Collier Road

MULTIMODAL STUDY

April 2026

DRAFT

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The Atlanta Regional Commission's Community Development Assistance Program (CDAP) provides planning assistance to local governments, CIDs, & non-profits across the metro Atlanta region, with a priority placed on projects that advance equity and climate resiliency.

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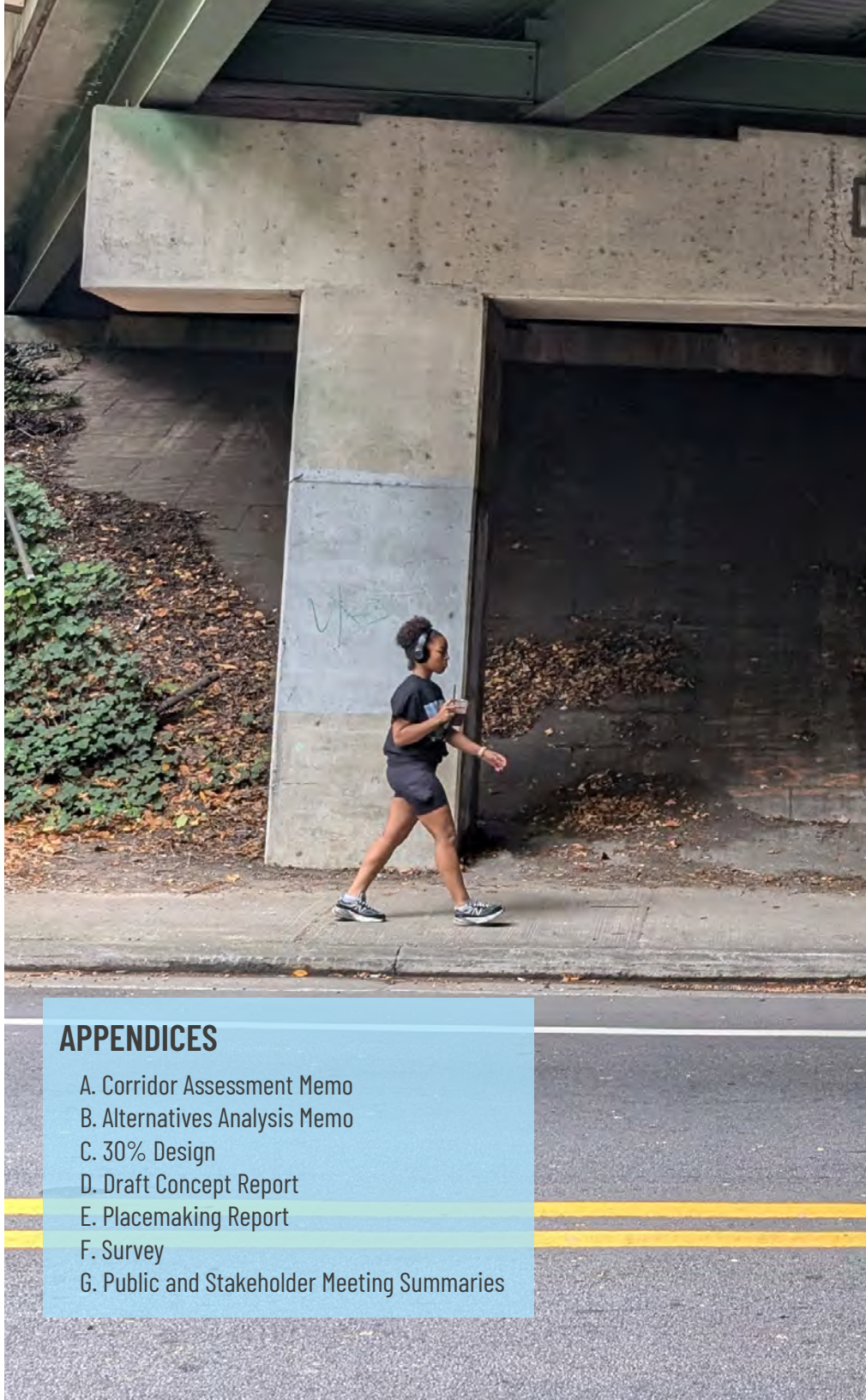

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SECTION 1.

INTRODUCTION

STUDY PURPOSE

The purpose of the Collier Road Multimodal Study is to assess existing transportation, land use, and infrastructure to identify improvements along Collier Road. The study area is Collier Road NW from Chattahoochee Ave NW to Northside Dr NW. This study builds upon the research and goals outlined in the Upper Westside Improvement District Master Plan (2021) which include:

- Sustainably building on the unique strengths of the Upper Westside
- Providing safe connections to surrounding neighborhoods
- Strengthening roadway and trail network to improve multi-modal transportation connectivity
- Creating lively, welcoming, and accessible public open spaces
- Creating a livable, safe, and sustainable environment

Consistency with Citywide Plan

This study is consistent with the land use recommendations of the Comprehensive Development Plan (CDP) related to multimodal connectivity, safety, and access. In addition, the recommendations are well-timed to inform the upcoming Comprehensive Transportation Plan (CTP), with key projects intended to feed directly into the CTP project list. The proposed shared-use path (SUP) along Collier Road is also consistent with TrailsATL, which identifies this corridor as a priority trail connection, further reinforcing the plan's alignment with adopted and emerging citywide initiatives.

This study was informed by the findings of previously adopted plans and studies reviewed as part of the Existing Conditions assessment (see Appendix A). Documents including the Howell Mill Bike/Ped Study (2019), Collier Village Blueprint (2013), Upper Westside Masterplan (2021), and Woodall Trail Plan (2022). These planning efforts consistently emphasize improving pedestrian safety, enhancing the public realm, and creating welcoming, community-oriented spaces through amenities such as seating, lighting, landscaping, and public art. These plans also highlight the importance of strengthening multimodal connections and investing in placemaking to support the corridor's evolving mix of residential, commercial, and community uses.

STUDY CONTEXT

Figure 1. Study Context

KEY RECOMMENDATIONS

PREFFERED CORRIDOR DESIGN

- Implement the south-side shared use path as the preferred alternative, providing a continuous, comfortable facility for walking and biking while maintaining Collier Road's role as a regional connector.
- Deliver approximately 1.7 miles of new shared use path and 0.6 miles of new sidewalk, filling critical gaps in the pedestrian network.

GREEN INFRASTRUCTURE

- Integrate bioswales, rain gardens, and expanded tree cover at curb extensions and other opportunity sites to manage stormwater, reduce flooding, and enhance the streetscape.

SAFER CROSSINGS & INTERSECTIONS

- Construct a roundabout at Hills Place to improve safety, reduce delay, and better accommodate large vehicles.
- Add three new mid-block crossings with Pedestrian Hybrid Beacons (PHBs) to close long gaps between signalized crossings.
- Upgrade key intersections (Chattahoochee Ave, Defoor Ave, Emery St) with improved crosswalks, signals, and geometry to support safer multimodal movement.

PLACEMAKING & IDENTITY

- Advance placemaking at key catalyst sites (e.g., Hills Place roundabout, I-75 underpass, railroad underpass, Ellsworth Park, Collier Center site) through public art, lighting, wayfinding, and seating.
- Use placemaking to reflect neighborhood history, improve comfort, and reinforce Collier Road as a welcoming destination—not just a cut-through.

MULTIMODAL CONNECTIVITY

- Strengthen connections to regional trails, including the Silver Comet Connector, Woodall Rail Trail, and the Beltline.
- Implement a Neighborhood Greenway on Ellsworth Drive and Norfleet Street to improve north–south access between Collier Road, Ellsworth Park, Bitsy Grant Tennis Center, and the Beltline.

IMPLEMENTATION STRATEGY

- Pursue a phased implementation approach, allowing corridor segments, crossings, and intersections to advance as standalone projects.
- Coordinate closely with the City of Atlanta, PATH Foundation, ARC, and community partners to align funding, design, and construction
- Pair long-term capital investments with short-term actions, such as public art, bike racks, and policy coordination, to deliver early wins while advancing full corridor buildout.

STUDY PROCESS

1 **Existing Conditions, Goals & Priorities**
OCTOBER 2024 TO JANUARY 2025

2 **Alternatives Analysis & Preferred Alignment**
FEBRUARY 2025 TO MAY 2025

3 **Preferred Concept Refinement & Implementation Strategy**
JUNE 2025 TO DECEMBER 2025

Community Engagement

- Engaged the community through public meetings, stakeholder meetings, an online survey, and pop-up events.
- Gathered insights from residents, business owners, and commuters who regularly use the study corridor.
- Feedback focused on transportation challenges, safety concerns, and priorities for improving multimodal access.

Existing Conditions Analysis

- Analyzed traffic volumes, crash history, pedestrian and bicycle activity, transit operations, and roadway geometry.
- Evaluated environmental factors and land use patterns.
- Identified constraints and opportunities to understand system performance and key connectivity gaps.

Alternatives Analysis

- Evaluated two alternatives based on design and operational concepts to improve mobility, safety, and access for all users.
- Considered technical findings, community feedback, and environmental impacts.
- Identified a preferred alternative that best meets the goals and priorities of the corridor.

Recommendations

- Developed a preferred alternative for Collier Road.
- Includes infrastructure upgrades and design treatments that support walking, biking, transit use, vehicular flow, and placemaking.
- Provides a clear path forward for implementation.

SECTION 2.

COMMUNITY ENGAGEMENT

WHAT WE HEARD

Themes

Across community events, pop-ups, and advisory meetings, participants shared a consistent vision for Collier Road: **a corridor that feels safer, more connected, and more inviting**. People want continuous, well-maintained walkways and bikeways, safer crossings, and more predictable intersections—particularly at Howell Mill Road, Defoor Avenue, and Chattahoochee/Seaboard Industrial. Many highlighted the I-75 underpass and Woodall Creek bridge as key barriers to walking and biking, calling for better lighting, maintenance, and design that prioritizes pedestrians. When presented with different ways to enhance walking and biking, community members voted for a shared use path on the south side of the street as their preferred alternative.

Alongside mobility concerns, residents voiced excitement about opportunities to enhance Collier Road's sense of place. Ideas ranged from murals and bridge art to parklets, seating, and small-scale landscaping that bring more life to the street. **Participants want to see the corridor's history and character reflected through public art and design—celebrating its neighborhood identity while improving comfort and safety.**

Finally, participants asked for thoughtful growth that balances new development with infrastructure upgrades. The community emphasized regular maintenance, improved traffic management, and a more walkable, green, and human-scaled corridor. Together, these themes express a shared goal: **transforming Collier Road from a cut-through street into a connected, welcoming destination.**

Events

Westside Stride | Oct 6, 2024

To kick off the public process, the team hosted a booth at Westside Stride, a free community festival, where people were asked to share their vision for Collier Road. Community members shared places where they see the biggest issues today. Comments were concentrated around the highest traffic areas, including the Howell Mill Road intersection. Neighbors who live in the area shared that they don't feel comfortable walking and biking along the road today because of the lack of sidewalks and crosswalks, particularly around Seaboard Place where the sidewalk on the southern side ends.

Project Advisory Group Meeting #1 | Nov 11, 2024

The first Project Advisory Group meeting brought together local stakeholders to discuss Collier Road's character, challenges, and opportunities for improvement. Participants emphasized the importance of celebrating the corridor's history while enhancing safety and connectivity for all users. Key themes included addressing congestion and confusing intersections, improving sidewalks and lighting, and creating space for biking and future trail links. The group also supported adding art, landscaping, and other placemaking elements that reflect neighborhood identity, while ensuring that growth and development remain balanced with infrastructure and community needs

Retail Space Pop-Up | Mar 27-30, 2025

The project team hosted a four-day pop-up at 1963 Howell Mill Road to gather input on priorities for improving Collier Road. Community members identified continuous sidewalks, safer crossings, and better lighting as top needs, particularly at Howell Mill Road, Defoor Avenue, and Chattahoochee/Seaboard Industrial. Participants supported adding a shared-use path to improve walking and biking comfort, as well as intersection redesigns and speed control to address safety concerns. Many also shared ideas for placemaking—such as murals, bridge art, and parklets—to create a more welcoming and connected corridor.

Back to School Pizza Night | Aug 20, 2025

The project team hosted a bilingual pop-up meeting at Central Mobile Home Village to gather resident feedback on safety improvements and design preferences. Participants raised concerns about difficulty exiting onto Chattahoochee Avenue after the removal of the "No Right Turn" restriction, as well as issues related to speeding, drainage, and limited pedestrian infrastructure near school bus stops and the Collier Road bridge. Residents also expressed interest in improved lighting, safer crossings, a local park, upgraded bus stop amenities, and a multi-use path to enhance neighborhood accessibility and quality of life.

Project Advisory Group Meeting #2 | Jun 17, 2025

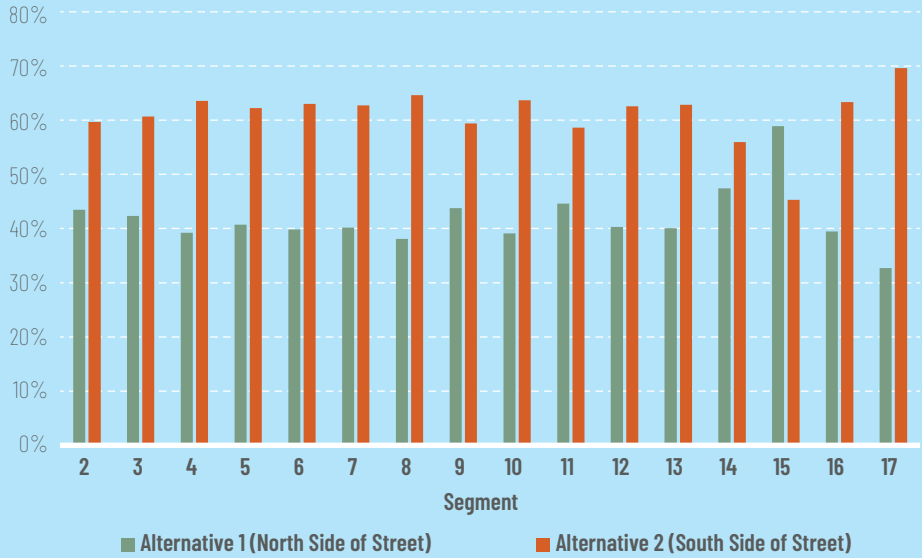
At the second PAG meeting, the group shared the two draft alternatives showing shared use path either on the north or south side of the street, and asked for feedback about which side was preferred. Attendees shared a preference for the path on the south side of the street because there were longer sections uninterrupted by crossings

Online Survey | Aug-Sep 2025

An online survey gathered feedback on the 10% concept design alternatives for Collier Road, with 179 responses submitted. The survey was promoted via social media, as well as via a direct mail postcard that went out to all residents within a quarter-mile of Collier Road.

Participants overwhelmingly favored the south-side alignment for the shared-use path for all segments except for one, citing better continuity, fewer mid-block crossings, and alignment with earlier project sections. The exception was near Springlake Park, where respondents preferred the north-side alignment to connect the path to Ellsworth Park. A strong majority also supported a roundabout at Hills Place over a three-way stop. Comments emphasized frustration with existing unsafe conditions and called for safer, wider pedestrian and bicycle infrastructure, better crossings, and improved access to neighborhood destinations

Figure 2. Alternatives Survey Voting Results



Note: Segment # refers to the sheet number from the survey. For public engagement, the corridor was divided into 10 segments to make voting easier. For the final design, these were consolidated into 4 corridor segments. Segment 1 was not included for voting because both alternatives showed the same design.

Project Advisory Group Meeting #3 | Nov 17, 2025

At the third PAG meeting, the team shared the draft conceptual design for the Collier Road Multimodal Study, walking through the preferred alternatives, intersection concepts, and placemaking ideas. Attendees provided feedback on which elements best supported their priorities and where refinements were needed.

Upper Westside CID Board Meeting | Nov 19, 2025

The project team presented the CID board with the refined corridor design along with the proposed implementation strategy. Board members discussed how the improvements fit with CID priorities and offered guidance on funding opportunities and next steps for coordination.

Project Partners Workshop | Nov 20, 2025

The project partners workshop invited agency and organizational partners to review the preferred alternative and talked through technical considerations. The group discussed what would be needed for next-phase design and permitting, and identified opportunities to better coordinate across agencies.

Detailed summaries of each event are provided in Appendix G.

SECTION 3.

EXISTING CONDITIONS

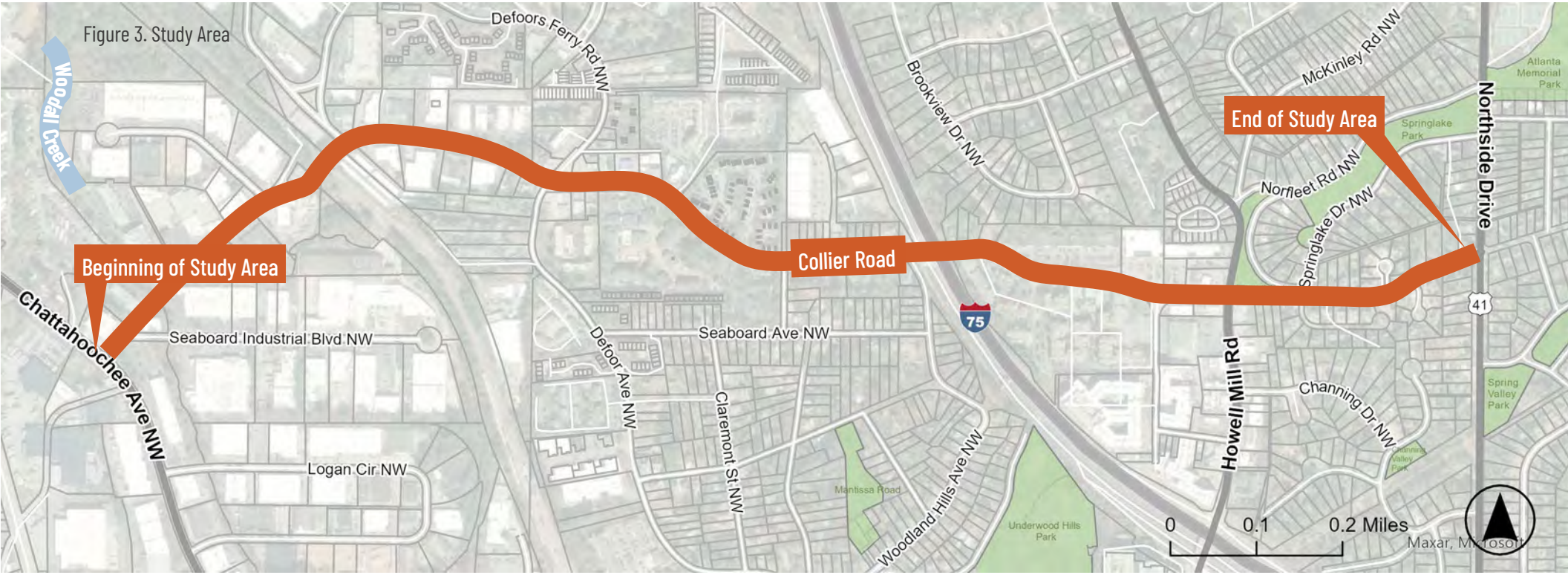
CORRIDOR ASSESSMENT OVERVIEW

The Corridor Assessment serves as the detailed existing conditions analysis for the Upper Westside CID's Collier Road Multimodal Corridor Study. It includes information about key opportunities and challenges, traffic, safety, and changes already in the pipeline.

The study area spans Collier Road from Chattahoochee Ave to Northside Drive, about 1.7 miles long. This represents the entirety of Collier Road that is within the Upper Westside Community Improvement District (UWCID) boundaries. Collier Road is a two-lane road with sidewalks and bike lanes in some sections. It has a mix of land uses, including single-family residential, medium-density residential, commercial and industrial. There are four signalized intersections with pedestrian crossings. Otherwise, there are no pedestrian crossings.

A more detailed Corridor Assessment and analysis of existing infrastructure is available in **Appendix B: Corridor Assessment Memo.**

Figure 3. Study Area



Existing Conditions

Collier Road is a major collector with two lanes of traffic, and some segments of sidewalk and bike lane. The sidewalk and bike lane segments are not continuous for the entire corridor, which poses a barrier for people who wish to walk or bike there. There are also long distances between marked pedestrian crossings.

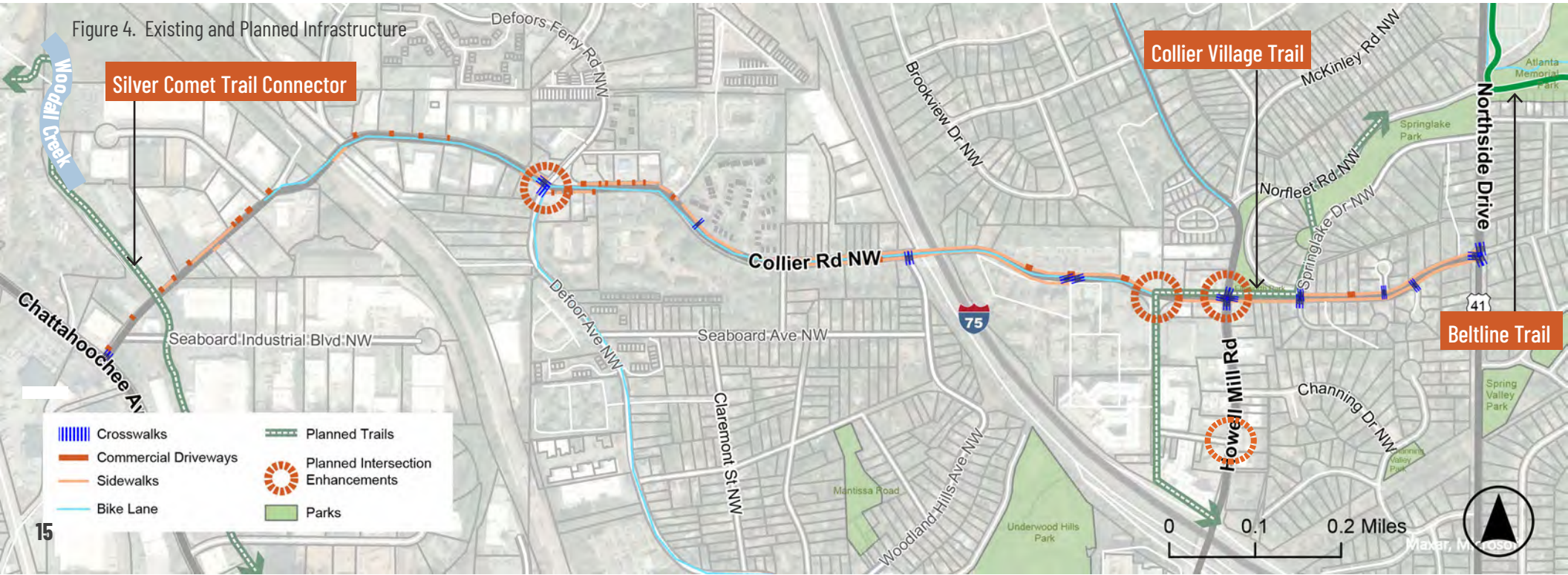
There are five traffic signals: Chattahoochee Avenue, Defoor Avenue, Willowest apartments, Howell Mill Road, and Northside Drive. There is one stop-controlled intersection at Hill Place.

What's in the Pipeline?

There are a handful of projects slated for the study area, in various stages of planning and implementation:

- Silver Comet Connector - Began construction in Q4 2025. Effort led by PATH Foundation.
- Collier Village Trail - Identified in the Woodall Trail Master Plan. No current plans for implementation.
- Howell Mill Complete Street Project - Led by City of Atlanta, it will bring a new signal at Emery & Collier and Beck & Howell Mill. Construction is expected to be completed by Winter 2026.
- Emery Street - New signal with pedestrian crossing. Currently undergoing final design and slated for construction.
- Collier & Defoor Ave Intersection Concept Design - Conceptual plan for improved sidewalk and pedestrian crossing. Currently no plans for implementation.

Figure 4. Existing and Planned Infrastructure



KEY CORRIDOR CHARACTERISTICS

Walking Barriers

There are sidewalks, but they are not continuous meaning that pedestrians end up walking in the street or in an unpaved shoulder. Where there are sidewalks, there are maintenance issues and other barriers that make them difficult to use. These include small gaps, frequent utility poles, and wide driveways.

There are pedestrian crossings at the four signalized intersections, but there are long distances between them where pedestrians do not have a safe crossing. There is nearly one mile between the Howell Mill Rd and Defoor Ave intersections, forcing pedestrians to choose between a 15+ minutes of out-of-direction travel, or crossing away from a crosswalk.

ZERO
Mid-Block Crossings

7,380 LF
Sidewalk Gaps

205
Utility Poles

33
Driveway Aprons

Sidewalk gaps and utility pole barriers are prevalent throughout the corridor.

Transforming Land Uses

The corridor has a strong mix of residential, commercial, and industrial land uses. The industrial buildings are important but many have non-industrial uses (e.g. church, barbershop, indoor go-karts). While industrial areas have historically prioritized freight and car traffic, this mix of uses calls for a more multimodal approach on the street.

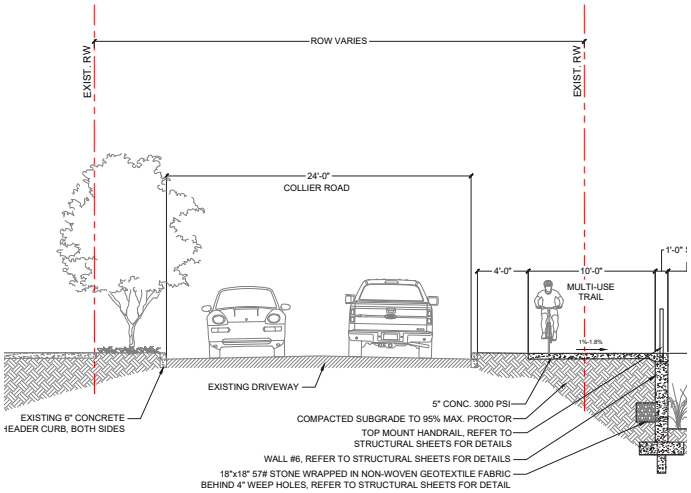
Table 1. Existing Land Use by Acre

Class	Property Class	Land Use (By Acre)
C4	Central Area Commercial Residential	32.8%
I4	Limited Industrial	14.3%
C3	General Commercial Residential	14.2%
C5	Central Business Support	13.7%
I3	Heavy Industrial	13.6%
R3	Single Family Residential	11.3%
E2	Single Family Detached Residential	1.3%
Unknown	Unknown	0.05%
U3	Apartment House Residential	0.01%

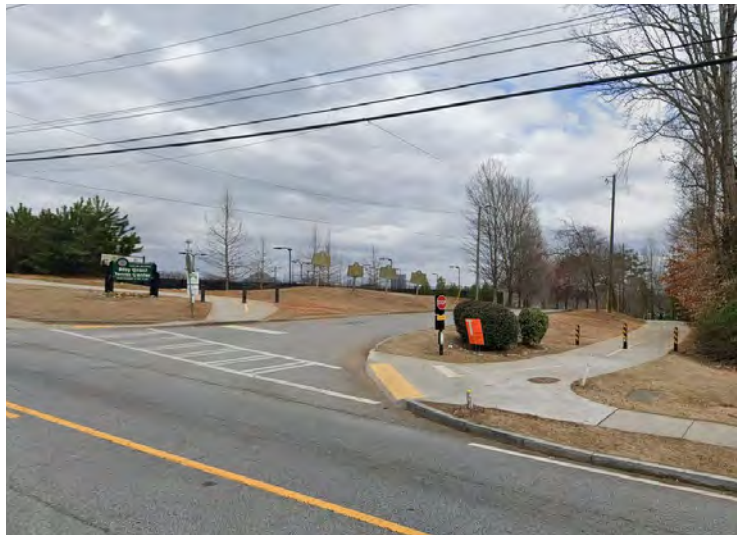
Source: Fulton County Tax Assessor

Constrained Corridor

This corridor faces major right-of-way and utility constraints, making widening infeasible. The study area is positioned between to regional trails but the infrastructure gaps limits safe and convenient access for pedestrians. Targeted improvements along Collier Road such as reallocating existing roadway space are essential to closing this gap and supporting UWCID connectivity goals.



Source: Silver Comet Connector - Segment 2 Construction Plan



Bitsy Grant Tennis Center Trail Connector

Existing roadway widths include:

- Chattahoochee Avenue: 40 ft
- Hills Place: 24 ft
- Defoor Avenue: 38 ft
- Woodland Hills to Emery Street: 26–42 ft
- Emery Street to Northside Drive: 30 ft

Note: At a minimum, the City of Atlanta requires 10 ft wide travel lanes.

Figure 5. Connections to Trails of Regional Significance

Sidewalks

There are sidewalks on the south side of Collier Road from Northside Drive to Seaboard Place, and on the north side from Northside Drive to Defoor Avenue. The sidewalks contain hazards such as gaps, holes, damaged pavement, signs and utility poles. As a result, the map shown in Figure 6 does not accurately represent their accessibilities.

Where there are no sidewalks, it is challenging to walk in the shoulder due to steep hills and retaining walls.

The sidewalk in front of 200 Collier Road apartments is one of the highest quality segments along the corridor. It is wide enough for people to walk side-by-side, has a planted buffer, and is set back far enough to allow for level crossings at driveways.

Gaps between paved sidewalks have clear desire paths from foot traffic. These paths are uneven and present hazards and barriers for users with mobility challenges.

Figure 6. Sidewalk Locations

Crosswalks

There are very few crosswalks across Collier Road. The crosswalks that do exist are located at signalized intersections, including:

- Northside Drive
- Howell Mill Road
- Willowest Apartments Driveway
- Defoor Ave (one at two of the four legs of the intersection)
- Chattahoochee Avenue

There is also a programmed crosswalk to be added with the new signal at Emery Street.

At Howell Mill Road, there are high-visibility crosswalks at all four legs of the intersection with pedestrian signal heads.

Crosswalk near Willowest in Collier Hills apartment complex road intersection is faded and doesn't appropriately intersect with the bike lane.

Figure 7. Crosswalk Locations

Driveways

Driveways present an interruption in the walkway and bike lane, where pedestrians and bicyclists need to be vigilant of turning vehicles. In some sections of the corridor, there are high frequencies of driveways. Some driveways are also much wider than the City's standard 24-feet. There is an opportunity to narrow those driveways to reduce crossing distance for pedestrians.

Many driveways need maintenance to their curb ramps to make the transition safe for people walking and rolling on the sidewalk.

Driveways represent conflict points where pedestrians need to watch out for turning vehicles. Drivers are often more conscientious of other cars when waiting to turn, but less aware of oncoming pedestrian traffic.

Some driveways also have maintenance issues at curb ramps, which are a barrier for pedestrians, especially users of assistive technology.

Figure 8. Driveway Locations

Bike Lanes

There are unprotected bike lanes on Collier Road from Emery Street to Hills Place.

The bike lanes are narrow (approximately four feet). In some places, the seam of the gutter pan is in the middle of the bike lane, reducing the effective width to two feet. Bike lane stencils and striping are faded.

There are also bike lanes on Defoor Ave and on Howell Mill Road. These are important connection points because they build a district-wide bikeway network.

Bike lane pavement markings are faded and do not have clear visibility.

Bike lane signage is present.

Figure 9. Bike Lane Locations

Signalized Intersections

There are signalized intersections at Northside Drive, Howell Mill Road, Willowest Apartment complex, Defoor Ave, and Chattahoochee Ave. There is also a planned signal at Emery Street.

The Howell Mill Road intersection becomes congested with vehicles, especially at the PM rush hour.

Signals are key for pedestrian connectivity as they currently represent the only places where you can cross the street safely on foot.

At Howell Mill Road, tire marks on the curb behind the sidewalk are evidence that large trucks are using the full pedestrian waiting area / sidewalk to make the turn from Collier Road to Howell Mill Road.

The signalized intersection with crosswalks shown is placed in front of Willowest Apartments on Collier Road so that pedestrians can cross the street safely from their homes and drivers can turn into traffic.

Figure 10. Signalized Intersection Locations

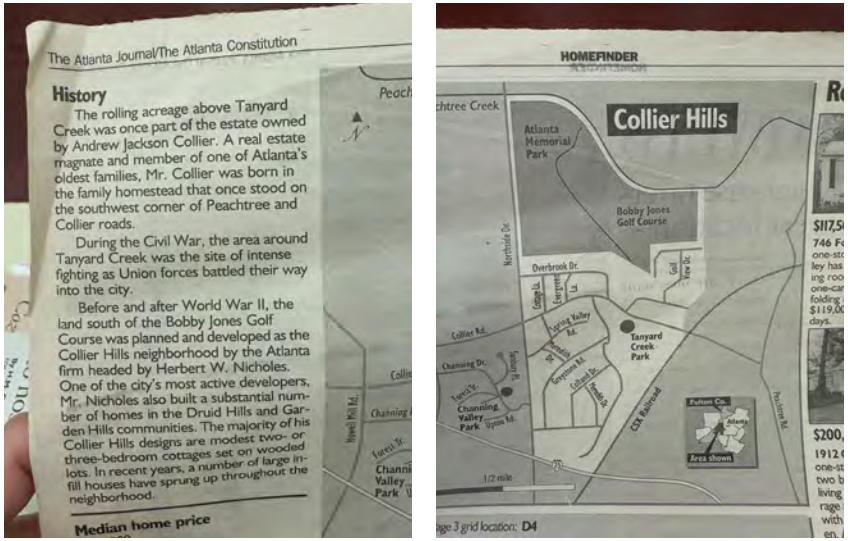
HISTORIC CONTEXT

Pioneer Families

In 1822, the land lottery that ceded Muscogee land to white settlers in Atlanta, gave the Collier family large portions of land in what is now the area north and south of Collier Road Rd. When the street was built, it received its name from the Collier Family. Andrew Jackson Collier (1827–1887) operated an antebellum grist mill near Tanyard Creek Park. Remnants of the mill (its grinding wheels) can be found today at Tanyard Creek Park[1].

One of the earliest residential settlements along Collier Road was Collier Hills, a single-family neighborhood of historic significance. Its architecture displays unique facades that mix Roman and Georgian column styles. The neighborhood was built in phases and largely developed in the 1940s. While located outside our study area, its pioneering impact on the rest of Collier Road is worth mentioning.

In the mid-nineteenth century, Clark Howell moved to Atlanta, bringing with him another prominent family who would later shape the future of Collier Road. The Howell family owned about 4,000 acres of land on the westside of the city, including the area around Collier and Howell Mill Roads. They owned and operated multiple mills in Atlanta—these mills played an important role during the Civil War[2].



The Atlanta Journal/The Atlanta Constitution

History

The rolling acreage above Tanyard Creek was once part of the estate owned by Andrew Jackson Collier. A real estate magnate and member of one of Atlanta's oldest families, Mr. Collier was born in the family homestead that once stood on the southwest corner of Peachtree and Collier roads.

During the Civil War, the area around Tanyard Creek was the site of intense fighting as Union forces battled their way into the city.

Before and after World War II, the land south of the Bobby Jones Golf Course was planned and developed as the Collier Hills neighborhood by the Atlanta firm headed by Herbert W. Nicholes. One of the city's most active developers, Mr. Nicholes also built a substantial number of homes in the Druid Hills and Garden Hills communities. The majority of his Collier Hills designs are modest two- or three-bedroom cottages set on wooded lots. In recent years, a number of large infill houses have sprung up throughout the neighborhood.

Median home price

HOMEFINDER

Collier Hills

Atlanta Memorial Park

Bobby Jones Golf Course

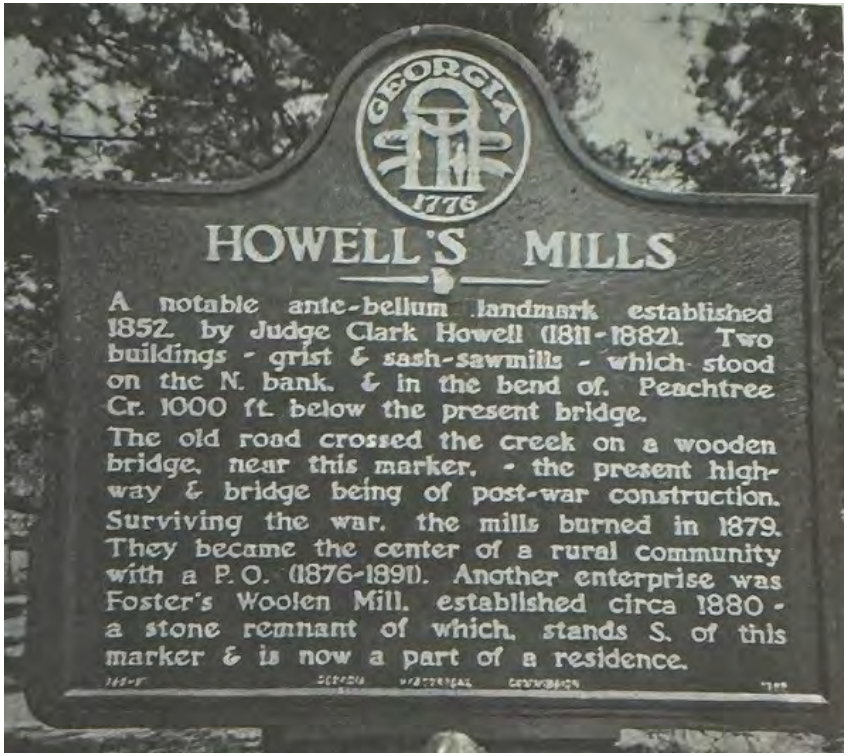
Tanyard Creek Park

Channing Valley Park

CSX Railroad

Area shown

An article in the Atlanta Journal Constitution tells the history of Collier Hills.



Plaque commemorating one of Howell's landmarks. Location: Howell Mill Rd at Peachtree Creek. Image Source: History of Cook's District, Atlanta History Center.

1 https://americanlives.historyfiles.co.uk/FeaturesGeneral/Georgia_UrbanHighlightsAtlanta01.html

2 https://buckheadheritage.com/henry-l-howell/

SECTION 4.

ALTERNATIVES ANALYSIS

OVERVIEW OF CONSIDERED IMPROVEMENTS

In March 2025, the community and stakeholders were presented with three types of facilities that would enhance walking and biking on Collier Road. While all were similar in terms of constructability (e.g. available right-of-way, utility impacts, grading needed) each provided different experiences for people on foot and bike. The shared use path option received the majority of votes with people citing that this option would have the biggest benefit for people walking, not just biking.

Based on this feedback, two alternatives were advanced for the 10% design: a shared use path on the north side of the street with sidewalk enhancements on the south (Alternative 1) and a shared use path on the south side of the street with sidewalk enhancements on the north (Alternative 2).

Alternative 1 has the shared use path on the same side of the street as more destinations, but this comes with the trade off of crossing more busy driveways and associated conflict points with turning vehicles.

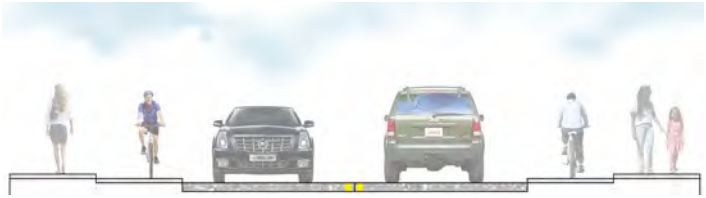
Alternative 2 is across the street from more destinations, but has a more uninterrupted path with fewer busy driveways. There are a similar number of utility impacts and linear feet of retaining wall required for both alternatives.

Facility Types Considered

Shared Use Path

The shared use path would remove the on-street bike lanes, and move the curb on at least one side of the street to widen the sidewalk into a shared use path with a buffer. Sidewalk could be maintained/ added on the opposite side of the street.

Enhanced (raised) Bike Lanes



Reallocate roadway space by narrowing vehicle lanes, removing parking, or adjusting curb lines to provide a designated, striped lane for cyclists. A sidewalk could be maintained/added on both sides of the street. These bike lanes could be at street-, intermediate-, or sidewalk-level.

Separated Two-Way Bike Lane (Cycle Track)

Remove on-street parking and relocate the curb to create a dedicated, physically separated bike facility with a buffer. A sidewalk could be maintained/added on both sides of the street.

ALTERNATIVE 1: SHARED USE PATH ON NORTH SIDE

Alternative 1 places the shared use path on the north side of Collier Road. This design would connect directly to more existing destinations on that side of the corridor.

Key Features

- Shared use path along the north side
- New crosswalks at key intersections
- Sidewalk gap closures on both sides of the street

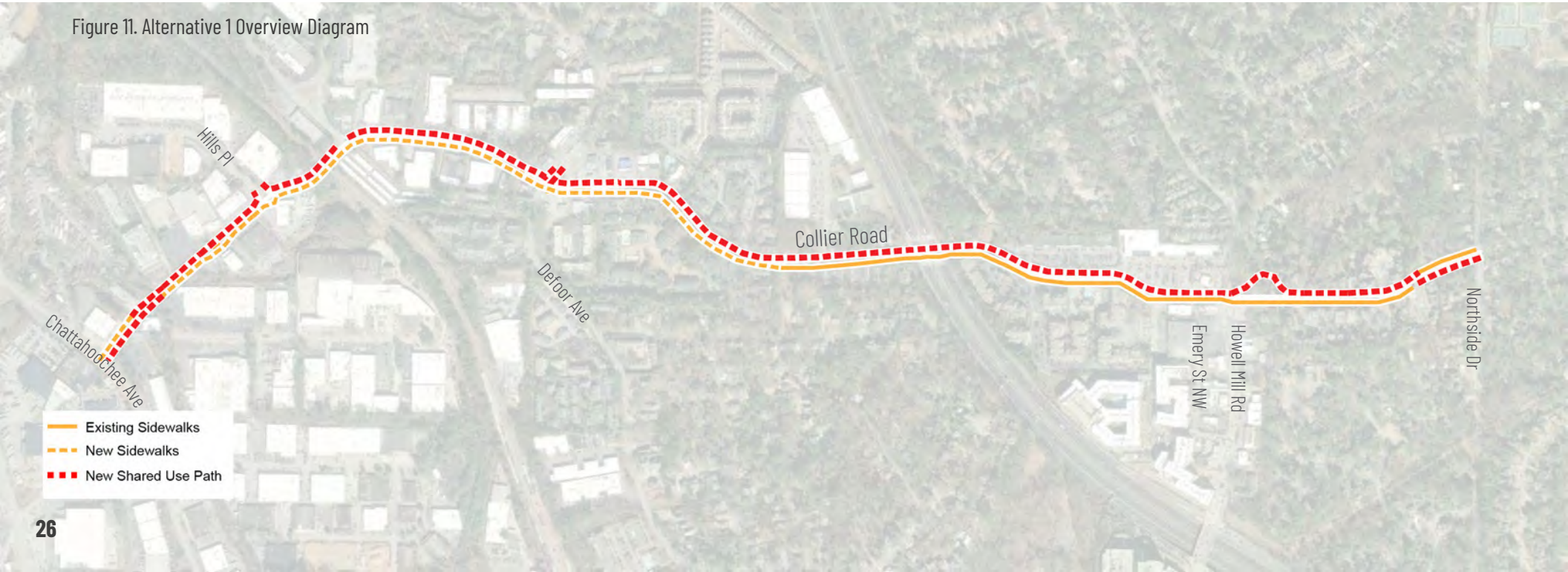
PROS

- Direct access to more destinations
- Provides convenient connections for people walking and biking from neighborhoods north of Collier Road

CONS

- Requires users to cross more busy driveways
- More potential conflict points with turning vehicles
- More exposure to traffic entering and exiting businesses

Figure 11. Alternative 1 Overview Diagram



ALTERNATIVE 2: SHARED USE PATH ON SOUTH SIDE

Alternative 2 positions the shared use path along the south side of Collier Road. This design option provides a more continuous route with less infrastructure interruptions like driveways and turning movements.

Key Features

- Shared use path along the south side
- Fewer major driveway crossings
- Safer and more comfortable experience for pedestrians walking and biking

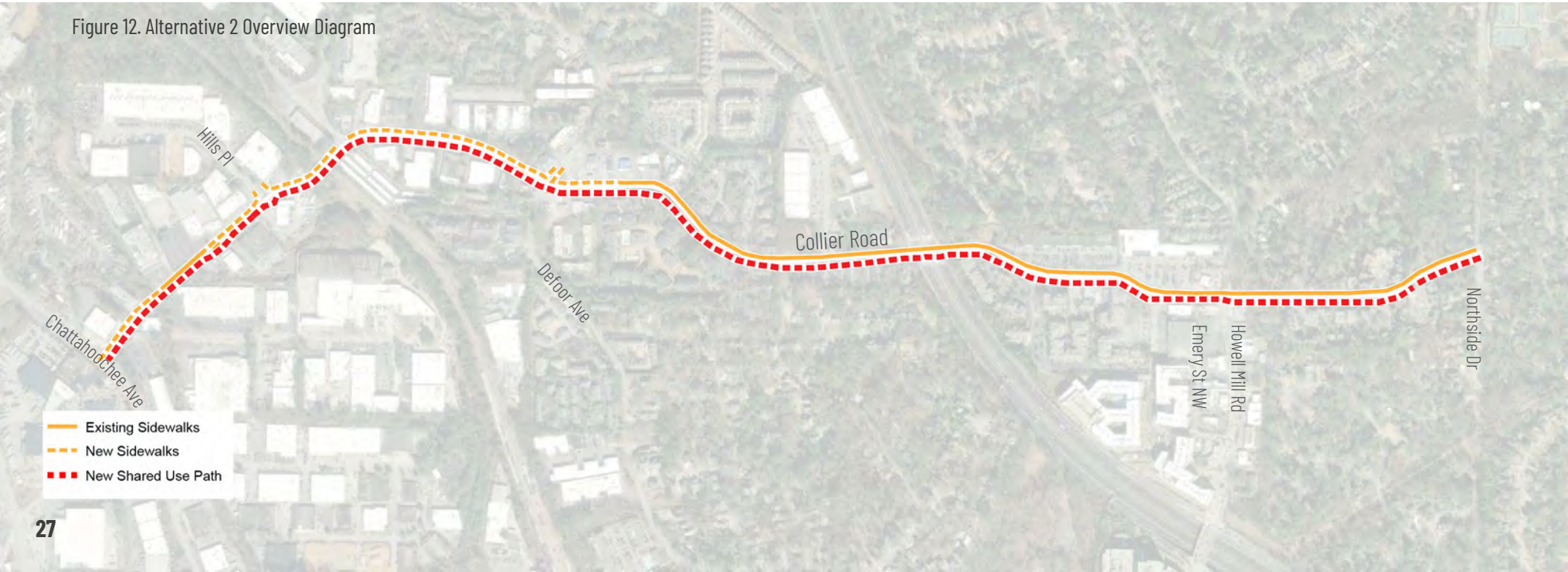
PROS

- Fewer busy driveway crossings
- More comfortable and predictable path alignment
- Fewer turning vehicle conflicts

CONS

- On opposite side of roadway from more destinations which would require some users to cross Collier Road

Figure 12. Alternative 2 Overview Diagram



The following decision matrix identifies key criteria for comparing the feasibility and benefits of each alternative.

Table 2. Alternatives Analysis Decision Matrix

	Sheet 1		Sheet 2		Sheet 3		Sheet 4		Sheet 5		Sheet 6		Sheet 7		Sheet 8		Sheet 9		Total	
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
Utility Poles To Be Moved	0	0	5	5	0	0	2	2	0	0	0	0	0	1	3	3	0	0	**10**	**11**
Utility Poles Relocated Due to Roadway Adjustments	0	0	5	5	0	0	2	2	0	0	0	0	0	0	3	0	0	0	**10**	**7**
Utility Poles Relocated for Shared Use Path	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	**0**	**4**
Utility Poles In Buffer	11	8	6	7	13	12	2	5	2	5	1	5	0	1	0	4	3	2	**38**	**48**
Utility Poles In Proposed Sidewalk (< 3' Clear Zone)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
Utility Poles In Proposed Sidewalk (> 3' Clear Zone)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
Square Footage Of Row Acquisition Required	3,366	2,697	7,272	5,597	96	62	102	491	0	199	0	256	0	0	385	1,485	989	1,726	**12,210**	**11,450**
Linear Feet Of Wall/ Fence Removed	19	0	6	8	42	43	7	9	72	280	0	124	0	0	0	64	0	97	**146**	**625**
Linear Feet Of Wall Required	0	0	0	0	978	997	72	72	0	270	0	204	0	0	704	0	118	115	**1,872**	**1,658**
Destinations Accessed Directly	1	2	4	7	11	12	7	7	2	2	1	1	3	24	2	5	0	0	**31**	**60**
Driveways	2	3	6	5	6	6	8	8	4	3	3	6	2	5	4	4	0	5	**35**	**45**
Intersections	1	1	0	2	0	0	1	1	1	1	1	0	1	0	2	2	1	2	**8**	**9**

Note: Sheet numbers refer to the sheets in Appendix B: Corridor Assessment Memo

TRAFFIC ANALYSIS

To understand how Collier Road functions today and how it may perform in the future, the project team analyzed traffic patterns, intersection operations, and projected growth through 2029. Using industry-standard methods, the analysis measured intersection performance during peak travel periods and evaluated how proposed design changes could improve safety and circulation for all users.

Today, most intersections operate efficiently during peak hours, though several locations experience growing delays and long wait times. By 2029, increased traffic volumes are expected to create additional pressure on these intersections, with some operating at LOS E during evening rush hours. These challenges reinforce the importance of offering safe, reliable options for walking, biking, and transit in addition to roadway improvements.

The study found that targeted intersection upgrades, such as the proposed roundabout at Hills Place, can improve safety and reduce delays by keeping traffic moving smoothly at slower speeds. However, capacity improvements alone will not be enough to offset expected growth in travel demand. A balanced strategy that pairs operational refinements with sidewalks, crossings, and trail connections will ensure that Collier Road remains safe, accessible, and efficient for everyone who uses it.

What is LOS?

Level of Service (LOS) is a way to describe how well an intersection or roadway is working for drivers based on traffic flow and delay during the peak hour. It's similar to a report card, with grades from A to F that reflect how much time vehicles typically spend waiting. LOS A represents traffic moving freely with little or no delay. LOS E or F represents significant congestion, long waits, and stop-and-go conditions. LOS C and D are expected in active and thriving commercial areas. While LOS focuses on vehicle movement, this study also considers the comfort and safety of people walking, biking, and using transit—ensuring that all users can travel safely and efficiently along Collier Road.

Table 3. LOS Criteria

	UNSIGNALIZED INTERSECTIONS (AVG. DELAY IN SEC.)	SIGNALIZED INTERSECTIONS (AVG. DELAY IN SEC.)
FREE FLOW — Low volumes and no delays. LOS A	<= 10	<= 10
STABLE FLOW — Speeds restricted by travel conditions, minor delays. LOS B	> 10 and <= 15	> 10 and <= 20
STABLE FLOW — Speeds and maneuverability closely controlled because of higher volumes. LOS C	> 15 and <= 25	> 20 <= 35
STABLE FLOW — Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity. LOS D	> 25 and <= 35	> 35 and <= 55
UNSTABLE FLOW — Low speeds; considerable delay; volume at or slightly over capacity. LOS E	> 35 and <= 50	> 55 and <= 80
FORCED FLOW — Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic. LOS F	> 50	> 80

Note: Full detailed traffic analysis, including growth projections, is included in Appendix B: Corridor Assessment Memo

Capacity Analysis Results

Table 4. Existing Conditions Intersection Capacity Analysis Results

		EXISTING				FUTURE (NO-BUILD)			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
INTERSECTION	APPROACH/ MOVEMENT	LOS	DELAY(S)	LOS	DELAY(S)	LOS	DELAY(S)	LOS	DELAY(S)
Collier Road at Chattahoochee Avenue	Overall	B	17.1	C	26.9	B	19.3	C	32.7
Collier Road at Seaboard Industrial Boulevard	NB	A	7.3	B	12.0	C	16.2	C	18.5
Collier Road at Defoor Hills Road NW	SB	C	16.8	E	39.3	C	20.2	F	80
Collier Road at Defoors Ferry Road NW / Defoor Avenue	Overall	B	16.9	B	16.8	C	22.7	B	19.2
Collier Road at Collier Hills Drive	SB	D	31.2	C	23.7	E	46.4	D	29.8
Collier Road at Seaboard Place NW	NB	C	16.6	B	11.5	C	18.9	B	12.1
Collier Road at Woodland Hills Avenue	NB	C	18.0	C	16.8	C	21.1	C	22
Collier Road at Willowest Driveway	Overall	C	27.0	C	30.1	D	36.1	D	51.9
Collier Road at Emery Street NW	NB	C	20.9	D	34.2	B	13.1	A	8.7
Collier Road at Howell Mill Road	Overall	C	33.7	C	28.5	D	47.6	D	36.9
Collier Road at Springlake Drive NW	NB	B	14.9	B	14.3	C	16.4	C	16.3
Collier Road at Northside Drive	Overall	C	30.0	C	29.7	D	37.6	D	37
Collier Road at Hills Place NW	Overall	A	9.7	B	10.4	C	17.1	E	49.1

Key Recommendations

- Implement the proposed roundabout at Hills Place NW to address critical operational and safety concerns.
- Advance sidewalk, crossing, and bicycle network upgrades to provide safe, reliable non-vehicle travel options.
- Coordinate with transit service providers to strengthen first-mile/ last-mile connections.
- Prioritize multimodal safety improvements at locations where side-street approaches experience high delay and increased crash risk.
- Monitor corridor traffic growth to identify where additional operational strategies (e.g., signal timing, access management) may be warranted.

In short, the traffic analysis confirms what residents have expressed throughout this study: the future of Collier Road depends on investing not just in vehicle movement, but in safe, connected, and multimodal access for all.

This study recommends conducting a formal Engineering Traffic Investigation (ETI) to reassess the current posted speed limit of 35 mph along Collier Road. The ETI should evaluate operating speeds, crash history, corridor context, and multimodal activity, and determine whether a reduction (e.g., to 30 mph or 25 mph) is warranted. Completion of the ETI represents the appropriate next step to formally evaluate potential speed limit changes.

SECTION 5.

RECOMMENDATIONS

PREFERRED ALTERNATIVE OVERVIEW

The preferred alternative outlined in Section 5 has been designed to represent a balanced approach for enhancing safety, mobility, and access for all Collier Road users, while working within the framework of what is feasible and making the most of funding. This approach has been designed to maintain the corridor's role as a key connector within Atlanta's regional network. Alternative B, shared use path on the south side of the street, was selected as the preferred alternative based on the existing conditions analysis, stakeholder input, community engagement and alternatives analysis that are outlined in this plan.

1.7 Miles
New Shared Use Path

0.6 Miles
New Sidewalk

4
New Crosswalks Across Collier Road

- **3** with pedestrian hybrid beacons
- **1** with new roundabout

Figure 13. Preferred Alternative Overview

TYPICAL SECTION

Figure 14 shows the average dimensions of the proposed improvements along Collier Road:

- The shared use path is a minimum of 8′ in width where there are either utility poles or right-of-way constraints, otherwise it's 10′
- On the north side of the street sidewalk gaps are filled with a 6′ wide sidewalk and 3′ wide buffer where feasible
- Typical roadway width is 24′ including two travel lanes and drainage accommodation.

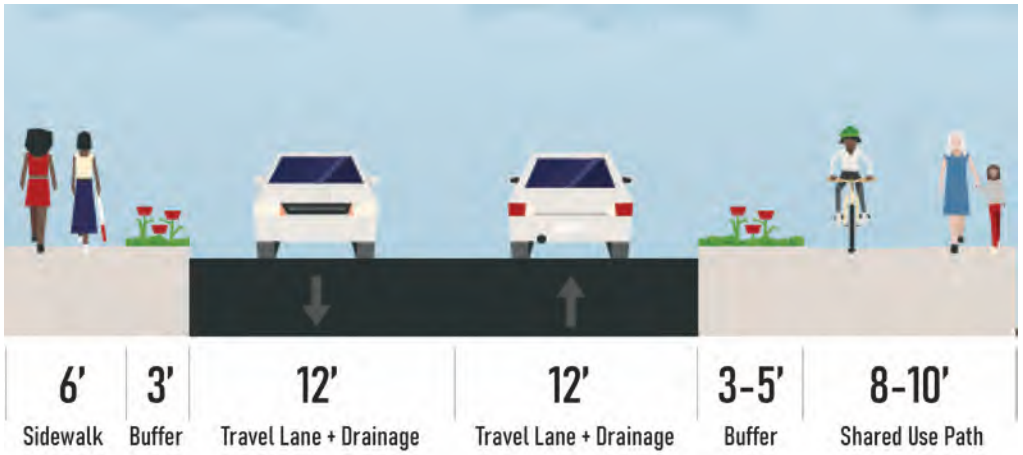
Significant variations to the typical cross section include places with shared use path on both sides of the street, with a center turn lane, or with on-street parking on one side of the street.

Redevelopment Considerations

To minimize right of way acquisition, this concept includes pinch points where the trail narrows to 8 ft wide. However, any property redevelopment plans along Collier Road shall still be held to the Upper Westside Overlay zoning standards of 5 ft wide landscape zone and 10 ft wide sidewalk clear zone for the shared use path. See Appendix C: 30% Design for a full list of properties where there is a pinchpoint and the streetscape would need to be enhanced when redevelopment occurs.

Figure 14. Typical Cross Section

N



MID-BLOCK CROSSING LOCATIONS

This study has identified safe locations for signalized mid-block crossings. Roadway crossings are an essential component of pedestrian safety within multimodal transportation networks. These mid-block crossings will provide access to destinations on both sides of the street and allow better access to the new shared use path. As of 2025, there are six crossing locations across Collier Road that are either existing or programmed as part of a separate project.

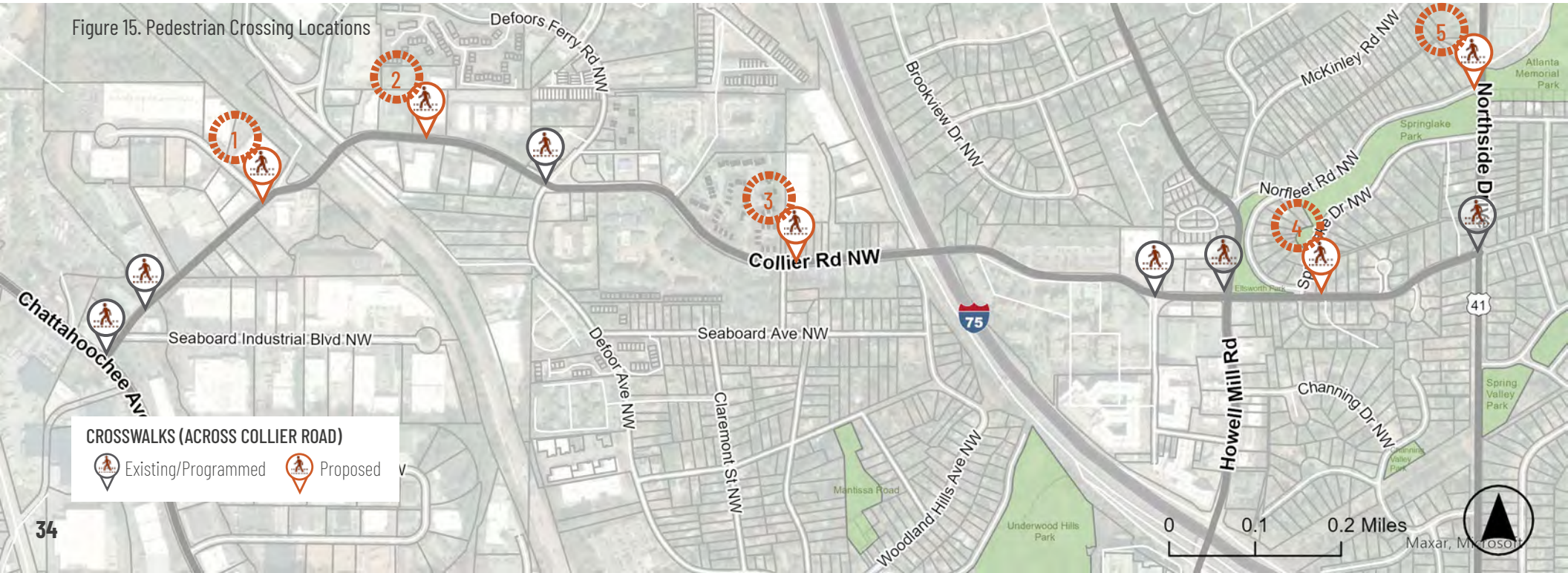
The proposed design identifies five additional crossings that will support and increase safe crossings along Collier Road:

1. Mid-block crossing at Westside Church (1275 Collier Road)
2. Mid-block crossing between Seaboard Place and Collier Center driveway (1026 Collier Road)
3. Mid-block crossing just east of Springlake Drive (737 Collier Road)
4. Mid-block crossing just east of Springlake Drive (737 Collier Road)
5. Mid-block crossing at Norfleet Rd/Northside Dr (see page 46 for additional details on the proposed greenway connection)

At all mid-block crossing locations, Pedestrian Hybrid Beacons (PHBs) are proposed to increase visibility and yield compliance by drivers.

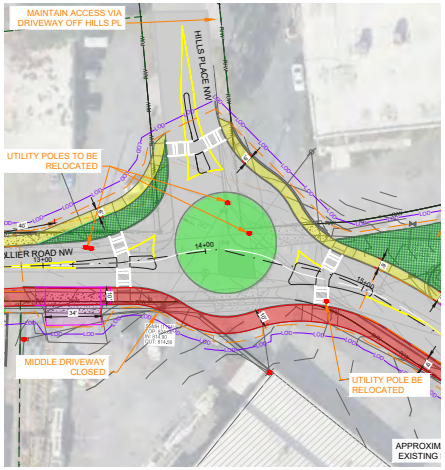
The intersection upgrades at Defoor Avenue will also include pedestrian crossings and signals at all four legs of the intersection, facilitating movement across the street for each of the four corners, which is currently not possible using existing signals and crosswalks.

Figure 15. Pedestrian Crossing Locations



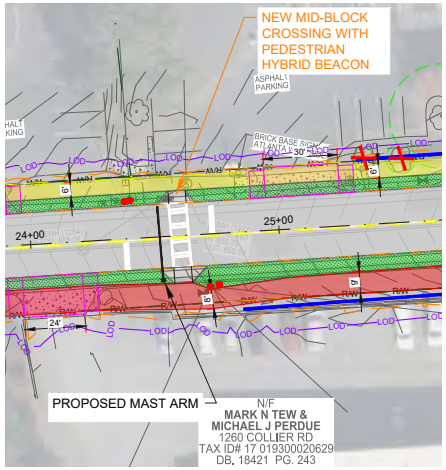
PROPOSED CROSSING LOCATIONS

1 Hills Place Roundabout



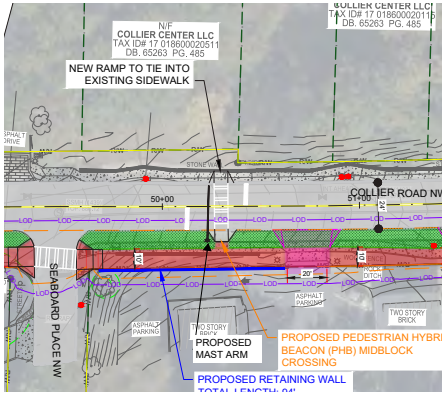
Where there are currently no pedestrian crosswalks across Collier Road at Hills Place, this design proposes a roundabout with crosswalks at all three legs of the intersection.

2 Mid-block crossing at Westside Church (1275 Collier Road)



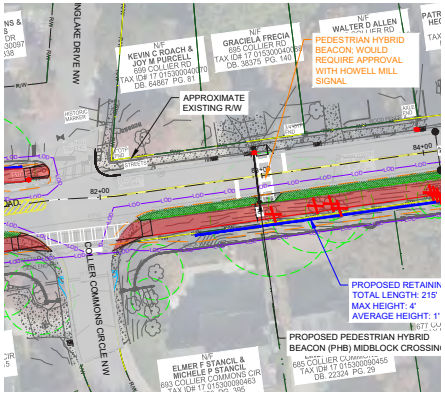
This proposed mid-block crossing fills a 2,000-foot gap between pedestrian crossings at intersections. It is also a priority location because of its proximity to Westside Church, where many people park on the opposite side of the street and need a safe place to cross, as well as its role in serving a proposed MARTA stop that will further increase pedestrian activity in the area.

3 Mid-block crossing between Seaboard Place and Collier Center driveway (1026 Collier Road)



This is a key crossing point for several reasons. There are many residents who use Collier Road to walk or run who come from the neighborhoods to the south via Seaboard Place, and need a safe place to cross. It is also right in front of a higher density apartment complex where many families live, and there is a well used school bus drop-off/pick-up point. It is also in front of Collier Center.

4 Mid-block crossing just east of Springlake Drive (737 Collier Road)



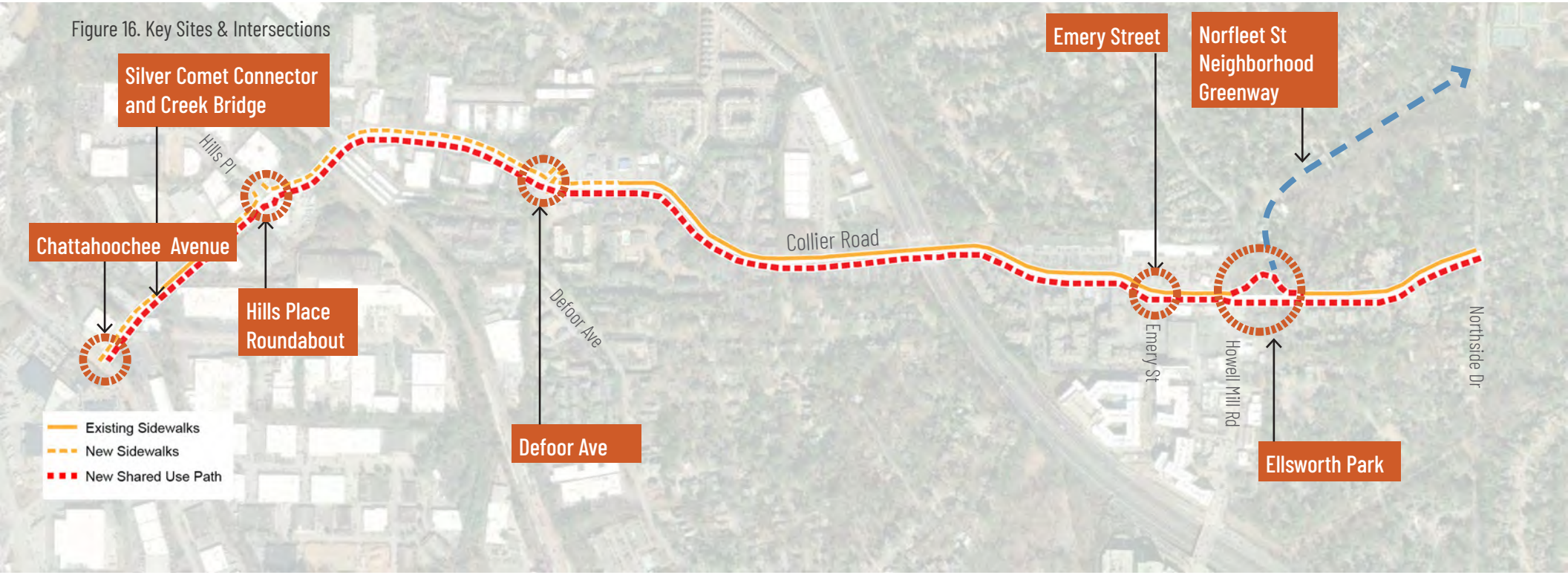
This crossing serves a key role in the north-south connectivity network for people traveling north toward the Northside Beltline and the Bitsy Grant Tennis Center, and the PHB could be shifted closer to the intersection if greater directness is desired.

KEY SITES & INTERSECTIONS

These locations are considered key sites and intersections because they represent critical connection points for multimodal access, network continuity, and safety improvements along the Collier Road corridor. The planned Collier Village Trail and Woodall Creek Trail will directly intersect the corridor at its eastern and western limits, creating important gateways that link Collier Road to the regional trail network, nearby neighborhoods, and major destinations. These future trail crossings will significantly enhance pedestrian and bicycle connectivity, supporting the corridor's multimodal goals.

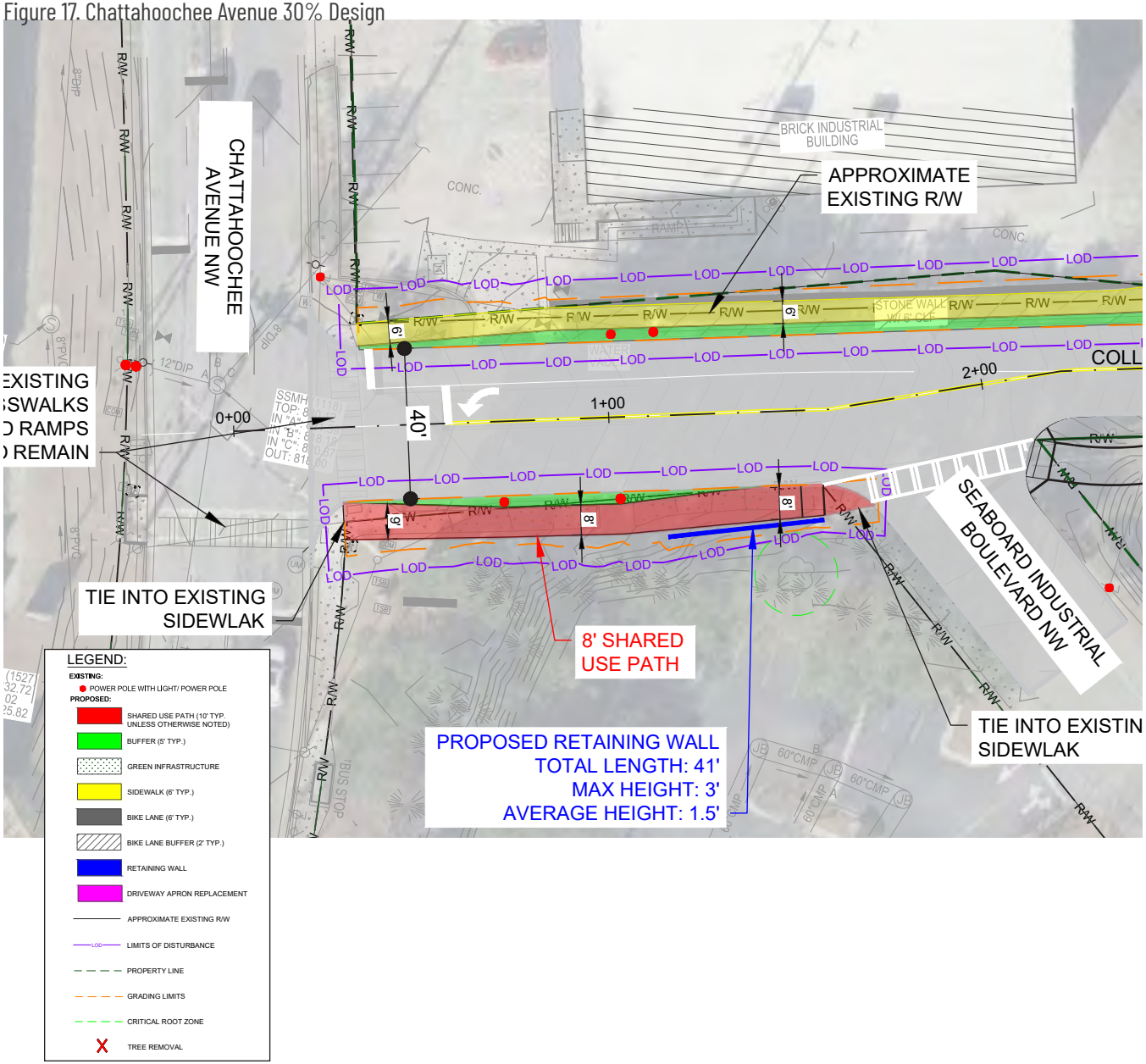
Additionally, the intersections at Chattahoochee Avenue, Hills Place, Defoor Avenue, and Emery Street are key nodes of activity and safety concern. Each serves as a transition point between land uses and traffic patterns, and all three have ongoing or proposed improvement projects. Signal upgrades, new crosswalks, and sidewalk enhancements at these intersections will improve operational efficiency and user safety, while also supporting planned trail connections and neighborhood access. The following pages show excerpts from the 30% design sheets and conceptual renderings of the key sites. For the full 30% design sheets, see **Appendix C: 30% Design.**

Figure 16. Key Sites & Intersections



Chattahoochee Avenue

Figure 17. Chattahoochee Avenue 30% Design



Chattahoochee Avenue at Collier Street is the western terminus of the study area and project extent. The proposed design includes widening the sidewalk on the south side of the street into a shared use path, and addition of sidewalk where there is none on the north side of the street.

The new sidewalk on the north side of the street will back up to the existing retaining wall along the Beat the Bomb site. There is a proposed landscape buffer which will accommodate two existing utility poles outside of the sidewalk zone.

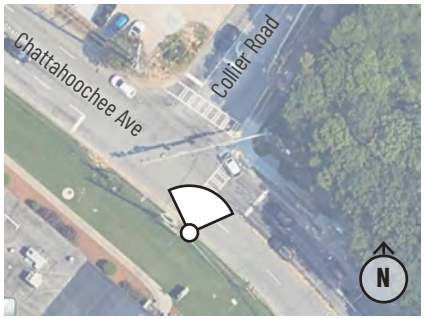
The new shared use path on the south side of the street requires some right-of-way acquisition to fit the path and a landscape buffer that keeps the utility poles outside of the shared use path zone. The new shared use path ties into the future shared use path proposed on the east side of Seaboard Industrial Boulevard as part of the Silver Comet Connector Trail project.

There are no major changes recommended to the traffic operations at the intersection. It was noted by residents of the Central Mobile Home Village (to the north of the intersection) that it is very challenging to turn out from their driveway onto Chattahoochee Avenue. As a result, it may be beneficial to restrict right-turn-on-red from Collier Road to Chattahoochee Avenue to create more gaps in traffic. The traffic analysis showed no significant impact to level of service with this change.

Figure 18. Chattahoochee Avenue at Collier Road Conceptual Rendering

Existing View

Location Key



Silver Comet Connector Trail and Creek Bridge

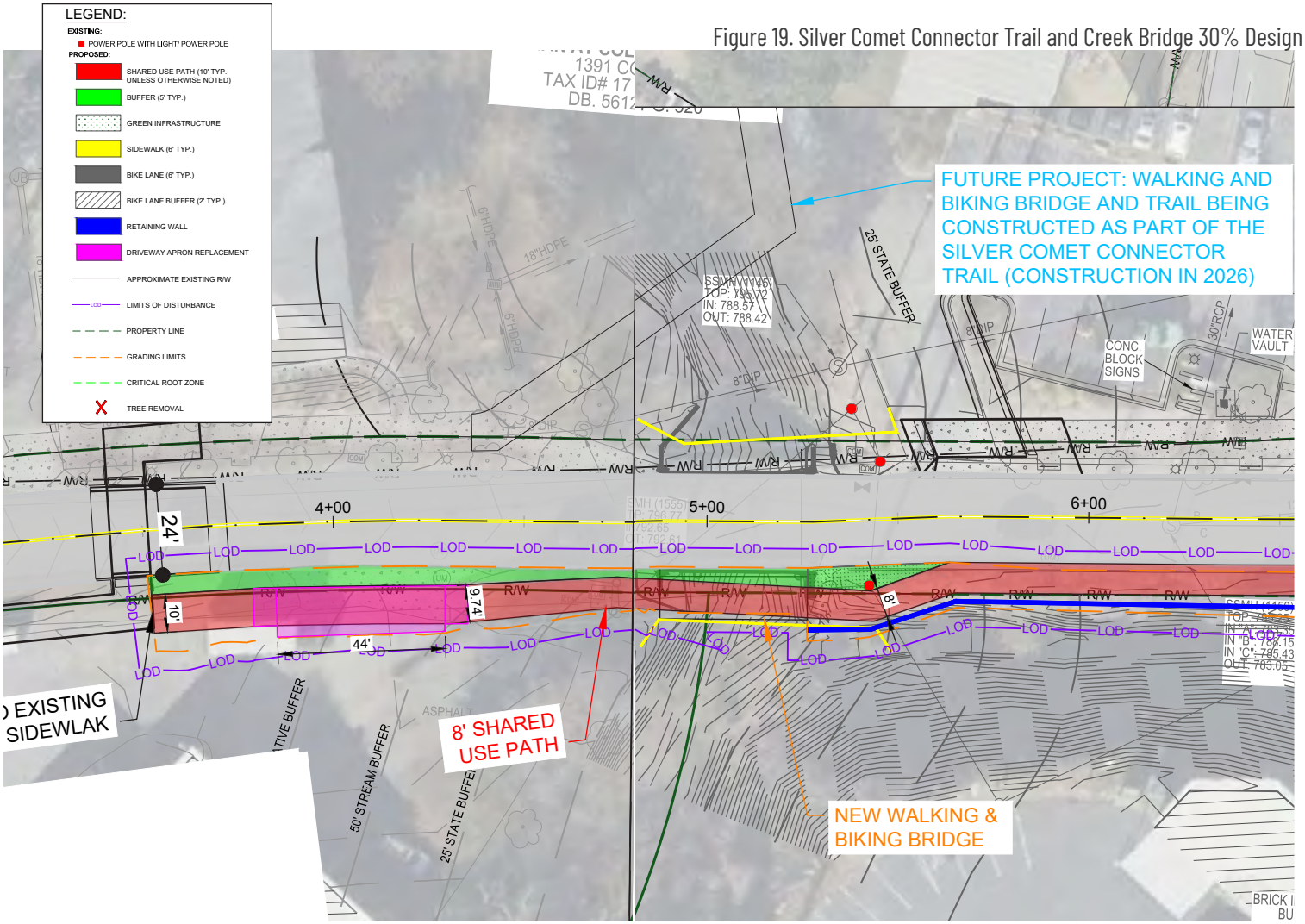


Figure 19. Silver Comet Connector Trail and Creek Bridge 30% Design

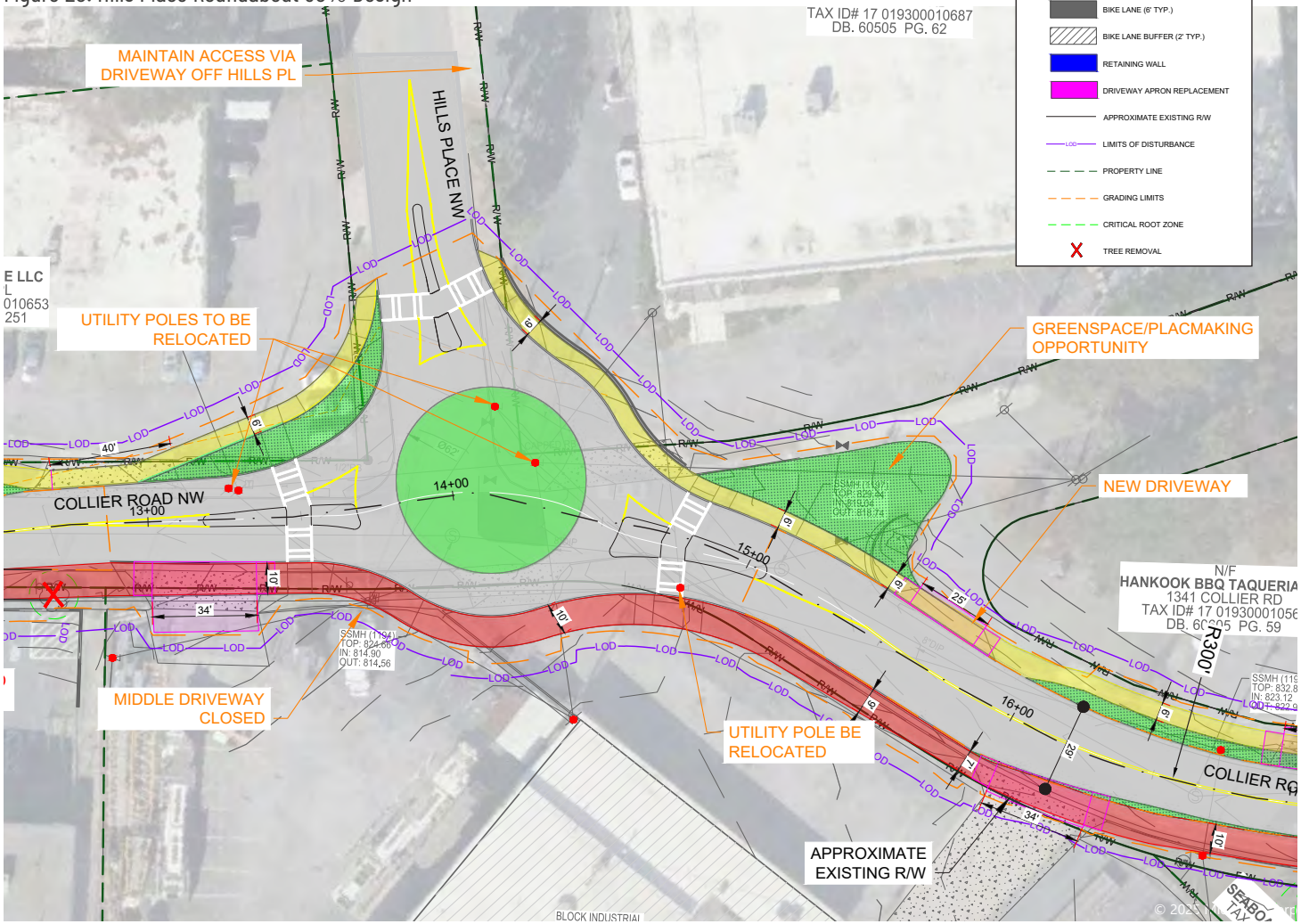
The Silver Comet Connector Trail will connect to Collier Road at the creek. The project includes a proposed bridge across the creek on the north side of Collier Road, and an at-grade crossing with a raised crosswalk across Collier Road.

The existing roadway bridge over the creek is about 24' wide, which is too narrow to accommodate sidewalk or shared use path. Although the City of Atlanta has not listed this bridge as a candidate for replacement in the near term, its condition and limited width indicate a need for repair and rehabilitation to support long-term multimodal connectivity.

The proposed Silver Comet Connector bridge on the north side of the road does not provide adequate connectivity for the shared use path along Collier Road because it does not connect to public right-of-way on the north side of the street. Therefore, this study proposes an additional shared use path bridge on the south side of the street. This bridge will require significant retaining wall and fill on the south side of the street to make the connection back to the sidepath due to existing grade.

Hills Place Roundabout

Figure 20. Hills Place Roundabout 30% Design

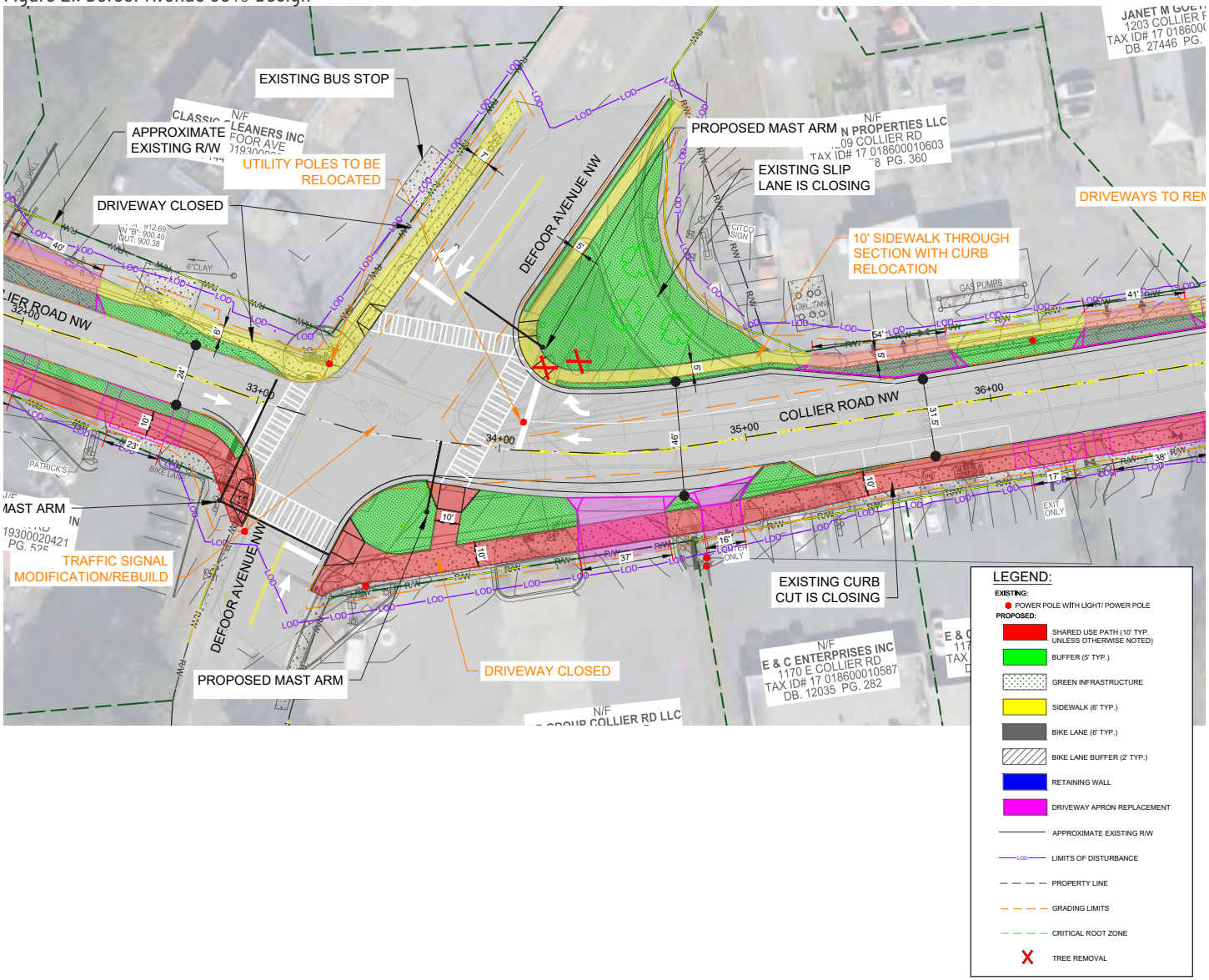


The Hills Place intersection is currently a three-way stop that is difficult to navigate for long vehicles. Due to the horizontal curve in the road, truck drivers must wait for a break in oncoming traffic so they can use both lanes to proceed. This study proposes a 90' inscribed diameter roundabout with a mountable truck apron to improve heavy vehicle turning movements without impacting oncoming traffic operations, Some right-of-way acquisition is required for the parcels to the northwest, northeast, and south of the roundabout. A land swap with Hankook to create additional off-site parking along the City-owned alley should be explored. Some retaining wall and grading would also be required.

The roundabout presents new placemaking opportunity, as there is space that could be reclaimed for public use to the east of the roundabout (shown in green shading in the diagram to the left). This area could feature gateway treatments such as sculpture or signage, and seating that could be used by patrons of Hankook Taqueria for outdoor dining.

Defoor Avenue

Figure 21. Defoor Avenue 30% Design



The redesigned Defoor Avenue and Collier Road intersection significantly improves the walking and biking connectivity, while also providing traffic improvements that make the intersection more intuitive without adversely impacting overall operations.

The proposed changes include:

- Pedestrian crossings and signal heads at all four legs of the intersection
- A sidewalk on the north side of the street where none exists today
- A shared use path on the south side of the street
- A curb extension at the southeast corner to reduce crossing distance and make the alignment more regular
- Replacing the channelized right turn lane (aka slip lane) from Collier Road to Defoor Avenue with a standard right-turn lane at the signal
- Relocating the on-street parking closer to the intersection to move it further away from the horizontal curve in the road
- Repurposing the landscape island as a more usable space for public plaza, art, and landscaping

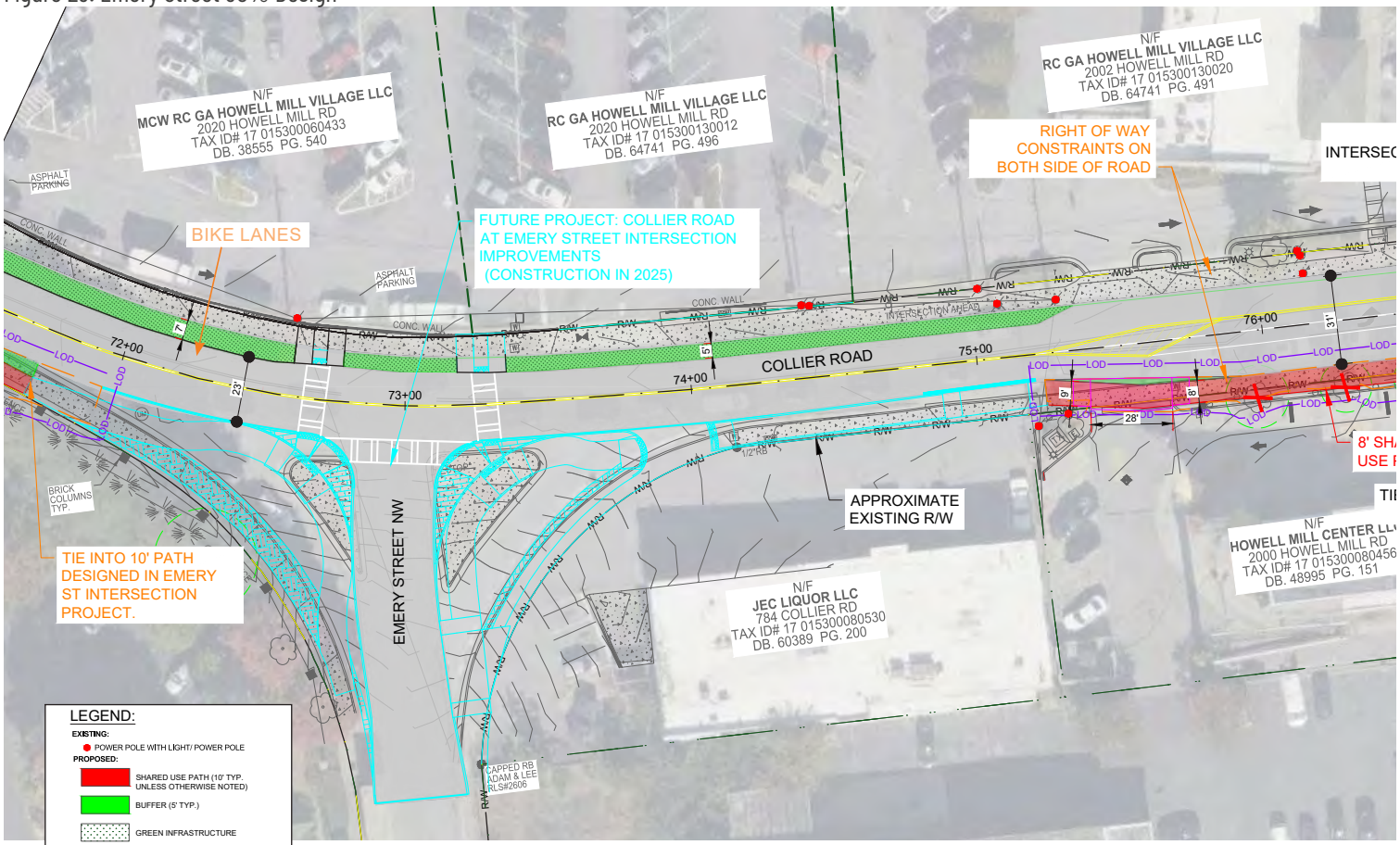
Figure 22. Defoor Avenue at Collier Road Conceptual Rendering

Existing View

Location Key

Emery Street

Figure 23. Emery Street 30% Design



At Emery Street, the Upper Westside CID is in progress with community recommendations to remove the slip lanes, complete sidewalk gaps, and add curb ramps at the intersection (shown in blue). The City of Atlanta's Howell Mill Complete Street project will be bringing a new traffic signal at the three-way intersection.

The proposed shared use path will tie into this project on either end. The closure of the channelized right-turn lanes provides an opportunity for greenspace, public art, signage, and bike parking.

Figure 24. Emery Street at Collier Road Conceptual Rendering

Existing View

Location Key

DRAFT

Ellsworth Park

Figure 25. Ellsworth Park 30% Design

Ellsworth Park is situated on the northeast corner of the Howell Mill Road and Collier Road. Despite its central location, it does not feel connected to the street. There is thick vegetation and a steep downward slope between Collier Road and the park. While the playground on the north side of the park is well-utilized and loved, community members have shared that the southern portion is underutilized and there has not been a strong vision for how to best activate it.

This project replaces the existing sidewalk on the north side of Collier Road with a new shared use path along the southern portion of Ellsworth Park. Rather than following Collier Road directly, the new sidewalk would follow Springlake Drive and then enter the park and meander to the Howell Mill & Collier intersection. This path in the park will also facilitate future trail connections north toward Bitsy Grant Tennis Center and the Beltline. Ellsworth Drive forms the basis of a neighborhood greenway connection, see page 46.

Implementation of this parkside path would require coordination with Atlanta Department of Parks & Recreation to ensure that the route can remain accessible 24/7.

A shared-use path is also proposed on the south side of the road to maintain corridor continuity. This block in front of Fellini's is highly constrained, so a 3' roadway shift to the north is needed to fit the path without impacting the businesses' parking lot. This adjustment would also require relocating three utility poles.

A new mid-block crossing is proposed just east of Springlake Drive to facilitate north-south connectivity and improve safety for the school bus pick-up and drop-offs.

Norfleet Street Neighborhood Greenway

Figure 26. Norfleet Street Neighborhood Greenway Proposed Improvements

Springlake residents have emphasized the need for better access north toward Bitsy Grant Tennis Center and the Beltline. Improving this link also enhances regional connectivity by tying the neighborhood more directly into the citywide active transportation network. A neighborhood greenway on Ellsworth Drive and Norfleet Road is recommended to support this connection.

This would use the proposed shared use path along Ellsworth Drive, and then bicyclists would continue on street along Ellsworth Drive and Norfleet Road. Additional speed tables at 350' intervals are proposed to supplement those existing on Norfleet Rd. Additional signage and striping would help direct cyclists. Pedestrians would use the existing sidewalk on Norfleet Rd.

This study also recommends that the Trails ATL Plan extend the proposed Northside Drive trail from Beltline to Collier Road in order to provide continuous trail connectivity. The current recommendation identifies a trail extension along Northside Drive north of the Beltline; however, it does not provide guidance for a connection to the shared-use path located on the north side of the Beltline. The trail is shown here on the west side of the street where there is wider right of way available, but further study is required to fully determine the preferred design, including side of street and crossing configurations.

GREEN INFRASTRUCTURE

The reallocation of space at key intersections and the shared use path present opportunities for green infrastructure through landscape design. Several sites shown on the map below are good candidates for green infrastructure improvements.

Bioswales and rain gardens are landscape features that help filter and absorb pollutants in stormwater runoff. They reduce flooding and minimize pollution in nearby water bodies.

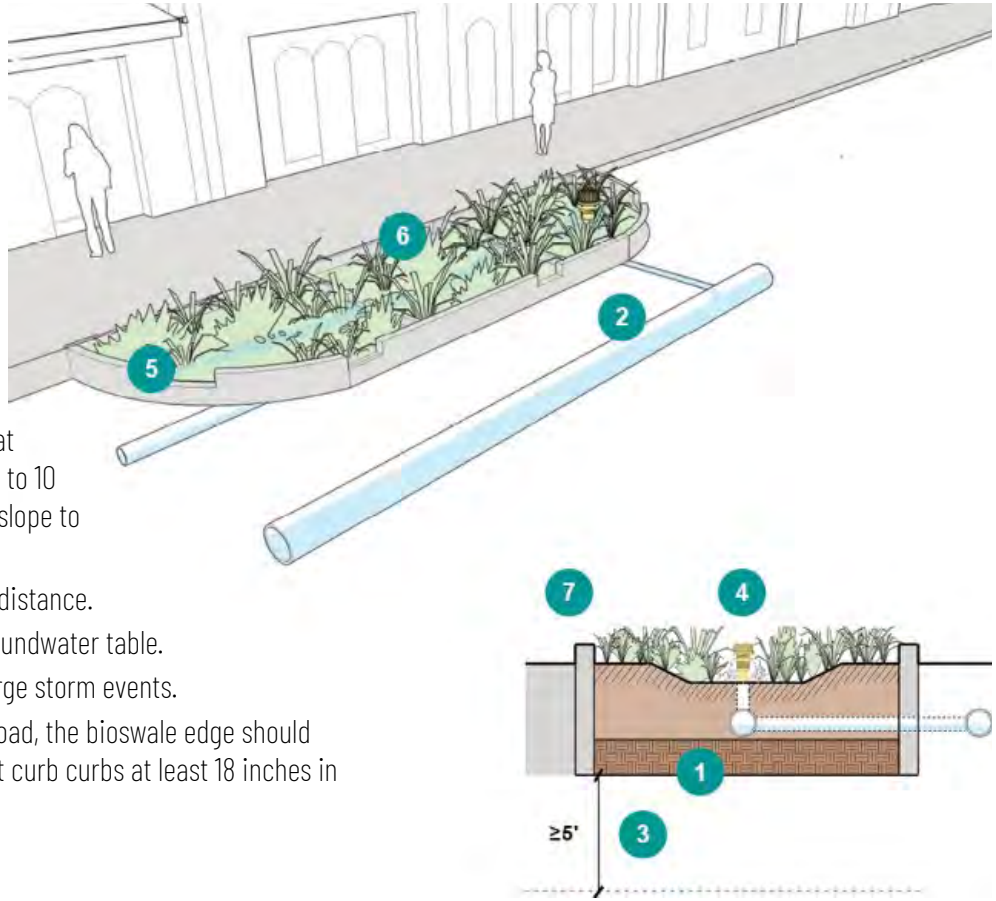
Whitehall Terrace (Atlanta GA) bioswale example

Rowland Street (Clarkston GA) bioswale example

Figure 27. Green Infrastructure Opportunity Sites

Bioswale Design Guidance

Bioswales are a key green infrastructure strategy for managing stormwater runoff while enhancing the public realm. This design guidance provides an overview of best practices for siting, sizing, and detailing bioswales to improve water quality, reduce peak flows, and support resilient, low-impact development. This guidance is intended to inform the planning and design of bioswales that are functional, maintainable, and well-integrated into the surrounding landscape.



Source: NACTO Urban Street Guide, https://nacto.org/publication/urban-street-design-guide/street-design-elements/stormwater-management/bioswales/

Critical

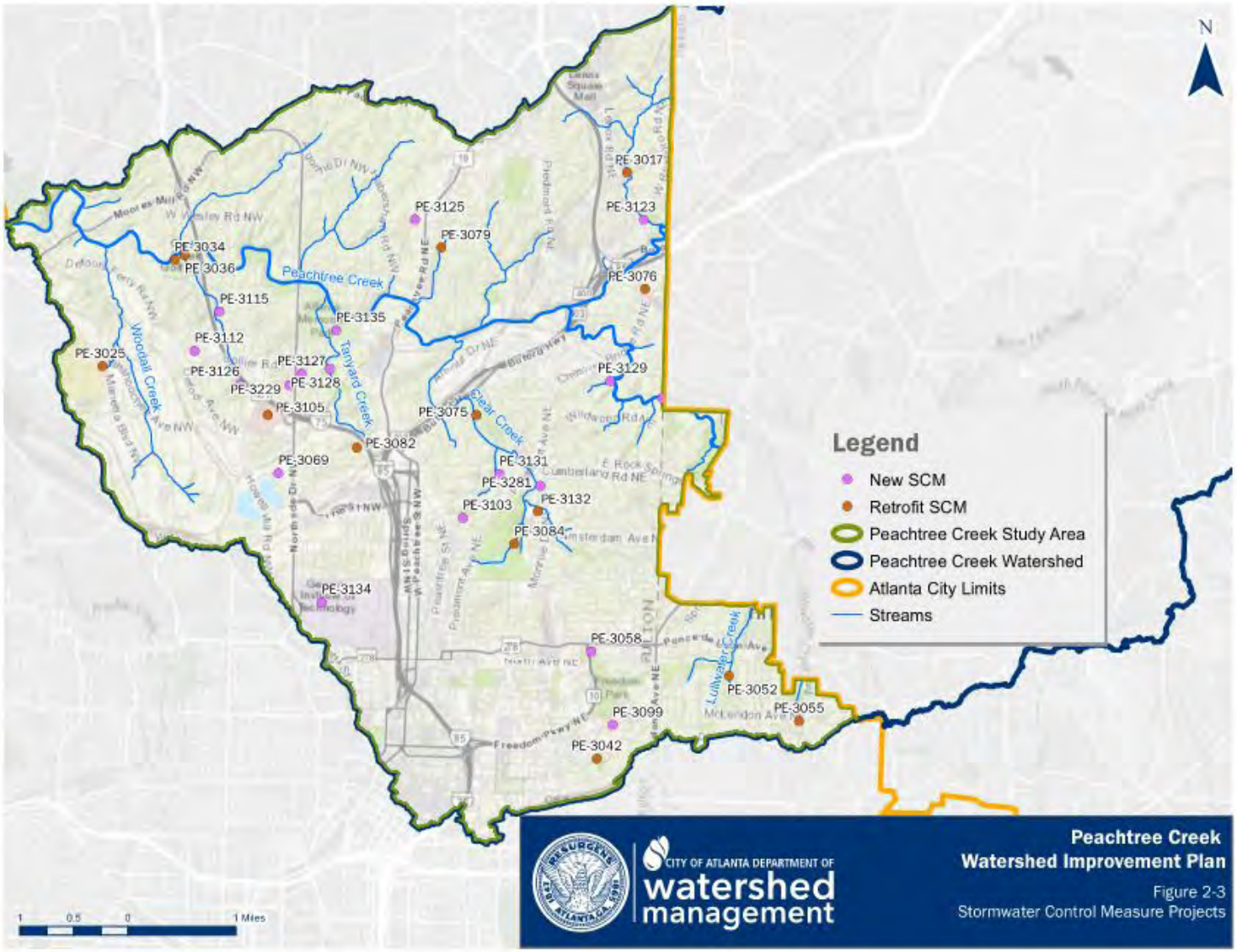
- (1) Bioswale soil composition is critical to their proper functioning. Soils with more that 5% clay will not filter adequately. An engineered soil mixture should be designed so 5 to 10 inches of rain water can infiltrate per hour. They should be designed to have a slight slope to move water slowly along the surface during the infiltration process.
- (2) Pay special attention to adjacent underground infrastructure and maintain a safe distance.
- (3) The bottom of the bioswale should be a minimum of 5 feet away from the high groundwater table.
- (4) The overflow/bypass drain should be 6 inches above the soil surface to manage large storm events.
- (5) If the bioswale is designed to receive water which sheetflows from a sidewalk or road, the bioswale edge should be flush with that grade. If a curb is necessary, the design should include intermittent curb curbs at least 18 inches in width between 3 and 15 feet apart.

Recommended

- (6) Bioswales should include diverse, native vegetation that can withstand standing water and drought. Rocks should be used to prevent erosion and slow down the speed of water.
- (7) Design element used to discourage pedestrian access to the bioswale.

Department of Watershed Alignment

Figure 28. City of Atlanta Department of Watershed Management Stormwater Control Measure Projects



Note: SCM = Stormwater Control Measure

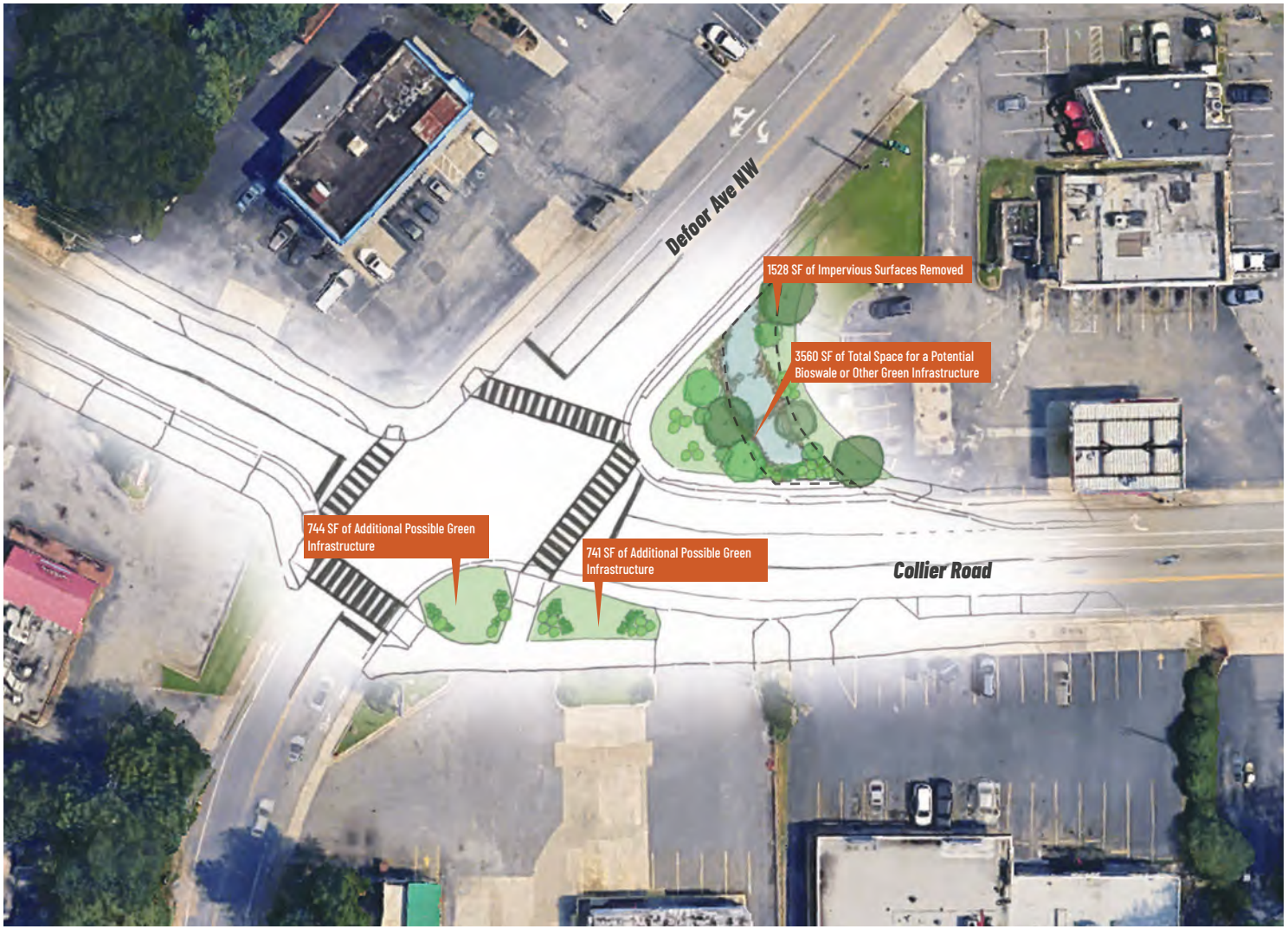
Source: Peachtree Creek Watershed Improvement Plan, Appendix C

The most recent Watershed Improvement Plan (WIP) is the 2019 Peachtree Creek WIP. The following projects within this study area are::

- PE-3112 (Micropool Extended Detention Basin) located on the south side of Collier Rd at Collier Hills Dr. However, this project is on private land and would require an easement or land acquisition. We recommend in lieu of PE-3112, a bioswale be installed at the Collier Rd and Defoor Ave intersection where the slip lane is being removed.
- PE-3232 (Bioswale) located on the south side of Ellsworth Dr, north of Collier Rd NW.

The map also identifies additional WIP projects within Tanyard Creek Park and Bobby Jones Golf Club, including a stream restoration project.

Figure 29. Collier Road at Defoor Ave NW Green Infrastructure Conceptual Sketch



The existing slip lane at the Collier Road at Defoor Avenue NW intersection is being prepared for removal. As shown in Figure 29, this change would create approximately 3,560 square feet of space north of Collier Road for a potential bioswale or other green infrastructure. This opportunity is enabled by the removal of approximately 1,528 square feet of impervious surface associated with the slip lane.

In addition, two smaller areas on the southwest side of the intersection present opportunities for supplemental green infrastructure, further enhancing stormwater management and streetscape conditions.

PLACEMAKING CATALYST SITES

Collier Road is a vital and vibrant east-west corridor with a mix of commercial land uses and low and medium density residential. Study participants expressed a desire to see Collier Road have a stronger sense of place in addition to the multimodal and safety improvements. This study has identified potential sites for placemaking activities to help nurture a Collier Road identity.

The Upper Westside CID, in partnership with the community and creative partners, has implemented placemaking strategies throughout the district such as murals, signage, and seating. This study seeks to expand the CID's placemaking efforts to Collier Road and the recommendations herein reflect community priorities identified during the study's public outreach.

Placemaking Catalyst Sites

1. Central Mobile Home Village - Bus Stop*
2. Creek Bridge
3. Hills Place NW Intersection - Roundabout
4. Railroad Underpass
5. Defoor Ave Intersection
6. I-75 Underpass
7. Collier Center Site*
8. Ellsworth Park

* Placemaking catalyst sites on private property subject to approval from owner.

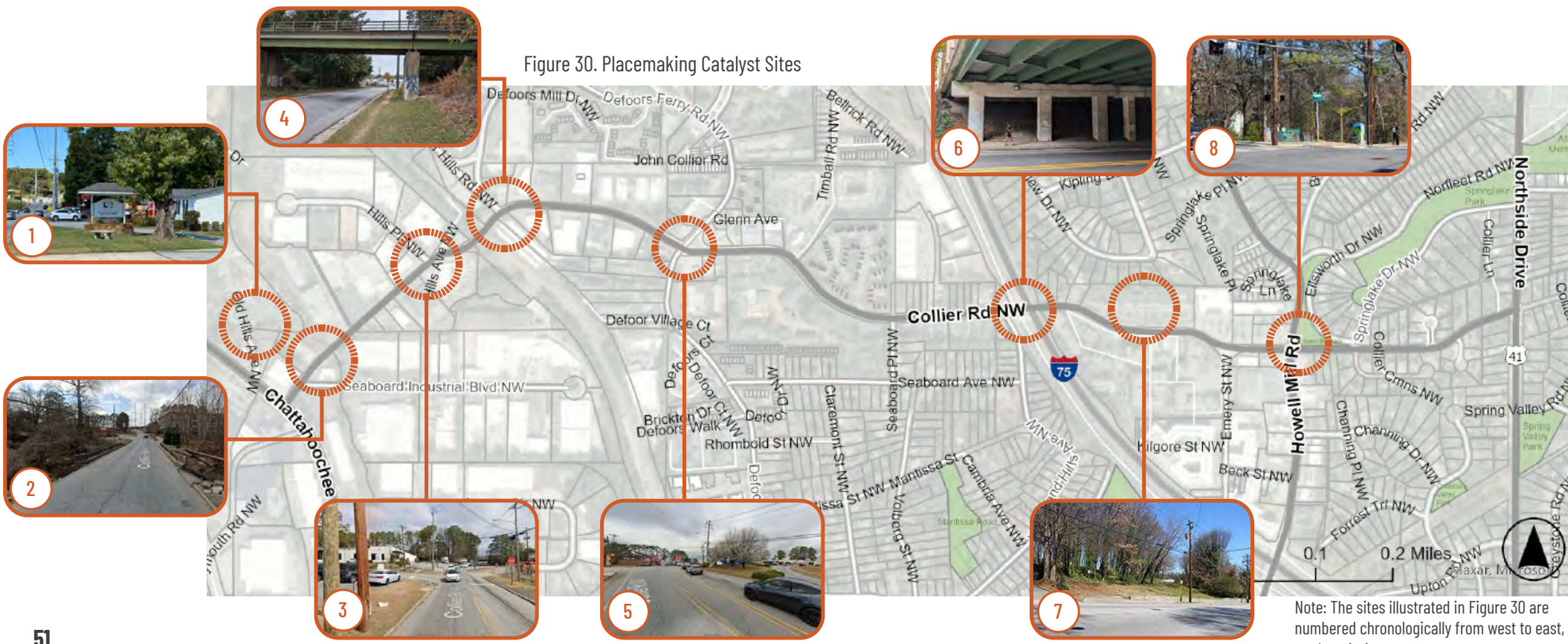


Figure 30. Placemaking Catalyst Sites

Note: The sites illustrated in Figure 30 are numbered chronologically from west to east, not by priority.

SITE

1 Central Mobile Home Village

Residents of the Central Mobile Home Village community identified this location as a priority due to safety concerns and a lack of dedicated space for gathering, waiting, and accessing transit. The area is frequently used by residents, including children and families, yet currently lacks basic amenities such as seating, shelter, and defined pedestrian space. Community members expressed interest in improvements that would enhance safety, comfort, and visibility while creating a more welcoming environment.

It should be noted that this site is located on private property. Implementation of any improvements would require coordination with and approval from the property owner.

Location Key

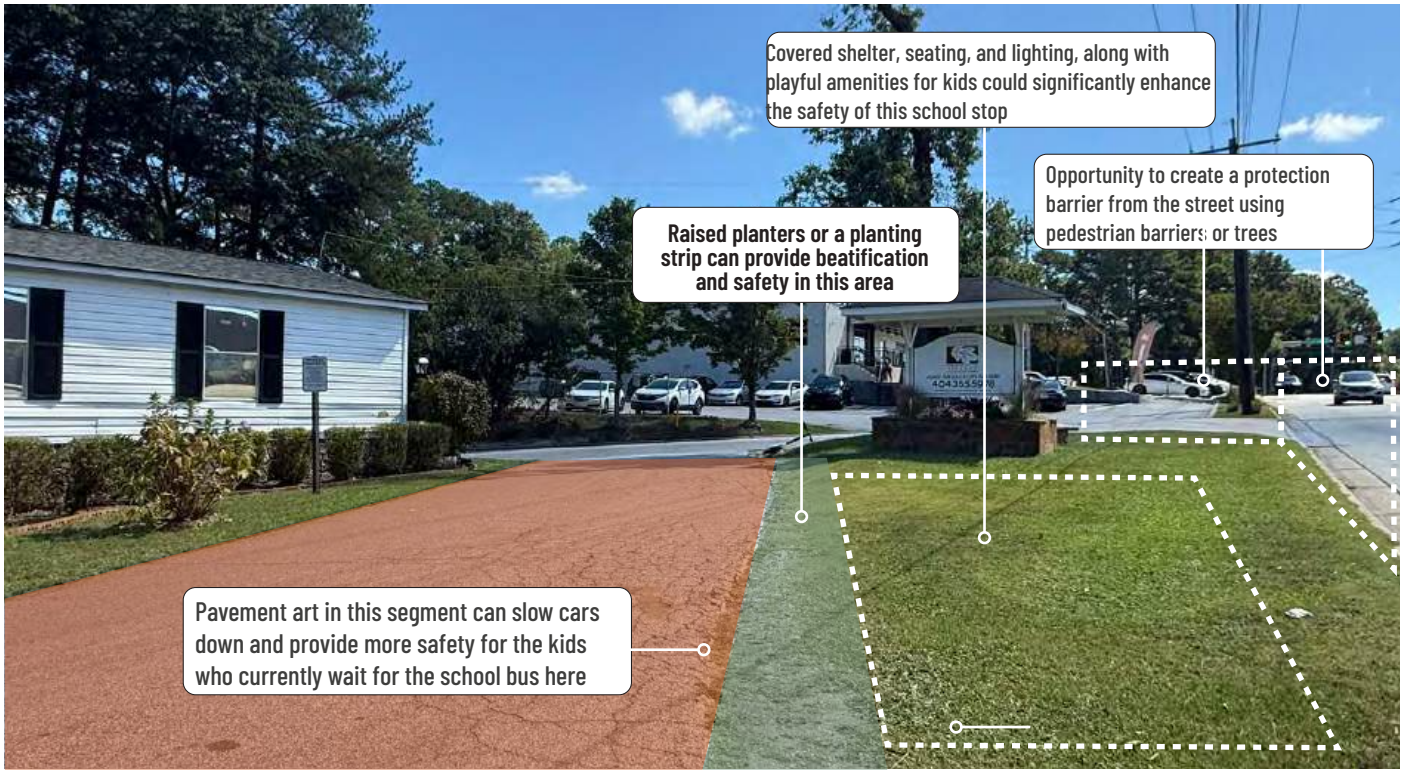
Key Strategies

Amenities — **Shelter, Seating**
Pedestrian Barriers

Public Art — **Asphalt Art**

Landscaping — **Planters**

Figure 31. Central Mobile Home Village Placemaking Opportunities



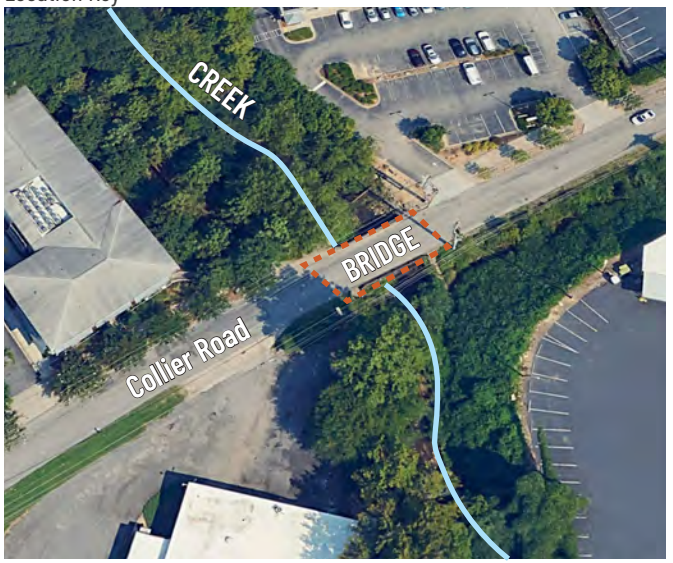
SITE

2 Creek Bridge

The existing bridge across Woodall Creek does not include pedestrian accommodations and is too narrow to fit a sidewalk on. Despite it's age, the bridge shows no structural concerns and is not scheduled for replacement.

While the Silver Comet Connector will cross Collier Road just west of the creek bridge, it will land onto private property to the east of the bridge. In order to guarantee public access, this study proposes a new bridge on the south side of Collier Road. Retaining walls will be required to accommodate the bridge, creating an opportunity for art. The side is also well suited for integrated stormwater strategies to mitigate runoff and flooding in this low-lying section of the corridor.

Location Key



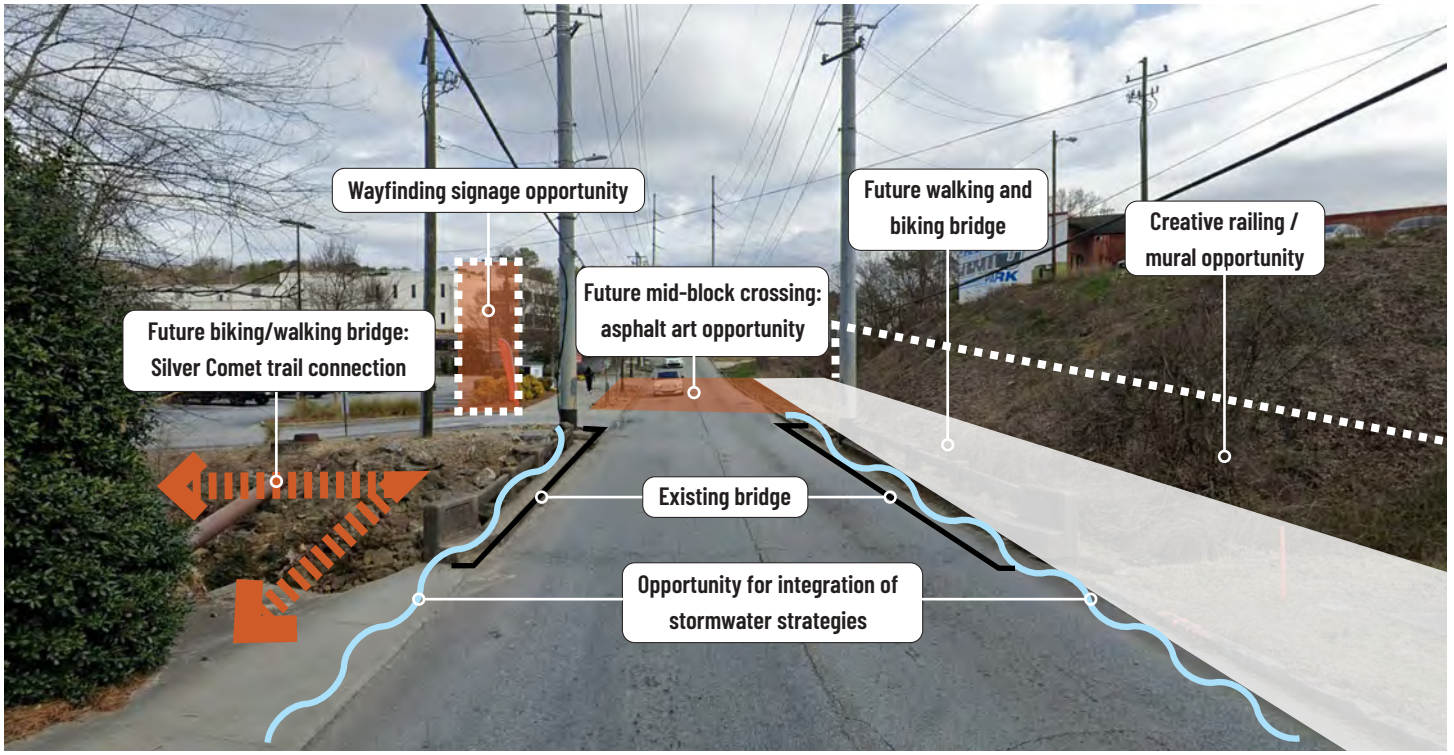
Key Strategies

Landscaping — **Stormwater Landscaping**

Signage — **Wayfinding Signage**

Public Art — **Murals**

Figure 32. Creek Bridge Placemaking Opportunities



SITE

3 Hills Place Roundabout

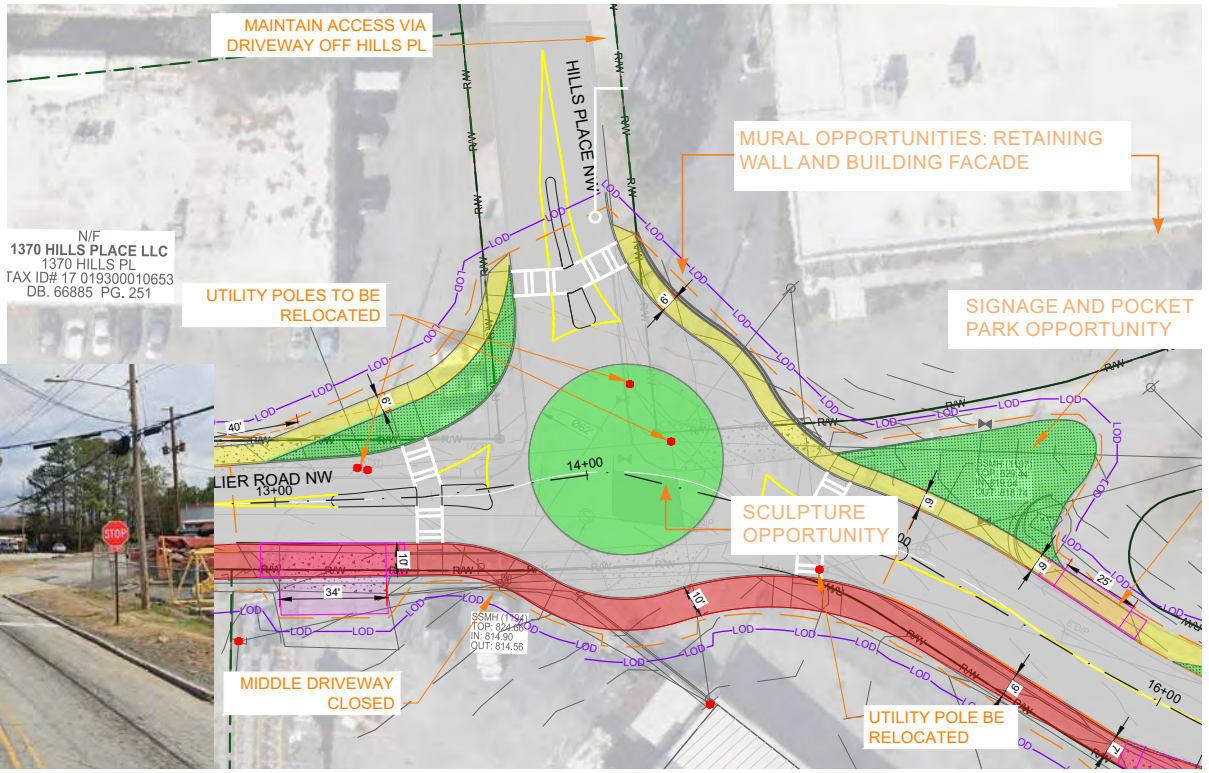
This study identified the intersection of Hills Place and Collier Road as a problematic location for traffic. The proposed roundabout at Hills Place along Collier Road will present multiple opportunities for placemaking such as: a sculpture at the center of the roundabout, a potential mural on one of the surrounding blank facades, new greenspace that could serve as a rain garden, and activation of nearby surface parking lots through food trucks. Wayfinding signage at this location will further enhance the sense of place.

Location Key

Key Strategies

- Public Art — Sculpture Mural
- Parks and Parklets — Pocket Park
- Signage — Wayfinding Signage
- Programming — Food Trucks

Figure 33. Hills Place Roundabout Placemaking Opportunities



SITE

4

Railroad Underpass

The active CSX railroad crossing at Collier Road is located west of Defoor Hills Road and is part of a historic freight corridor that has shaped the Upper Westside's industrial identity for decades. Dating back to the late 19th century, it reflects a pivotal era in Atlanta's rail expansion. Today, the underpass is visually uninviting and presents safety concerns for pedestrians.

Placemaking opportunities include murals on the two concrete pillars, linear lighting beneath the bridge, and a branded element on the overhead structure. This site offers a unique opportunity to celebrate the railroad's history and the industrial legacy of the Upper Westside through branded graphics and thoughtful design interventions.

Location Key

Key Strategies

Public Art

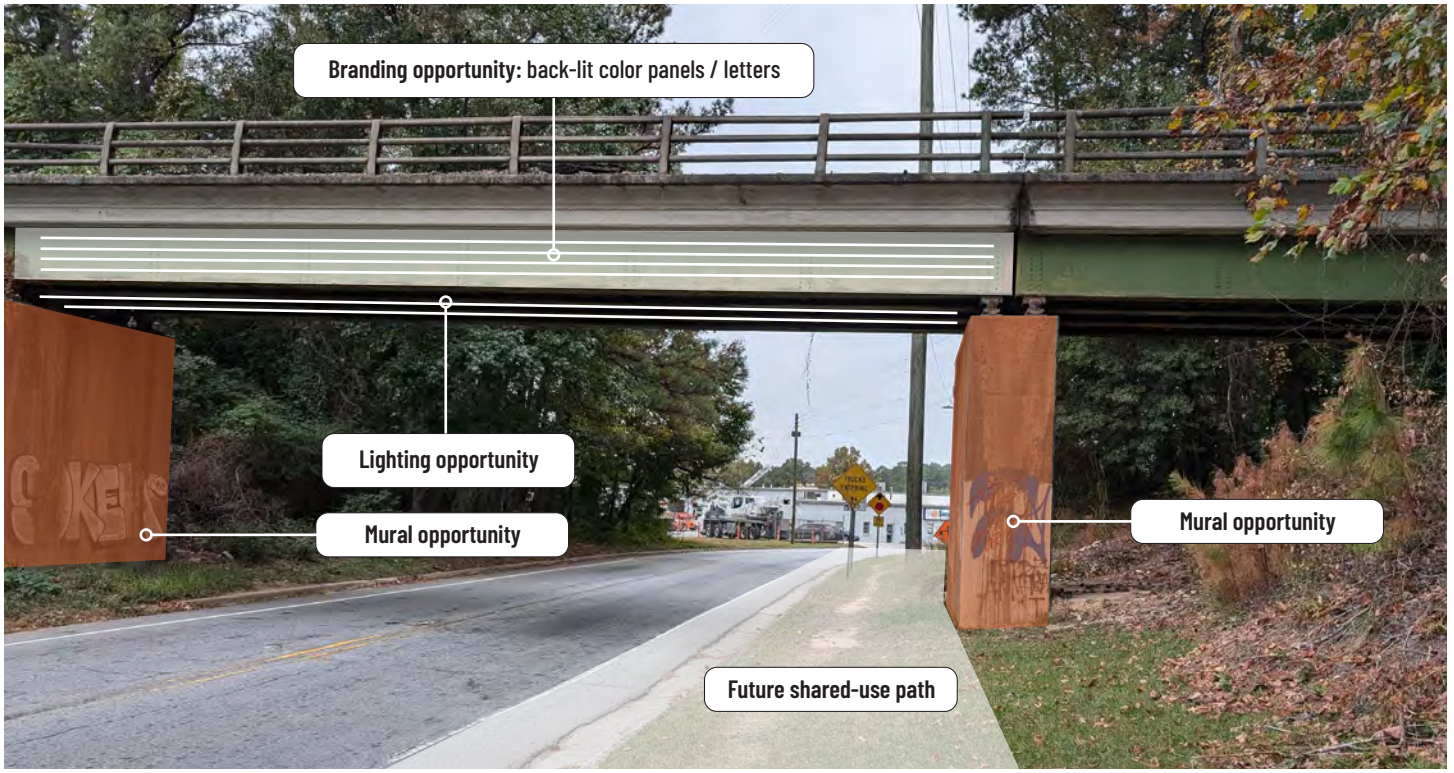
Murals

Lighting

Signage

Identification Signage

Figure 34. Railroad Underpass Placemaking Opportunities



SITE

5 Defoor Ave

The multimodal study recommends reconfiguring the intersection of Collier Road and Defoor Ave to improve functionality. A key component of the proposal is the removal of the existing slip lane to improve safety and accessibility. This may be an opportunity site for green infrastructure to treat stormwater runoff. Once reconfigured, this green peninsula could also include seating, wayfinding signage, or other amenities.

As a prominent junction within the corridor, this intersection presents a strategic opportunity for enhanced wayfinding signage and a signature public art installation—such as a mural or sculpture—that could serve as a visual gateway and reinforce the corridor's identity.

Location Key

Key Strategies

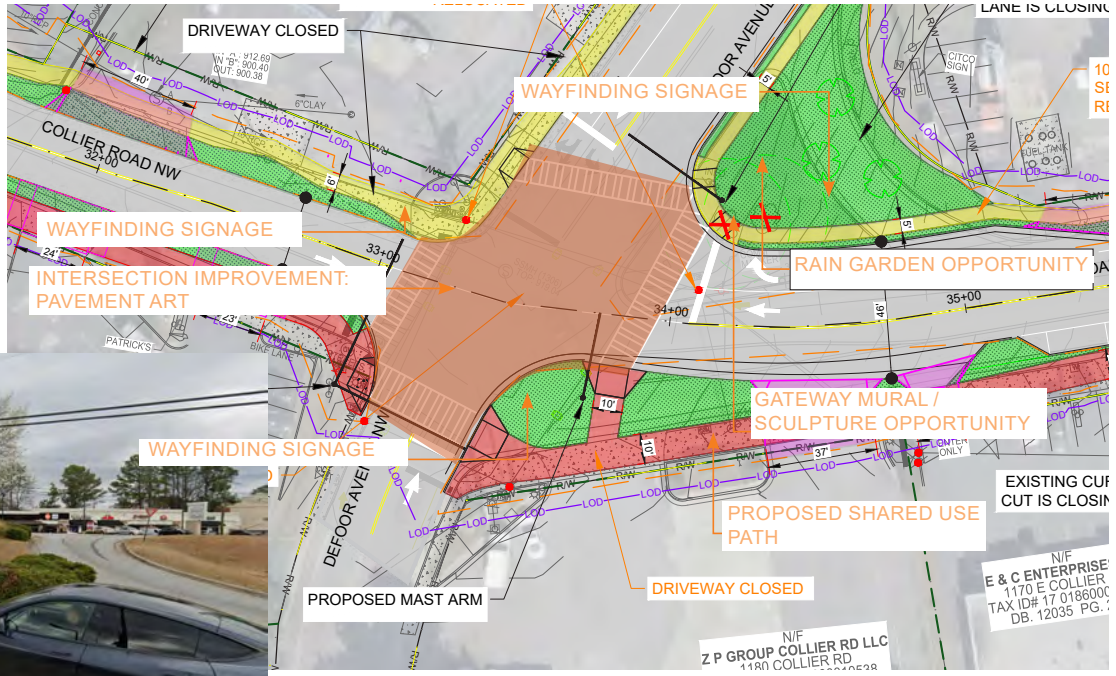
Landscaping — **Rain garden**

Public Art — **Asphalt Art**

Sculpture / Mural

Signage — **Wayfinding**

Figure 35. Defoor Ave Placemaking Opportunities



Existing Conditions (looking west)

Proposed Intersection Improvements

SITE 6

I-75 Underpass

The I-75 underpass at Collier Road spans approximately 200 feet and features 12 square concrete columns on each side. The clearance height is about 14 feet, with the overhead structure supported by 24 exposed steel beams. Currently, the underpass is dimly lit and perceived by many residents as unsafe and unwelcoming for pedestrians and cyclists. As part of this study, UWCID coordinated with the City of Atlanta and GDOT to acknowledge the current lighting deficiency, and plans are currently underway for GDOT to make upgrades underneath the bridge.

Placemaking interventions—such as vinyl-applied graphics, paint, enhanced overhead lighting, and branded storytelling elements—could dramatically transform the space. This bridge offers a prime opportunity to introduce bold graphics that celebrate the history and character of Collier Road, turning a neglected passage into a vibrant gateway.

Location Key

Key Strategies

- Public Art — **Murals**
- **Lighting**
- Signage — **Identification Signage**

Figure 36. I-75 Underpass Placemaking Opportunities

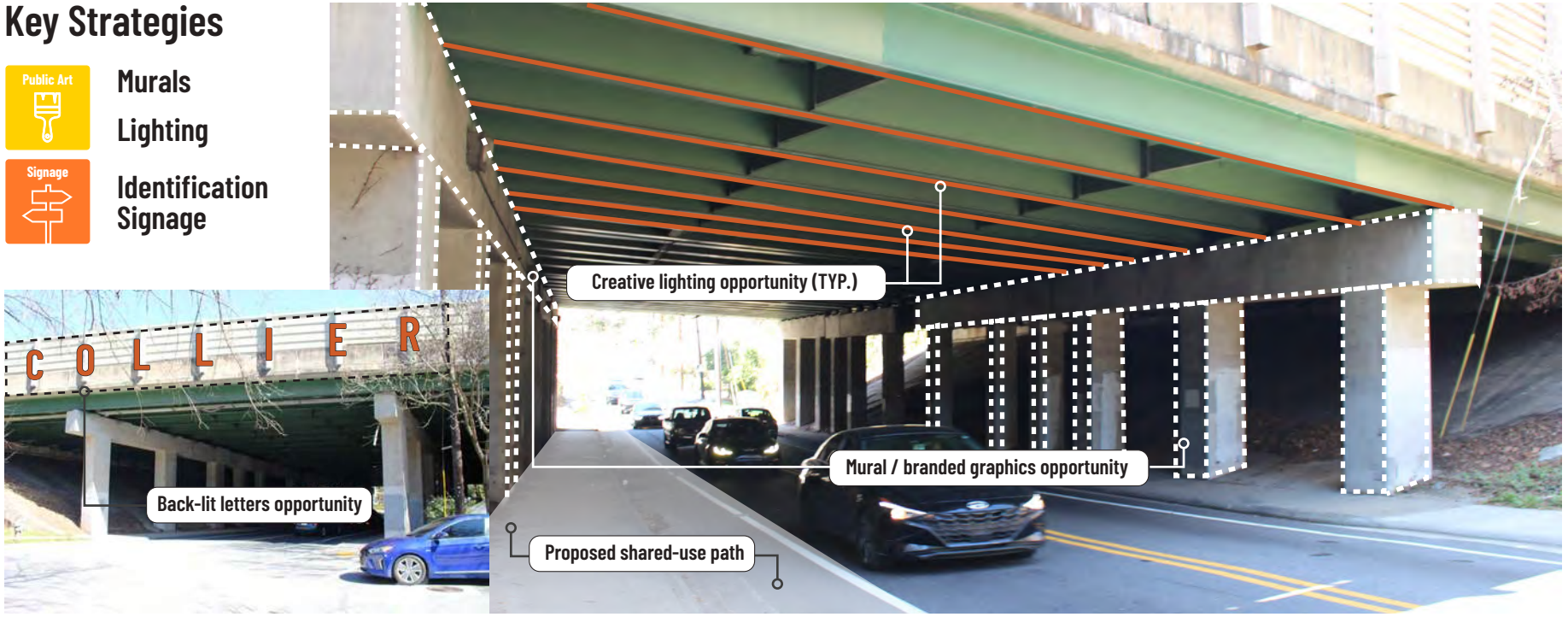
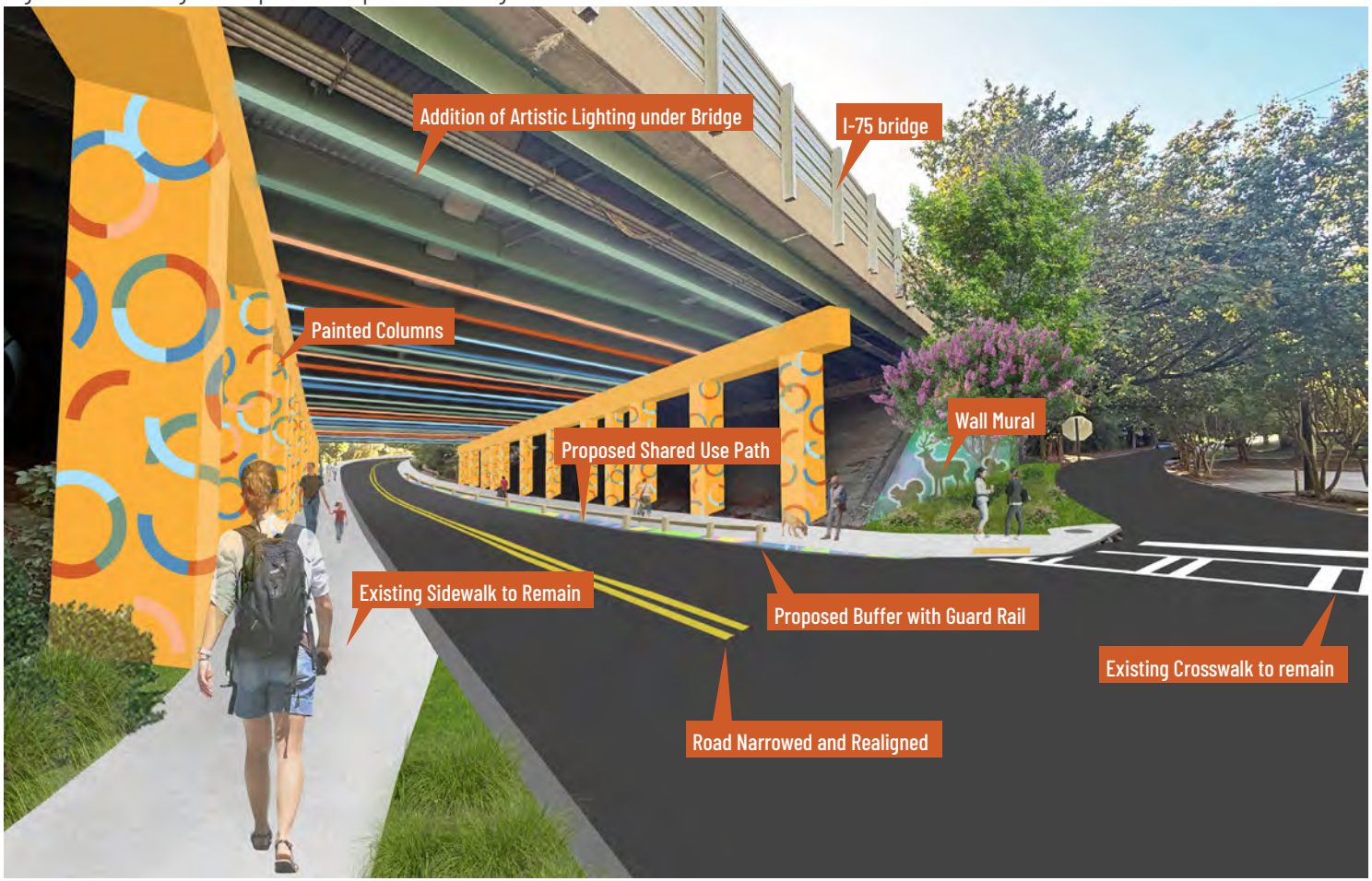
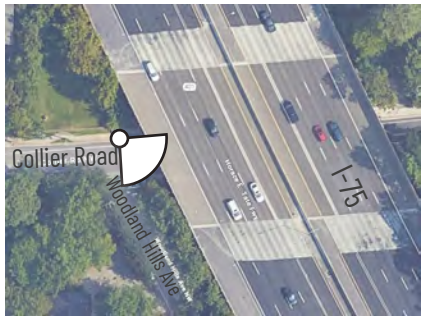


Figure 37. I-75 Bridge Underpass Conceptual Rendering



Existing View

Location Key



SITE

7

Collier Center Site

This greenspace facing Collier Road is owned by Collier Center LLC, the commercial complex behind it. Measuring approximately 120 feet by 30 feet, the site features a steep slope and open greenery, and is informally used by neighboring residents as a dog park. Community engagement revealed a strong desire to formalize this use and enhance the space with passive recreation amenities such as seating, lighting, and public art installations.

Of note, the site holds significant historical value. Shortly after the Civil War, freed slaves built 22 homes around this area, informally known as Happy Hill. Surrounded by white families, the neighborhood was later bisected by Collier Road and bordered to the north by a parcel once owned by the Ku Klux Klan. Placemaking strategies should focus on honoring this history through interpretive signage and public art, while reserving portions of the site for community-oriented uses.

Location Key

* Placemaking catalyst sites on private property subject to approval from owner.

Key Strategies

Signage — **History and Storytelling**

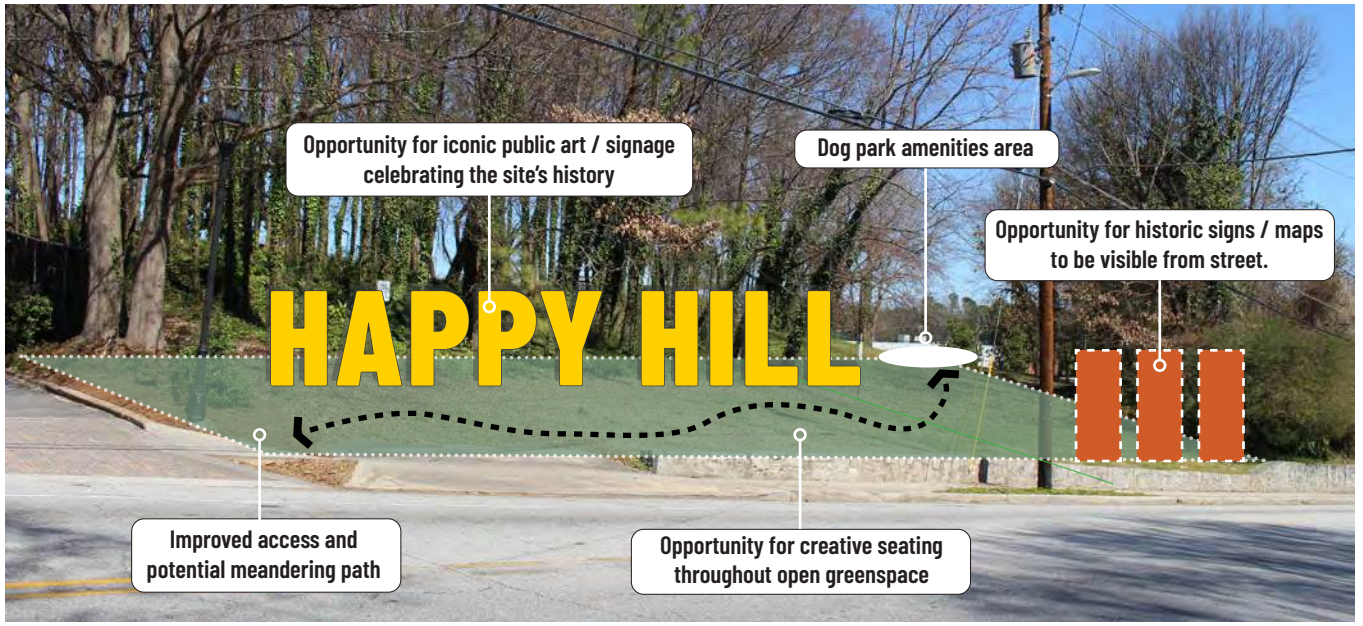
Landscaping — **Landscape**

Amenities — **Seating, Lighting**

Dog Park Amenities

Public Art — **History and Storytelling**

Figure 38. Collier Center Site Placemaking Opportunities



SITE

8

Ellsworth Park

The playground in the northern portion of Ellsworth Park is well-loved and utilized, but the southern portion of Ellsworth Park, located at the intersection of Collier Rd and Howell Mill Rd, is an underutilized public space with limited visibility from the street due to vegetation and topography. Its steep slope and obscured entrance make it easy to overlook, despite its strategic location. This study recommends a new shared use path along the north side of Collier Rd through the park, creating a vital connection for pedestrians and cyclists.

A park master plan would be a helpful next step to determine the best solution to best utilize this southern portion of the park while preserving what people love about the northern portion. Potential interventions include: a) Landscaping and terracing at the entrance to improve access and visual appeal; b) Edge design that enhances safety and defines the park's boundaries; c) Placemaking strategies such as: a gateway feature, wayfinding signage to nearby destinations like the Beltline, and asphalt art to visually reinforce the intersection's importance.

Location Key

Key Strategies

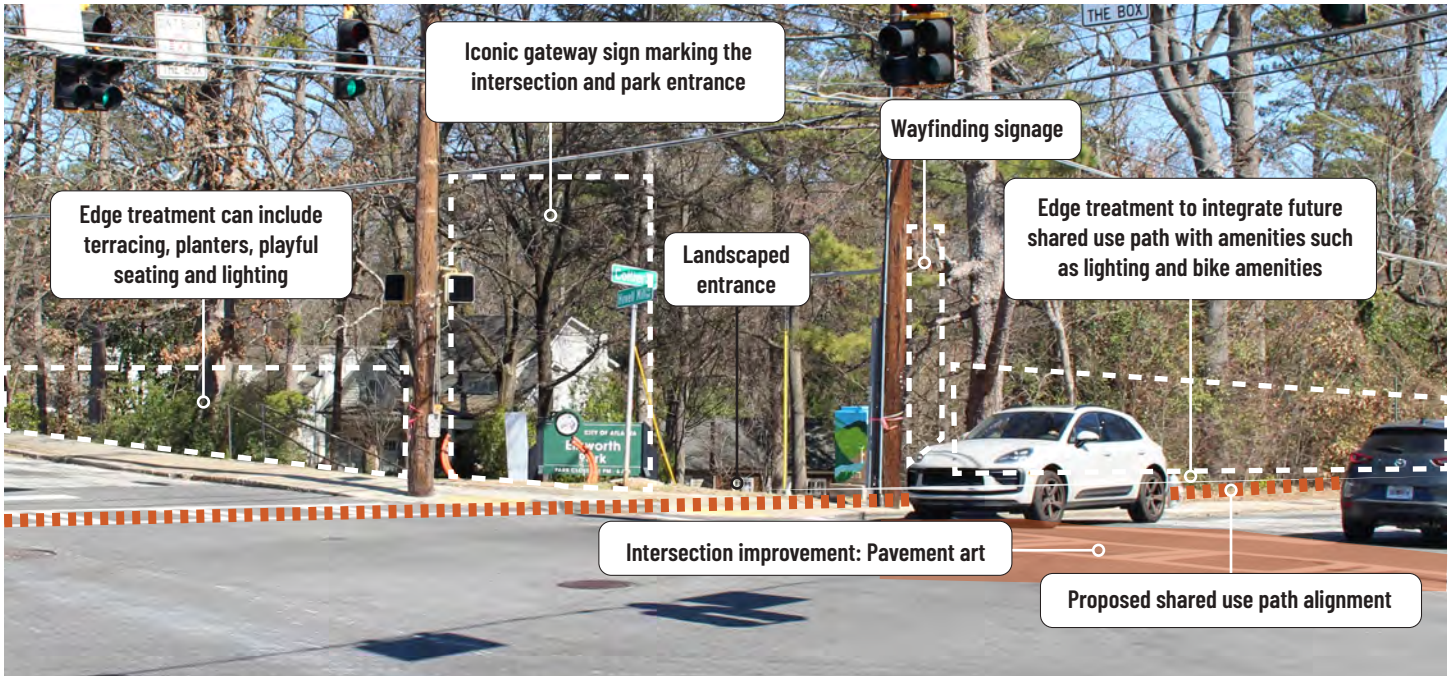
Signage
Gateway Sign
Wayfinding Signs

Landscaping
Planters
Terracing

Amenities
Lighting
Seating
Bike Stations

Public Art
Asphalt Art

Figure 39. Ellsworth Park Placemaking Opportunities



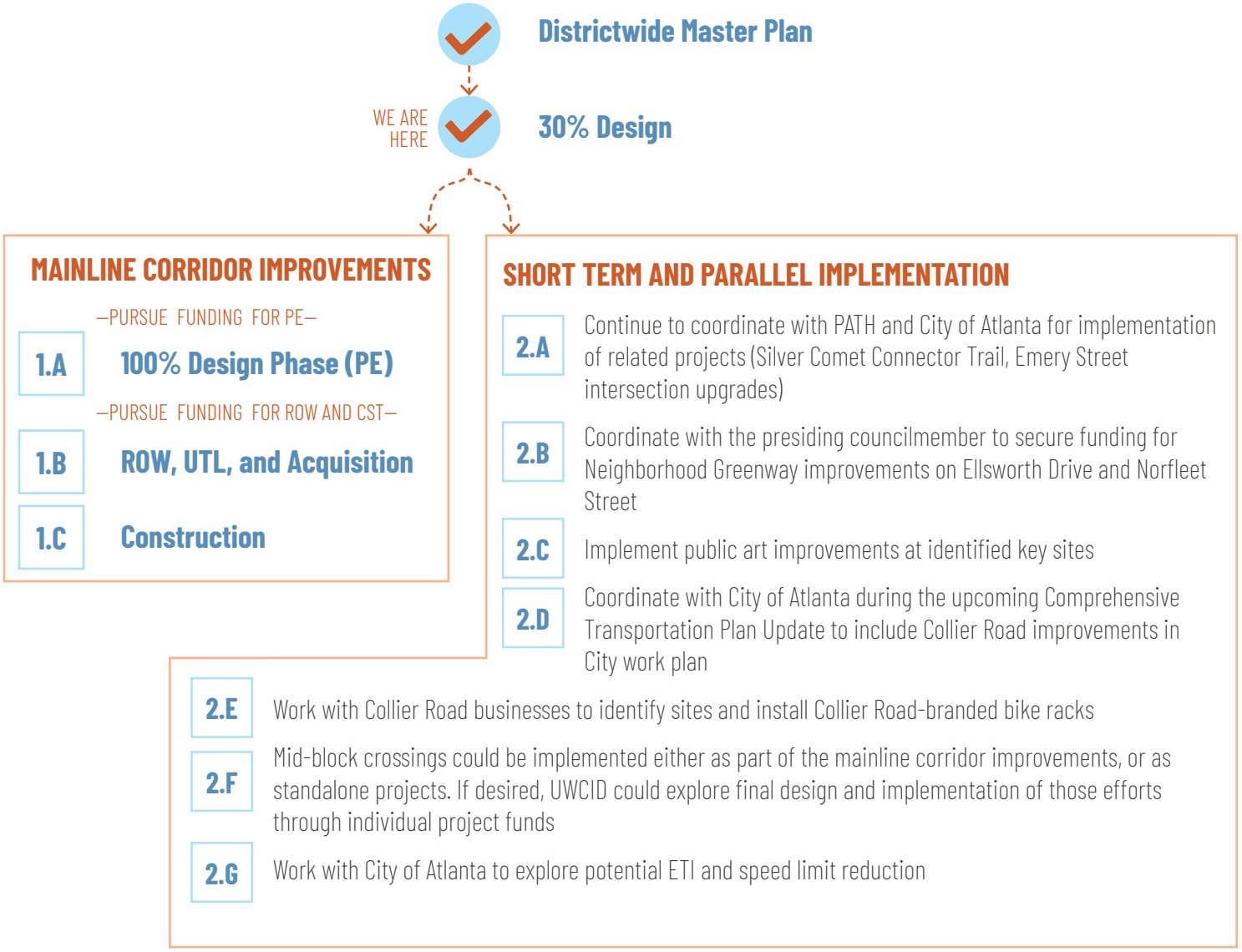
IMPLEMENTATION STRATEGY

Next Steps

To further advance the project towards implementation, funding needs to be identified to complete the project's design (i.e. preliminary engineering).

With a completed design, accurate cost estimates for right-of-way, utilities, and construction can be completed to update the project costs developed at this 30% concept level shown in Table 5. The updated cost estimates will be used to pursue funding at the local, state, and federal levels. Local money can be deployed quickly while federal funding includes administrative hurdles which lengthen a project's implementation timeline substantially.

Some portions of the project can be broken out as short term initiatives such as the placemaking recommendations or green infrastructure improvements. These items are listed under "Short Term and Parallel Improvements" to the right.



DRAFT

Mainline Design Implementation Segments

This project has a relatively high cost, and therefore implementation will likely need to be done in pieces. The map below highlights the different "segments" that can be funded and implemented as standalone projects for design and construction. These segments are bisected based on varying levels of priority and logical funding sources.

Segments

- Segment 1: All of the mid-block crossings with Pedestrian Hybrid Beacons
- Segment 2: Defoor Ave intersection
- Segment 3: Chattahoochee Ave to Defoor Hills Rd
- Segment 4: Defoor Hills Rd to Seaboard Pl
- Segment 5: Seaboard Pl to Emery St
- Segment 6: Emory St to Springlake Dr
- Segment 7: Ellsworth Park Path
- Segment 8: Springlake Dr to Northside Dr

Figure 40. Implementation Segments

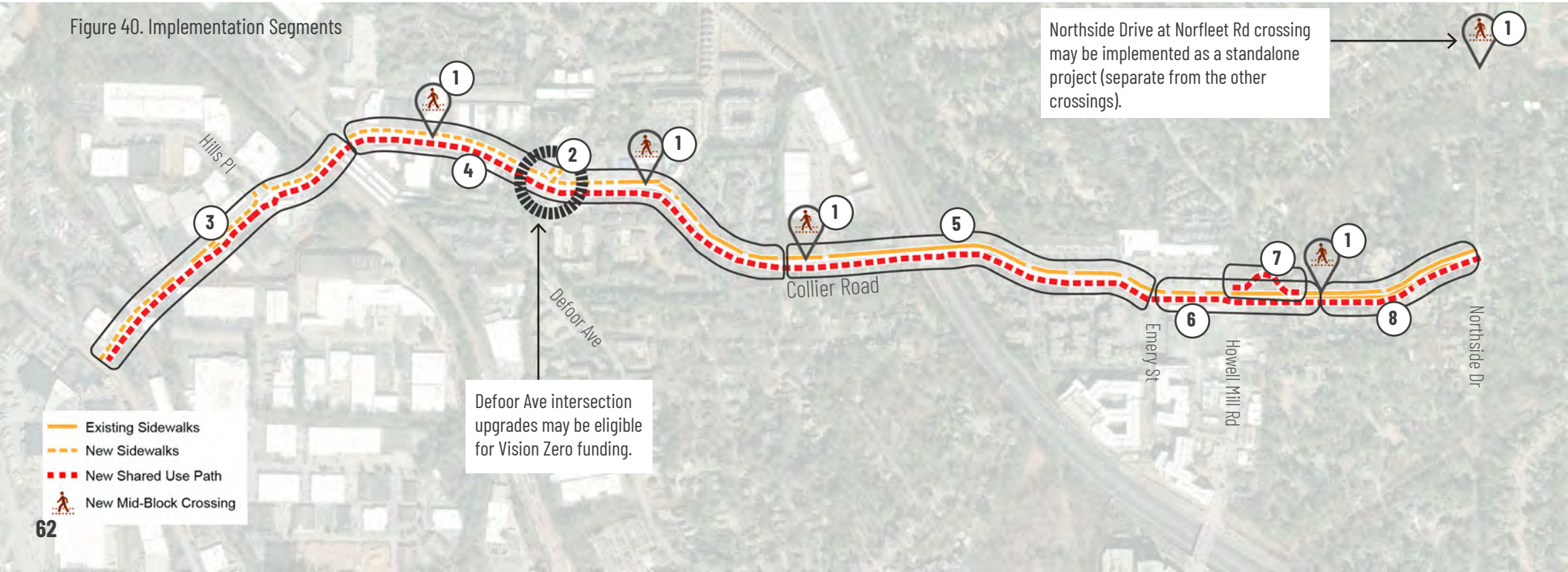


Table 5. Implementation Matrix

ID	DESCRIPTION	TIME FRAME	COORDINATING PARTNERS	POTENTIAL FUNDING SOURCES
1A	Mainline Corridor Improvements - 100% Design Phase (PE)*	Short-Mid	City of Atlanta DOT, City of Atlanta Parks and Recreation Department, ARC, Presiding Councilmember, Local business owners, Property owners, Friends of Springlake Parks, Underwood Hills Neighborhood Association	City of Atlanta DOT, ARC, Presiding Councilmember
1B	Mainline Corridor Improvements - ROW and Acquisition*	Mid-Long	City of Atlanta DOT, FHWA. GDOT, ARC, Property Owners	City of Atlanta DOT. FHWA, GDOT, ARC
1C	Mainline Corridor Improvements - Construction*	Mid-Long	City of Atlanta DOT, FHWA, GDOT, ARC	City of Atlanta DOT. FHWA, GDOT, ARC
2A	Continue to coordinate with PATH and City of Atlanta for implementation of related projects (Silver Comet Connector Trail, Emery Street intersection upgrades)	Short	City of Atlanta DOT, City of Atlanta Parks and Recreation Department	City of Atlanta DOT
2B	Coordinate with District 8 Councilmember to secure funding for Neighborhood Greenway improvements on Ellsworth Drive and Norfleet Street (see page 46 for details)	Short-Mid	City of Atlanta DOT, ARC, Springlake Park Neighborhood	City of Atlanta DOT, District 8 Councilmember
2C	Implement public art improvements at identified key sites 1-8	Short	City of Atlanta DOT, GDOT, Railroad, ARC, Artists	City of Atlanta DOT, ARC
2D	Coordinate with City of Atlanta during the upcoming Comprehensive Transportation Plan Update to include Collier Road improvements in City work plan	Short	City of Atlanta DOT	City of Atlanta DOT
2E	Work with Collier Road businesses to identify sites and install Collier Road-branded bike racks	Short	Property owners, Artists	CID, Grants, City of Atlanta
2F	Mid-block crossings could be implemented either as part of the mainline corridor improvements, or as standalone projects. If desired, UWCID could explore final design and implementation of those efforts through individual project funds.	Short	City of Atlanta DOT, GDOT	City of Atlanta DOT
2G	Work with City of Atlanta to explore potential ETI and speed limit reduction	Short	City of Atlanta DOT, GDOT	N/A

Timeframe Key: Short: 0-2 Yrs; Mid: 3-4 Yrs; Long: 5-8 Yrs
*See Figure 37 on page 62 for a map of phasing segments

Implementation Partners

Several partners have been part of this planning study and will continue to be part of the implementation efforts. The list of implementation partners is not intended to be comprehensive, but rather to highlight the key organizations that should be targeted throughout the action items identified on the previous page.

Other neighborhood residents, business owners, developers, and stakeholders should continue to be involved throughout community engagement and public design review to ensure that the project aligns with community values.

Table 6. Key Implementation Partners

		RELEVANT IMPLEMENTATION ITEMS									
ORGANIZATION	**ROLE**	**1A**	**1B**	**1C**	**2A**	**2B**	**2C**	**2D**	**2E**	**2F**	**2G**
City of Atlanta DOT	Potential funding partner, design reviewer	●	●	●	●	●	●	●		●	●
City of Atlanta Parks and Recreation Department	Property Owner	●			●						
FHWA	Potential funding partner		●	●							
GDOT	Potential funding partner, property owner (I-75 bridge underpass)		●	●							●
ARC	Potential funding partner	●	●	●			●				
District 8 Councilmember	Potential funding partner	●				●					
Local business owners	Potential use of private property	●							●		
Artists	Design of public art installations						●		●		
Property Owners	Property coordination & ROW acquisition	●	●								
Friends of Springlake Parks	Stakeholder	●				●					
Underwood Hills Neighborhood Association	Stakeholder	●	●	●	●	●	●	●	●	●	

Implementation Progress Over the Course of the Study

While the study was underway, the Upper Westside CID began taking immediate action on some of the recommendations:

- UWCID and the CID submitted a Transportation Improvement Program (TIP) application to advance the engineering to 100% plans
- The CID removed the Emery slip lanes while the City of Atlanta ordered materials necessary to signalize the intersection
- Georgia Power, the City of Atlanta, and the UWCID coordinated to create a lighting plan for the I-75 Underpass

With the study now complete, the Upper Westside CID is positioned to advance the identified recommendations and priorities in coordination with agency and community partners. The CID will continue to pursue funding opportunities and partnerships to implement the improvements outlined in the study and realize the community's vision for Collier Road.