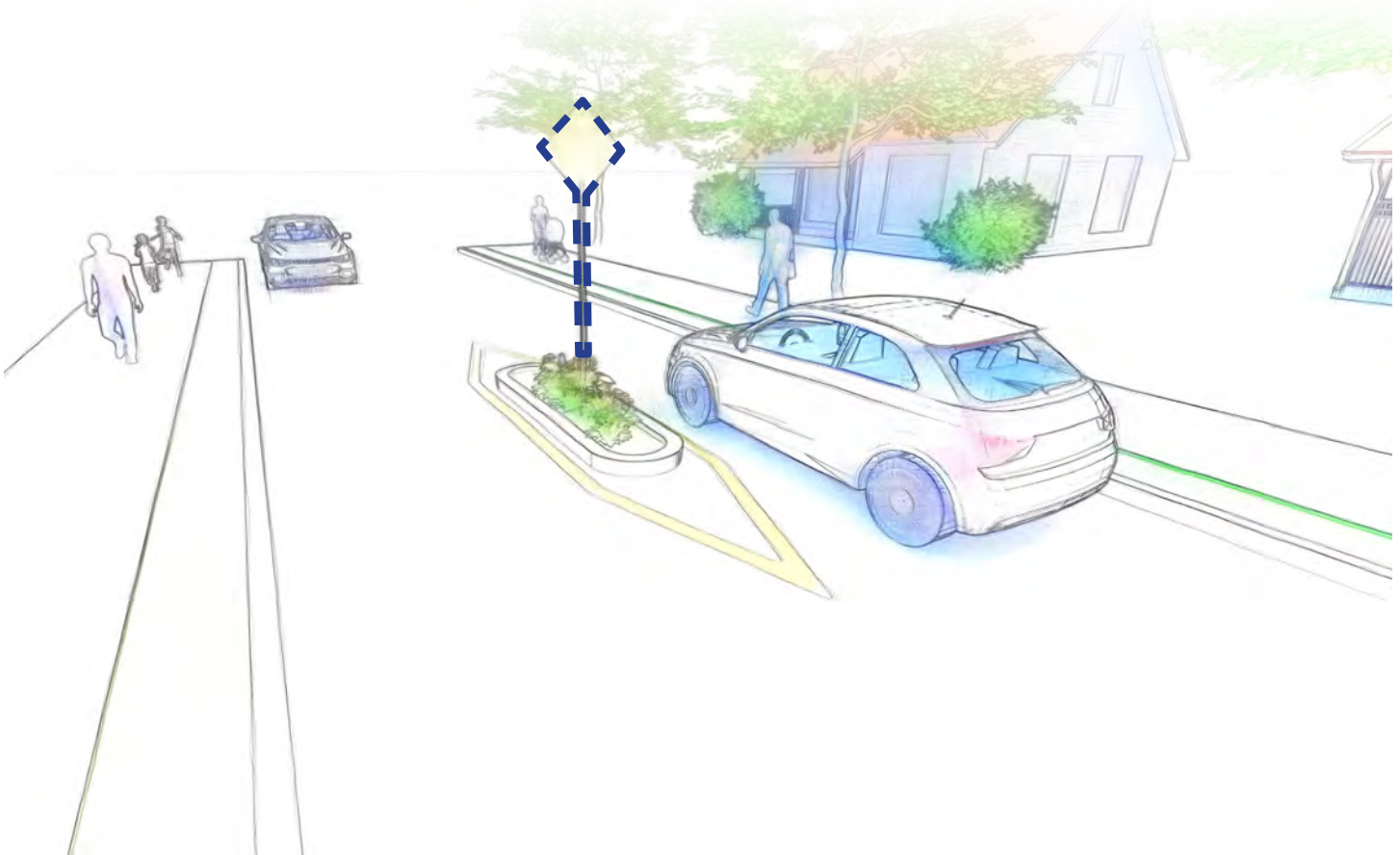
Raised Intersections

Typical Improvement



Slow Zone

Typical Improvement



Slow zones are designated spaces that require reduced speed for vehicles. By incorporating the previous traffic calming strategies, natural slow zones will form, however they can also be created through policy. Surface differentiation techniques should be employed at the beginning and end of each zone to audibly alert drivers to their location. Specific locations include:


- » Wieuca Rd: GA400 to Lakemoore Dr. (approx. 1,400 ft.)
- » Old Ivy Rd: GA400 to Allison Dr. (approx. 2,800 ft.)
- » Peachtree Dunwoody Rd. : Stovall Blvd. to N Stratford Rd. (approx. 2,300 ft.)

Any proposed slow zone would require approval from ATLDOT.

Slow Zone

Typical Improvement →





CHAPTER 4

IMPLEMENTATION



Implementation

This strategy guidebook is a high level concept design for the corridors of Wieuca Road, Old Ivy Road, and Peachtree Dunwoody Road. This booklet and cost opinion is designed so that prioritized projects - one strategy, or a grouping of strategies - can be selected by the neighborhood to implement according to available funding and opportunities that may not be known or foreseen at the time of planning.

It is important to note that the strategies presented in this booklet are a first step in a multi-step process toward implementation. As projects are identified and taken to the next level of design refinement, scope, costs and timelines will be updated and refined. The process may look like this:

- » Step 1: Strategies are prioritized and selected to move to the next phase by the neighborhood.
- » Step 2: Funding sources are identified and secured.
- » Step 3: Strategies are developed as projects through the standard design process including design development, construction documentation, bidding and permitting.
- » Step 4: Projects are permitted through the City of Atlanta (permitting varies dependent on project type), awarded, and implemented with available funding.

Quick Win Projects

Several strategies and groupings of strategies are identified as “quick win” projects. These projects do not require right-of-way acquisition, or could be built by ATLDOT such as speed humps, ADA ramps, and potentially curb extensions.

- » Tactical Urbanism Projects, including pavement art initiatives
- » ADA Ramps
- » Crosswalks
- » Speed Humps
- » Lighting
- » Gateways, signage, and wayfinding
- » Native Plantings
- » Vegetation pruning and clearing debris

Approvals



Replicable and Scalable

This document is designed to be replicable and scalable, meaning the strategies presented can be applied to similar corridors throughout the neighborhood.


The strategies along each corridor are practical and implementable projects that can be addressed as funding is aligned. There are different levels of approvals needed for the various strategies. All projects are required to go through City review and approval. Tactical Urbanism projects will typically take less time however there are specific submittal requirements and permitting requirements for approval which are outlined in the City of Atlanta Tactical Urbanism Guide (<https://www.atlantaga.gov/home/showdocument?id=48429>). Permanent capital improvement projects, depending upon the scope will need to go through multiple levels of review and approvals with the City of Atlanta.

Tactical Urbanism projects

- » Step 1: Develop idea/review tactical urbanism design standards per City of Atlanta.
- » Step 2: Develop submittal package and apply for design approval.
- » Step 3: City reviews and will either approve, request revisions or deny.
- » Step 4: City approves the project.
- » Step 5: Develop documentation and apply for right-of-way closure permit.
- » Step 6: City review and issuance of the right-of-way closure permit.
- » Step 7: Inform the City of the installation date, coordinate volunteers, materials and supplies, and install the project.

Permanent Capital Improvement projects

Critical tasks for developing the strategies into capital improvement projects include:

- » A topographic and boundary survey.
 - » Dependent upon the strategy and specific scope of projects, the community will need to seek approvals from the following City entities: Urban Design Commission, ATLDOT (public right-of-way and local road funding), Department of Parks and Recreation, and Site Development.
 - » For strategies that require work within the GDOT right-of-way (SR 400), a GDOT encroachment permit and coordination is required along with coordination with the GDOT bridge department and District 7.
 - » Dependent on the extents and scope of the project, permitting can take a minimum of six months for the multi-use trail project, as an example.
- 

Funding + Prioritization

Potential Funding Sources

Identifying public investment opportunities and further vetting potential funding sources is a first step the neighborhood can take to bring the signature streets strategies to fruition. The BCID can assist the neighborhood in the process moving forward to identify funding and critical resources for opportunities and assistance.

Using local funding sources is the best approach to help realize construction within the next three to five years. Specifically, the neighborhood can take the following actions:

- » Use local funds (grants, capital improvement, etc.) to implement strategies.
- » List projects on the City's capital improvement plan and offset additional funding needs with TSPLOST funds.
- » If TSPLOST funds are not an option, or additional funds are needed, another reasonable option is the Georgia Transportation Infrastructure Bank (GTIB) for construction funds. To be eligible, construction plans would need to be near completion (City of Atlanta would be required to be the sponsor, unless it falls within the BCID boundaries and priority list).

Federal funding is highly competitive and requires lengthier project timelines due to federal regulations. Federal funding through the Atlanta Regional Commission (LCI, CMAQ, TAP, etc.) should only be pursued when local funding sources aren't available for the multi-use trail. Federal dollars can support future scoping and feasibility studies of the multi-use trail segments.

This list of potential funding sources is a starting point, and not intended as an exhaustive list. The community is already pursuing specific funding opportunities at the time of this report publication. New opportunities will arise, and other funding sources may diminish over time.

- » Community Impact Grant Program (CIG) (City of Atlanta Department of City Planning)
- » Buckhead Community Improvement District
- » ATLDOT (Public Infrastructure work)
- » ARC (multiple funding sources)
- » Bloomberg Asphalt Arts Initiative: <https://asphaltart.bloomberg.org/>

Funding + Prioritization

Prioritization

This section presents a methodology for prioritization of the recommendations. This framework is meant to create a flexible approach for managing capital campaigns, parallel project tracks, and short-, middle- and long- term goals. While efforts gain momentum, priorities will shift as the new improvements are developed or preferences change.

Ultimately, the neighborhood will have the ability to make adjustments appropriate to the changing needs of the community. The rough order of magnitude cost for improvements is prioritized by a ranking system that aligns with the community's goals. Costs included for this plan are developed to understand a general order of magnitude and do not include expenses for events and event supplies, equipment, operational costs, consultant fees, and inflation cost over time. A detailed spreadsheet of costs and prioritization are located in the appendix.

The strategies are prioritized based on five criteria on a scale of zero to five with zero having no priority and five having the highest priority. The prioritizations were reviewed and vetted by the community stakeholders. Scores are tallied and strategies with a score ranking of greater than 20 equals high priority, greater than 12 and less than 20 is medium priority and 12 or less is low priority.

Strategy Prioritization Criteria

- » **Neighborhood Identity** - Improvements add to the overall identity of North Buckhead Neighborhood.
- » **Traffic Calming** - Improvements help to calm traffic and reduce speeding.
- » **Pedestrian Comfort** - Improvements enhance pedestrian comfort and safety.
- » **Landscape Value** - Strategies supporting native planting and beautification.
- » **Life + Safety** - Improvement is critical for life and safety of road users.

Signature Streets Cost

This page summarizes the anticipated rough order of magnitude cost associated with the strategy recommendations for both Old Ivy Road and Wieuca Road. The following costs are line items for the key elements of the project. The costs represent standard calculations for 2022. Costs may vary based on several factors, including final design, funding sources, and the date construction begins. A full rough order of magnitude cost spreadsheet is included in the appendix, along with strategy prioritization.

WIEUCA ROAD

ROUGH ORDER OF MAGNITUDE COST	LOW	HIGH
PLACEMAKING	\$75,000	\$150,000
STREETSCAPE ENHANCEMENTS	\$3,171,000	\$4,675,000
TRAFFIC CALMING	\$556,000	\$2,132,000
ESTIMATED SUBTOTAL	\$3,802,000	\$6,957,000

OLD IVY ROAD

ROUGH ORDER OF MAGNITUDE COST	LOW	HIGH
PLACEMAKING	\$45,000	\$90,000
STREETSCAPE ENHANCEMENTS	\$1,547,000	\$2,804,000
TRAFFIC CALMING	\$278,000	\$1,400,500
ESTIMATED SUBTOTAL	\$1,870,000	\$4,294,500

PEACHTREE DUNWOODY ROAD

ROUGH ORDER OF MAGNITUDE COST	LOW	HIGH
PLACEMAKING	\$40,000	\$90,000
STREETSCAPE ENHANCEMENTS	\$1,833,000	\$3,276,000
TRAFFIC CALMING	\$230,000	\$754,000
ESTIMATED SUBTOTAL	\$2,103,000	\$4,120,000

Conclusion



A Community Vision

This signature streets study identifies a multi-faceted approach and vision. At the completion of the planning process, the neighborhood will move the projects forward to seek funding opportunities; ultimately, the improvements will be constructed based on funding. Progression from the planning stages to construction and groundbreaking will introduce a new set of variables. Those variables could include changes to the built environment, demographic shifts, transportation expansion, and changes in property ownership. Managing change and solidifying the visual identity of the North Buckhead Neighborhood community requires a collective effort between stakeholders and neighborhood advocates. It is important for the community to remain involved and active in this process to ensure the core components of the community's vision are implemented.



North Buckhead

APPENDIX





Signature Streets Cost

6/23/2022

NORTH BUCKHEAD SIGNATURE STREETS	Capital Cost (Low End)	Capital Cost (High End)	Neighborhood Identity
Wieuca Road	\$3,802,000.00	\$6,957,000.00	
Placemaking Gateways	\$75,000.00	\$150,000.00	
Wieuca Road and Old Ivy	\$25,000.00	\$50,000.00	
Wieuca Road @ Roswell Road	\$30,000.00	\$60,000.00	
Signage and Wayfinding			
Signage	\$10,000.00	\$20,000.00	
Wayfinding	\$10,000.00	\$20,000.00	
Streetscape Enhancements			
	\$3,171,000.00	\$4,675,000.00	
Sidewalks	\$440,000.00	\$550,000.00	
Crosswalks	\$4,000.00	\$35,000.00	
Multi-Use Path Phase I	\$1,120,000.00	\$1,820,000.00	
Multi-Use Path Phase II	\$300,000.00	\$500,000.00	
Maintain Vegetation	\$3,000.00	\$5,000.00	
Pedestrian Bridge	\$396,000.00	\$550,000.00	
Pedestrian Lighting	\$675,000.00	\$845,000.00	
Native Plant Garden	\$30,000.00	\$50,000.00	
Native Plant Pocket	\$13,000.00	\$21,000.00	
Verge Areas	\$162,000.00	\$243,000.00	
Pavement Art Initiative	\$28,000.00	\$56,000.00	
Traffic Calming			
	\$556,000.00	\$2,132,000.00	
Reduce Lane Widths	\$52,000.00	\$650,000.00	
Curb Extensions	\$28,000.00	\$280,000.00	
Raised Intersections	\$25,000.00	\$100,000.00	
Traffic Circle	\$150,000.00	\$300,000.00	
Smart Technology	\$175,000.00	\$350,000.00	
Midblock Crossings	\$15,000.00	\$62,000.00	
Lane Separator	\$36,000.00	\$90,000.00	
Chicanes	\$75,000.00	\$300,000.00	
Tactical Urbanism (Cost per individual element)			
Crosswalk Art (Per Crosswalk)	\$600.00	\$1,200.00	
Curb Extension - 3-Way (Per Intersection)	\$780.00	\$1,600.00	
Curb Extension - 4-way (Per Intersection)	\$960.00	\$1,900.00	
Intersection Art (Per Intersection)	\$2,800.00	\$5,600.00	
Midblock Crossing Art (Per Crossing)	\$600.00	\$1,200.00	
Traffic Signal Box Art (Per Signal Box)	\$2,000.00	\$5,000.00	
Road Hump (Per Road Hump)	\$500.00	\$1,000.00	
Parklet (Per Parklet)	\$2,000.00	\$10,000.00	

Signature Streets Cost

6/23/2022

NORTH BUCKHEAD SIGNATURE STREETS	Capital Cost (Low End)	Capital Cost (High End)	Neighborhood Identity
Old Ivy Road	\$1,870,000.00	\$4,294,500.00	
Placemaking Gateways	\$45,000.00	\$90,000.00	
Old Ivy Road at Habersham Road	\$25,000.00	\$50,000.00	
Signage and Wayfinding			
Signage	\$10,000.00	\$20,000.00	
Wayfinding	\$10,000.00	\$20,000.00	
Streetscape Enhancements	\$1,547,000.00	\$2,804,000.00	
Sidewalks	\$216,000.00	\$270,000.00	
Crosswalks	\$4,000.00	\$33,000.00	
Multi-Use Path	\$803,000.00	\$1,308,000.00	
Native Plant Garden	\$40,000.00	\$75,000.00	
Native Plant Pocket	\$6,000.00	\$10,000.00	
Pavement Art Initiative	\$21,000.00	\$42,000.00	
Maintain Vegetation	\$3,000.00	\$5,000.00	
Verge Areas	\$64,000.00	\$96,000.00	
Pedestrian Lighting	\$390,000.00	\$965,000.00	
Pedestrian Bridge	n/a	n/a	
Traffic Calming	\$278,000.00	\$1,400,500.00	
Smart Technology	\$125,000.00	\$250,000.00	
Curb Extensions	\$20,000.00	\$200,000.00	
Reduce Vehicular Lane Widths	\$29,000.00	\$362,500.00	
Raised Intersections	\$50,000.00	\$200,000.00	
Midblock Crossings	\$15,000.00	\$62,000.00	
Road Humps	\$13,000.00	\$34,000.00	
Chicanes	\$5,000.00	\$240,000.00	
Lane Separator	\$21,000.00	\$52,000.00	
Tactical Urbanism (Cost per individual element)			
Crosswalk Art (Per Crosswalk)	\$600.00	\$1,200.00	
Curb Extension - 3-Way (Per Intersection)	\$780.00	\$1,600.00	
Curb Extension - 4-way (Per Intersection)	\$960.00	\$1,900.00	
Intersection Art (Per Intersection)	\$2,800.00	\$5,600.00	
Midblock Crossing Art (Per Crossing)	\$600.00	\$1,200.00	
Traffic Signal Box Art (Per Signal Box)	\$2,000.00	\$5,000.00	
Road Hump (Per Road Hump)	\$500.00	\$1,000.00	
Parklet (Per Parklet)	\$2,000.00	\$10,000.00	

Signature Streets Cost

6/23/2022

NORTH BUCKHEAD SIGNATURE STREETS	Capital Cost (Low End)	Capital Cost (High End)	Neighborhood Identity
Peachtree Dunwoody Road	\$2,103,000.00	\$4,120,000.00	
Placemaking	\$40,000.00	\$90,000.00	
Gateways			
Peachtree Dunwoody Road at Peachtree Road	\$20,000.00	\$50,000.00	
Signage and Wayfinding			
Signage	\$10,000.00	\$20,000.00	
Wayfinding	\$10,000.00	\$20,000.00	
Streetscape Enhancements			
	\$1,833,000.00	\$3,276,000.00	
Sidewalks	\$60,000.00	\$75,000.00	
Crosswalks	\$5,000.00	\$39,000.00	
Multi-Use Path Phase I	\$777,000.00	\$1,263,000.00	
Maintain Vegetation	\$3,000.00	\$5,000.00	
Native Plant Garden	\$40,000.00	\$60,000.00	
Native Plant Pocket	\$15,000.00	\$20,000.00	
Faux Pedestrian Bridge	\$120,000.00	\$180,000.00	
Verge Areas	\$88,000.00	\$132,000.00	
Pedestrian Lighting	\$370,000.00	\$920,000.00	
Pavement Art Initiative	\$15,000.00	\$30,000.00	
Multi-Use Path Phase II	\$340,000.00	\$552,000.00	
Traffic Calming			
	\$230,000.00	\$754,000.00	
Smart Technology	\$150,000.00	\$300,000.00	
Reduce Vehicular Lane Widths	n/a	n/a	
Chicanes	n/a	n/a	
Curb Extensions	\$24,000.00	\$240,000.00	
Raised Intersections	\$50,000.00	\$200,000.00	
Road Humps	\$6,000.00	\$14,000.00	
Lane Separator	\$0.00	\$0.00	
Tactical Urbanism (Cost per individual element)			
Crosswalk Art (Per Crosswalk)	\$600.00	\$1,200.00	
Curb Extension - 3-Way (Per Intersection)	\$780.00	\$1,600.00	
Curb Extension - 4-way (Per Intersection)	\$960.00	\$1,900.00	
Intersection Art (Per Intersection)	\$2,800.00	\$5,600.00	
Midblock Crossing Art (Per Crossing)	\$600.00	\$1,200.00	
Traffic Signal Box Art (Per Signal Box)	\$2,000.00	\$5,000.00	
Road Hump (Per Road Hump)	\$500.00	\$1,000.00	
Parklet (Per Parklet)	\$2,000.00	\$10,000.00	



Type Street Strategy

	PM	Wieuca	Signage
	PM	Old Ivy	Signage
	PM	P-D	Signage
	SE	Wieuca	Maintain Vegetation
	SE	Wieuca	Crosswalks
	SE	Old Ivy	Crosswalks
	SE	P-D	Crosswalks
	SE	Wieuca	Pedestrian Lighting
	SE	Old Ivy	Pedestrian Lighting
	SE	P-D	Pedestrian Lighting
	SE	Old Ivy	Maintain Vegetation
	SE	P-D	Maintain Vegetation
	TC	Wieuca	Midblock Crossings
	TC	Wieuca	Lane Separator
	TC	Old Ivy	Reduce Vehicular Lane Widths
	TC	Old Ivy	Midblock Crossings
	TC	Old Ivy	Road Humps
	TC	Old Ivy	Lane Separator
	TC	P-D	Reduce Vehicular Lane Widths
	TC	P-D	Road Humps
	TC	P-D	Lane Separator

	PM	Wieuca	Wayfinding
	PM	Old Ivy	Wayfinding
	PM	P-D	P-D Rd @ Peachtree Rd
	PM	P-D	Wayfinding
	PM	P-D	P-D Rd @ Peachtree Rd
	PM	P-D	Wayfinding
	SE	Wieuca	Native Plant Garden
	SE	Wieuca	Native Plant Pocket
	SE	Old Ivy	Native Plant Garden
	SE	Old Ivy	Native Plant Pocket
	SE	Old Ivy	Pavement Art Initiative
	SE	Old Ivy	Verge Areas
	SE	P-D	Native Plant Garden
	SE	P-D	Native Plant Pocket
	SE	P-D	Pavement Art Initiative



North Buck

