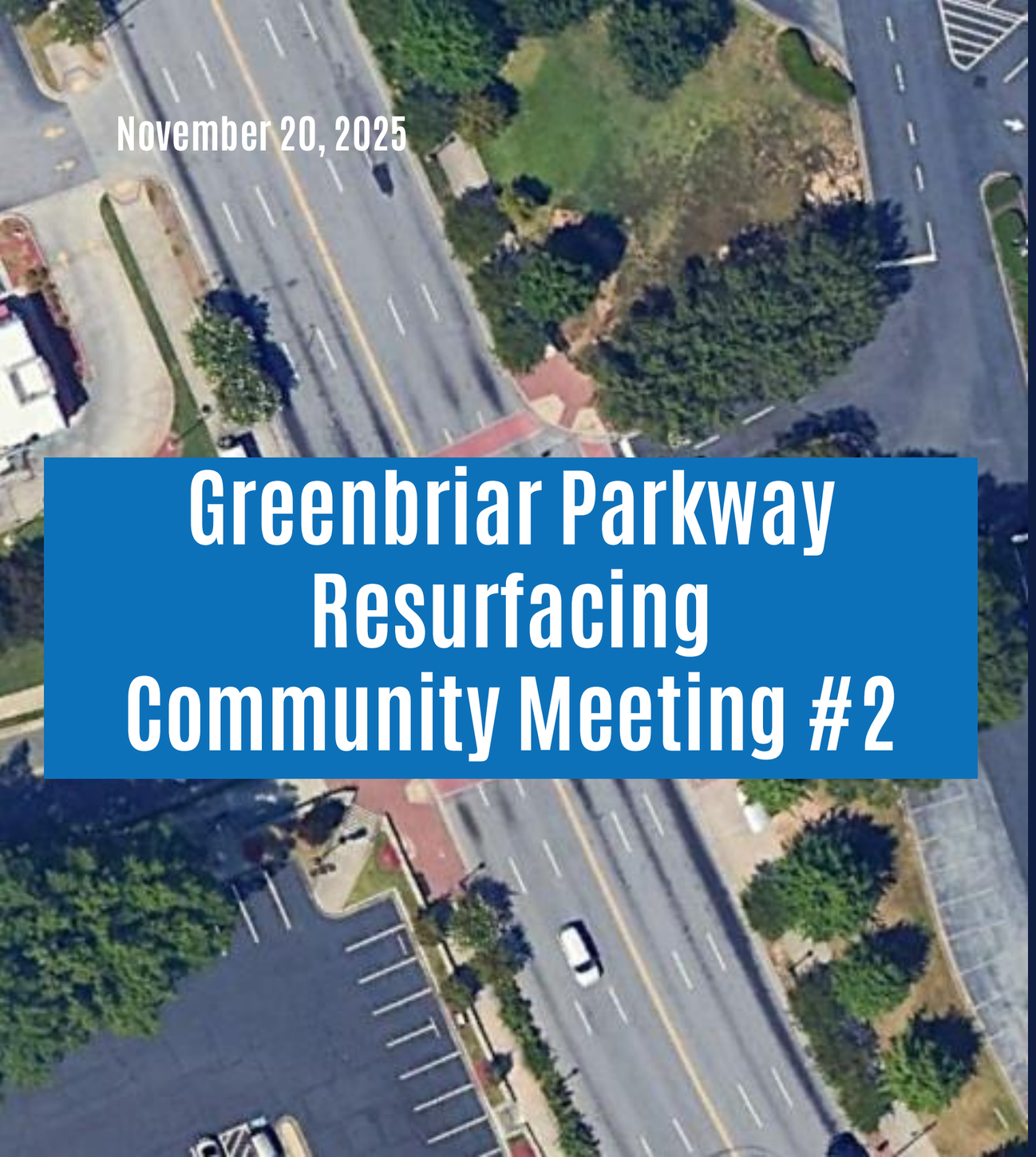


November 20, 2025

Greenbriar Parkway Resurfacing Community Meeting #2

CITY OF ATLANTA

DEPARTMENT OF TRANSPORTATION

Mayor Andre Dickens
ATLDOT Commissioner Solomon Caviness IV

Moving Atlanta Forward Pillars

- One Safe City
- A City of Opportunity for All
- A City Built for the Future
- Effective & Ethical Government

ATL
Moving Atlanta Forward

ATL DOT

ATLDOT Goals

These are the overall goals of the Department of Transportation:

1

Design, deliver, and maintain an efficient multimodal transportation system

2

Leverage opportunities to create a safe and equitable transportation system for all

3

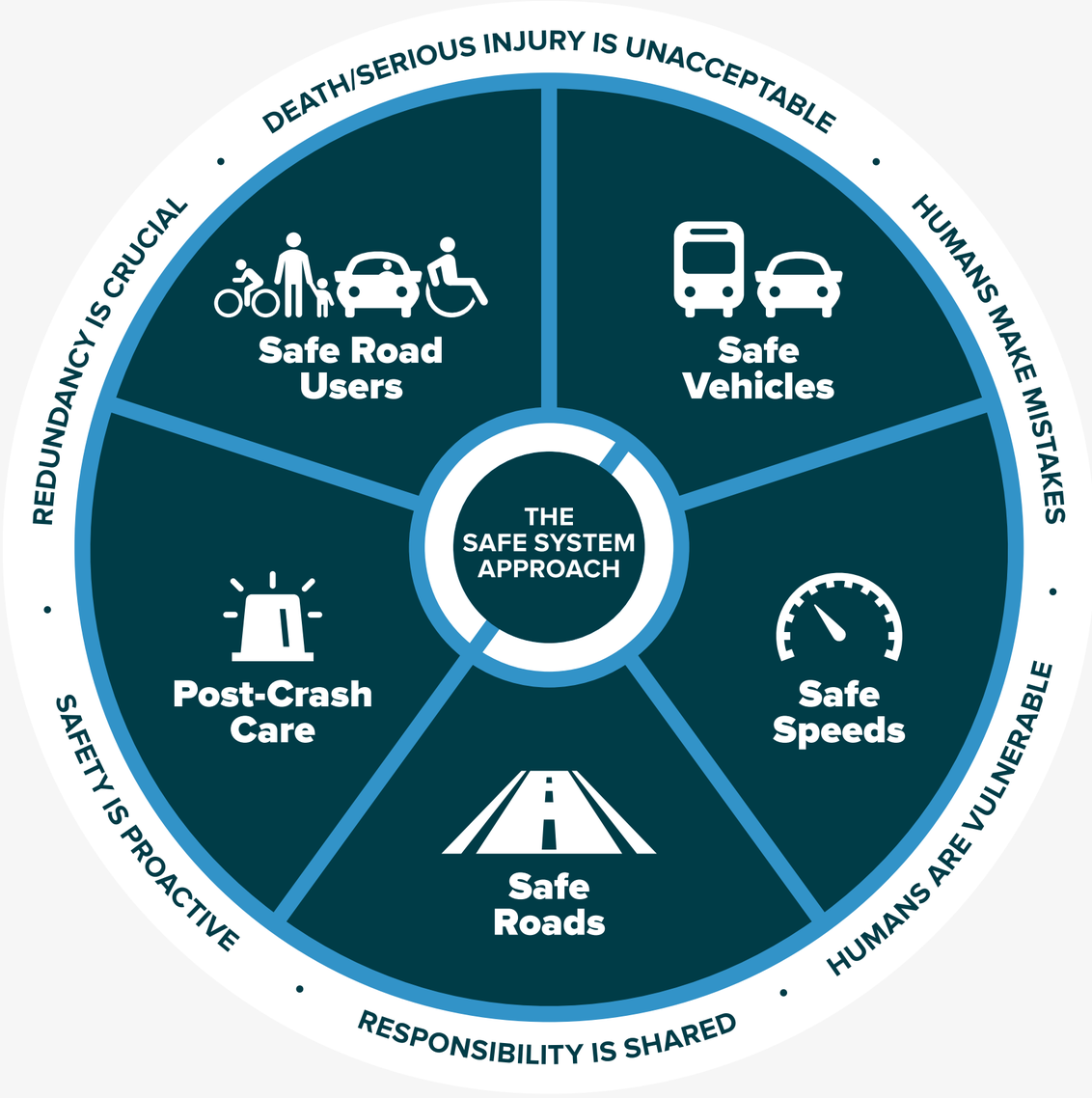
Eliminate traffic-related fatalities and serious injuries by 2040

What will be covered tonight?

- Project Overview – Scope, Delivery, Schedule
- Summary of What We Heard
- Alternatives
- Opportunities for Feedback – Tell us what you think!

What is Vision Zero?

Systems-based approach to **eliminate traffic fatalities and serious injuries in Atlanta by 2040** through safer street design, speed management, and other proven strategies



Learn more about Atlanta's Vision Zero commitment at **https://atldot.atlantaga.gov/programs/vision-zero**.

How do resurfacing projects help us achieve Vision Zero?

- Opportunity to improve the design of the street by installing safety improvements that address causes of previous crashes and prevent future crashes from occurring

- **Example:** Installing high-visibility crosswalks can reduce pedestrian injury crashes by 40%

How is this project funded?

The Local Maintenance Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT) provides funding to local municipalities to resurface streets that require repair.

GDOT®
Georgia Department of Transportation

Project Overview

ATLDOT will resurface, restripe, and install safety improvements for all users on **Greenbriar Parkway SW** from Campbellton Road SW to Continental Colony Parkway.

LMIG Selection Criteria:

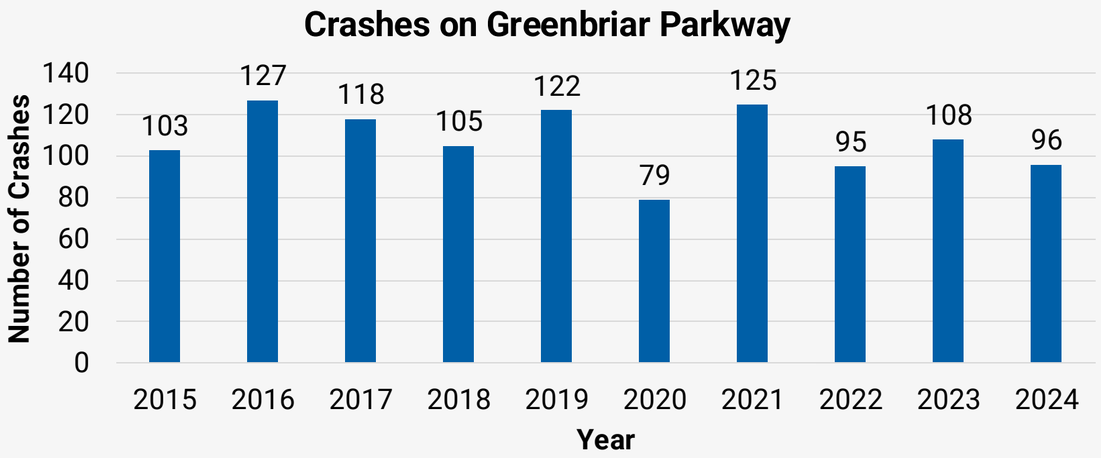
- Pavement Condition Index: 59.29 (Fair)
- Pavement Age: 23 years
- Remaining Surface Life: 2.5 years

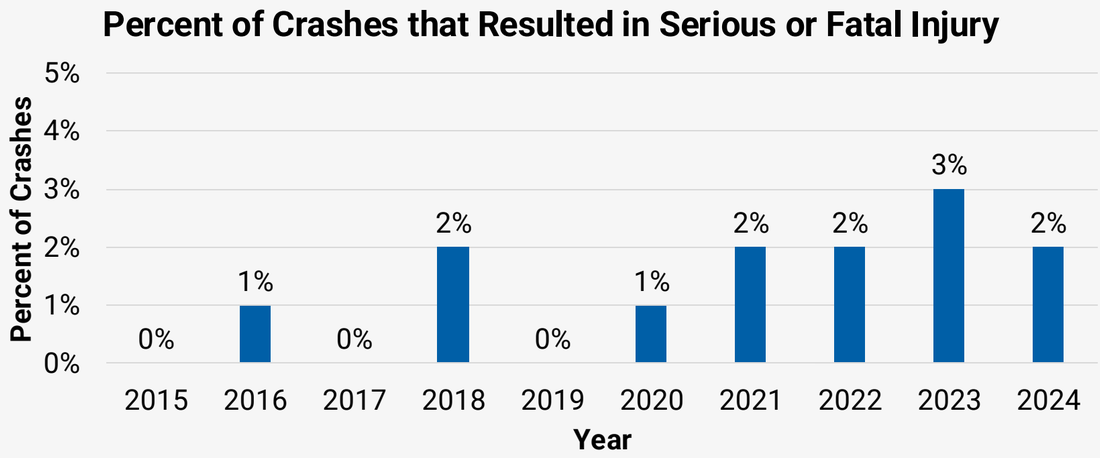
Crash History (2015-2024)

- 11 Serious Injury Crashes
- 1 Pedestrian Serious Injury Crash
- 1 Pedestrian Fatal Crash (2023)
- 1 Motorcycle Fatal Crash (2024)

Crash Analysis

- 70% of crashes occurred at intersections
- Most crashes were rear end (34%) or angle (29%) crashes
- 40% of crashes involved suspected or confirmed distracted driving
- Key contributing factors included driver following too close, driver changed lane improperly, and driver failed to yield/disregarded signal





Fatal Crash (2023)

- Southbound driver struck a pedestrian in the crosswalk.

Systemic Risk Factors*
# of Through Lanes – 5 lanes
85th percentile > 40 mph
AADT > 10,000 vehicles
Signalized Intersection present on segment
Distance to Nearest First Response Facility > 0.25 miles

Crash Location

▲ 7/23/2023 fatal crash

10-year history

- 1 Fatal intersection crashes
  - 2024 motorcycle
- 3 Serious Injury speed related crashes
  - 2014 lost control
  - 2016 head on
  - 2023 rear end

Other Factors

4 MARTA bus stops and 4 bus routes (66, 83, 93, and 183)

** Systemic Risk Factors are roadway characteristics that increase the likelihood of crashes.*

Fatal Crash (2024)

- Southbound motorcycle driver was speeding and splitting lanes and struck a northbound left turning vehicle.

Systemic Risk Factors*
# of Through Lanes – 5 lanes
85th percentile > 40 mph
AADT > 10,000 vehicles
Signalized Intersection present on segment
Distance to Nearest First Response Facility > 0.25 miles

Crash Location

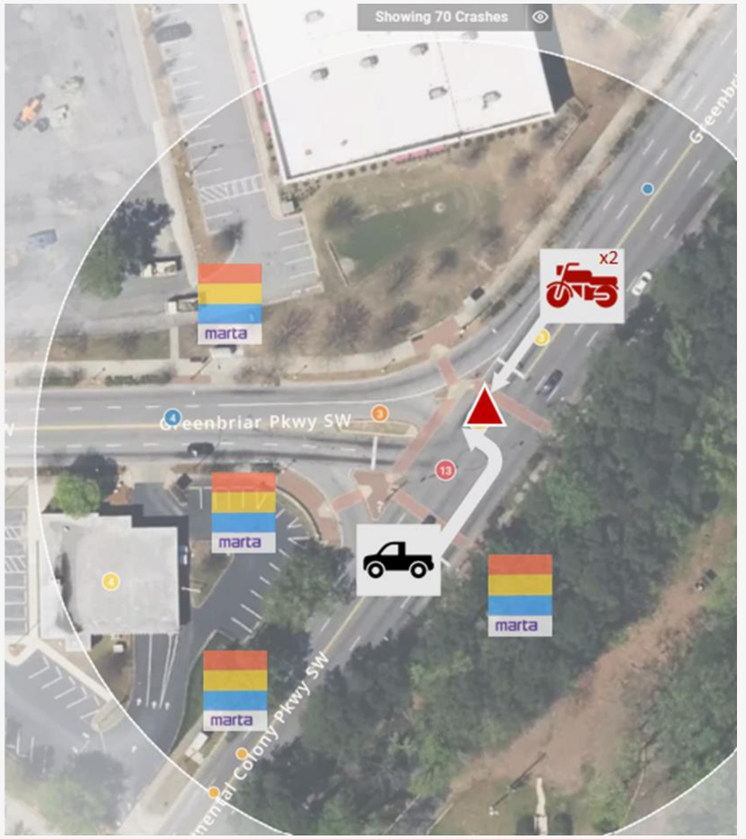
6/21/2024 fatal crash

10-year history

- 1 Fatal intersection crashes
  - 2023 pedestrian
- 3 Serious Injury speed related crashes
  - 2014 lost control
  - 2016 head on
  - 2023 rear end

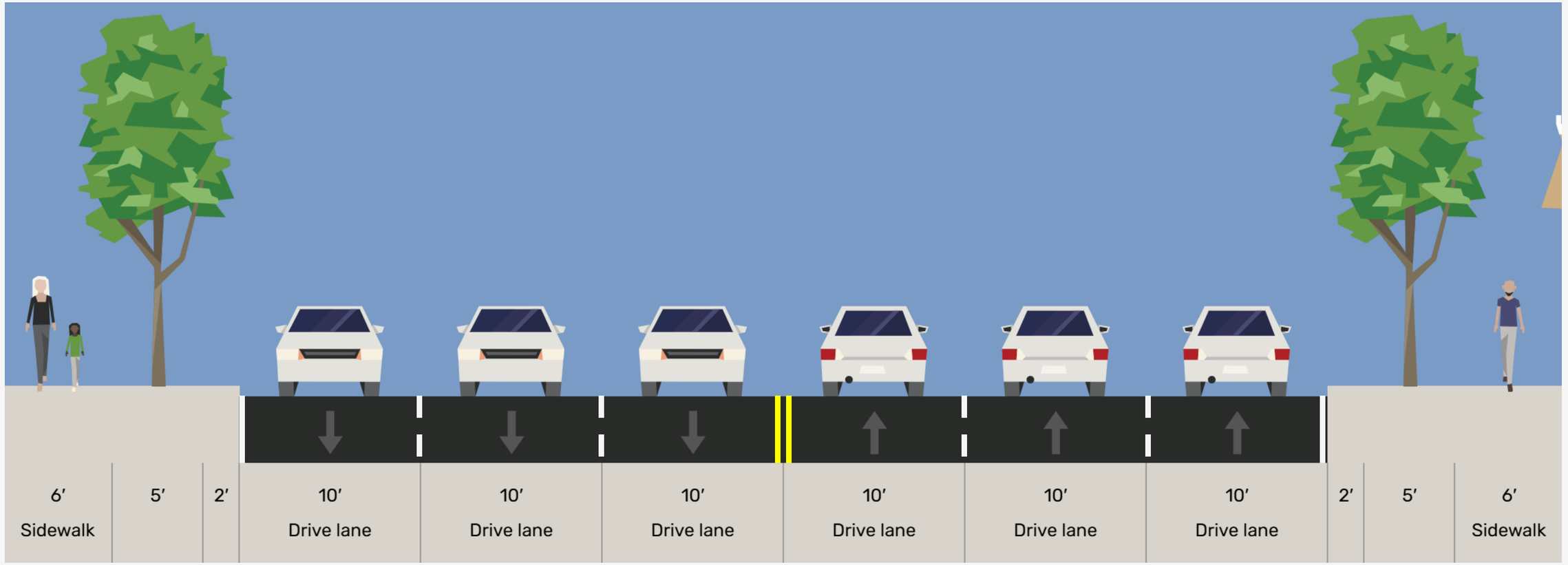
Other Factors

4 MARTA bus stops and 4 bus routes (66, 83, 93, and 183)

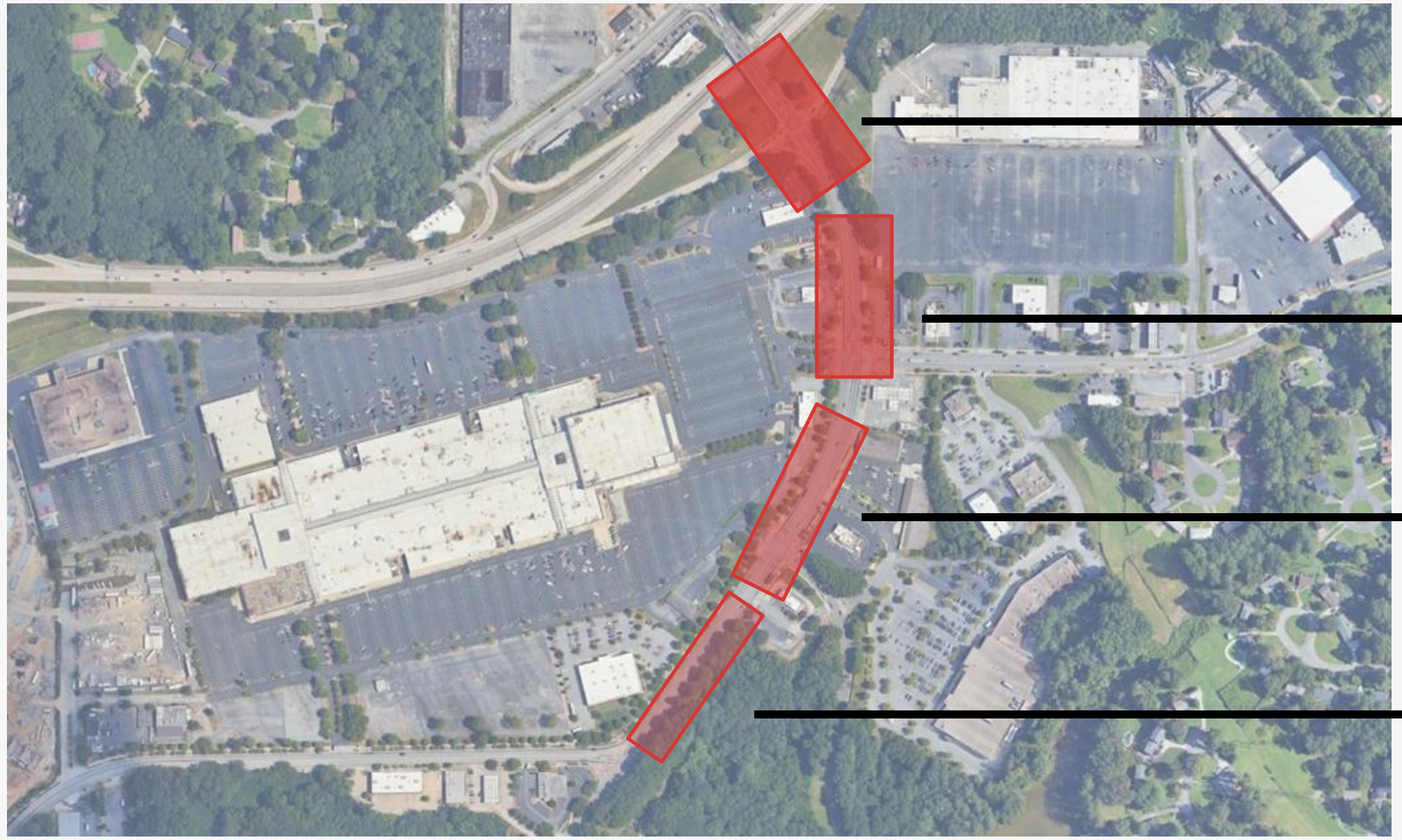


** Systemic Risk Factors are roadway characteristics that increase the likelihood of crashes.*

Greenbriar Parkway Today



Greenbriar Parkway Today



Near On/Off-Ramps
<20,000 vehicles per day

North of Headland Drive
<18,000 vehicles per day

South of Headland Drive
~12,000 vehicles per day

Near Continental Colony Parkway
<10,000 vehicles per day

Volume Comparisons

Greenbriar Parkway
<20,000 vehicles per day
6 vehicle lanes

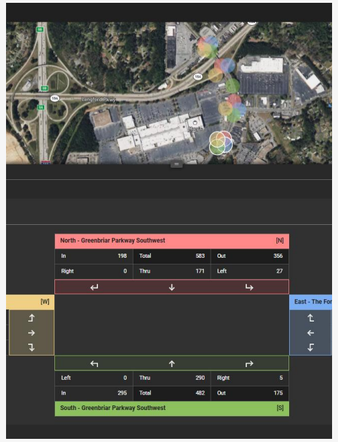
MLK Jr. Drive SW
~20,000 vehicles per day
4 vehicle lanes with center turn lane

Ponce De Leon Avenue
>20,000 vehicles per day
4 vehicle lanes with turn lanes and bike lanes

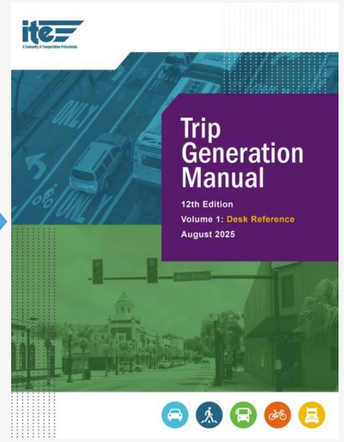
Does Greenbriar Parkway need six car lanes?

Based on traffic analysis, Greenbriar Parkway with fewer lanes could be safer for all users **and** operate without significant delays.

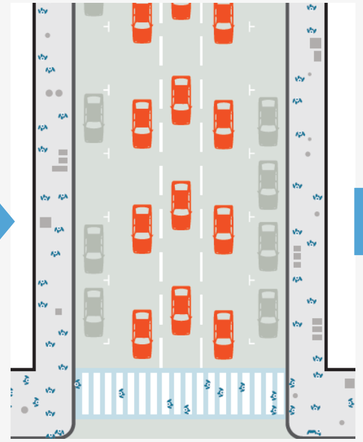
How are the number of lanes needed determined?



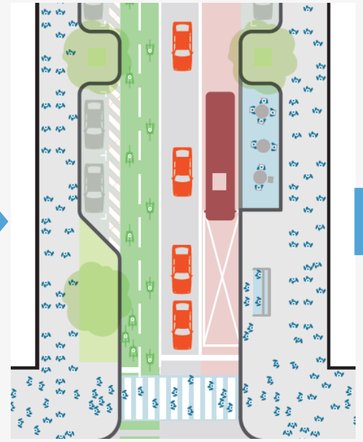
Collect vehicle volumes and conduct site visits



Estimate the number of vehicle trips generated from new developments like MURAL Greenbriar



Model operations with existing lane configurations, vehicle volumes, and signal timings to determine roadway capacity



Model different lane and intersection configurations with future vehicle volumes to ensure safe operations

Project Goals	Alternative 1	Alternative 2	Alternative 3
Safety	✓	✓	
Mobility	✓		✓
Equity	✓		✓

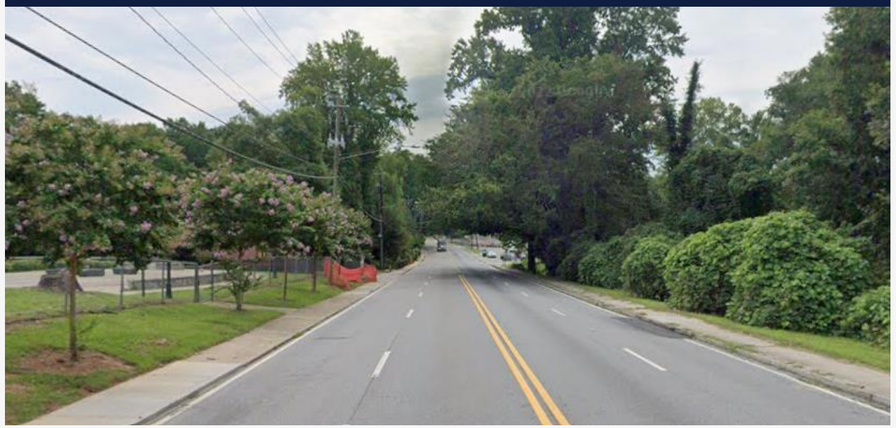
Compare results to determine lane configuration that will operate safely with existing and future vehicle volumes

Wider Streets → Higher Speeds → Higher Risk

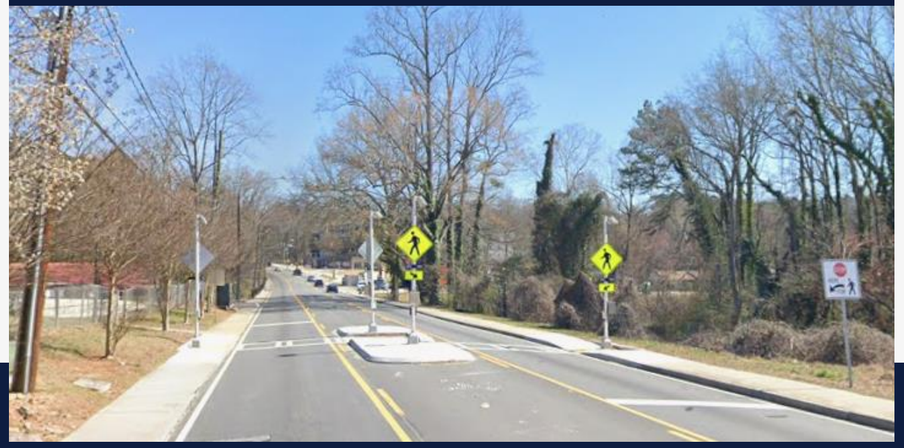
Source: US Department of Transportation

Examples that Work - Donald Lee Hollowell Parkway

Before – 4 Vehicle Lanes



After – 2 Vehicle Lanes with Center Turn Lane



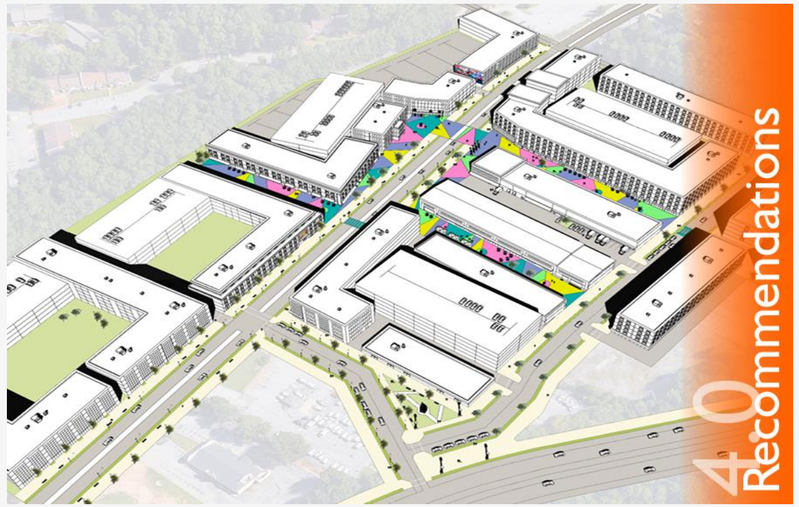
- 44% reduction in crashes
- 90% reduction in pedestrian crashes
- Reduced vehicle speeds
- Minimal increase in corridor travel times (30-90 seconds)

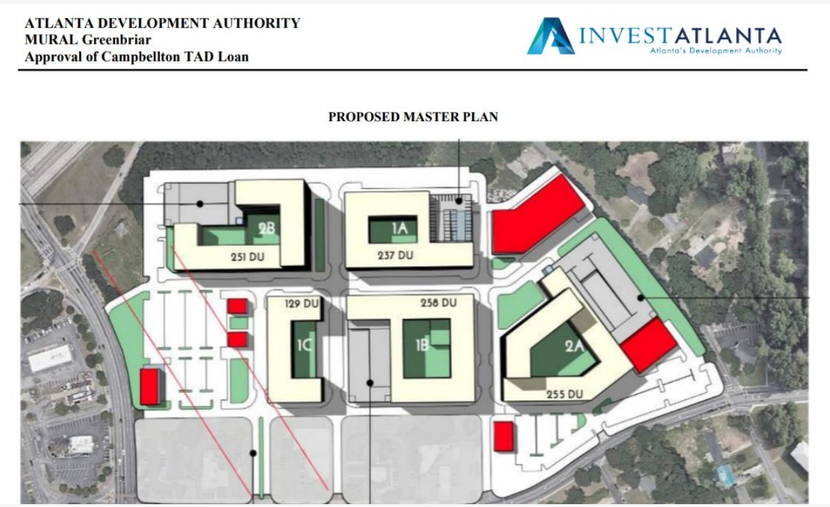
Transit Access

- **750 people** ride the bus daily from Greenbriar Parkway
- Ridership has doubled in the past year with the Paramount and Briar Park
- Ridership is expected to grow with increased bus frequency (April 2026)

What we've heard so far?

- Improve intersections by adding turn lanes and adjusting signal timings
- Implement recommendations from **Reimagine Greenbriar LCI** (2018)
- Balance the needs of existing users and future development





Improve Intersections - Turn Lanes

What we heard?

Not having turn lanes results in swerving and driver confusion

How can this issue be addressed?

Install center turn lane to separate turning vehicles from those continuing through the intersection.

Improve Intersections - Signal Timing

What we heard?

The high number of vehicles coming out of Greenbriar Mall results in delay at Headland Drive.

How can this issue be addressed?

Modify signal timing at Headland Drive to allow for more "green time".

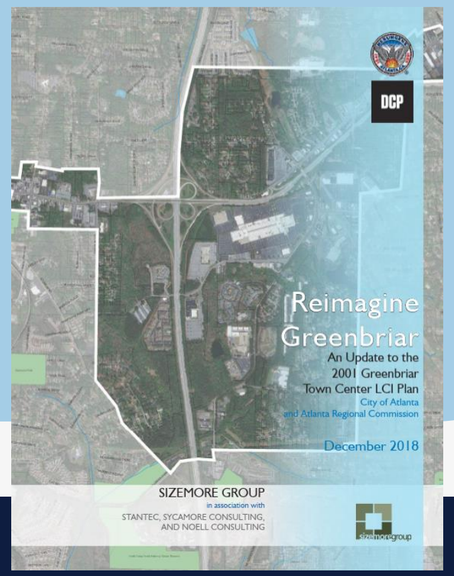
Reimagine Greenbriar LCI Plan

What we heard?

Implement the recommendations from the Reimagine Greenbriar LCI Plan (2018).

How can this issue be addressed?

Install turn lanes and bike lanes as shown in LCI Plan.



Recommendation from LCI Study

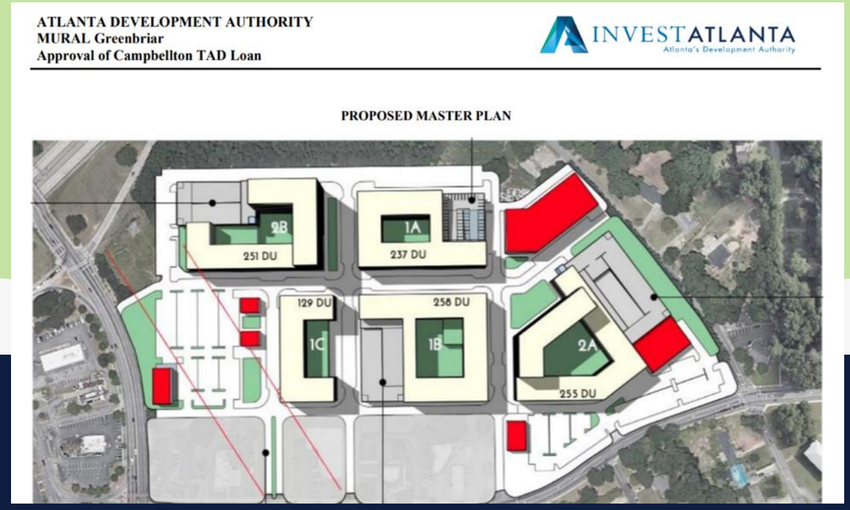
Balance Existing Needs and Future Development

What we heard?

Greenbriar Parkway needs to be improved for residents that use it today **AND** needs to accommodate future developments that will attract more people.

How can this issue be addressed?

Provide safe transportation options for all users. Traffic analysis accounts for housing developments.



Recommendations from Fatal Crash Review Commission

Near Term

- Add protected left turns
- Install bus lanes to support transit riders and reduce speeds

Long Term

- Evaluate installing a roundabout

Crash Location

6/21/2024 fatal crash

10-year history

- 1 Fatal intersection crashes
  - 2023 pedestrian
- 3 Serious Injury speed related crashes
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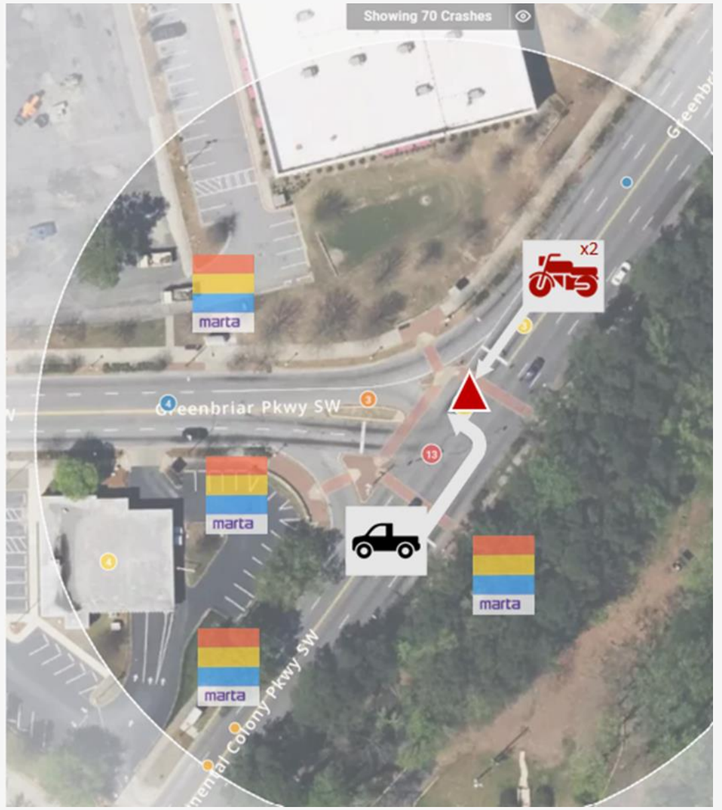
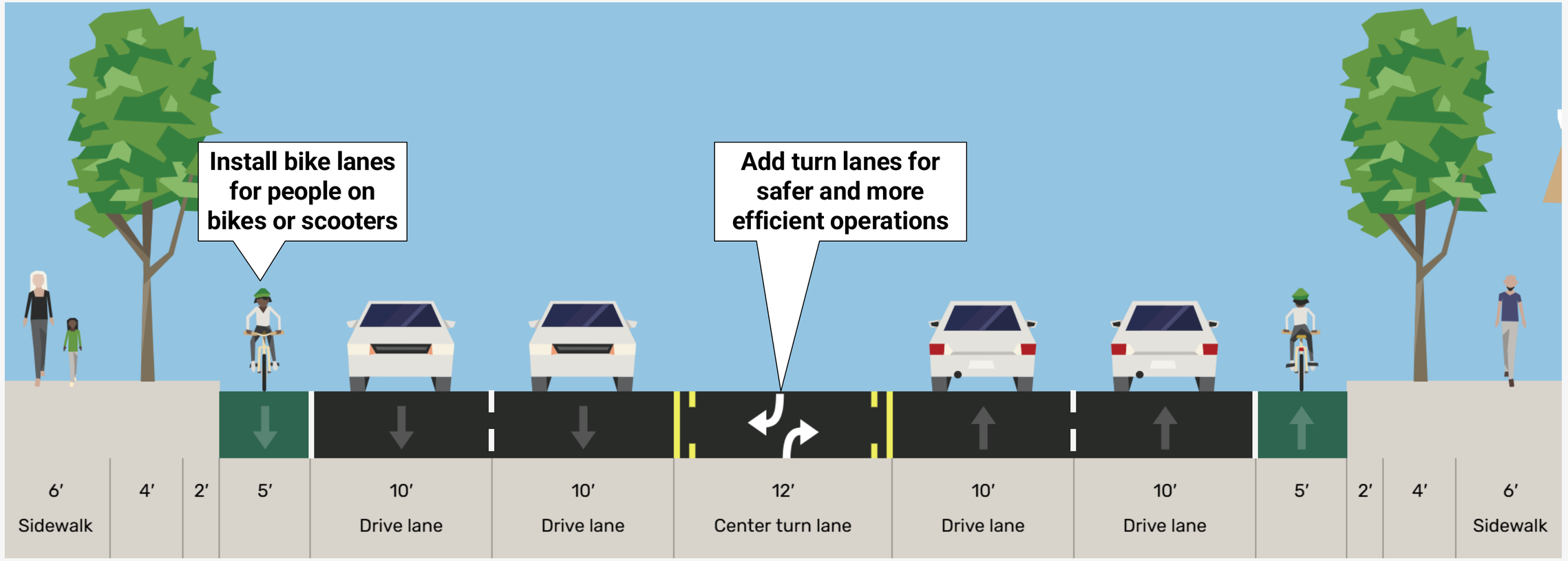
Other Factors

4 MARTA bus stops and 4 bus routes (66, 83, 93, and 183)



Alternatives

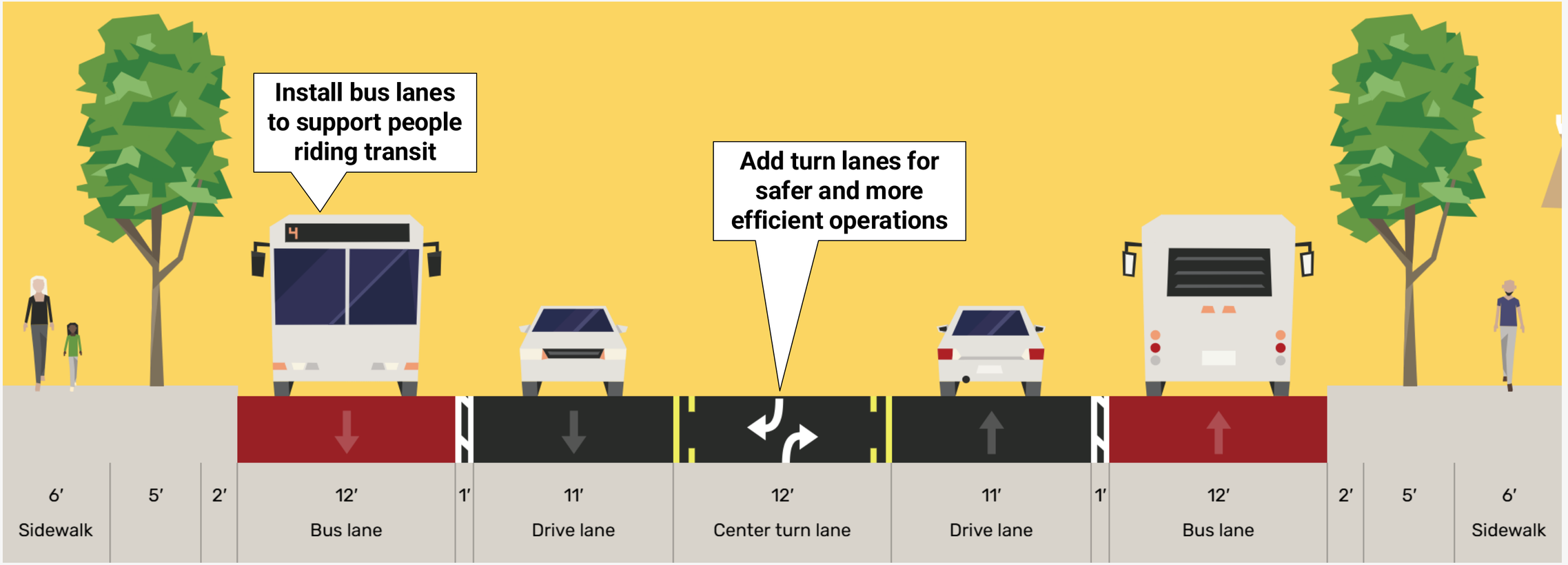
Alternative 1 - LCI Plan Recommendation



How does this alternative impact how I get around?

			
Adds turn lanes for safer and more efficient operations Has minimal impact on travel time (AM: +3 seconds, PM: +18 seconds)	Provides buffer between people waiting for the bus and moving vehicles	Adds bike lanes in both directions	Provides buffer between people walking and moving vehicles

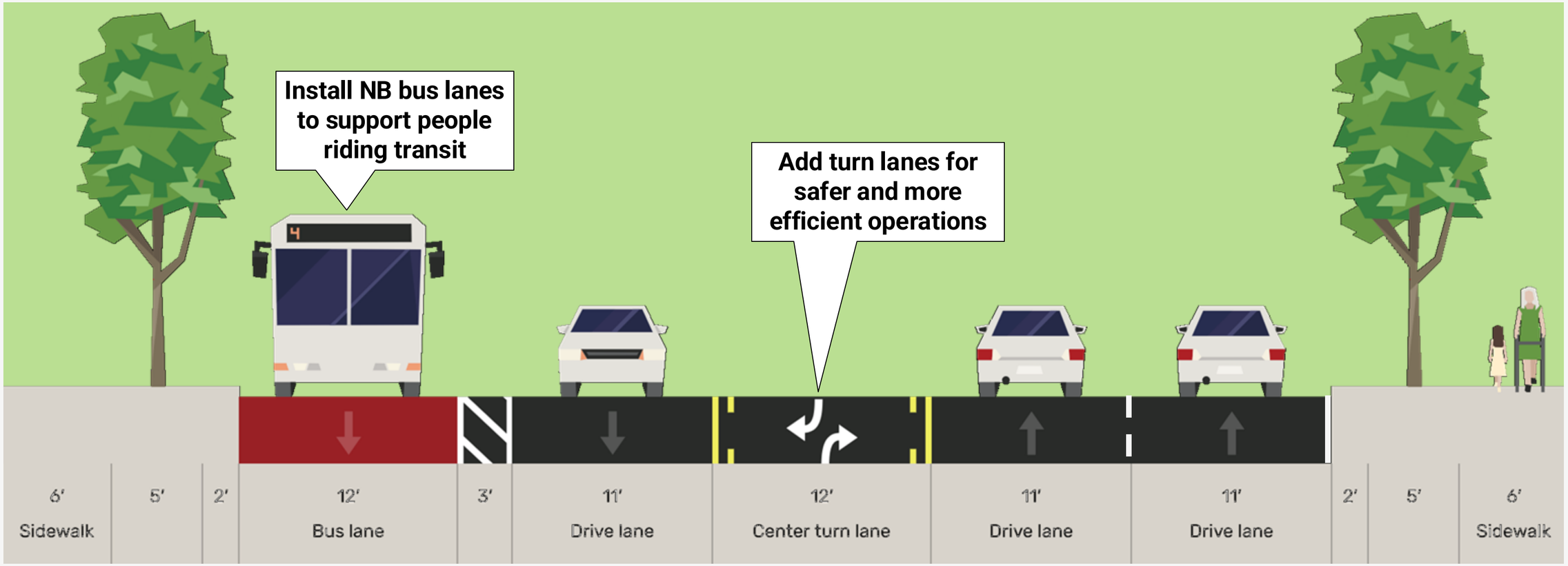
Alternative 2 - FCRC Recommendation



How does this alternative impact how I get around?

Adds turn lanes for safer and more efficient operations Has significant impact on travel times in afternoon (AM: +19 seconds, PM: +2 minutes or more)	Provides dedicated bus lane for more efficient operations Allows for more efficient transit operations	People on bikes ride in travel lane with vehicles or in bus lane with buses	Provides buffer between people walking and moving vehicles

Alternative 3 - Northbound Bus Lane



How does this alternative impact how I get around?

Adds turn lanes for safer and more efficient operations Has minimal impact on travel times (AM: +3 seconds, PM: +21 seconds)	Provides northbound dedicated bus lane for more efficient operations	People on bikes ride in travel lane with vehicles or in bus lane with buses	Provides buffer between people walking and moving vehicles on east side of street

Activity #1

Tell us what is important to you and how you get around Greenbriar Parkway today.

Activity #2

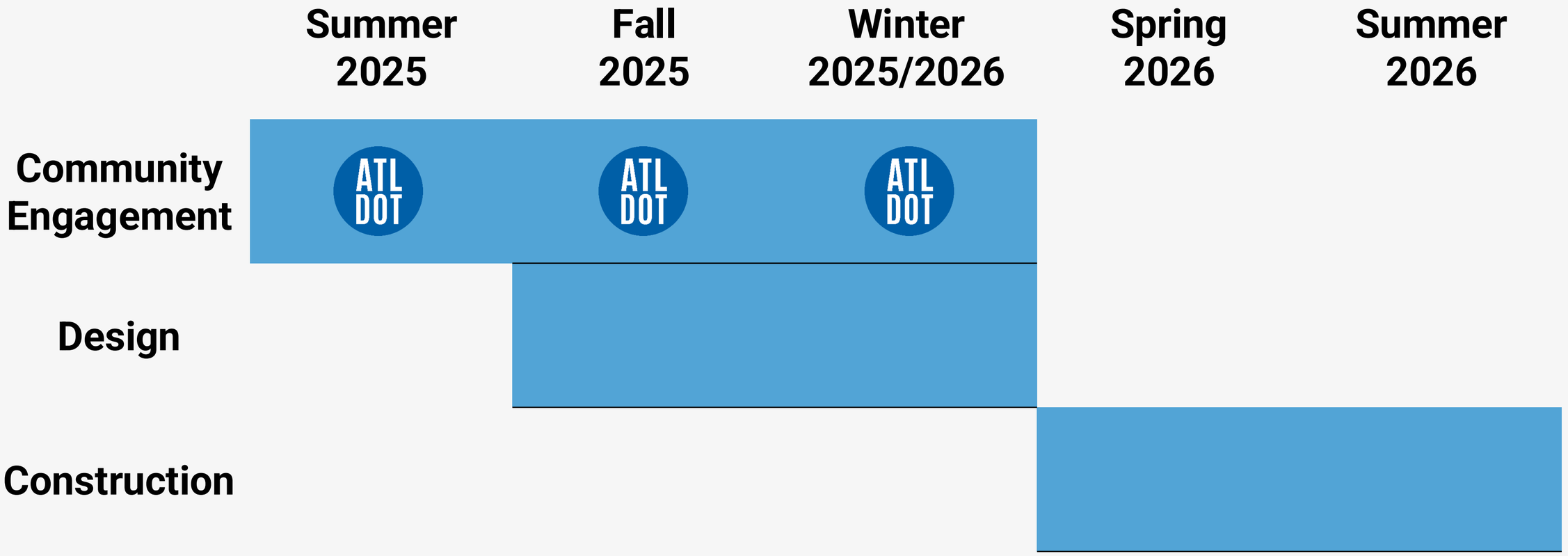
Provide feedback on the different alternatives using stickers or sticky notes.

We want to hear from you!

- Participate in an activity this evening!
- Submit comments to **ATLDOT@AtlantaGA.gov by December 15, 2025**
- Attend the other two community meetings this fall/winter

Tell us what you think!

When can you expect changes?



What's ahead?

ATLDOT is planning for **safe**, **efficient**, and **equitable** transportation.




Stay tuned for more information about the upcoming Comprehensive Transportation Plan!

Questions?