

APPENDIX E

Corridor Advisory Committee Meeting Materials

1. CAC Meeting #1
 - a. Summary
 - b. Meeting slides
 - c. Mapping activity
 - d. Sign-in sheet
2. CAC Meeting #2
 - a. Summary (includes slides)
 - b. Sign-in sheet
3. CAC Meeting #3
 - a. Summary (includes slides)
 - b. Sign-in sheet

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee

Meeting Summary

The Ashford Dunwoody Road Corridor Study's Corridor Advisory Committee (CAC) held its first meeting on Wednesday February 17, 2016 at the Marist School, located at 3790 Ashford Dunwoody Road NE, Atlanta, GA 30319. The meeting began a few minutes after 4:00PM.

1. Welcome and Introductions

Richard Meehan, P.E., the City of Brookhaven's Project Manager for the study, welcomed attendees and led the group in a round of introductions. Committee members represent a variety of groups and organizations, including businesses, schools, and property owners, as well as private citizens. Attendees are listed below.

- Tiffany Bok, resident of Cambridge Park neighborhood and parent of student at Montgomery Elementary School
- Nancy Elliott, Seven Oaks Management/Perimeter Summit
- Dr. James Hamner, Headmaster, St. Martin's Episcopal School
- Father John Harhager, President, Marist School
- Jennifer Harper, PE, Chief of Programs and Operations, Perimeter Community Improvement Districts, Brookhaven resident
- John Krueger, Brookhaven resident and retired traffic engineer
- Mary Storm, resident of Bubbling Creek neighborhood

Others:

- John Funny, Planning Commissioner, City of Brookhaven

Members of the Project Team in attendance include:

- Richard Meehan, P.E. City of Brookhaven Public Works, City Project Manager
- Jamie Cochran, AICP, Gresham, Smith and Partners, Consultant Project Manager
- Jay Bockish, PE, PTOE, Gresham, Smith and Partners
- Erin Thoresen, AICP, Gresham, Smith and Partners
- Megha Young, AICP, Gresham, Smith and Partners

2. Project Overview

Jamie Cochran, AICP, Project Manager for Gresham, Smith and Partners – the consultant leading the study – gave a presentation that provided an overview of the study, the timeline for the project, and background information about the Ashford Dunwoody Road corridor, including data from the City of Brookhaven's Comprehensive Transportation Plan (CTP) completed in August 2014.

Ms. Cochran provided background information on the need for the study and its origin as a result of the CTP. She noted that Ashford Dunwoody is an essential corridor to the City of Brookhaven, to the Perimeter area, and to the Atlanta region as a whole, as it connects important roads and provides access to I-285. The study is being initiated in response to residential and commercial growth near and along the corridor and the associated traffic congestion and safety concerns for all roadway users. It is the first study to emerge from the CTP and is intended to develop a vision for a multimodal transportation corridor that meets the following objectives:

Ashford Dunwoody Road Corridor Study

Corridor Advisory Committee

- Accommodates **all users and modes of travel** in a context-sensitive manner
- Is **harmonious** with existing development and future growth along the corridor
- **Minimizes impacts** to neighborhoods and properties along the corridor
- Is **cost-effective** and **able to be implemented**
- Has **broad community support** from citizens, stakeholders, and other partners

Ms. Cochran described some of the issues along the corridor, including its connections to adjacent corridors and thoroughfares; the various land uses and “character types” present along the corridor; and safety concerns at key locations due to turning movements, the curvilinear nature of the road, the presence of schools, children, pedestrians, and cyclists, and the challenging geometry of some of the intersections.

Ms. Cochran explained that the study will be completed in three phases and described the project activities that correspond to each phase. The timeline for the study is approximately eight months, it began in February 2016 and is expected to be completed by September 2016.

- Phase 1 will consist of a traffic study, a review of planning data, a scan of environmental and natural resources along the corridor, and opportunities for public input via the CAC and stakeholder meetings. Data to be collected include demographics, traffic volumes, and crashes, among others.
- Phase 2 will involve the development of an overall vision for the corridor and identification of goal statements to address a variety of topics and guide the proposed design of the roadway. The public and community will also have opportunities to weigh in on this phase through stakeholder meetings and the CAC.
- Phase 3 will involve the development and refinement of alternative design scenarios for the corridor, including a set of cross-sections of key locations along the corridor and recommendations about the movement of bicycles, vehicles, pedestrians, and transit. The CAC and community members will be able to review and provide input on the alternatives and recommendations, and the Project Team will use this input to develop a cohesive recommended alternative.

Ms. Cochran explained that public involvement will be ongoing throughout the course of the study and will include presentations to City Council, CAC meetings, stakeholder meetings and workshops, and a public design workshop, called a “charrette.”

Ms. Cochran then described the role and responsibilities of the CAC, which will serve as a sounding board for the Project Team to help guide the development of the corridor vision, goals, and design alternatives. The CAC will provide input and feedback about findings and recommendations, inform the Project Team about local conditions and issues as needed, and help engage the broader community in project activities. The group then reviewed relevant findings from the CTP and discussed existing conditions along the Ashford Dunwoody Road corridor.

- A question was asked about whether this study will be able to address land use, development, and zoning along the corridor. Ms. Cochran responded by noting that it is the Project Team’s job to give the most accurate picture of the current conditions of the corridor and to take into consideration what is approved in terms of land use, and to develop a vision, recommendations, and design concept based upon that information. Mr. Meehan added that the consultant will be

Ashford Dunwoody Road Corridor Study

Corridor Advisory Committee

applying current land use and zoning from the City's Comprehensive Plan to the Ashford Dunwoody corridor and that one of the resulting recommendations may be to revisit zoning in the area.

- Another question was asked about whether the study would include intersection improvement projects. While the scope of the study does not include construction of specific improvement projects, part of the task is to identify short-term, intermediate, and long-term projects that will help achieve the vision for Ashford Dunwoody Road, and those projects may include improvements to specific intersections.

3. Activities: Corridor Vision and Identifying Issues and Opportunities

The Project Team then led the group in a brief discussion of issues and opportunities along Ashford Dunwoody Road and in the immediate area surrounding the corridor. The discussion, which was designed to help CAC members come up with key words that represent their vision for the future of the corridor, touched upon a number of issues and opportunities that will be explored throughout the course of the study. A list of key discussion points is included below.

- Traffic (volume) is a major concern.
- Access to schools is a problem. Schools should be a high priority. There are three schools along the corridor: Montgomery Elementary School, Marist School, and St. Martin's Episcopal School.
- In particular, school drop-off and pick-up times are challenging with a high number of buses and cars arriving within a short period of time. It was noted that this is a problem at all three schools, but the group generally believes that it is worst at Montgomery Elementary. Traffic sometimes backs up onto Ashford Dunwoody Road, blocking through traffic to the point where some drivers cut through adjacent neighborhoods to bypass it.
 - It will be important to understand the long-term vision at Montgomery Elementary School to address this problem. The City would have to coordinate with DeKalb County Schools to determine a viable solution, such as possible internal circulation on-site.
- A recent update of roadway functional classifications region-wide has designated Ashford Dunwoody Road as a "minor arterial" (whereas it was previously classified as an "other principal arterial"), and the City of Brookhaven's zoning designates it as a "major thoroughfare," which affects right-of-way mandates.
- Drivers often use residential neighborhoods as cut-throughs to avoid traffic congestion. Many drivers are directed through neighborhoods by GPS-enabled navigation systems and mobile phone navigation applications.
- Consideration should be given to three- and/or four-lane configurations of the corridor in certain locations.
- There are some residential properties that front Ashford Dunwoody Road.
- There is a significant volume of traffic on southbound Ashford Dunwoody Road, particularly coming from I-285 and the Perimeter Center area just north of the interstate.
- Turn lanes and signal timing should be studied. Many of the turn lanes on Ashford Dunwoody are too short and not adequate to handle the volume of turning traffic. The right-turn lane on southbound Ashford Dunwoody Road into Marist School, for example, is generally inadequate to handle traffic volume during the peak hours.
- High vehicle speeds are an issue, particularly in the southern half of the corridor, south of Johnson Ferry Road. In addition to setting speed limits, there are ways to help control vehicle

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee

speeds through strategic design of the roadway and corridor, such as through the use of sidewalks, trees, and narrower lanes. The study will examine possible design solutions to functionally lower vehicle speeds.

- There is some interest in exploring the use of flashing school zone signs. The City and the schools will have to work together to address this issue to ensure continuity of speed zones at all schools in the corridor.
- A question was asked about why the speed limit was raised along Ashford Dunwoody Road, south of Johnson Ferry Road. The City’s Project Manager reported that it was set to the 85th percentile speed, generally defined as the speed that drivers are comfortable driving and that remains enforceable. State law holds that enforcement agencies using electronic speed detection devices (such as radar or laser) are generally not permitted to cite drivers unless they are traveling more than 10 MPH over the posted speed limit. Non-electronic enforcement has become rare due to the expense associated with enforcement. The exception is school zones, where authorities can issue citations for drivers traveling just 1 MPH over the speed limit.
 - It was generally agreed by attendees that drivers do not adhere to school speed limits.
 - There are ways to reduce vehicle speeds through design of the roadway.
- At Marist School, people generally arrive between 7:45AM and 8:15AM and school starts at 8:15AM. The school opened another entrance through the YMCA property to help alleviate traffic on Ashford Dunwoody Road (a right-in/right-out). The second entrance is not used in the afternoons.
- Marist School hosts many after-school activities and the campus is well utilized most evenings.
- The soccer fields at Marist are heavily used, especially on weekends. People are able to park at the YMCA for soccer activities on the weekend, which has helped alleviate on-street parking issues in the neighborhoods.
- Schools all dismiss students at different times.
 - Montgomery Elementary School dismisses earlier than Marist, and has three times for different groups of students: 2:15PM for walkers; then buses; then carpoolers and other cars at 2:45PM. Police help get the buses clear the area after bus pick-up in order to keep the carpool line moving, in an effort to avoid back-ups that spill onto Ashford Dunwoody Road.
- The City of Brookhaven’s Bicycle and Pedestrian plan is being finalized. The bicycle “spine” through the city would be Ashford Dunwoody Road, but no design guidelines have been determined. This study will help to develop the design of Ashford Dunwoody Road, including the provision of parallel bicycle and sidewalk facilities. At Blackburn Park, the path could be routed through the park or could consist of a multi-use path or sidewalks along the road.
 - There is federal funding available to assist with the cost of the bicycle facilities, but if they are built with federal funding, the project will have to go through a lengthy environmental process.

Following the group discussion, CAC members each wrote down key words or phrases that represent their vision for the future of the corridor. Words and phrases largely fell into several categories: safety, aesthetics, operations/traffic flow, and multi-modal accessibility. Responses are listed in the table below.

Accessibility	Aesthetics	Operations	Safety	Other
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Ashford Dunwoody Road Corridor Study

Corridor Advisory Committee

<ul style="list-style-type: none"> • Bikable • Walkable • Trail connection • Commuter friendly • School accessible • Street furniture (benches, trash receptacles) 	<ul style="list-style-type: none"> • Landscaping / aesthetics • Visually appealing • Context sensitive (x2) 	<ul style="list-style-type: none"> • Turn lanes • 3 & 4 lanes • Widen lanes • Free flowing • 4 lanes • Turn lane improvements • 35 MPH 	<ul style="list-style-type: none"> • Safe • Speed reduction • Safe (pedestrian and bicyclists) • No neighborhood cut-throughs 	<ul style="list-style-type: none"> • Partner with property owners • Visible
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The Project Team also facilitated a mapping exercise to identify places that CAC members believe should be **preserved**, **enhanced**, and/or **transformed** throughout the corridor.

Areas to Enhance

- The intersection at Ashford Dunwoody Road and Peachtree Road could benefit from enhancements, including an additional right turn lane on southbound Ashford Dunwoody Road.

Areas to Transform

- Perimeter Summit Boulevard at (and between) Parkside Place and Ashford Dunwoody Road should be transformed. Participants report that it is difficult for traffic to get out, especially in the afternoon rush hour (3:30 PM to 6:30 PM), and vehicles often have to wait through several light cycles.
- It is hard to get to Ashford Dunwoody Road from Perimeter Summit Boulevard in the afternoons and it might help to push traffic west (to an alternate road).
- School access at Montgomery Elementary School
- West Nancy Creek Drive in the afternoons experiences high volumes of traffic, which often backs up at the signalized intersection with Ashford Dunwoody Road. Turn lanes should be considered.
- It can be difficult to access the soccer complex, the driveway for which people use to get into the Marist School parking lot and for student drop-off during the morning peak periods.
- Neighborhoods to the east of the corridor experience cut-through traffic. Improvements are needed to reduce cut-through traffic, especially along Harts Mill Road, Donaldson Drive, and Blair Circle (off of Johnson Ferry Road).
- Waddeston Way (off of Johnson Ferry Road, west of Ashford Dunwoody Road) is used as a cut-through and safety improvements are needed for the crosswalk at the intersection of Waddeston and Johnson Ferry Road.
- The crossing at the Publix on Ashford Dunwoody Road is in need of improvements.
- Accessibility and traffic congestion, especially in the afternoon, around St. Martin's Episcopal School needs to be addressed.

General Comments

- Significant back-ups occur at the north end of the corridor in the afternoon peak period, as a large volume of traffic is traveling northward to access I-285 and traveling south from the I-285 interchange
- Would like to address the neighborhood cut-through traffic.
- Would like to study extending right-turn lanes.

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee

- The study should consider a recommendation to partner with local groups, businesses, and facilities along the corridor to address issues at their properties. For example, Marist School would potentially be open to reconfiguring its driveway if it would benefit the corridor.

Next Steps

Ms. Cochran briefly reviewed the next steps in the study. The Project Team will circulate the summary of this meeting, and the City will make it available on a page on its website dedicated to the study. Following this meeting, the Project Team will begin planning for and organizing the first round of stakeholder meetings, which are expected to take place within a month or two. It was noted that a project-specific email address has been set up for people to use in contacting the Project Team about the study: ADCorridorStudy@Brookhavenga.gov. Finally, Ms. Cochran asked the CAC for suggestions for names and groups to include on the stakeholder database. The database will be the basis for outreach and announcements about upcoming events, activities, and opportunities to provide input into the study. The database will grow over the course of the study as more people participate and attend events.

The next CAC meeting will be scheduled in the coming weeks.

The meeting was adjourned at 6:00PM.

Ashford Dunwoody Road Corridor Study

CORRIDOR ADVISORY COMMITTEE MEETING

FEBRUARY 17, 2016



Project Need

New residential and non-residential **growth within and near the corridor** is continuing to present **traffic congestion and safety challenges** along Ashford Dunwoody Road. These conditions are also making **walking and bicycling more difficult**. Business owners continue to need easy **access for their customers**. Residents in the area are also concerned about the **impacts to their neighborhoods**.



Project Purpose

- Develop a vision for a **multimodal transportation corridor** that...
 - Accommodates **all users and modes of travel** in a context-sensitive manner
 - Is **harmonious** with existing development and future growth along the corridor
 - **Minimizes impacts** to neighborhoods and properties along the corridor
 - Is **cost-effective** and **able to be implemented**
 - Has **broad community support** from citizens, stakeholders, and other partners

Understanding the Issues

Connections

- Ashford Dunwoody Road is **one of the few continuous routes** connecting the City of Brookhaven's neighborhoods and key community places to the adjacent communities in and near Perimeter Center.
- **Several major community-oriented land uses** front on Ashford Dunwoody Road (i.e. parks, athletic fields, churches, schools, etc.).
- The corridor serves a **mix of through and local traffic**, including trucks.
- It **feeds into one the busiest interchanges in the Atlanta region at I-285**, which has Metro Atlanta's first diverging diamond interchange design.

Understanding the Issues

Character

- **Multiple land use types exist** along the corridor, including strip commercial, office, shopping centers, residences, parks, schools, churches, and athletic facilities and facilities.
- The corridor crosses multiple **“character areas”** as defined in the Brookhaven Comprehensive Plan.

Understanding the Issues

Safety

- **Excessive auto speed** is occurring in some segments.
- The corridor has **curves** in some locations, along with **topographic changes**, contribute to **poor sight distance** in some areas.
- **Left-turn conflicts** at schools, parks, and shopping centers.
- **Multiple schools** along the corridor with students who walk and bike.
- **Unclear accommodations** for pedestrians and cyclists.
- **Poor geometrics** at Johnson Ferry Road and Peachtree Road intersections.

Project Schedule



Project Activities

Phase 1

1. **Traffic Study**

- a) Review of crash data, including incidents with bicyclists and pedestrians
- b) Traffic operational analysis of corridor and key intersections

2. **Review planning data** (land use/development, traffic, zoning, and business/economic)

3. **Environmental scan**, including presence of wetlands, historic sites, endangered habitats, etc.

4. Opportunities for **public and stakeholder outreach/input**

***Phase 1
Assessment of
Existing and
Future
Conditions***

Project Activities

Phase 2

- **Goal statements** to address a variety of topics, including safety, preservation of communities and green space, access to transit, active transportation (biking and walking), environmental protection, access to businesses, and economic development, etc.
- Goal statements will be used to **guide the overall vision and assess the effectiveness of the alternatives.**
- Opportunities for **public and stakeholder outreach/input.**

Phase 2

Corridor Goals and Vision

Project Activities

Phase 3

- Set of **potential cross-sections** for the corridor at key locations.
- Will address the **movement of vehicles, bicycles, pedestrians, and transit service** through the corridor.
- Will be **consistent with defined “character areas”** along the corridor and best practices for context-sensitive street design.
- Opportunities for **public and stakeholder outreach/input**.

***Phase 3
Development
and
Refinement of
Alternatives***

Project Activities

Phase 3 (continued)

- Alternatives will be presented to the **Corridor Advisory Committee (CAC)** for initial input.
- Project team will then hold a **community charrette** to obtain input from the surrounding community.
- Following input from CAC and the public, the project team will refine and develop the **recommended corridor alternative**.

***Phase 3
Development
and
Refinement of
Alternatives***

Project Activities

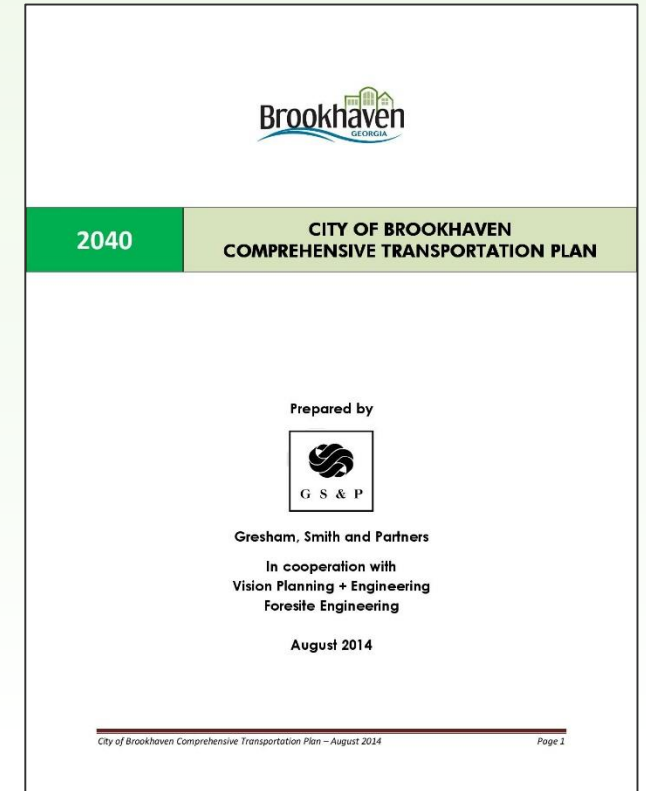
Public and Stakeholder Outreach

- Will take place **throughout the project**
- Project team will seek input from:
 - **City Council** – periodic coordination and up to 3 formal presentations
 - **Corridor Advisory Committee (CAC)** – up to 4 meetings
 - **Stakeholders** (business owners, property owners, neighborhood associations, churches, schools, etc.) – up to 2 meetings
 - **Public** – Half-day corridor vision charrette open to the public

*Public and
Stakeholder
Outreach/Input*

Brookhaven Comprehensive Transportation Plan

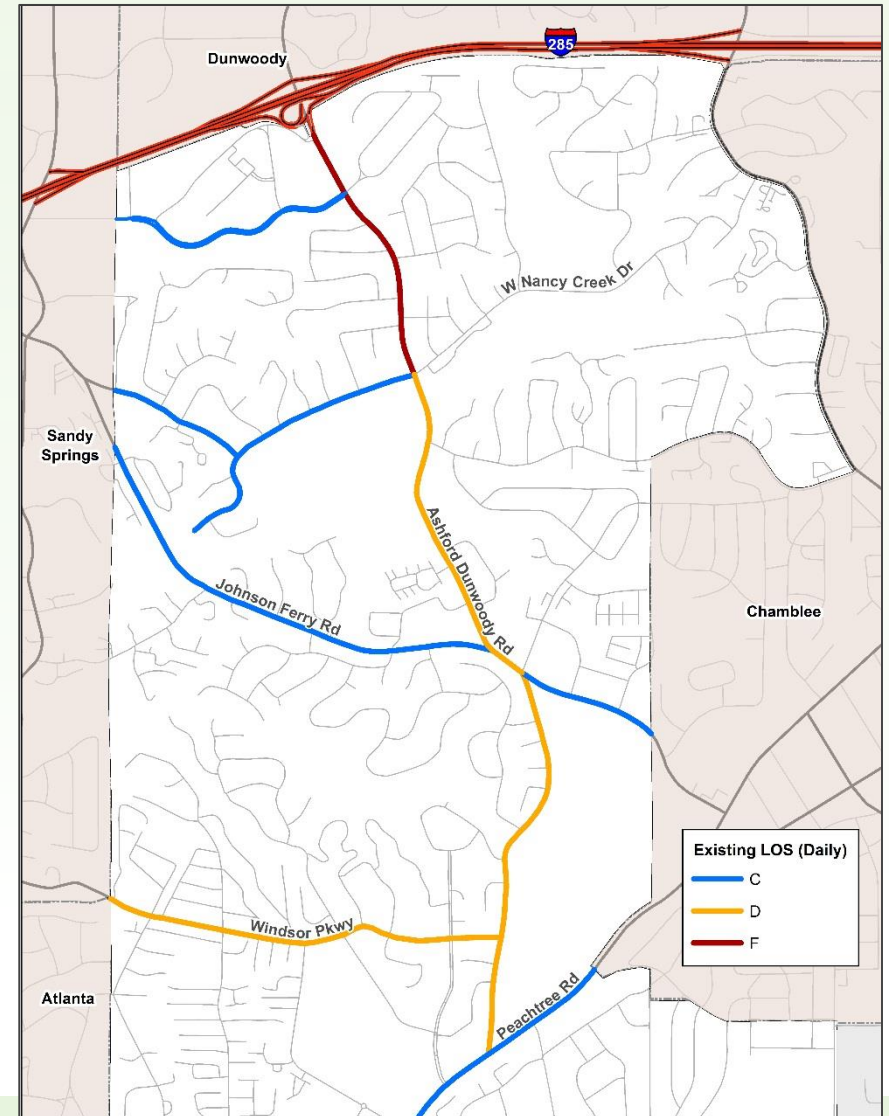
- Completed in **August 2014**
- Received **numerous comments** on the Ashford Dunwoody Road corridor, major intersections, and the need for pedestrian and bicycle improvements
- Ashford Dunwoody Road designated as a “**Priority Corridor**” due to its importance to local and cross-regional traffic, and to support the quality of life and economic development in Brookhaven



Findings from the CTP

Current Traffic on Ashford Dunwoody Road:

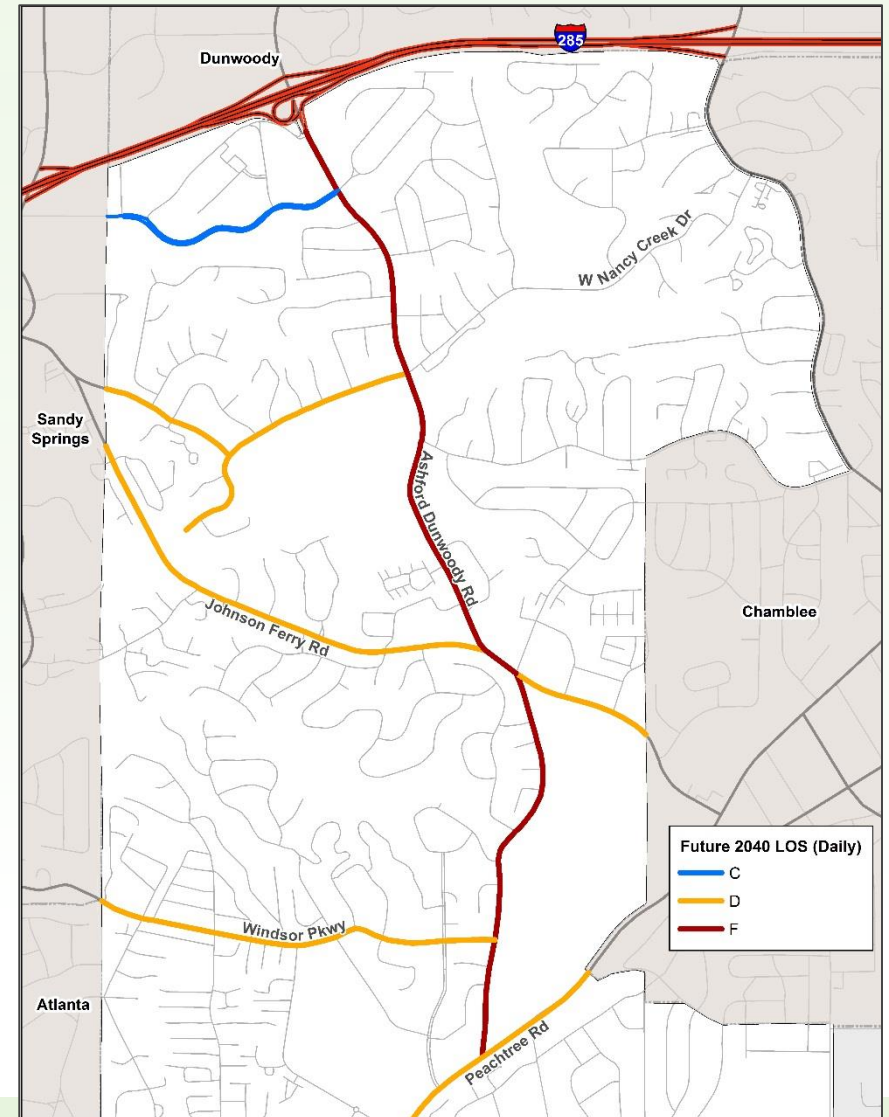
- **Moderate traffic congestion** on Ashford Dunwoody Road between Peachtree Road and W. Nancy Creek Drive
- **Severe traffic congestion** on Ashford Dunwoody Road between W. Nancy Creek Drive and I-285
- **Moderate traffic congestion** on adjacent roads, such as Windsor Parkway



Findings from the CTP

Future Traffic (2040) on Ashford Dunwoody Road:

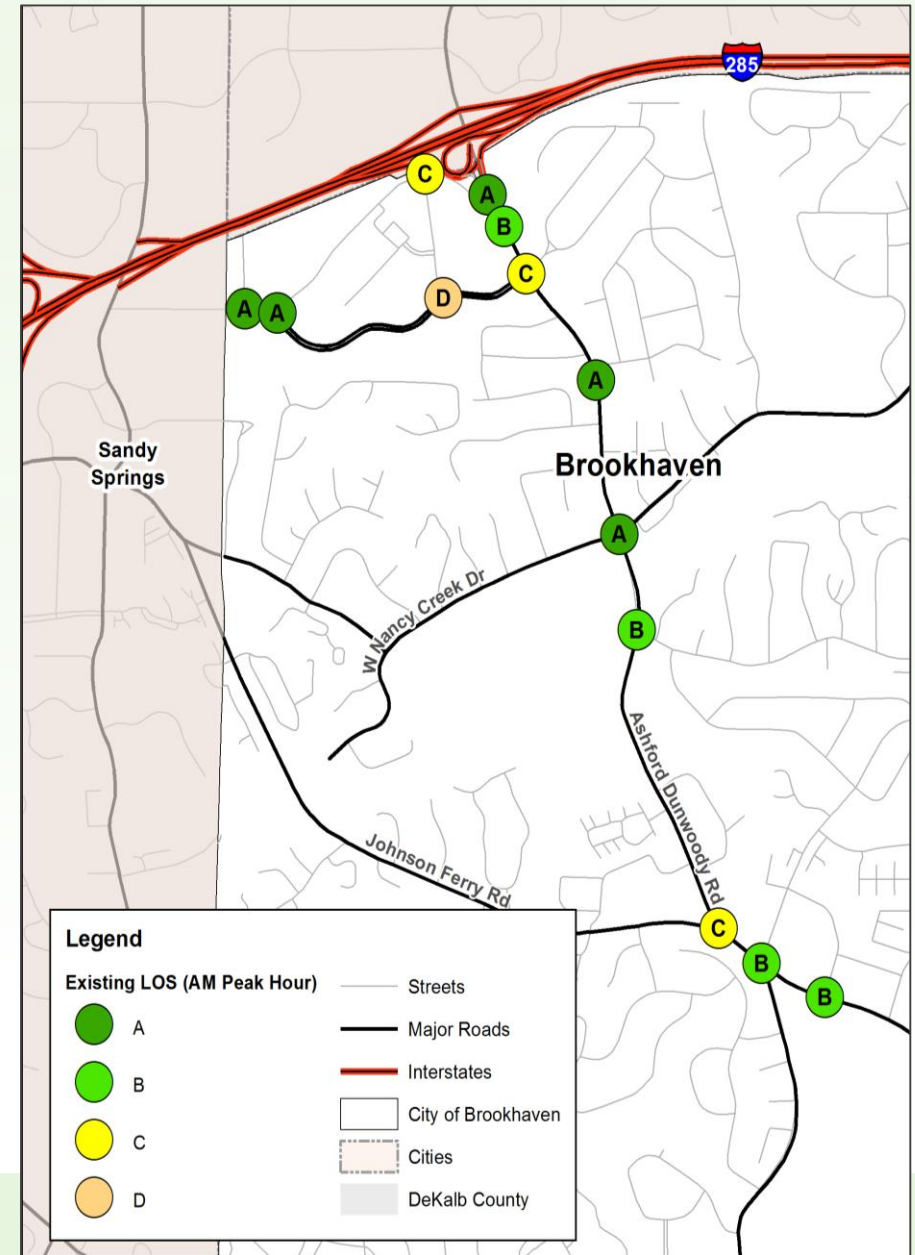
- **Severe traffic congestion** on the entire length of Ashford Dunwoody Road, from Peachtree Road to I-285
- **Moderate traffic congestion** on adjacent roads, including Windsor Parkway, Peachtree Road, Johnson Ferry Road, Peachtree Road and W. Nancy Creek Drive



Findings from the CTP

Current Traffic at Intersections in the Morning Peak Period:

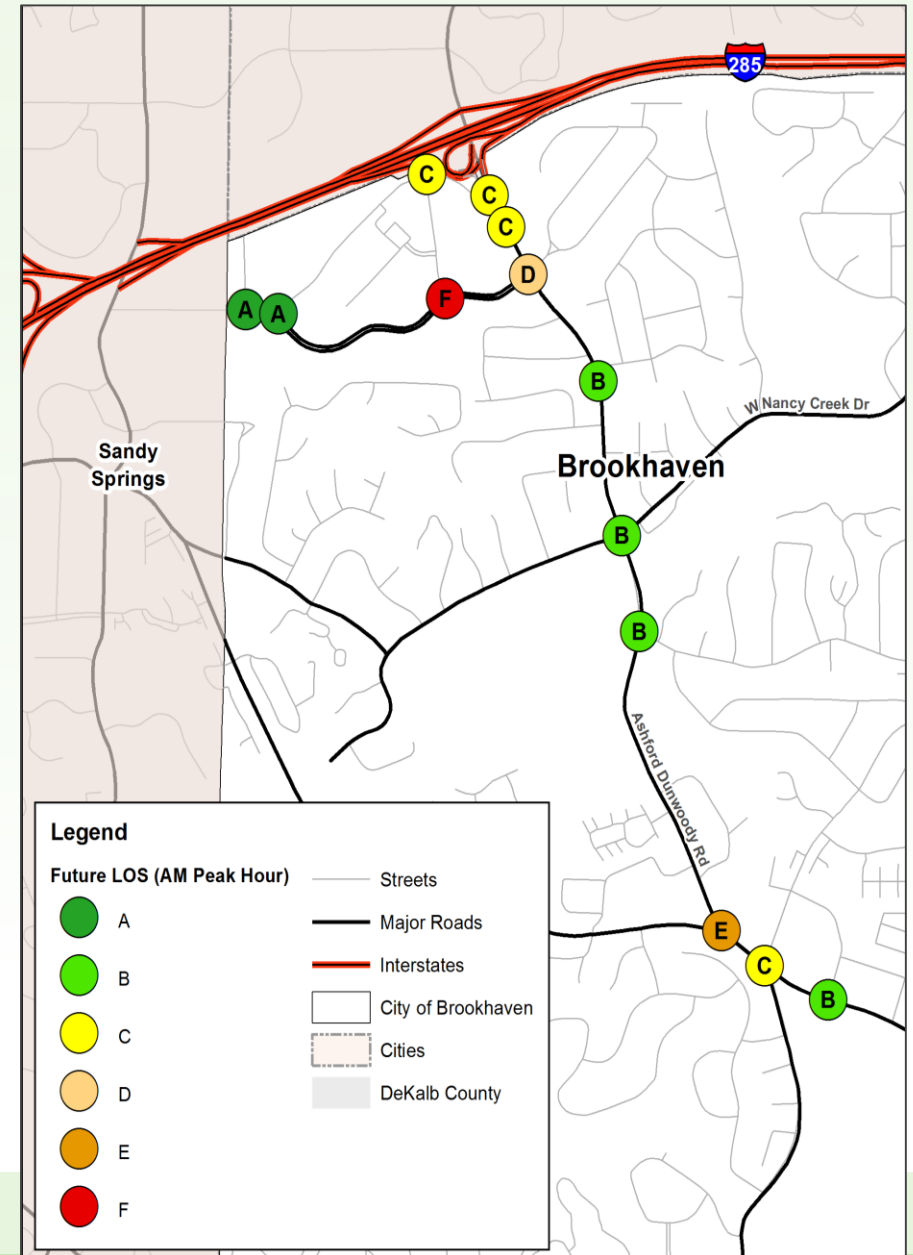
- **Minor traffic congestion** at the intersections of Ashford Dunwoody Road with Perimeter Summit Parkway and Johnson Ferry Road



Findings from the CTP

Future Traffic (2040) at Intersections in the Morning Peak Period:

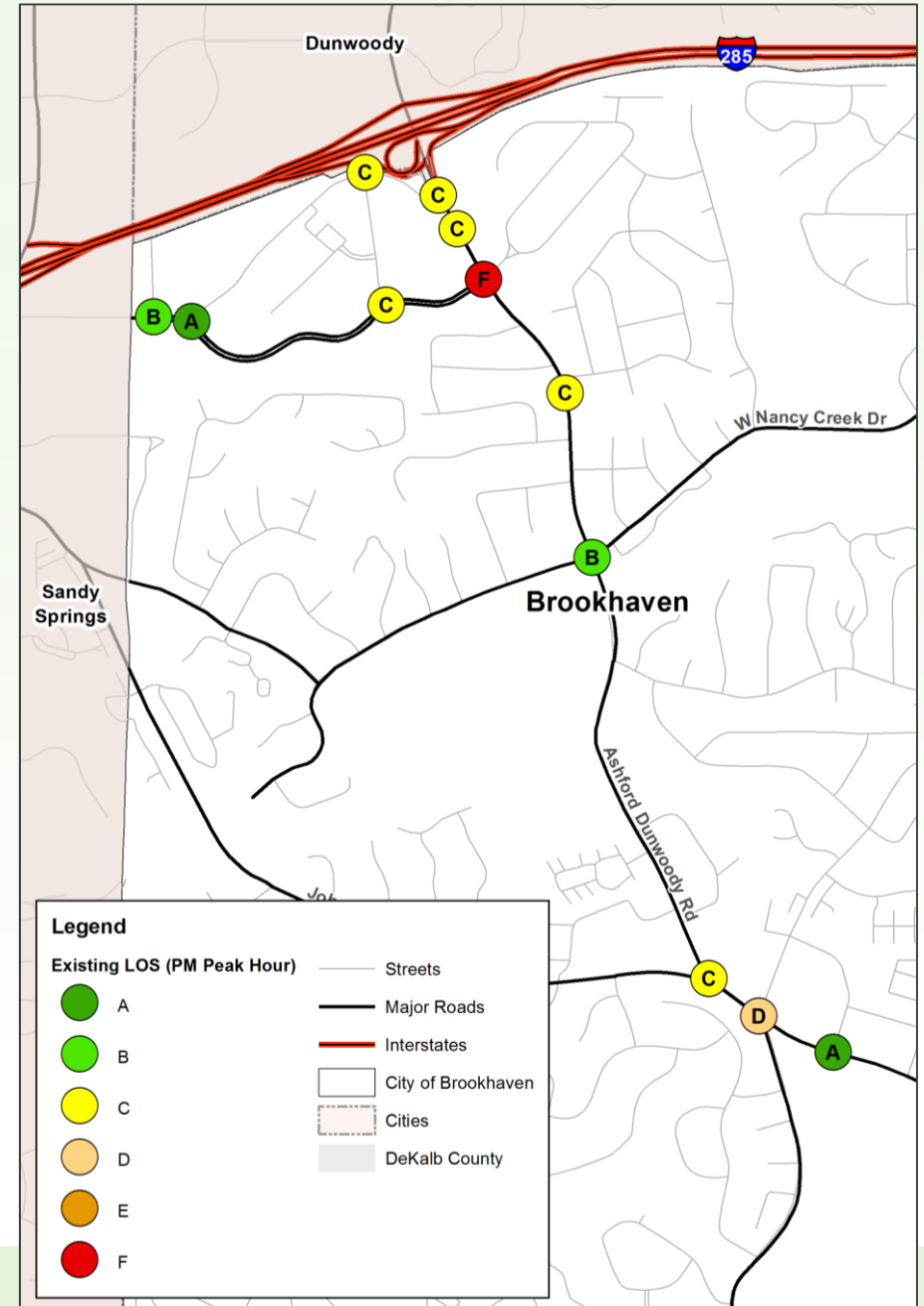
- **Moderate traffic congestion** at the intersections of Ashford Dunwoody Road with Perimeter Summit Parkway and Johnson Ferry Road
- **Worsening traffic congestion** at intersections just south of I-285



Findings from the CTP

Current Traffic at Intersections in the Afternoon Peak Period:

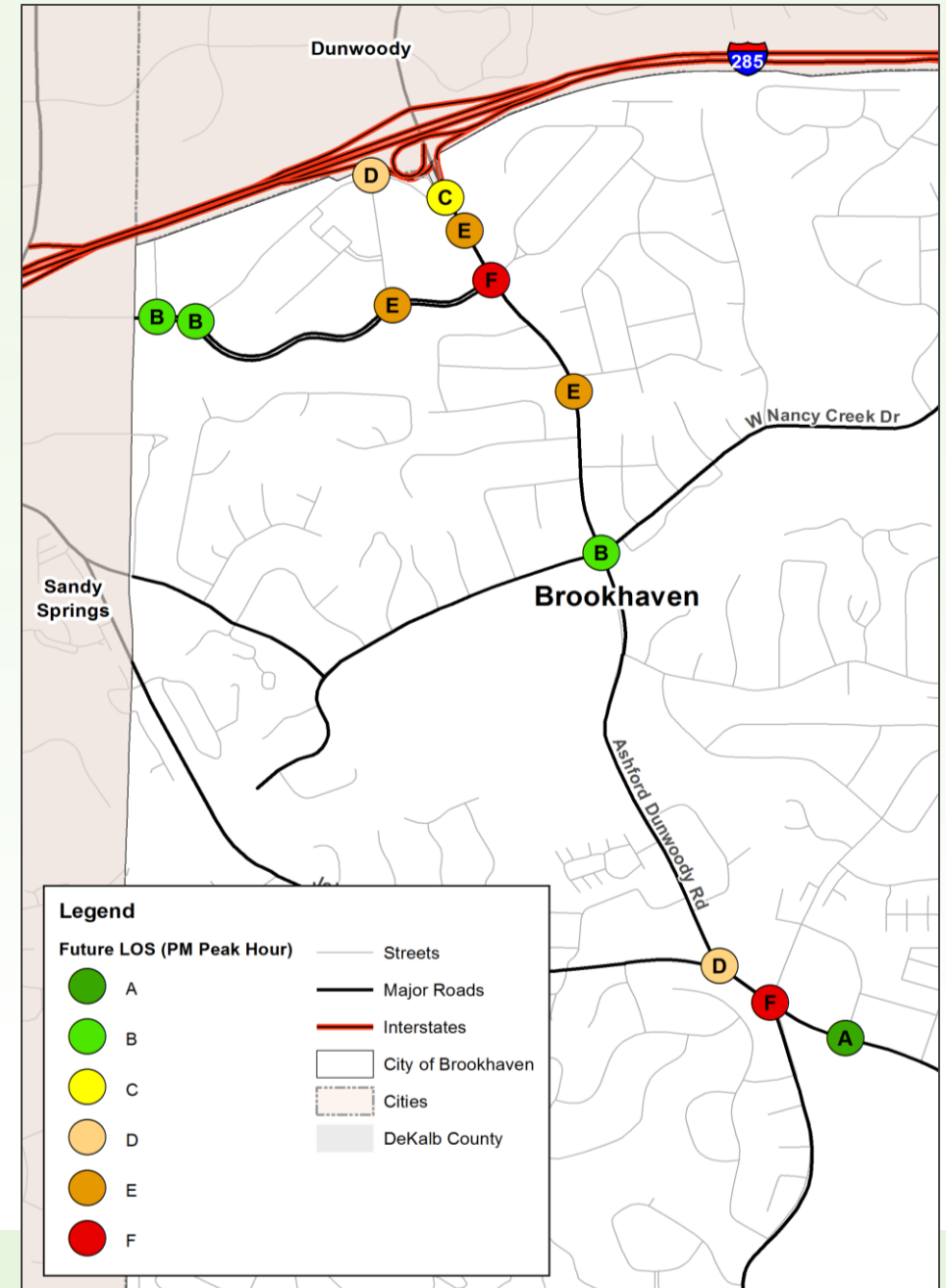
- **Severe traffic congestion** at Ashford Dunwoody Road and Perimeter Summit Parkway
- **Minor to moderate traffic congestion** at Johnson Ferry Road, Oconee Pass, and intersections just south of I-285



Findings from the CTP

Future Traffic (2040) at Intersections in the Afternoon Peak Period:

- **Severe traffic congestion** at Ashford Dunwoody Road and Perimeter Summit Parkway
- **Moderate to severe traffic congestion** at Johnson Ferry Road, Oconee Pass, and intersections just south of I-285



Public Input from the CTP

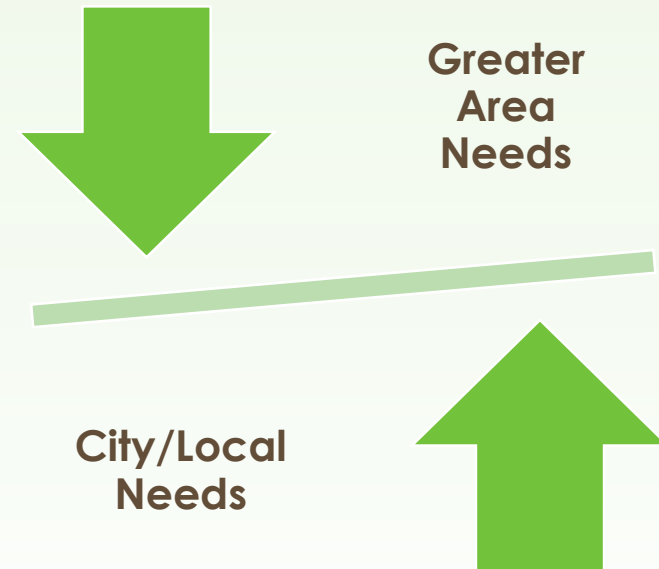
- **Key intersections need to be improved** (W. Nancy Creek Road, Johnson Ferry Road, Windsor Parkway, and Peachtree Road) with improved traffic signal timing, turn lanes, and road realignment, etc.)
- Need to address **back-ups at key destinations** such as Montgomery Elementary School
- Need **transit service** along Ashford Dunwoody Road
- Need **better accommodations for pedestrians and cyclists**
- Need **better pedestrian crossings** (crosswalks, signage, pedestrian signals, etc.) near commercial, park, and school areas, and ways to **slow vehicle traffic** in these areas

Your Role on the Corridor Advisory Committee

- **Inform the project team about the major issues and opportunities** along the corridor
- **Help guide** the development of the corridor vision and goals and design alternatives
- Serve as a **sounding board** for the project team on potential improvements and recommendations
- **Help the project team engage all sectors** of the community

We Want to Hear from You

- What are the **major issues** along the corridor?
- **What kind of opportunities** do you see for corridor improvements? **Where are they?**
- How can we best **balance the various needs** along the corridor?



Today's Activities

- Corridor Visioning and Goal Setting
- Mapping Exercise: Areas to Preserve, Enhance, and Transform

Activity: Corridor Visioning and Goal Setting

Group Discussion

What can be done in the short-term and long-term to transform Ashford Dunwoody Road into the “**best it can be**”?

Activity: Corridor Visioning and Goal Setting

Individual Exercise

What is your vision? Please write **up to three (3) words or phrases** that represent **your vision** for Ashford Dunwoody Road.

Mapping Exercise

Please use the stickers and markers to indicate areas along Ashford Dunwoody Road that should be...

- **Preserved, or kept as-is (green)**
- **Enhanced (blue)**
- **Transformed (red)**

Project Contacts

Richard Meehan, PE

City Project Manager

Jamie Cochran, AICP

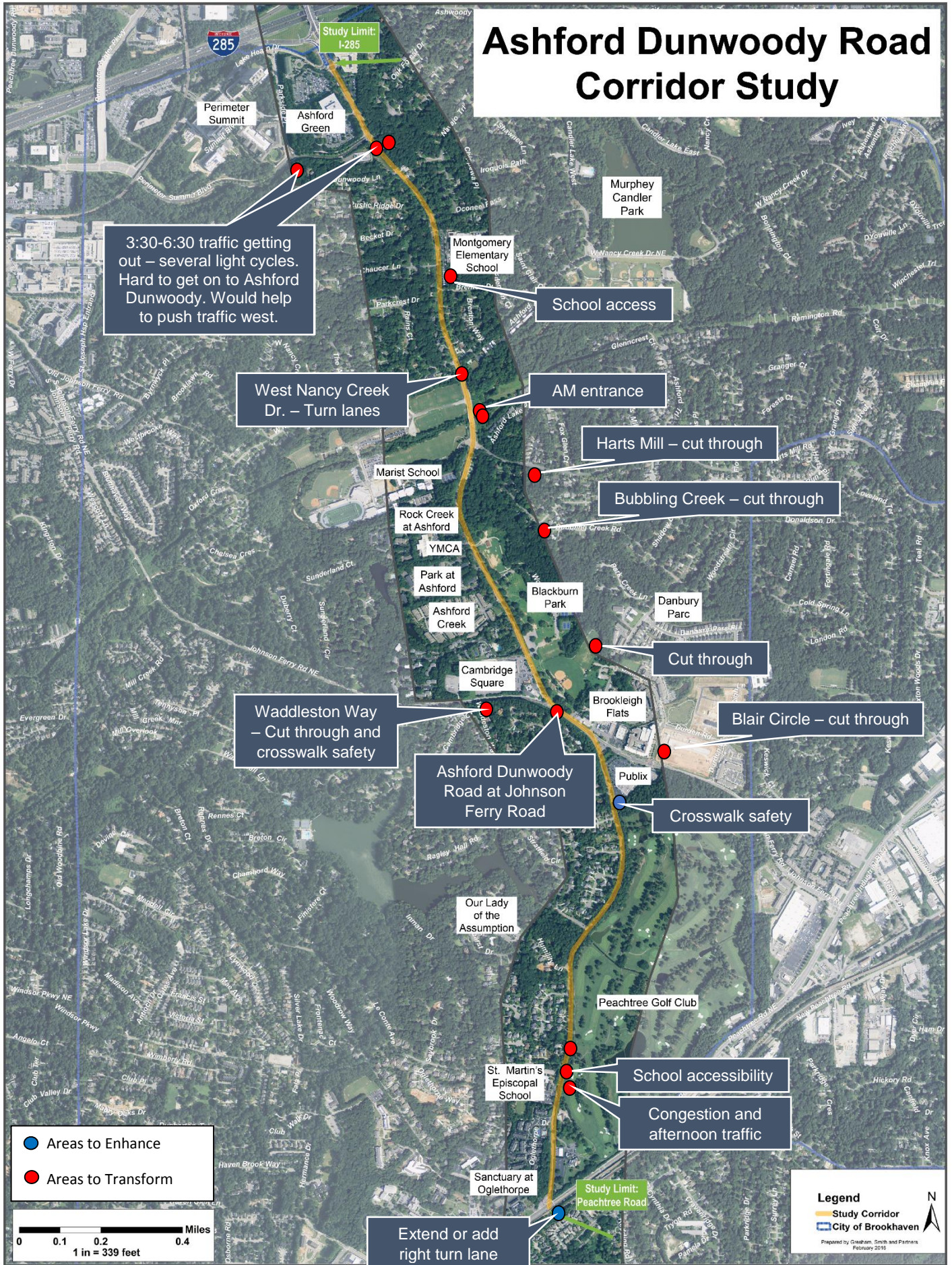
Consultant Project Manager



Project Email Address

ADCorridorStudy@brookhavenga.gov

Ashford Dunwoody Road Corridor Study



3:30-6:30 traffic getting out – several light cycles. Hard to get on to Ashford Dunwoody. Would help to push traffic west.

West Nancy Creek Dr. – Turn lanes

School access

AM entrance

Harts Mill – cut through

Bubbling Creek – cut through

Cut through

Waddleston Way – Cut through and crosswalk safety

Ashford Dunwoody Road at Johnson Ferry Road

Blair Circle – cut through

Crosswalk safety

School accessibility

Congestion and afternoon traffic

Extend or add right turn lane

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee Meeting

February 17, 2016

NAME	AFFILIATION	TITLE	PHONE	EMAIL
JAMIE COCHRAN	GRESHAM SMITH AND PARTNERS			
ERIN THORESEN				
MEGHA YOUNG				
JAY BOCKISCH				
MARY STORM	Brookhaven citizen committee			
Nancy Elliott	Seven Oaks / Perimeter Summit			
JAMES HAMNER	ST. MARTIN'S SCHOOL			
John Krueger	Citizen			
Tiffany Bok	Cambridge Park			
JOHN HARHAGER	MARIST SCHOOL			
JOHN FUNNY	BROOKHAVEN Ping Comm.			

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee

Meeting Summary

The Ashford Dunwoody Road Corridor Study's Corridor Advisory Committee (CAC) held its second meeting on Monday May 23, 2016 at the Marist School, located at 3790 Ashford Dunwoody Road NE, Atlanta, GA 30319. The meeting began a few minutes after 4:00PM.

1. Welcome and Introductions

Richard Meehan, P.E., the City of Brookhaven's Project Manager for the study, welcomed attendees and led the group in a round of introductions. Committee members represent a variety of groups and organizations, including businesses, schools, and property owners, as well as private citizens. Attendees are listed below.

- Alan Cole, Nancy Elliott, Seven Oaks Management/Perimeter Summit
- Dr. James Hamner, Headmaster, St. Martin's Episcopal School
- Father John Harhager, President, Marist School
- Jennifer Harper, PE, Chief of Programs and Operations, Perimeter Community Improvement Districts, Brookhaven resident
- Hon. Linley Jones, City of Brookhaven Council Member, District 1
- John Krueger, Brookhaven resident and retired traffic engineer
- Mary Storm, resident of Bubbling Creek neighborhood

Members of the Project Team in attendance include:

- Richard Meehan, P.E. City of Brookhaven Public Works, City Project Manager
- Jamie Cochran, FAICP, Gresham, Smith and Partners, Consultant Project Manager
- Erin Thoresen, AICP, Gresham, Smith and Partners

Mr. Meehan turned the meeting over to Ms. Jamie Cochran, who reviewed the meeting agenda and mentioned one of the critical components of the meeting was to get the CAC to agree on a corridor vision statement that will be used to help develop possible configurations of the corridor as the study moves forward.

2. Recap of Input Received during March 2016 Stakeholder Meetings

Ms. Cochran turned the presentation over to Ms. Erin Thoresen who reviewed the input received during the two stakeholder meetings conducted in March 2016. She gave a high-level overview of the major themes of the comments and reviewed the number of comments received as part of each activity. Collectively, the project team received more than 680 "pieces" of input in the form of written comments on comment cards, responses to the corridor vision activity, comments on the mapping exercise, and included in the issues questionnaire.

In sum, there are mixed opinions about many of the concerns and issues along Ashford Dunwoody Road. Some of the most common concerns include: traffic congestion, lack of turn lanes, the importance of preserving residential neighborhoods, the prevalence of neighborhood cut-through traffic, speeding traffic, the desire to be able to safely turn onto and off of Ashford Dunwoody Road, school traffic, the lack of pedestrian facilities in some areas, and the overall volume, congestion, and confusing lane configurations at the intersection around Ashford Dunwoody Road and Johnson Ferry Road.

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee

Summary

- **Mixed opinions** about many of the concerns and issues
- **Common concerns**
 - Congestion
 - Lack of turn lanes
 - Important to preserve residential neighborhoods
 - Cut-through traffic in neighborhoods
 - Speeding vehicles
 - Ability to safely turn onto Ashford Dunwoody Road from side streets
- School traffic congestion on Ashford Dunwoody Road
- Volume, congestion, and confusion at Ashford Dunwoody Road and Johnson Ferry Road
- Lack of pedestrian facilities in some areas
- In comments, participants expressed **mixed views** about a **range of possible solutions**



Attendees at 3/23/16 meeting at St. Martin's Episcopal School

Ms. Thoresen then reviewed comments about the corridor vision. Mainly people are interested in seeing Ashford Dunwoody have efficient flow of traffic and reduced congestion. It is important to preserve the residential neighborhoods along the corridor – there are many users and many different uses – but there is an overall sense that the roadway is more residential than anything else. Attendees would like to reduce the speed of vehicles on Ashford Dunwoody Road and would like to have improved bicycle access via separated paths or trails, and would like to improve turning movements along the corridor. In the future, Ashford Dunwoody Road should provide better access to public transportation as a way to reduce congestion along the corridor, and it should have more efficient flow of traffic with better synchronized traffic signals. The corridor should be green and safe for people walking, which should include continuous sidewalks and improved crossings.

A few of the vision comments mentioned specific locations along the corridor, noting that in the future:

- The configuration of lanes at Perimeter Summit Parkway/Oak Forest Drive should be altered to improve traffic flow and reduce congestion;
- The intersection at West Nancy Creek Drive should have less congestion and improved traffic patterns;
- The intersection at Ashford Dunwoody Road and Johnson Ferry Road should operate more efficiently with well-timed signals and more clear traffic patterns and lane configurations;
- Turning movements at Windsor Parkway and Ashford Dunwoody Road should be improved and safer; and
- There should be longer turn lanes on Ashford Dunwoody Road southbound at SR 141/Peachtree Road.

The stakeholder meetings also provided an opportunity for participants to weigh in on the relative importance of various issues by rating them on a worksheet. Overall, all of the issues were deemed

Ashford Dunwoody Road Corridor Study

Corridor Advisory Committee

important; however, the issues that were given a score of four (4), which was “important” on the scale, include:

- Traffic signal timing;
- Pedestrian safety;
- Congestion along Ashford Dunwoody Road;
- Congestion at Intersections;
- Street Crossings; and
- Impact on Adjacent Neighborhoods.

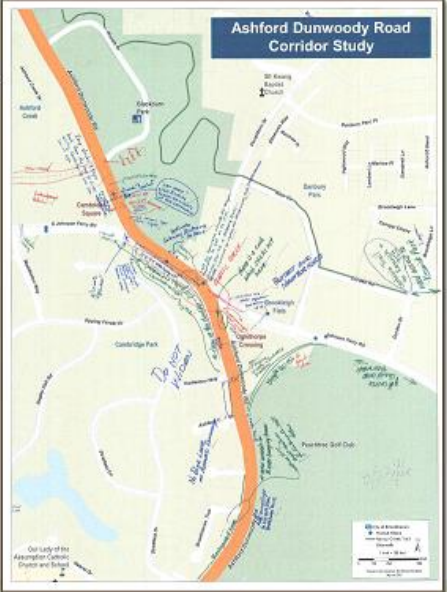
Finally, Ms. Thoresen provided an overview of the comments that were made for each of the three segments of the corridor during the mapping exercises. These are provided in the handout that was distributed to CAC members (see Appendix). Comments touched upon everything from bicycle safety, sidewalks, and preserving natural areas to stormwater runoff, truck traffic, congestion, and turning movements.

Throughout this portion of the meeting, the CAC engaged in lively discussion about the various comments, adding to and expanding upon the input received during the stakeholder meetings. Dr. Hamner noted that there is a lot of traffic on Johnson Ferry Road that uses the Publix parking lot as a cut-through and that people also make illegal U-turns into the Publix parking lot. The group discussed the need for more east-west connectors to alleviate traffic on the north-south corridors

Comments by Segment:

Segment 2: North/South of Johnson Ferry

- Consider **safer pedestrian crossings** at Donaldson Dr.
- Traffic regularly blocks Donaldson Dr.
- Consider **prohibiting left turns into/out of Cambridge Square** from AD
- Need for **“transformation”** of intersection at **Johnson Ferry Rd. and AD**
 - **Congestion** is an issue
 - **Lane assignments**/direction of travel are not clear
 - **Turn lanes not long enough**
 - **Timing** of traffic signals
 - **Tight turn radius** northbound AD to eastbound JF
- Consider **additional police enforcement**
- **Mixed opinions** about strategies for improvements



The map, titled "Ashford Dunwoody Road Corridor Study", shows a section of Ashford Dunwoody Road highlighted in orange. It includes labels for various streets such as Donaldson Dr., Cambridge Square, Johnson Ferry Rd., and others. The map also shows surrounding areas like Cambridge Park and Epping Forest. A legend in the bottom right corner identifies symbols for schools, parks, and other landmarks.

Cut-through traffic is a major concern all along the corridor. Councilmember Jones pointed out the volume of cut-through traffic in the Hampton Hall neighborhood and along Cambridge Park and Epping Forest. These issues were mentioned during the stakeholder meetings, along with the particular issues facing the area around Stratfield Drive and similar streets. Residents of these areas report speeding vehicles that regularly ignore speed bumps and stop signs. It was suggested that perhaps the police

Ashford Dunwoody Road Corridor Study

Corridor Advisory Committee

should be more involved in the study. Richard Meehan noted that he is in regular contact with the police department and that the project team will make sure to invite them to the upcoming community charrette.

The comments during the stakeholder meetings identified the intersection of Ashford Dunwoody Road at Johnson Ferry Road as the main issue or the biggest problem “hot spot” along the corridor. Primarily there were concerns about the lane configurations, confusing lane assignments, traffic signal synchronization, and turning radii. The comments acknowledged that improvements have been made, but that there is still room to do more. A CAC member lamented the large tree that was removed when the intersection was recently upgraded and the island was taken out. Mr. Meehan commented that perhaps this study could be an opportunity to re-install the island, although a new island would be concrete, not landscaped.

Ms. Harper asked about the overall “temperature” with regard to widening or not widening Ashford Dunwoody Road. Ms. Cochran responded that there was a true mix of opinions about the matter, including people who see it as the best solution and others who are completely opposed to the idea. The general opposition is based on an understanding that if the road is widened it will only generate more traffic. There is research out there that supports this, but each situation is unique and this is something that the CAC and the City have to think carefully about. It was mentioned that at one point there had been talk of widening the bridge over West Nancy Creek and that the project team should look into the status of that idea.

One of the participants stated the importance of recognizing the role that Ashford Dunwoody Road plays in the broader context – it serve local uses (schools, neighborhoods), but is also an access road to I-285 and other major Metro Atlanta roadways. The CAC and project team should consider these various uses and users as they begin to develop possible future configurations. Other area projects, such as the reconstruction of the interchange at I-285 and GA 400 will have some impact on the area overall, but is not likely to directly affect Ashford Dunwoody Road beyond the construction phase. Ms. Harper provided an overview of the interchange project, which is expected to get under way in the near future. Other projects such as managed lanes (high-occupancy vehicle lanes, truck only lanes, express lanes, toll lanes, etc.) may also affect traffic patterns in the area as well.

3. Corridor Vision

Following the discussion about the feedback and input from attendees at the stakeholder meetings, the group turned its attention to the vision for the future of the corridor. Ms. Cochran presented the draft vision, explaining that it was developed using input from the first CAC meeting, during which attendees listed words and phrases that represent their individual visions for the corridor. The project team took that information along with the input from the March 2016 stakeholder meetings and developed several sentences that tried to capture the spirit of each category of vision elements. Then all of those statements were woven together into one draft vision.

The CAC reviewed the draft and suggested minor changes, including re-ordering a series of three words and taking out one of the multiple modes of transportation listed (scooter). The vision statement was approved, with these minor changes, and is as follows:

Ashford Dunwoody Road Corridor Study

Corridor Advisory Committee

“Ashford Dunwoody Road, in the City of Brookhaven, GA...

... should be a safe, efficient, inviting, and convenient multi-modal corridor that provides all users with access to a variety of destinations in a harmonious, cost-effective manner that enable neighborhoods and businesses to thrive.

People are able to move safely and efficiently along, through, and within the corridor to connect with neighborhoods, workplaces, institutions, and activity centers on foot, bike, car, bus or other mode in a way that preserves and enhances surrounding neighborhoods, green space, and the community in general.”

4. Technical Analysis

Ms. Cochran then gave a brief update on the status of the technical analysis and traffic study. Traffic counts have been obtained for various areas of the corridor and for specific intersections. The team will use this information along with all the input obtained thus far and the vision statement as a guidance, and will begin to develop possible configurations and preliminary ideas about what different intersections might look like in the future.

5. Community Design Workshop

In September the project team will facilitate a community design workshop, sometimes called a charrette, to get input from the community at-large about the possible new configurations for Ashford Dunwoody Road and what some of the intersections will look like. The meeting will feature display boards that show basic drawings of what the road looks like now and possible ideas for how it could look in the future, based on the analysis of traffic data and community input.

The project team asked the CAC for input and suggestions about possible dates in mid-September and possible venues that could host such a workshop. The group will be large and the format will be open-house style, meaning people can come by whenever it is convenient during a specified window of time. The CAC suggested that doing the workshop similar to the March stakeholder meetings would be a good idea and that a weekday afternoon/evening would be the best time.

Suggestions were made to look at the spaces available at City Hall, at Marist School, at Lynwood, and perhaps Blackburn Park – although there were concerns about possible inclement weather.

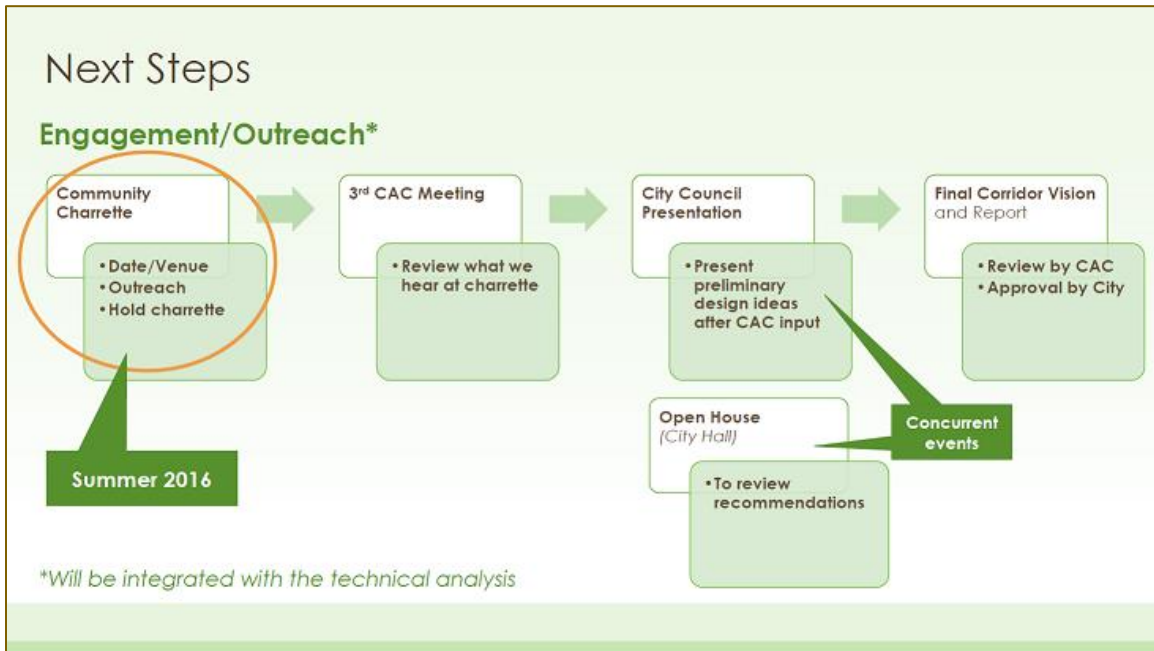
Councilmember Jones stated that the City wishes to make an unprecedented outreach effort and to notify as many people as possible about the design workshop. The CAC can help by distributing flyers and attending community events to help spread the word about the workshop.

The project team will follow up in the next week or so with an email that identifies a few possible dates, times, and venues for the CAC to weigh in on. Possible dates include September 12, 14, 15, and 20th.

Ashford Dunwoody Road Corridor Study Corridor Advisory Committee

1. Next Steps

Ms. Cochran briefly reviewed the next steps in the study. The project team will continue the technical analysis of traffic data and begin work on identifying possible design ideas for the corridor. The team will work with the City to prepare notification materials about the design workshop and facilitate the workshop itself.



Following the workshop, the project team will make a presentation to City Council and will host an open house of sorts to give the community one more opportunity to weigh in on the recommendations before the study is finalized.

The meeting was adjourned at 5:30 PM.

Ashford Dunwoody Road Corridor Study

CORRIDOR ADVISORY COMMITTEE MEETING
MAY 23, 2016



Today's Agenda

- ✓ Discuss **input** from March 2016 **stakeholder meetings**
- ✓ Confirm **corridor vision statement**
- ✓ Overview of **technical analysis** to be done by project team
- ✓ Planning for design charrette – open to entire community
- ✓ Review next steps



Attendees at 3/21/16 meeting at Marist School

Stakeholder Meeting Results

Summary

- **Mixed opinions** about many of the concerns and issues
- **Common concerns**
 - Congestion
 - Lack of turn lanes
 - Important to preserve residential neighborhoods
 - Cut-through traffic in neighborhoods
 - Speeding vehicles
 - Ability to safely turn onto Ashford Dunwoody Road from side streets
 - School traffic congestion on Ashford Dunwoody Road
 - Volume, congestion, and confusion at Ashford Dunwoody Road and Johnson Ferry Road
 - Lack of pedestrian facilities in some areas
- In comments, participants expressed **mixed views** about a **range of possible solutions**



Attendees at 3/23/16 meeting at St. Martin's Episcopal School

Corridor Advisory Committee May 23, 2016 Appendix - Handout

Summary

3/21/16 – Marist School

- 66 attendees
- 44 comment cards
- 51 questionnaires

3/23/16 – St. Martin's

- 62 attendees
- 24 comment cards
- 39 questionnaires

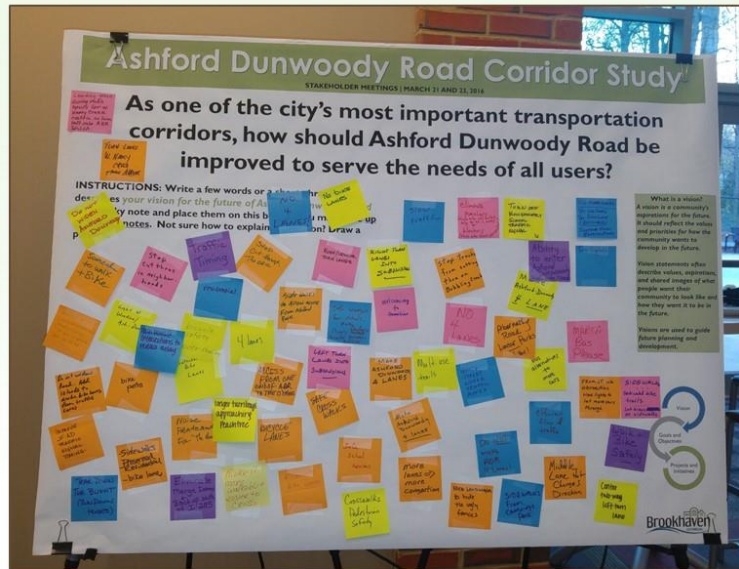
Following the Meetings
(via mail & email)

- 17 comments via email
- 2 comment cards
- 2 questionnaires



Corridor Vision

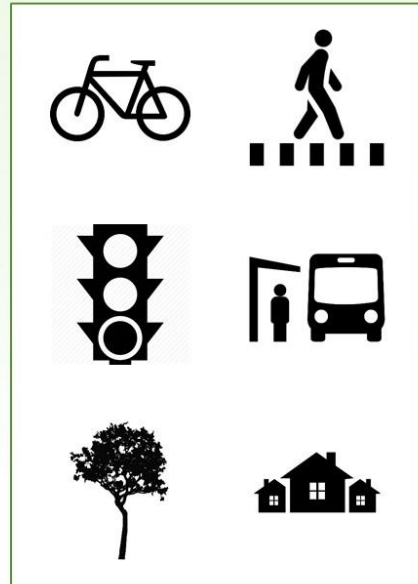
- **Efficient flow of traffic** and **reduced congestion**
- **Preserved residential neighborhoods** along the corridor
- **Reduced vehicle speed**
- Improved **bicycle access** via **trails** or **protected paths**
- Improved **turning** movements



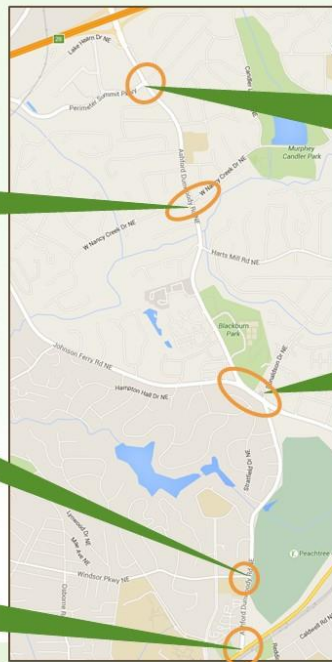
**Corridor Advisory Committee
May 23, 2016
Appendix - Handout**

Corridor Vision (continued)

- Increased **public transportation** to **reduce** traffic **congestion**
- **Improved traffic** patterns at **schools**
- Better **synchronized traffic signals** to improve flow
- **Reduced** vehicle **speed**
- Maintained or enhanced **green space**
- Improved **safety** for people **walking** via **continuous sidewalks** and **improved crossings**



Corridor Vision (continued)



Reduced congestion and improved traffic patterns at West Nancy Creek Rd.

Improved management of turning traffic at Windsor Pkwy.

Longer turn lanes at Peachtree Rd. & Ashford Dunwoody Rd.

Improved lane configuration to reduce congestion and merge issues at Perimeter Summit Pkwy.

Improved operations and efficiency – signal timing, lane configurations, traffic patterns at Johnson Ferry Rd. and Ashford Dunwoody Rd.

Corridor Advisory Committee May 23, 2016 Appendix - Handout

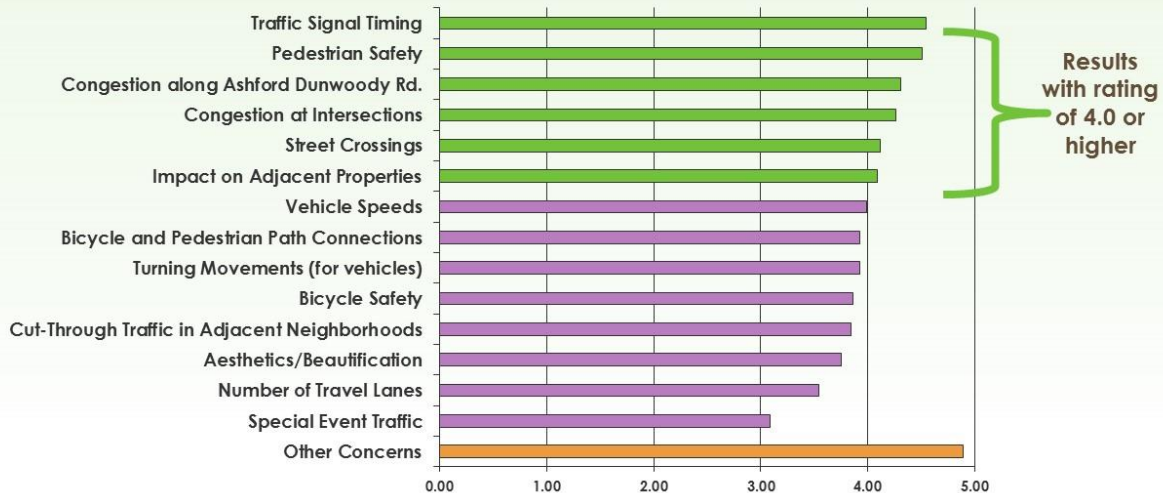
Corridor Issues

- Questionnaire asked participants to **rate the importance** of **14 potential issues** along the corridor.
- Used **scale of one (1) to five (5)**:
 - One (1) – “Not At All Important”
 - Three (3) – “Neutral”
 - Five (5) – “Extremely Important”
- **All issues were rated 3.0 or higher**
- **“Other Concerns”** – included **additional comments/detail about the issues** and some issues that were not given as choices.



Members of the Project Team talk with Attendees at 3/23/16 meeting at St. Martin's Episcopal School

Corridor Issues - All Results



“Other Concerns” included additional comments about issues such as school traffic, neighborhood cut-through, need for sidewalks, visibility, excessive speeds, reducing congestion, timing traffic signals, etc.

Corridor Advisory Committee May 23, 2016 Appendix - Handout

Comments by Issue

(Listed in alphabetical order, not priority)

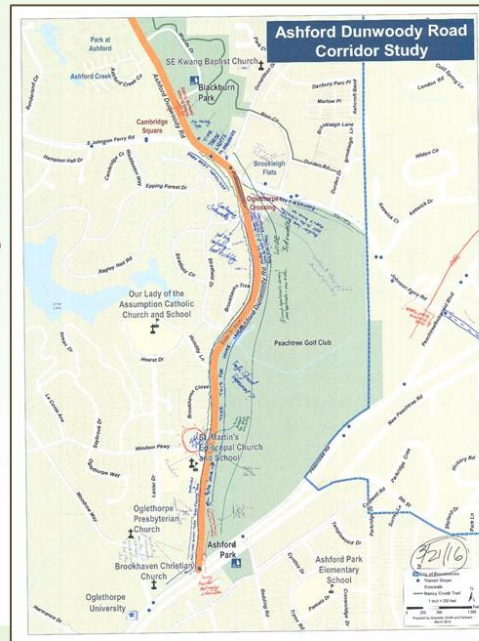
- Bike safety, lanes, paths
- Congestion and traffic volume
- General safety
- Pedestrian safety, sidewalks, crossings
- Preservation of natural areas and features
- School traffic
- Stormwater runoff
- Traffic Signals
- Transit services
- Truck traffic in neighborhoods
- Turning movements/turn lanes
- Vehicle speeds/speed limits
- Width of corridor/number of lanes



3/21/16 Stakeholder Meeting at Marist School

Comments by Segment: Segment 1: Peachtree to Johnson Ferry

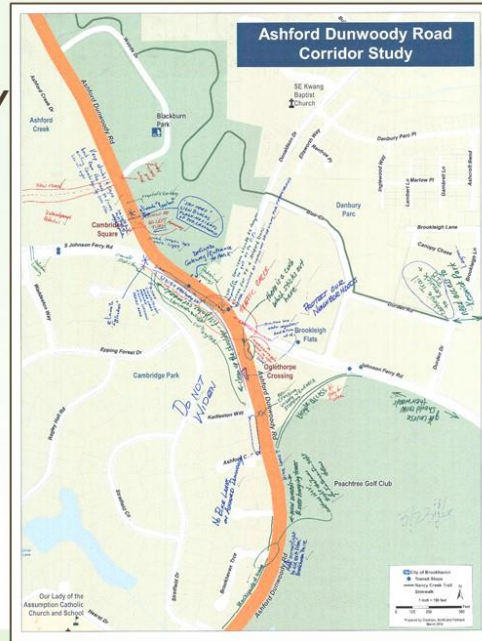
- **Tight turn** onto AD northbound from Peachtree Rd.
- **Vegetation blocks view** in some areas
- Desire for **more right-turn capacity** southbound AD to Peachtree Road
- **Difficult to turn** from **Windsor Pkwy. onto AD**
- **Limited visibility** in curve/hills around Brookhaven Trace
- **High vehicle speeds/need for enforcement**
- Would like Johnson Ferry to extend to Peachtree Industrial Blvd. – **alleviate congestion**
- Consider **bicycle access** via **separated path**



Corridor Advisory Committee
May 23, 2016
Appendix - Handout

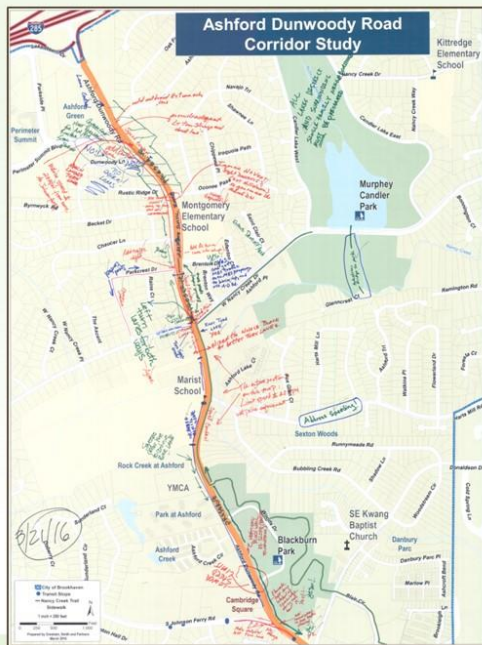
Comments by Segment:
Segment 2: North/South of Johnson Ferry

- Consider **safer pedestrian crossings** at Donaldson Dr.
- Traffic regularly blocks Donaldson Dr.
- Consider **prohibiting left turns into/out of Cambridge Square** from AD
- Need for **"transformation"** of intersection at **Johnson Ferry Rd. and AD**
 - **Congestion** is an issue
 - **Lane assignments**/direction of travel are not clear
 - **Turn lanes not long enough**
 - **Timing** of traffic signals
 - **Tight turn radius** northbound AD to eastbound JF
- Consider **additional police enforcement**
- **Mixed opinions** about strategies for improvements



Comments by Segment:
Segment 3: Johnson Ferry to I-285

- Concern about **speeding, length/timing** of signal, **crosswalk**, and **length of turn lanes** at Harts Mill Road
- Desire for **improvements at W. Nancy Creek**
 - **Mixed opinions** on turn lanes
 - Drivers reportedly run yellow/red lights
- **School traffic** is a major concern
 - Suggestions range from turn lanes and/or relocating traffic to use of shuttles
- **Traffic congestion** – especially southbound in afternoon/evening – is major concern
- Concern about **cut-through traffic** Bubbling Creek, W. Nancy Creek neighborhoods
- Desire for **improvements to traffic patterns/lane assignments** near **Perimeter Summit Parkway**



Corridor Vision Statement

Desired Elements of Vision

Safety Inviting (Aesthetics) Efficient / Provides Mobility Accessible to all Users Cost Effective

Safety	Aesthetics	Efficient Operations	Accessibility	Other
<ul style="list-style-type: none"> • Safe • Speed reduction • Safe (pedestrian and bicyclists) • No neighborhood cut-throughs 	<ul style="list-style-type: none"> • Landscaping / aesthetics • Visually appealing • Context sensitive • Street furniture (benches, trash receptacles) 	<ul style="list-style-type: none"> • Turn lanes • 3 & 4 lanes • Widen lanes • Free flowing • 4 lanes • Turn lane improvements • 35 MPH 	<ul style="list-style-type: none"> • Bikable • Walkable • Trail connection • Commuter friendly • School accessible 	<ul style="list-style-type: none"> • Partnerships • Visible

Based on input from first CAC meeting

**Corridor Advisory Committee
May 23, 2016
Appendix - Handout**

- Accommodate **all users and modes of travel**, including pedestrians, cyclists, motorists, and transit riders, in a **safe and context-sensitive** manner.
- **Improve mobility** for all modes of travel, including by helping **alleviate traffic congestion** through **operational improvements** to the corridor.
- **Improve connections** to neighborhoods, workplaces, commercial areas, educational and recreational facilities, and green spaces.
- **Enhance the sense of place and community**, including for neighborhoods and other properties along the corridor.
- **Safe, efficient movement of all users and of vehicular traffic**
- Ensure that Ashford Dunwoody Road provides **access to the broader multimodal transportation system** efficiently.
- Provide **safe, convenient** opportunities/access to active modes of transportation such as biking and walking via separated paths that **contribute positively to community and environmental health**.
- Be **harmonious with existing neighborhoods, institutions, and activity centers** and future growth along the corridor.

DRAFT Corridor Vision Statement

Ashford Dunwoody Road, in the City of Brookhaven, ...

*“...should be a **safe, efficient, inviting, and convenient** multi-modal corridor that provides **all users with access to a variety of destinations** in a **harmonious, cost-effective** manner that enables neighborhoods and businesses to thrive.*

*People are **able to safely move efficiently** along, through, and within the corridor to connect with **neighborhoods, workplaces, institutions, activity centers**, on foot, bike, scooter, car, bus or other mode in a way that **preserves and enhances** surrounding **neighborhoods, green space, and the community in general.**”*

Technical Analysis

NEXT STEPS TO DEVELOP PRELIMINARY RECOMMENDATIONS
AND DESIGN IDEAS

Technical Analysis

- Project team will **take into account** all input about **key issues** and **possible solutions**
- Team will **use corridor vision statement** and **public input** to guide selection of **potential options**
- Team will conduct **traffic analysis**, including **seven (7) intersections**:
 - **Perimeter Summit Parkway**
 - **W. Nancy Creek Road**
 - **Montgomery Elementary School**
 - **Harts Mill Road**
 - **Johnson Ferry Road**
 - **Windsor Parkway**
 - **Peachtree Road**
- Team will then identify **options for lane assignments** at **each intersection**
- Team will then develop **typical cross-sections** for up to **four (4) key areas** along the corridor

**Corridor Advisory Committee
May 23, 2016
Appendix - Handout**

Technical Analysis (continued)

- **Potential lane assignments** and **typical cross-sections** will be presented at the **community charrette** this summer **for public comment**
- Charrette will also include **recap of stakeholder meeting input**, **results** of the **traffic study**, and **options for bicycle and pedestrian treatments**



Design Workshop that was part of Brookhaven CTP Process



Recent Open House Workshop for Hammond Drive Corridor Study

Community Charrette

COMMUNITY DESIGN WORKSHOP
SUMMER 2016

**Corridor Advisory Committee
May 23, 2016
Appendix - Handout**

Community Charrette

- **Interactive workshop** to explore proposed possible **design ideas**
 - Get input from residents, businesses, and other stakeholders about future design options
- Two to three hours on a **Saturday** during the **summer**
- Identify **workable date(s)** and **venue**
 - Accessible
 - Restrooms
 - Shaded (if outside)
- Conduct **outreach** with **help of CAC and City**
 - Flyers
 - Online
 - Mailing
 - Email
 - Person-to-Person
 - Social Media



Public Meeting for Corridor Study in Atlanta



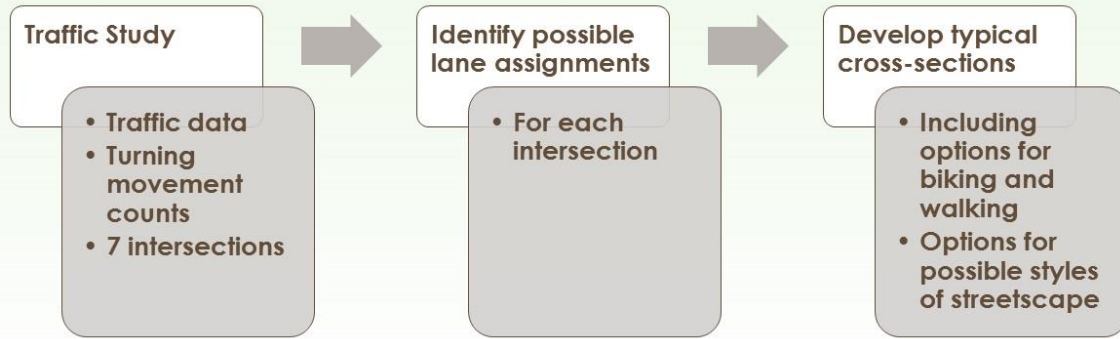
3/23/16 Stakeholder Meeting at St. Martin's Episcopal School

Wrapping Up and Next Steps

**Corridor Advisory Committee
May 23, 2016
Appendix - Handout**

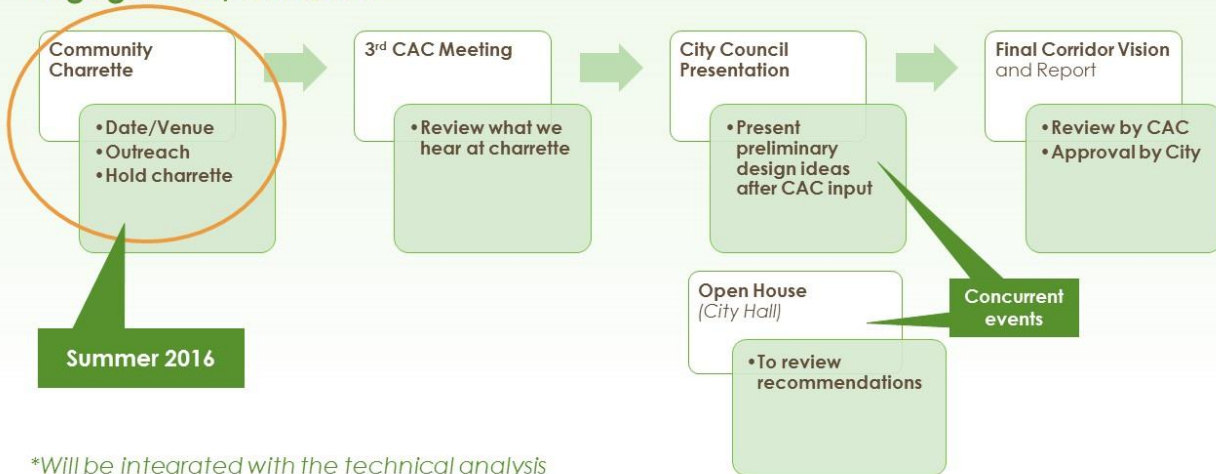
Next Steps

Technical Analysis



Next Steps

Engagement/Outreach*



**Will be integrated with the technical analysis*

**Corridor Advisory Committee
May 23, 2016
Appendix - Handout**

Project Contacts

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Consultant Project Manager

770.754.0755

DRAFT

Ashford Dunwoody Road Corridor Advisory Committee

Meeting Summary

October 3, 2016

Meeting Summary

The Ashford Dunwoody Road Corridor Study's Corridor Advisory Committee (CAC) held its third meeting on Monday October 3, 2016 at the Marist School, located at 3790 Ashford Dunwoody Road NE, Atlanta, GA 30319. The meeting began a few minutes after 4:30 PM.

1. Welcome and Introductions

Richard Meehan, the City of Brookhaven's Project Manager for the study, thanked everyone for attending. Attendees took turns introducing themselves. CAC members in attendance included:

- Alan Cole, Resident
- Mary McPherson, St. Martin's Episcopal School (sitting in for Dr. James Hamner)
- Father John Harhager, President, Marist School
- Tiffany Bok, Resident Cambridge Park

Members of the Project Team in attendance include:

- Richard Meehan, P.E. City of Brookhaven Public Works, City Project Manager
- Nithin Gomez, P.E., Gresham, Smith and Partners, Consultant Project Manager
- Erin Thoresen, AICP, Gresham, Smith and Partners

2. Recap of Input Received during September 12, 2016 Community Workshop

Following introductions, Ms. Thoresen reviewed the overall vision statement for the Ashford Dunwoody Road corridor, as developed with input from the CAC and the public during stakeholder meetings held in March of 2016. The vision statement is as follows: *"Ashford Dunwoody Road should be should be a safe, efficient, inviting, and convenient multi-modal corridor that provides all users with access to a variety of destinations in a harmonious, cost-effective manner that enables neighborhoods and businesses to thrive. People are able to move safely and efficiently along, though, and within the corridor to connect with neighborhoods, workplaces, institutions, and activity centers on foot, bike, car, bus or other mode in a way that preserves and enhances surrounding neighborhoods, green space, and the community in general."* The vision statement has been used and will continue to be used to guide development and refinement of recommendations for the overall look and feel of the corridor. Ultimately, the purpose of the study is not solely to alleviate traffic congestion, but also to establish an overall general concept for how the corridor can accommodate all users in the future.

Ms. Thoresen provided an overview of the input and feedback received during the recent community workshop, held on September 12, 2016 at Marist School from 4:00 PM until 7:00 PM. The workshop was designed to solicit input about and gauge public support for potential recommendations for improvements at key intersections and for possible configurations of the roadway, bicycle, and pedestrian facilities (typical cross-sections of the corridor). Ms. Thoresen reported that more than 100 people attended the community workshop in-person. Following the workshop, the City and Project Team placed electronic versions of the display boards and materials on the City's website, along with an online version of the evaluation forms used to gauge support for the potential recommendations. As of September 25, 2016 at 5:30 PM, more than 240 people had responded to the online survey. Collectively this represents 347 total participants in the workshop (103 in-person attendees + 244 online participants). More than 70% of

Ashford Dunwoody Road Corridor Advisory Committee Meeting Summary October 3, 2016

in-person attendees filled out evaluations of the potential intersection improvements and 60% filled out evaluations of the typical cross-sections. The proportion of online participants who filled out the evaluations was slightly higher: 84% evaluated potential intersection improvements, while 81% evaluated potential typical cross-sections. In addition, 66 people filled out comment cards during in-person workshop or answered an open-ended general comment question in the online survey. Results for the workshop will be updated when the online survey is closed on Friday October 7, 2016, after a period of more than three weeks.

Based on the responses provided up until September 25, 2016, overall, there is general support for the draft recommendations presented during the workshop. On average, 70% of participants indicated that they strongly or somewhat support potential recommended intersection improvements, and 60% of participants indicated they strongly or somewhat support potential recommended typical cross-sections. Ms. Thoresen reviewed the evaluation results of the potential recommendations one by one and the group discussed the results and additional comments. Charts and graphs illustrating the results and responses to each recommendation are provided in the Appendix.

Intersection Improvements

Peachtree Road: 73% or more of more than 310 respondents strongly or somewhat support each of the recommended improvements at this intersection. There is some concern about the safety of a free-flow right turn (from southbound Ashford Dunwoody Road onto Peachtree Road) and it will be important to include information about the possible types of barriers or dividers that may be used to ensure people turning stay in the appropriate lane. There is also strong support for improving the turn radius in the northeast corner of the intersection (85% strongly or somewhat support this idea). Respondents indicated concern for the angle of that turn as it is currently designed. Participants also expressed concern for pedestrian safety at the intersection, particularly a need to provide for safe pedestrian crossing across Ashford Dunwoody Road if and when the right-turn is converted to a free-flow turn. Several participants expressed a desire to expedite these improvements, indicating that they are long overdue.

Windsor Parkway: 60% or more of more than 292 respondents strongly or somewhat support four of the five recommended improvements at this intersection. A higher proportion of respondents strongly or somewhat support adding a northbound left turn lane on Ashford Dunwoody Road than any other recommended potential improvement (72%). Fewer than half of respondents support the idea of considering a roundabout at the intersection. Several suggestions were made to phase the improvements at this intersection, for example, by starting with small turn lanes, and adding a signal at a later time if it determined to still be needed. Suggestions were also made to install advance warning "Intersection Ahead" signs with the name of the road in this area. Mr. Meehan explained that the Public Works Department is already in the process of installing such signs elsewhere in the City and will work on including signs for this road as part of that process. Some comments suggest that the only time this intersection poses any traffic congestion issue is during school drop-off and pick-up times and therefore these improvements may not be needed. It was also suggested that traffic calming in this area would be welcomed, as drivers have a tendency to speed through this part of Ashford Dunwoody Road when it is not congested.

Johnson Ferry Road: 70% - 73% of between 239 and 269 respondents strongly or somewhat support five out of six recommended improvements at the Johnson Ferry Road intersections. The recommendation to add a traffic signal where Johnson Ferry Road meets Ashford Dunwoody Road and

Ashford Dunwoody Road Corridor Advisory Committee Meeting Summary October 3, 2016

Woods Drive (which would be part of a potential realignment of the intersection) was strongly or somewhat supported by a slightly lower proportion of respondents (59% of 265 people). Participants expressed concern that it is important to maintain access for businesses in this area so that customers can easily and safely get into and out of driveways. Other concerns expressed in comments about this intersection touch on the potential impact of rerouting traffic so close to loading docks of major grocery stores and on the impact to traffic patterns on Donaldson Drive. There is also some concern that the possible realignment is not solving traffic congestion issues but only spreading it out over a longer distance; however, the close proximity of the existing traffic signals is one of the contributors to congestion at this intersection. Two other suggestions were made for consideration for when improvements are made to this intersection: first, the existing free-flow right turn signal for eastbound Johnson Ferry Road to southbound Ashford Dunwoody Road should be removed so that the shared area between the signals has a better opportunity to clear and allow southbound traffic to get through; and second, consider the potential for future transit through this area to better connect Brookhaven and Chamblee to "Pill Hill" and the Perimeter area.

Harts Mill Road / Marist School: 68% and 84% of 277 respondents strongly or somewhat support recommendations to lengthen the westbound right turn lane on Harts Mill Road and to adjust signal timing and phasing at this intersection respectively. It should be noted that this intersection is one of the actively managed traffic signals along the Ashford Dunwoody Road corridor, as part of the Perimeter Traffic Operations Program (PTOP) and that this signal, along with several others, is regularly monitored and adjusted to improve efficiency. Comments about this intersection indicate that Marist School should do more to encourage carpooling or use of buses and that the traffic cop used in the area during special events often makes things worse from a congestion standpoint. Some participants worried that these improvements may negatively impact properties on Harts Mill Road and encourage cut through traffic. Several participants expressed strong support for cost-effective strategies such as adjusting signal timing and phasing. The CAC acknowledged that while this is important, there is only so much efficiency that can be achieved through signal timing and phasing. Several comments suggest that the only time this intersection poses a congestion problem is during school drop-off/pick-up times and during sporting events at the soccer fields or YMCA, and therefore, these improvements may not be needed.

West Nancy Creek Drive: 91% of 273 participants strongly or somewhat support adjusting the timing and phasing of the traffic signal at this intersection. In addition, 75% of 275 respondents and 77% of 261 respondents strongly or somewhat support adding left turn lanes to eastbound and westbound West Nancy Creek Drive respectively. Echoing earlier comments, some respondents indicated that these potential improvements may not be needed because the only time the intersection poses a problem is during peak rush hours. People expressed support for and opposition to these potential improvements in the comments, citing concern about cut through traffic on West Nancy Creek Drive as well as the potential to relieve cut through traffic. Some participants indicated that they would like to see bike facilities and public transportation in the area as a way to help reduce vehicular traffic in the area. Other comments touched on the need for left turn signals if the turn lanes are added, and the CAC discussed the importance of adding dedicated turn lanes and signals from a safety perspective: as the intersection is designed currently, it can be difficult to tell whether a driver approaching the intersection intends to turn or travel straight through, whereas a separate turn lane would differentiate between turning and through traffic.

Montgomery Elementary School: The proportion of respondents who strongly or somewhat supported recommended potential improvements at Montgomery Elementary School ranged from 75% of 280

Ashford Dunwoody Road Corridor Advisory Committee Meeting Summary October 3, 2016

respondents to 87% of 277 respondents. The recommendation with the highest amount of strong or somewhat strong support was upgrading the signal at the school exist and adjusting timing or phasing as needed. Of 277 people who responded to this recommendation, 87% strongly or somewhat supported it. Support was also high for improving the pedestrian crossing at Chaucer Lane: 82% of 275 people strongly or somewhat supported that recommendation. Roughly three-fourths (75%) of 274 respondents strongly or somewhat support adding a northbound right turn lane on Ashford Dunwoody Road to help facilitate entry into the school driveway.

Comments about this intersection reflect a desire to encourage walking, carpooling, and using transit to get people to and from the school more efficiently and reducing the impact on traffic flow on Ashford Dunwoody Road. It was suggested to encourage the school district to look at options for remote parking, to install a crossing signal for people walking to and from the school, and to avoid rerouting school traffic onto Brenton Drive. There was a suggestion to consider reversing the flow of traffic on school property and to combine the traffic signal and pedestrian crossing in the same place. It was also suggested to address the sight distance on Ashford Dunwoody Road in this area which can make it difficult to see oncoming traffic, especially when turning. Some participants expressed concern that the suggested improvements would not do enough to relieve congestion and improve traffic patterns in this area. The CAC acknowledged that any plans for this area must be made with the configuration of the school property as it is today, since any future plans for the school site are yet-to-be-determined and will require coordination with DeKalb Schools.

Perimeter Summit Parkway / Oak Forest Drive: More than 80% of 272 respondents strongly or somewhat support adjusting signal timing and phasing at this intersection, while 75% of 270 respondents strongly or somewhat support lengthening the northbound left turn lane on Ashford Dunwoody Road at Perimeter Summit Parkway. Just under two-thirds of 270 and 273 respondents respectively strongly or somewhat support adding a second northbound through lane and strongly or somewhat support extending the southbound right turn lane north of the intersection to Ashford Green. Over half of 272 respondents support the idea of adding a second southbound through lane and transitioning it to a single lane south of the intersection. Comments regarding this intersection indicate a concern that these improvements may bring more cars to the area, that congestion in this area has a benefit to residents in terms of traffic calming effects, and that the only times this intersection is a problem is during peak rush hour. Other comments include adding a left turn arrow for northbound traffic turning into Ashford Green, that extending the right turn lane onto Perimeter Summit Parkway may encourage more drivers to cut around people waiting to go straight through the intersection (and cut them off rather than turn right), and that the second southbound through lane will not be useful if it simply transitions back to a single lane south of the intersection. During the meeting, the CAC discussed the fact that the advantage of this recommendation is that the cars would be able to merge while traveling southbound rather than trying to merge at a traffic signal where they may get stopped by a red light.

Potential Recommended Typical Cross-Sections

Segment 1: Peachtree Road to Windsor Parkway - Over half (59.1%) of 210 respondents strongly or somewhat support the recommended typical cross-section, which included two ten-foot travel lanes with a six-foot sidewalk on the west and 8-12-foot multi-use path on the east. Of the 90 respondents who indicated they would prefer a different typical cross-section, 28% of them expressed support for a three-lane section (two travel lanes and a center turn lane) with a sidewalk and multi-use path.

Ashford Dunwoody Road Corridor Advisory Committee Meeting Summary October 3, 2016

Concerns were expressed about the need for traffic calming elements and traffic enforcement in this area. Others expressed the importance of minimizing removal of trees on the east side of the road and mixed support/opposition to the multi-use path in this area.

Segment 2: Windsor Parkway to Johnson Ferry Road - Over half (59.2%) of 191 respondents strongly or somewhat support the recommended typical cross-section, which included two ten-foot travel lanes with a six-foot sidewalk on the west and 8-12-foot multi-use path on the east. Of the 80 respondents who indicated they would prefer a different typical cross-section, 30% of them expressed support for a three-lane section (two travel lanes and a center turn lane) with a sidewalk and multi-use path.

Concerns were expressed about the need to consider the needs of children and families walking in the area and to reduce vehicular speed through this section of the corridor. One respondent suggested that there should only be a sidewalk or multi-use path on one side of the road in this area and another suggested that a multi-use path might be more appropriate in a commercial area rather than residential one. Some expressed a need to preserve existing vegetation while others said that it would be important to address the overgrown vegetation planted in the public right-of-way that obscures drivers' views near Windsor Parkway. It was suggested that buffer widths be kept to a minimum needed or required.

Segment 3: Between the two intersections of Johnson Ferry Road - Nearly two-thirds (63.9%) of 191 respondents strongly or somewhat support the recommended typical cross-section, which included four ten-foot travel lanes separated by a center median and a multi-use path on each side of the road. Of the 76 respondents who indicated they would prefer a different typical cross-section, 52% of them expressed support for a variation on the four-lane configuration, with 25% supporting a four-lane section with bicycle lanes in addition to the multi-use path and sidewalk and 27% indicating support for a four-lane section with a sidewalk on the west and multi-use path on the east.

Respondents provided a variety of comments, ranging from supporting this recommended configuration as long as it fits within the existing public right-of-way to needing a master plan to study this potential design in relationship to future development and land use patterns. Several respondents indicated the potential for this location to serve as an "iconic" location for the City of Brookhaven while others advocated for keeping it as-is because of its role as part of the "fabric" of the City. Several participants expressed that a multi-use path is not needed on both sides of the road. Several comments touched upon the potential realignment indicated on the potential recommended intersection improvements. These participants expressed concern about a bottleneck at Blackburn Park because of the short distance to the light at Harts Mill Road and concern about the potential disruption to homes behind Kroger.

Segment 4: Johnson Ferry Road to West Nancy Creek Drive - Nearly two-thirds (60%) of 185 respondents strongly or somewhat support the recommended typical cross-section, which included two ten-foot travel lanes and a two-way center turn lane, with a six-foot sidewalk on the west and 8-12-foot multi-use path on the east. Of the 75 respondents who indicated they would prefer a different typical cross-section, support for other options was mixed. Roughly 20% indicated support for a two-lane section with a sidewalk and a multi-use path, while 16% expressed support for a four-lane section with a sidewalk on the west and multi-use path on the east; 15% expressed support for a four-lane section with bicycle lanes in addition to the multi-use path and sidewalk; and 14% expressed support for a three-lane section (two travel lanes and a two-way center turn lane) with bicycle lanes.

Comments about this segment of the corridor indicated that some people like the idea of a center turn lane while others do not. Some concern was expressed about the narrower lanes and about preserving

Ashford Dunwoody Road Corridor Advisory Committee Meeting Summary October 3, 2016

vegetation and green space in this area. Several people indicated that a wide sidewalk and/or multi-use path is not needed in this area because of the trail in Blackburn Park (although it should be noted that a sidewalk does exist already in this area). Other participants suggested that the turn lanes on West Nancy Creek Drive may reduce cut-through traffic in the neighborhood and that it will be important to ensure there is adequate capacity and turn lanes on southbound Ashford Dunwoody Road approaching Johnson Ferry Road.

Segment 5: West Nancy Creek Drive to Perimeter Summit Parkway - Over half (59.6%) of 183 respondents strongly or somewhat support the recommended typical cross-section, which included two ten-foot travel lanes and a two-way center turn lane, with a six-foot sidewalk on the west and 8-12-foot multi-use path on the east. Of the 79 respondents who indicated they would prefer a different typical cross-section, 25% of them expressed support for a two-lane typical section with a sidewalk and a multi-use path. Support for other options was mixed, ranging from 5% for a two-lane section with bicycle lanes in addition to a sidewalk and multi-use path to 18% for a four-lane section with a sidewalk and multi-use path. Collectively 42% of the 79 people indicated support for some variation on a four-lane section in this area.

Comments about this segment of the corridor suggested that a wide sidewalk or multi-use path should only be on one side of the road or the other and that most of the pedestrian flow from this area is headed southbound toward the elementary school. Some participants expressed concern about narrower lanes and about the vertical sight distance over the hill near the school. It was also suggested to preserve as much green space and vegetation as possible. Support for the idea of a center turn lane was mixed: some support the idea while others oppose it on the grounds that the slowing traffic to accommodate turning vehicles gives people coming out of side streets or driveways an opportunity to get onto Ashford Dunwoody Road.

Segment 6: Perimeter Summit Parkway to City Limits - Nearly two-thirds (65.9%) of 185 respondents strongly or somewhat support the recommended typical cross-section, which included four ten-foot travel lanes separated by a center median with a sidewalk on the west and a multi-use path on the east. Of the 57 respondents who indicated they would prefer a different typical cross-section, 48% of them indicated support for a variation on the four-lane configuration. About one-third (30%) expressed support for a four-lane section with bicycle lanes in addition to the multi-use path and sidewalk and 18% indicating support for a four-lane section with a multi-use path on both sides of the road.

Respondents provided a variety of comments, reflecting a range of views on the roadway configuration. Some people believe that the recommended cross-section would be too wide, some expressed a preference for only one through lane of traffic in this area (in each direction). Others indicated that the road should keep its current configuration at a minimum and add turn lanes at the intersections. There was also mixed feedback on the idea of a median in this area: some strongly supported it as this area can be seen as the gateway to the City of Brookhaven, while others do not want a median and would prefer to devote the space to vehicles so as not to encroach on adjacent properties. Some concern was expressed for ensuring safe access and crossing plans for pedestrians and cyclists looking to get across I-285 and for coordinating any improvements in this area with those being constructed as part of the GA 400/I-285 interchange project.

Ms. Thoresen also provided an overview of some of the overall comments received during the community workshop and via the online survey:

Ashford Dunwoody Road Corridor Advisory Committee Meeting Summary October 3, 2016

- Feedback about bicycle and pedestrian facilities along the corridor is mixed. In general, comments indicate that a multi-use path, if added at all, should only be on one side of the road or the other, not both sides of the road. Some people would like to see continuous bicycle and pedestrian facilities throughout the corridor, while some feel they are only needed in the commercial area.
- Respondents desire to keep buffer widths to the minimum allowable in order to ensure that improvements fit within existing right-of-way where possible and to avoid encroaching on adjacent properties.
- Some participants would prefer to keep all widths to a minimum since the road is primarily residential in nature.
- Pedestrian safety is extremely important to many respondents and it will be important to incorporate traffic calming elements where possible.
- Several participants offered overall general positive comments and support for the recommendations, indicating that the ideas attempt to address areas of greatest concern and offer positive improvements for the roadway. In particular, a few comments indicated that lengthening turn lanes will help significantly and that it is time to take action as soon as possible and stop talking about changes, but rather enacting them.
- Other participants indicated that there is no need to make any changes or to widen the road.

Throughout the discussion, several key points were added:

- People go out of their way to cut through Kadleston, Stratfield, Waddeston, Hampton Hall, often to travel to and from the hospital.
- Exact details, such as access would be worked out during design stages of future projects.
- Traffic signal timing continues to come up – signals are actively managed as part of PTOP and will continue to be managed in the future. The idea is to optimize signals.
- Some congestion issues are primarily limited to certain times of day for two or four hours, depending.
- It will be important to talk with Montgomery Elementary School and the District about their future plans for the building.
- Left turns into Cambridge Square should be prohibited in the evening peak hours, maybe from 4-7pm.
- Traffic calming is needed on Parkcrest, which people use to avoid the signal at West Nancy Creek Drive.
- The nature of the study is a concept study. It is important to note that the details are not set in stone and will be worked out in the future as individual projects are advanced.
- Transit is not currently planned for Ashford Dunwoody Road, although MARTA has recently completed its Comprehensive Operations Analysis which includes looking at different models of service, including smaller shuttle-style vehicles, which may be worth considering in the future. There have been suggestions to consider expansions of public transportation as a way to give people more options for getting around Brookhaven.

3. Streetscape Elements

One component of the study will be to identify types of street furniture and fixtures that can be incorporated into the overall design of the corridor as improvement projects are undertaken. Ms. Thoresen explained that the project team is looking at potential styles of fixtures and will be developing recommendations for a color palette, materials, and types of amenities that the City can use moving

Ashford Dunwoody Road Corridor Advisory Committee
Meeting Summary
October 3, 2016

forward. The team is seeking to build upon existing design that the City has already approved and to set some guidance for location or placement of these streetscape elements.

Ms. Thoresen showed several sets of images illustrating some potential types of fixtures that could be incorporated into the residential areas of the corridor, into the commercial areas, as well as the “gateway” area near Perimeter Summit Parkway. Photos of existing elements along Ashford Dunwoody Road and Johnson Ferry Road, such as street lamps, planted buffers, and textured crosswalks were shown for comparison.

4. Next Steps

Ms. Thoresen briefly reviewed the next steps in the study and provided an overview of the anticipated general timeframe for the remaining activities. The City will host a public open house at the end of November (exact date to be determined) to solicit input on the revised draft recommendations. Following the open house, the project team will make a draft final report available on the City’s website for public comment. In early 2017, the project team will present the draft report to the City Council and following that presentation and any revisions to address City Council’s comments, will give a final presentation to City Council.

The meeting was adjourned at approximately 6:15 PM

See attached PDF for Appendix (slides presented during the meeting).

Ashford Dunwoody Road Corridor Study

CORRIDOR ADVISORY COMMITTEE MEETING

OCTOBER 3, 2016



Today's Agenda

- ✓ Discuss **input** from September 12, 2016 **community workshop**
- ✓ Review preliminary ideas for **streetscape elements** of the corridor
- ✓ Plan for **public open house** – final presentation to the community
- ✓ Review **next steps**



Full House: Attendees at Community Workshop 9/12/16

Corridor Vision

Ashford Dunwoody Road...

"... should be a safe, efficient, inviting, and convenient multi-modal corridor that provides all users with access to a variety of destinations in a harmonious, cost-effective manner that enables neighborhoods and businesses to thrive. People are able to move safely and efficiently along, through, and within the corridor to connect with neighborhoods, workplaces, institutions, and activity centers on foot, bike, car, bus or other mode in a way that preserves and enhances surrounding neighborhoods, green space, and the community in general."



Crosswalk at Cambridge Square

Community Workshop

RESULTS AND INPUT



Summary


103 in-person attendees +
 
244 online participants* = **347 total participants**

- **77** evaluations of **intersection improvements** (74%)
- **62** evaluations of typical **cross-sections** (60%)
- **18** comment cards
- **204** evaluations of **intersection improvements** (84%)
- **197** evaluations of typical **cross-sections** (81%)
- **48** general comments

* (as of 9/25/16 at 5:30pm)

Summary

There is **general support** for the **draft recommendations** presented:

In general, **>70%** of participants who **evaluated the intersection improvements strongly or somewhat support** recommended improvements

In general, **>59%** of participants who **evaluated typical cross-sections strongly or somewhat support** recommendations



Attendees view display boards at the community workshop

Intersection Improvements

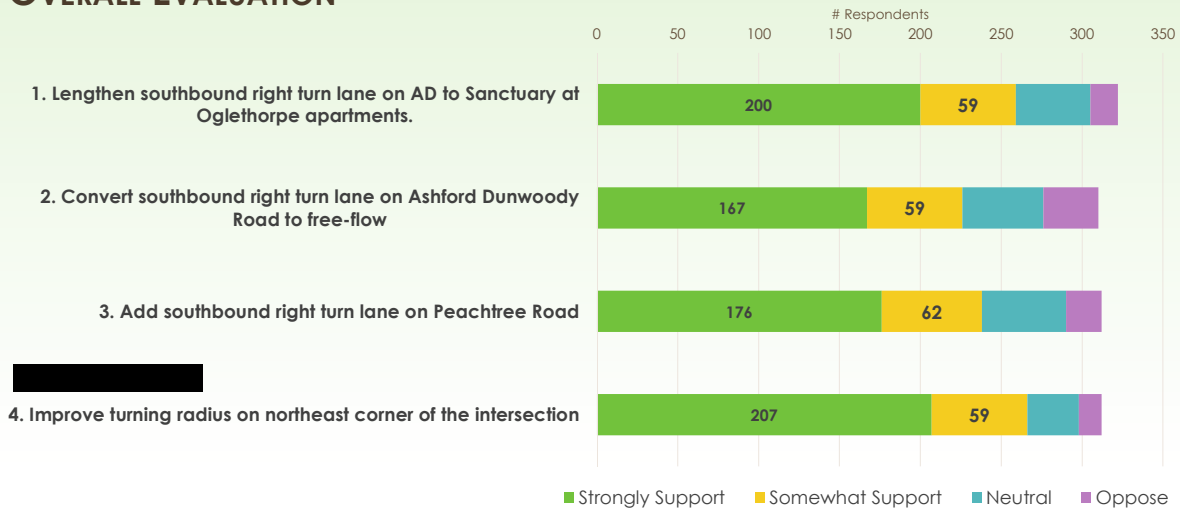
PARTICIPANT EVALUATION OF RECOMMENDATIONS



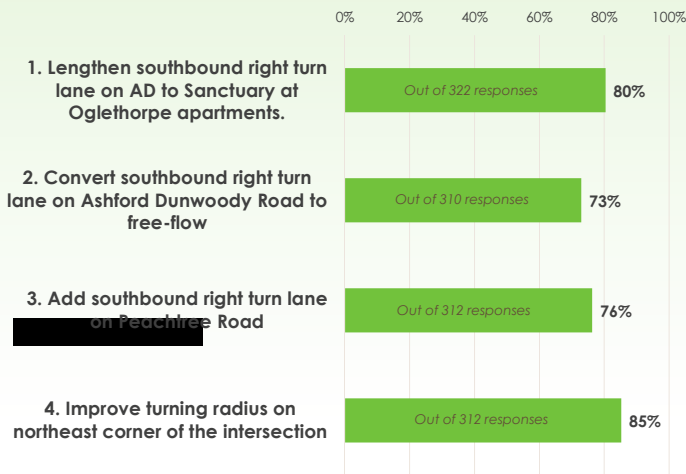
PEACHTREE ROAD RECOMMENDED IMPROVEMENTS



PEACHTREE ROAD OVERALL EVALUATION

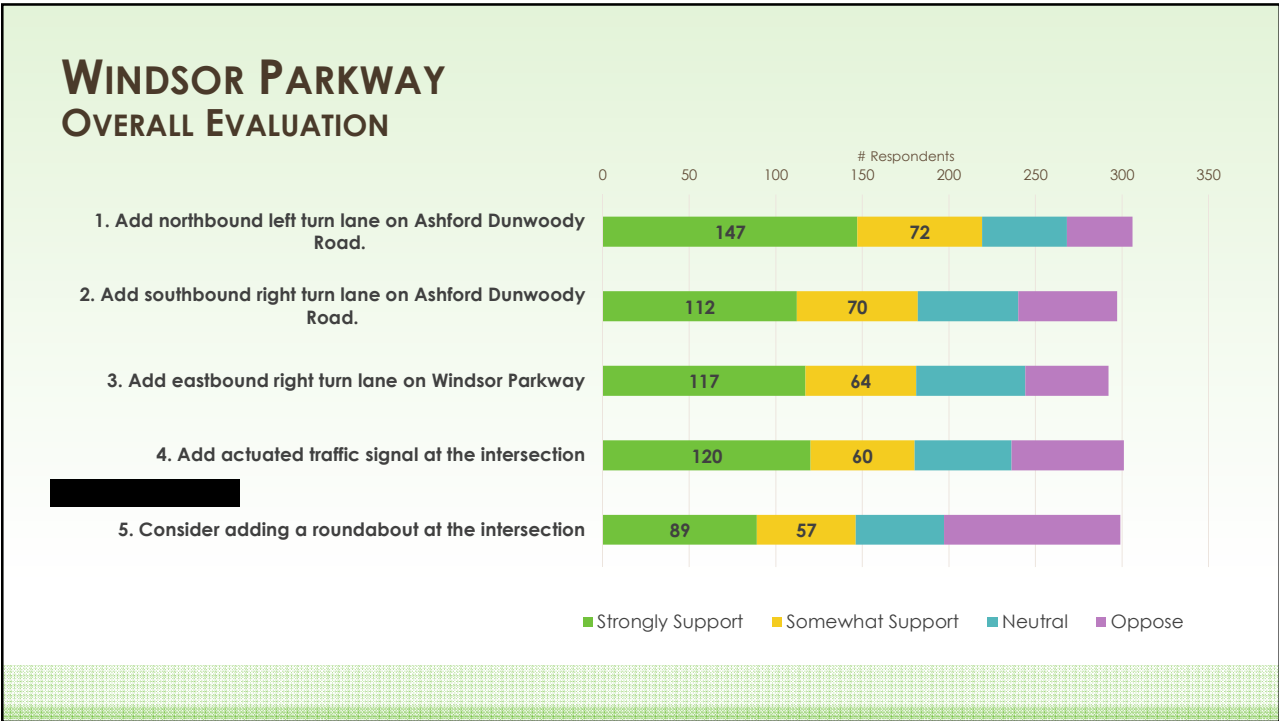


PEACHTREE ROAD (CONT'D) % STRONGLY OR SOMEWHAT SUPPORT



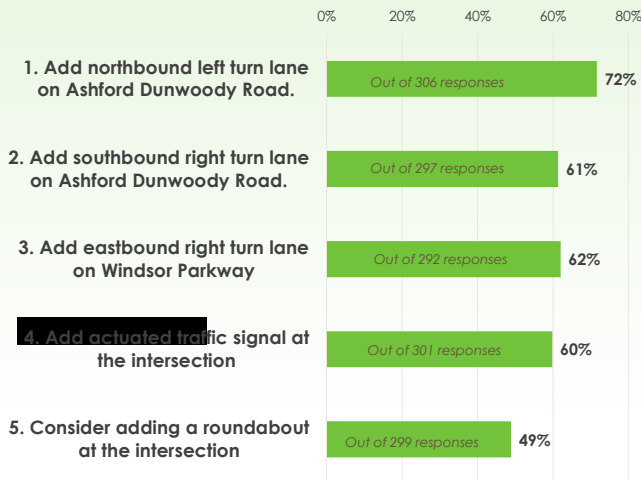
General Feedback

- Support for longer right turn lane on AD
- Like the idea of free-flow, but some concerns about, ensuring drivers stay in proper lane and sight distance
- Concern there may not be enough room for right turn lane on Peachtree Rd
- Strong support for improving turn radius in NE corner
- Support for these ideas, feel they're long overdue
- Some concerns about pedestrian safety, and about improving/increasing traffic flow to the detriment of residents in the area (i.e. encouraging faster speeds)
- Want longer green turn arrows all directions



WINDSOR PARKWAY (CONT'D)

% STRONGLY OR SOMEWHAT SUPPORT



General Feedback

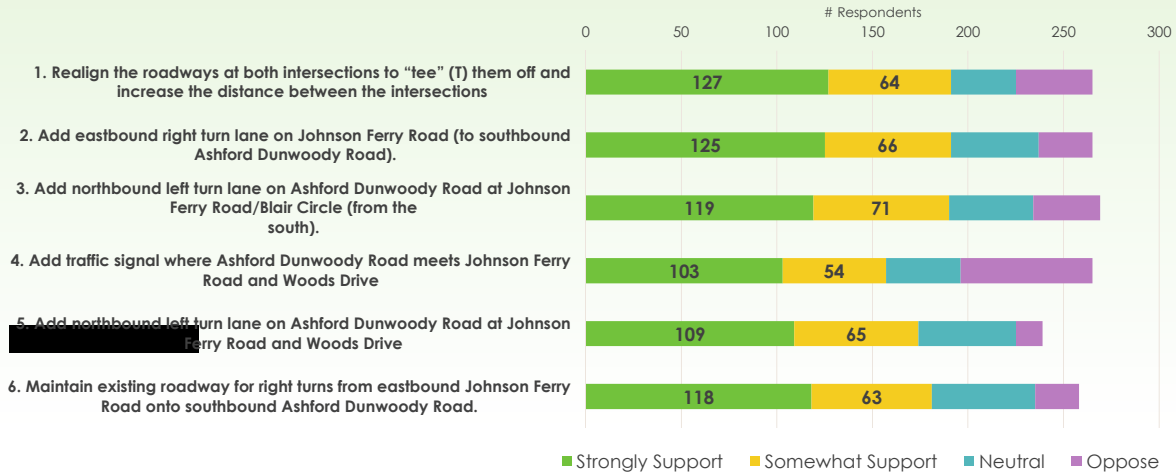
- Suggestion to phase improvements – start with turn lanes and add signal at later time if needed
- Sense that turn lanes only needed at school starting and ending times
- Prefer to leave it as-is, poses no real issues
- Pros and cons for possible roundabout:
 - Has traffic calming effect
 - May impact adjacent properties
 - Concern about imbalanced traffic entering the roundabout
 - Feel roundabout will allow traffic to keep moving, making it better than signal
- Only a small turn lane needed – just for one or two vehicles
- Suggestion to add advance warning sign for Windsor Parkway
- Support changing signal, if installed, to flashing yellow/red overnight and on weekends

JOHNSON FERRY ROAD

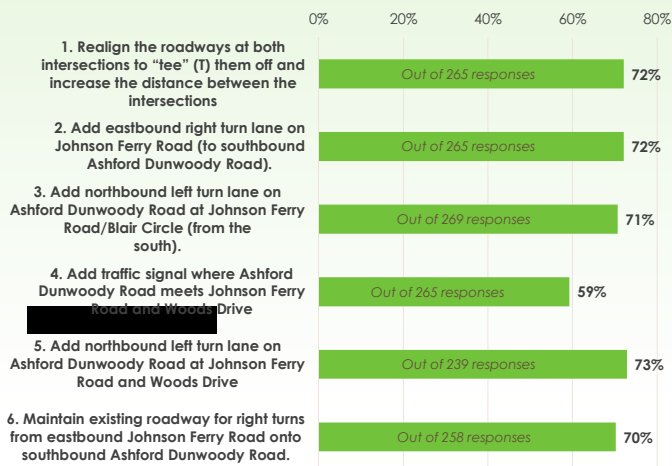
RECOMMENDED IMPROVEMENTS



JOHNSON FERRY ROAD OVERALL EVALUATION



JOHNSON FERRY ROAD (CONT'D) % STRONGLY OR SOMEWHAT SUPPORT



General Feedback

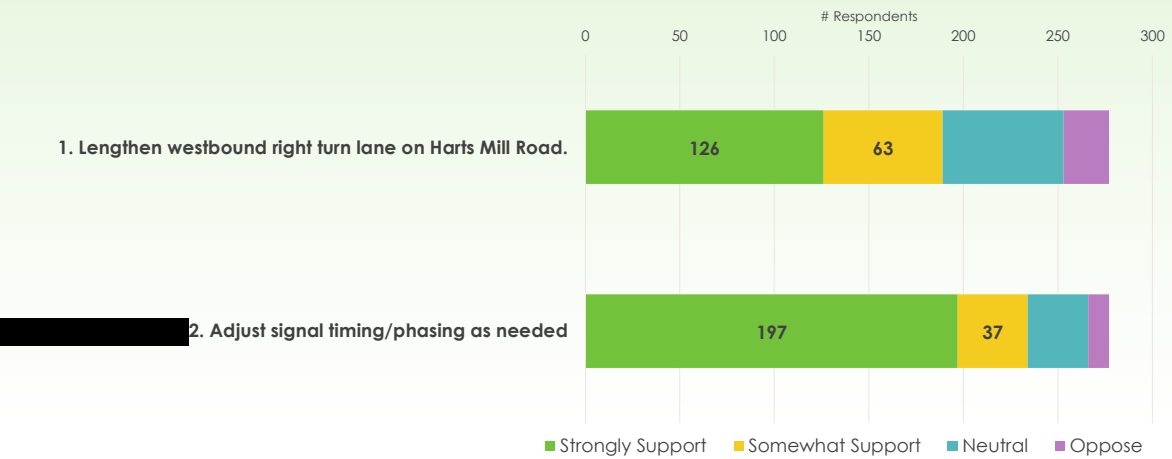
- Businesses need left and right turns in and out in order to survive; concern about impact to existing businesses
- Concern about impact of rerouting traffic so close to loading docks for stores (aesthetics, maneuvering around trucks, etc.)
- Concerns that the realignment is not solving any traffic congestion, but rather spreading it out
- Suggestion to remove the existing free-flow right turn signal for EB Johnson's Ferry Rd to SB Ashford Dunwoody Rd when NB Ashford Dunwoody Rd traffic has the left turn signal, so that the shared block for Johnson's Ferry Rd and Ashford Dunwoody Rd has a chance to clear and allow SB Ashford Dunwoody Rd traffic room to get through.
- Need to consider impact on Donaldson Drive
- Suggestion to simply separate current lanes with barriers and improve signage to prevent weaving
- Suggestion to leave right-of-way for future transit to better connect Pill Hill/PCIDs, Brookhaven, and Chamblee

HARTS MILL ROAD / MARIST SCHOOL RECOMMENDED IMPROVEMENTS



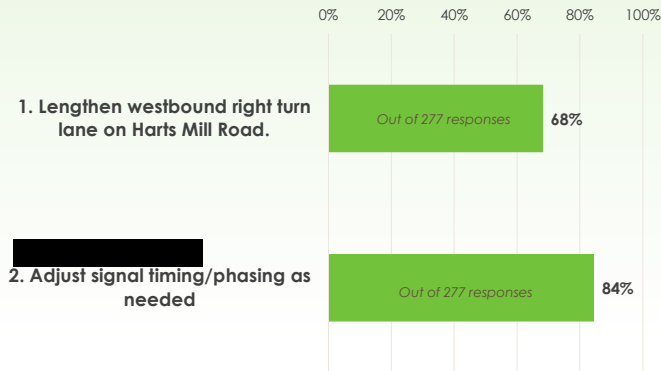
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HARTS MILL ROAD / MARIST SCHOOL OVERALL EVALUATION



HARTS MILL ROAD / MARIST SCHOOL (CONT'D)

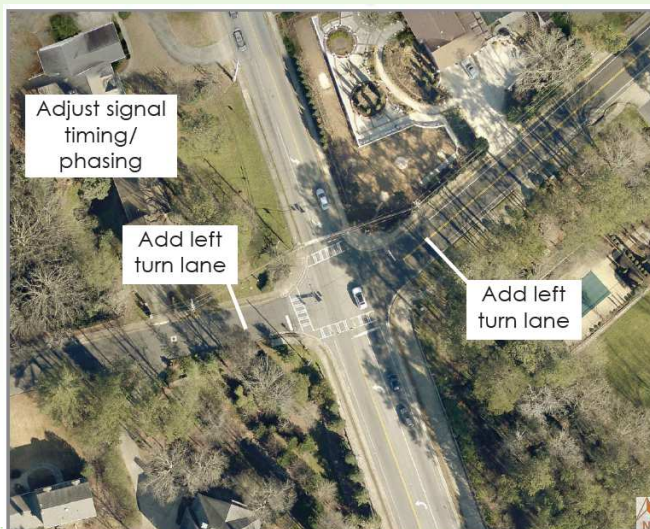
% STRONGLY OR SOMEWHAT SUPPORT



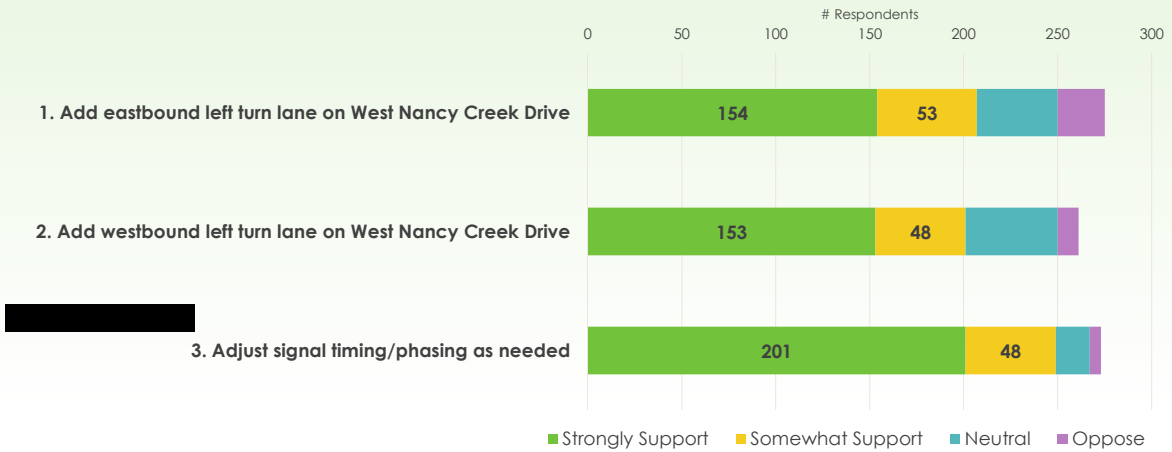
General Feedback

- Marist has significant impact on traffic – should encourage more carpooling or buses
- Suggestion to lengthen left turn lane on NB Ashford Dunwoody Rd
- Like cost-effective measures like signal timing/phasing
- Concern this will negatively impact properties on Harts Mill and encourage cut through traffic
- Concern that traffic cop makes matters worse
- Concern that these recommendations are not enough to alleviate issues
- Feel these are not needed, as the only problem time is when school starts and lets outs

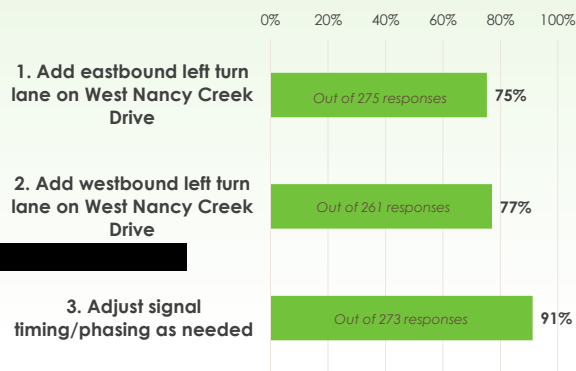
WEST NANCY CREEK DRIVE RECOMMENDED IMPROVEMENTS



WEST NANCY CREEK DRIVE OVERALL EVALUATION



WEST NANCY CREEK DRIVE (CONT'D) % STRONGLY OR SOMEWHAT SUPPORT



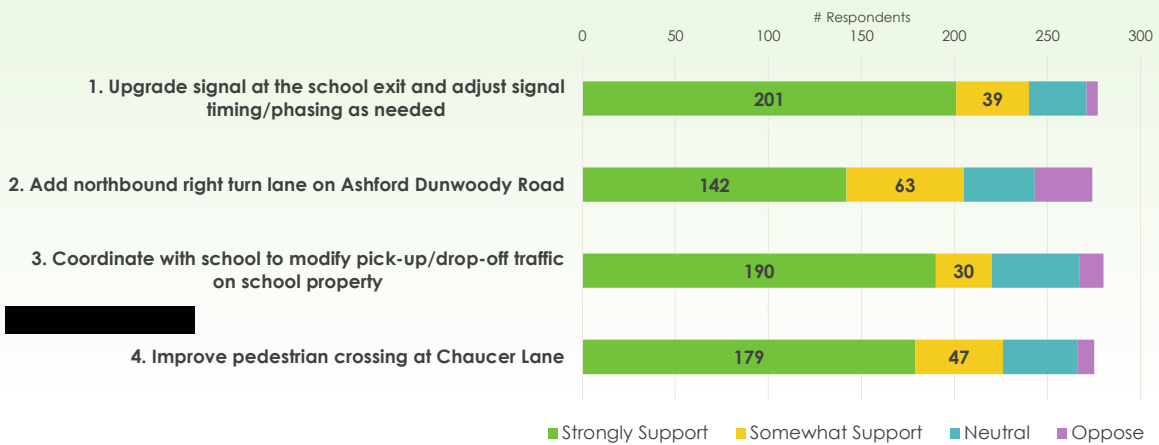
General Feedback

- Feel these are not needed, as the only problems are during rush hour
- Concern this would encourage cut-through traffic on West Nancy Creek Drive
- If turn lanes are added, include signals
- Be sure this intersection incorporates left turn signals on West Nancy Creek Road (both directions)
- Lengthen left turn lanes on NB and SB Ashford Dunwoody Rd
- Suggest restriping instead of these ideas
- Prefer not to widen the road in this area
- All three suggestions are much needed
- Would like to see buses and bike facilities along Ashford Dunwoody to decrease vehicular traffic

MONTGOMERY ELEMENTARY SCHOOL RECOMMENDED IMPROVEMENTS

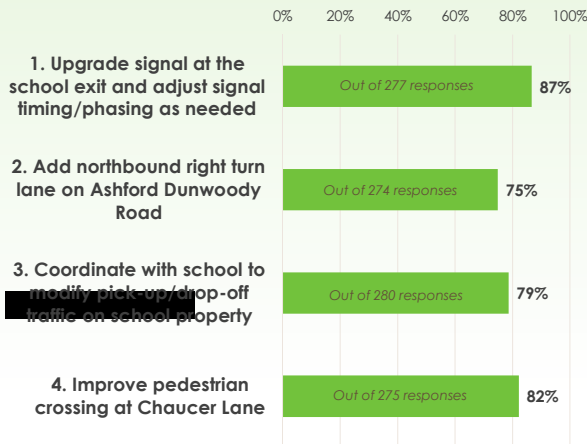


MONTGOMERY ELEMENTARY SCHOOL OVERALL EVALUATION



MONTGOMERY ELEMENTARY SCHOOL (CONT'D)

% STRONGLY OR SOMEWHAT SUPPORT



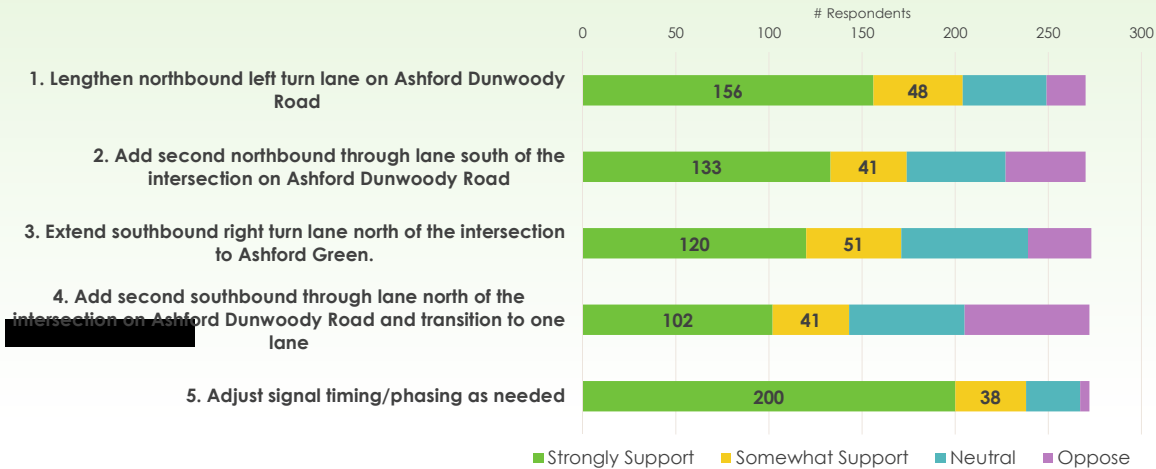
General Feedback

- Encourage walking, carpooling, and using transit. Install pedestrian paths to school.
- Consider remote pick-up/drop-off locations.
- Do not reroute school traffic onto Brenton Drive – already overloaded with people waiting, double-parking, etc.
- Consider adding a crossing signal for students
- Consider reversing entrance/exit into school and installing signal at Chaucer Ln to facilitate safer signalized crossing and take advantage of the school right-of-way at the existing island for the right turn lane
- Address sight distance in this area – the crest/hill makes it difficult to see oncoming traffic, especially when waiting to turn left
- Concern turn lane will not be long enough to make a difference
- Study the effect of “smart lights” on this area before making other changes

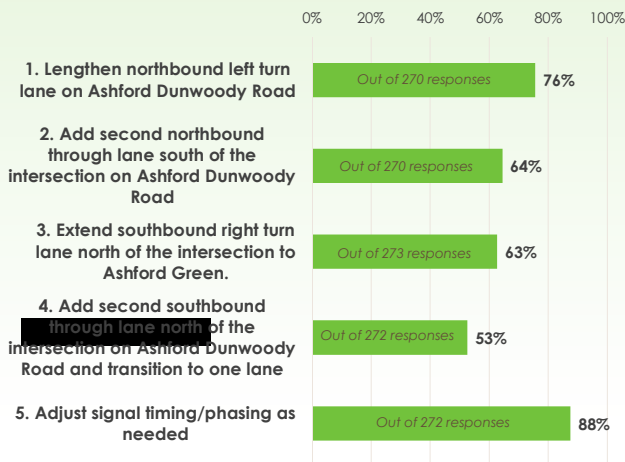
PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE RECOMMENDED IMPROVEMENTS



PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE OVERALL EVALUATION



PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE (CONT'D) % STRONGLY OR SOMEWHAT SUPPORT



General Feedback

- Sense that more road will bring more cars. Prefer to let people sit in traffic if they choose to drive. Encourage other modes of travel
- Not necessary since rush hour is the only time this is a problem
- Signal at Ashford Green should have left turn arrow for NB traffic
- Drivers already use SB right turn lane at Perimeter Summit Parkway to get past through traffic and cut over – suggest not to provide more opportunity for this by extending right turn lane unless drivers are forced to turn right (rather than go straight through)
- Feel the second SB through lane north of Perimeter Summit Parkway will not help if it just transitions back to one lane – "kicking the can down the road"
 - Support depends on where it ends – must have signs, taper, etc.
- Install additional signage to warn drivers they must turn right
- Congestion in this area has a benefit to residents – it slows traffic

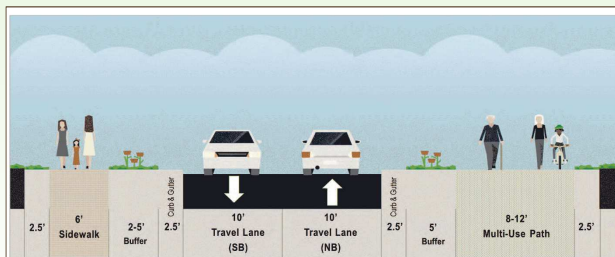
Typical Cross-Sections

PARTICIPANT EVALUATION OF RECOMMENDATIONS



SEGMENT 1: PEACHTREE RD TO WINDSOR PKWY OVERALL EVALUATION

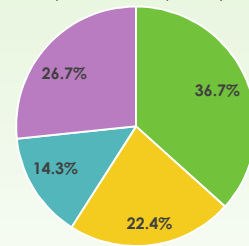
A + 1



Two 10' travel lanes with 6' sidewalk on the west and 8'-12' multi-use path on the east with turn lanes as needed.
Requires 51' to 58' of right-of-way.

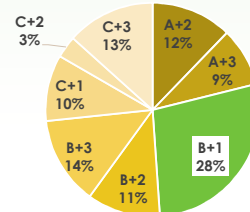
- Strongly Support
- Somewhat Support
- Neutral
- Oppose

(Out of 210 responses)



59.1% strongly or somewhat support

If you do not support the recommendation, which other typical cross-section do you prefer?



B+1 = two travel lanes with center turn lane, sidewalk, and multi-use path

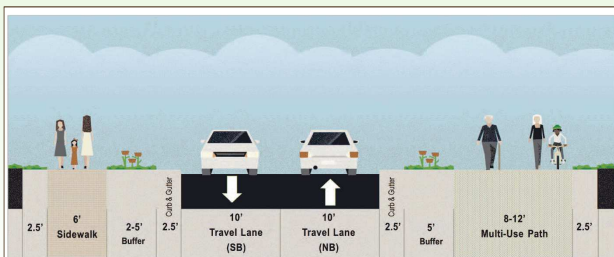
(Out of 90 responses)

SEGMENT 1: PEACHTREE RD TO WINDSOR PKWY COMMENTS

- Traffic calming elements are needed
- Better enforcement is needed
- Minimize removal of trees on the east side of the road
- Support for the recommendation is contingent on whether the free-flow right turn lane solves the traffic back-up on Ashford Dunwoody. If not, maybe should consider another lane.
- All changes will make it easier for commuters to cut through
- Some for, some against multi-use path

SEGMENT 2: WINDSOR PKWY TO JOHNSON FERRY RD OVERALL EVALUATION

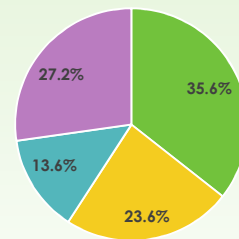
A + 1



Two 10' travel lanes with 6' sidewalk on the west and 8'-12' multi-use path on the east with turn lanes as needed.
Requires 51' to 58' of right-of-way.

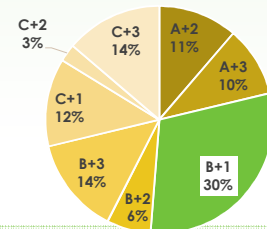
(Out of 191 responses)

- Strongly Support
- Somewhat Support
- Neutral
- Oppose



59.2% strongly or somewhat support

If you do not support the recommendation, which other typical cross-section do you prefer?



B+1 = two travel lanes with center turn lane, sidewalk, and multi-use path

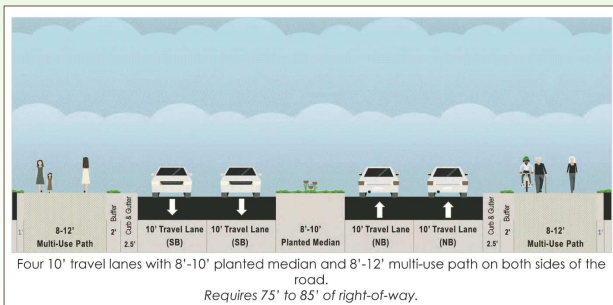
(Out of 80 responses)

SEGMENT 2: WINDSOR PKWY TO JOHNSON FERRY RD COMMENTS

- Please require the golf course to upgrade, beautify, and maintain their property along the entire length facing Ashford Dunwoody – not just the entrance
- Please address the trees and/or bushes planted in the ROW or branching into the road that obscure views of the road, especially at Windsor Parkway and AD. Now that the speed limit has been raised this is a bigger problem
- Families and children walk in this area, please consider their needs
- Reduce speed in this area
- Additional land, if needed, should come from the golf club
- Sidewalk or multi-use path only on one side
- Multi-use path should not be in front of homes, only in commercial areas
- Keep buffer widths to minimum needed
- Preserve existing vegetation

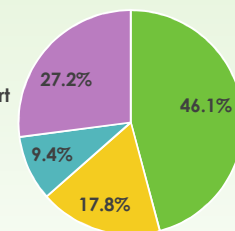
SEGMENT 3: BETWEEN THE TWO JOHNSON FERRY RD INTERSECTIONS OVERALL EVALUATION

C + 2



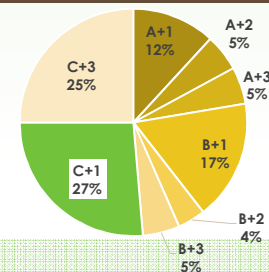
(Out of 191 responses)

- Strongly Support
- Somewhat Support
- Neutral
- Oppose



63.9% strongly or somewhat support

If you do not support the recommendation, which other typical cross-section do you prefer?



C+1 = four travel lanes with median, sidewalk, and multi-use path

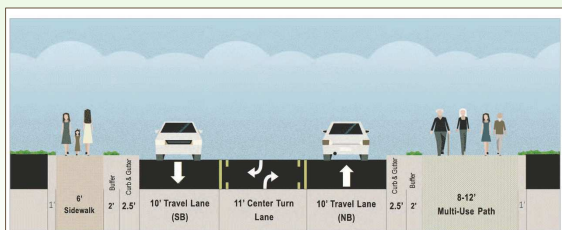
(Out of 76 responses)

SEGMENT 3: BETWEEN THE TWO JOHNSON FERRY RD INTERSECTIONS COMMENTS

- Would like to see more room at Donaldson Dr., Ashford Dunwoody, Johnson Ferry intersection
- The road behind Cambridge Square, etc. is still going to bottleneck at Blackburn Park. The light will be farther away from the next intersection but closer to the Marist light
- Relocating ADR south of JFR (Publix) and at Woody Drive is not worthwhile, especially without LOS computations and comparisons to existing/future conditions
- Like the new roads behind Kroger and Publix as long as they do not disrupt those living behind Kroger. Publix should be ok.
- Needs a master plan to study new design in relationship to future development and land use patterns
- Do not need the multi-use path on both sides, just one or the other
- Should be an iconic location for Brookhaven – this intersection is part of the fabric of Brookhaven
- Would be great if the right-of-way allows it

SEGMENT 4: JOHNSON FERRY RD TO WEST NANCY CREEK DRIVE OVERALL EVALUATION

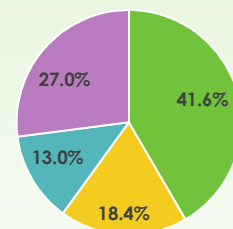
B + 1



Two 10' travel lanes with 11' center turn lane, 6' sidewalk on the west, and 8'-12' multi-use path on the east.
Requires 56' to 60' of right-of-way.

(Out of 185 responses)

- Strongly Support
- Somewhat Support
- Neutral
- Oppose

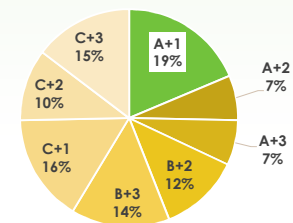


60% strongly or somewhat support

If you do not support the recommendation, which other typical cross-section do you prefer?

A+1 = two travel lanes with sidewalk and multi-use path

(Out of 75 responses)

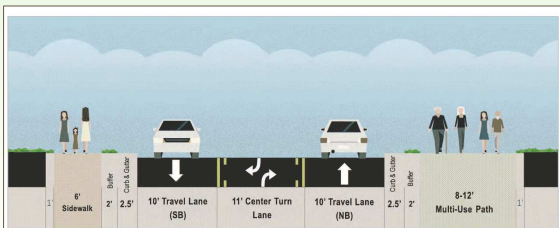


SEGMENT 4: JOHNSON FERRY RD TO WEST NANCY CREEK DRIVE COMMENTS

- Suggestions to close off access to Parkcrest Drive from Ashford Dunwoody Road (people regularly cut through during rush hours)
- Turn lanes on West Nancy to Ashford Dunwoody would mean no need for the cut through traffic
- No need for sidewalk or multi-use path here, there is a trail in the park
- Somewhat concerned about narrower lanes
- Like the center turn lane
- On SB Ashford Dunwoody, approaching Johnson Ferry, make sure there is adequate capacity and turn lanes
- Preserve as much vegetation and green space as possible

SEGMENT 5: WEST NANCY CREEK DRIVE TO PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE OVERALL EVALUATION

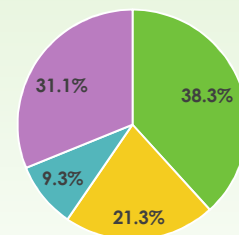
B + 1



Two 10' travel lanes with 11' center turn lane, 6' sidewalk on the west, and 8'-12' multi-use path on the east.
Requires 56' to 60' of right-of-way.

(Out of 183 responses)

- Strongly Support
- Somewhat Support
- Neutral
- Oppose

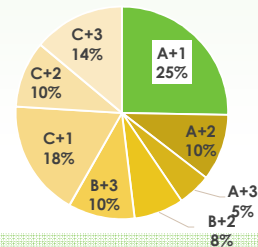


59.6% strongly or somewhat support

If you do not support the recommendation, which other typical cross-section do you prefer?

A+1 = two travel lanes with sidewalk and multi-use path

(Out of 79 responses)



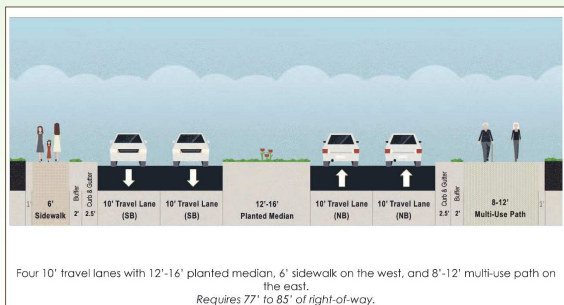
It should be noted that 42% of people who indicated support for other options desire some variation on a four-lane section in this segment (C+1, C+2, C+3)

SEGMENT 5: WEST NANCY CREEK DRIVE TO PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE COMMENTS

- Do not need a center turn lane in this area
 - Turning cars in this area give residents room to get out onto Ashford Dunwoody Road
 - Center lane may invite lane switching and negatively impact safety
- Like the center turn lane
- Do not need a wide sidewalk or multi-use path on both sides, only one or the other
- Most pedestrian flow from here is southbound, toward the school
- Somewhat concerned about narrower lanes
- Please, please slow traffic coming SB on Ashford Dunwoody, especially near West Nancy Creek Drive (commenter was in a crash here and has a friend who was hit when someone ran a red light at West Nancy Creek) – need design elements and enforcement
- Address the vertical sight distance issue/crest in the curve north of the school
- Preserve as much vegetation and green space as possible

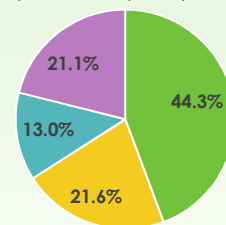
SEGMENT 6: PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE TO CITY LIMITS (NEAR I-285) OVERALL EVALUATION

C + 1



(Out of 185 responses)

- Strongly Support
- Somewhat Support
- Neutral
- Oppose

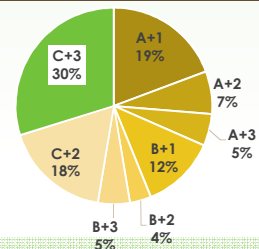


65.9% strongly or somewhat support

If you do not support the recommendation, which other typical cross-section do you prefer?

C+3 = four travel lanes with median, bike lanes, sidewalk and multi-use path

(Out of 57 responses)



SEGMENT 6: PERIMETER SUMMIT PARKWAY / OAK FOREST DRIVE TO CITY LIMITS (near I-285)

COMMENTS

- Mixed feedback on lane configuration:
 - Would prefer only one lane of through traffic at the intersection, two lanes would impact residential area
 - Too wide
 - As long as we keep existing lanes of traffic
 - Keep and add turn lanes at the intersection
- Mixed feedback on median: some do not want it, others do, especially as it is the gateway to the City
- Make sure improvements in this area coordinate with any improvements to GA 400 and I-285
- How do pedestrians or cyclists safely cross I-285? Does the multi-use path connect to the diverging diamond?

OVERARCHING COMMENTS

- Many people believe 8-12' multi-use path and wider sidewalk is unnecessary/excessive
- Pedestrian safety should be the first priority – incorporate traffic calming, pedestrian crossing islands, bulb-outs, and splitter islands
- Mixed opinions about bicycle and pedestrian facilities:
 - Some want continuous throughout corridor, some feel they're only necessary in commercial area
 - Some want to encourage students walking to school
 - Would like to see a two-way cycle track – separate bicycles from pedestrians
- Need to know level of service and/or cost estimates of recommendations in order to evaluate
- Appreciate the study and thoughtful recommendations. Plans look good.
 - The ideas seem to try to address the greatest areas of concern
- In general the roadway improvements and streetscapes offer positive improvement

OVERARCHING COMMENTS (CONT'D)

- Concerned about right-of-way impacts
 - Do not want to see neighborhoods "destroyed" - concerned about homeowners losing parts of their yards
 - Opposition to widening – suggest keeping buffers and widths of sidewalks/paths to minimum
- Suggest using signal timing and phasing to increase flow, not more land
- Turn lanes increasing in size will be a big help
- Discourage cut-through traffic in neighborhoods
- Control traffic that feeds into Ashford Dunwoody Road
- Add vehicle mile traveled metric, with goal of reducing VMT – less Co2, less green house gas
- Design road for 35 mph. Wider roads encourage faster speeds. Keep narrow and re-apply to GDOT to reduce speeds
- Would like the final plans to be well thought out and discussed with all homeowners affected
- It's time to take action as soon as possible. We have been talking about the same things for 5-10 years already. We need less talk, more change now!

Streetscape Elements

POTENTIAL IDEAS TO ENHANCE THE LOOK OF THE CORRIDOR



Neighborhood/Residential Areas

Neighborhood / Residential Character Area

Segment 1, 2, 4, 6 5

Peachtree Road to Windsor Parkway,

Windsor Parkway to Johnson Ferry Road,

Johnson Ferry Road to West Nancy Creek Drive, 6

West Nancy Creek Drive to Perimeter Summit Parkway/
Oak Forest Drive



Wayfinding Signage



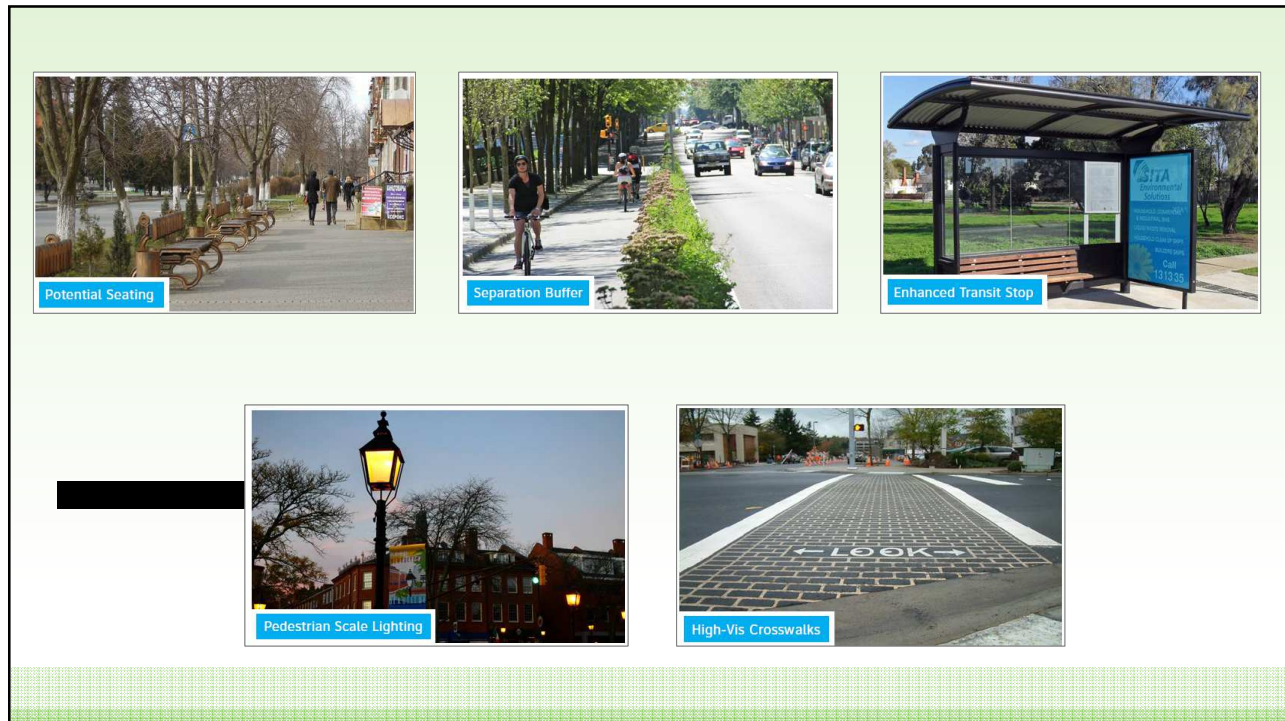
Incorporated Seating

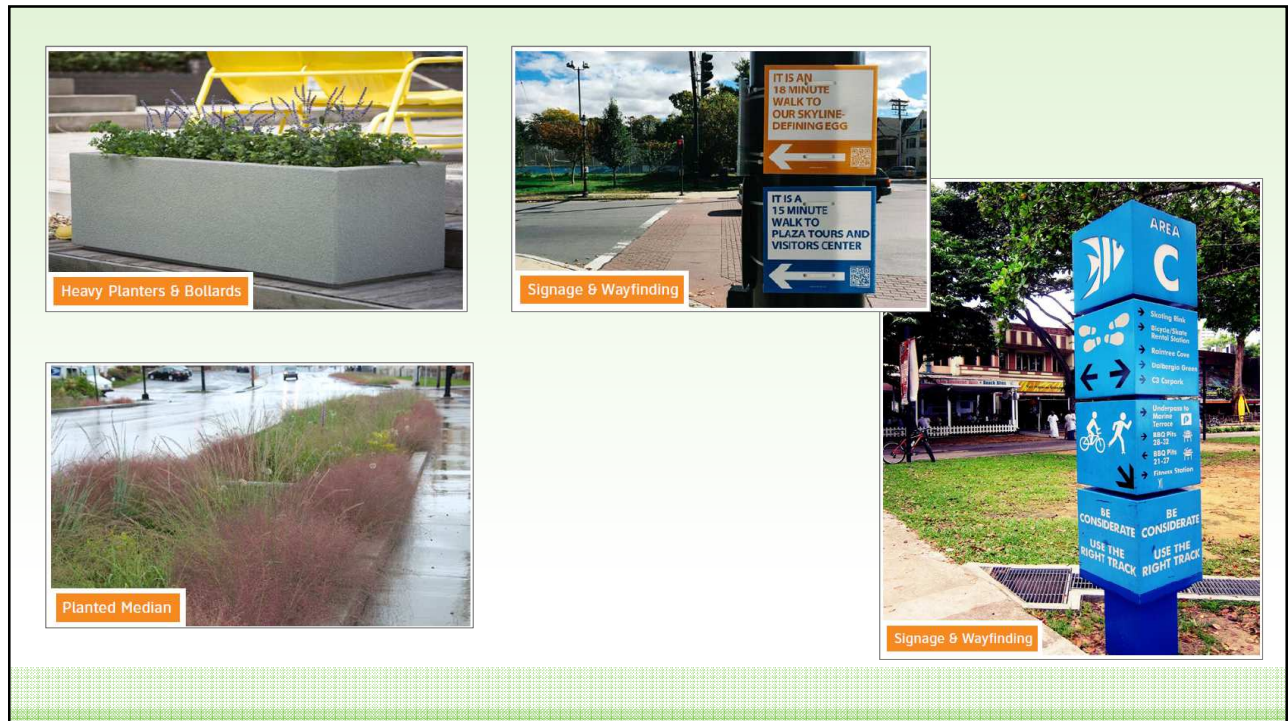
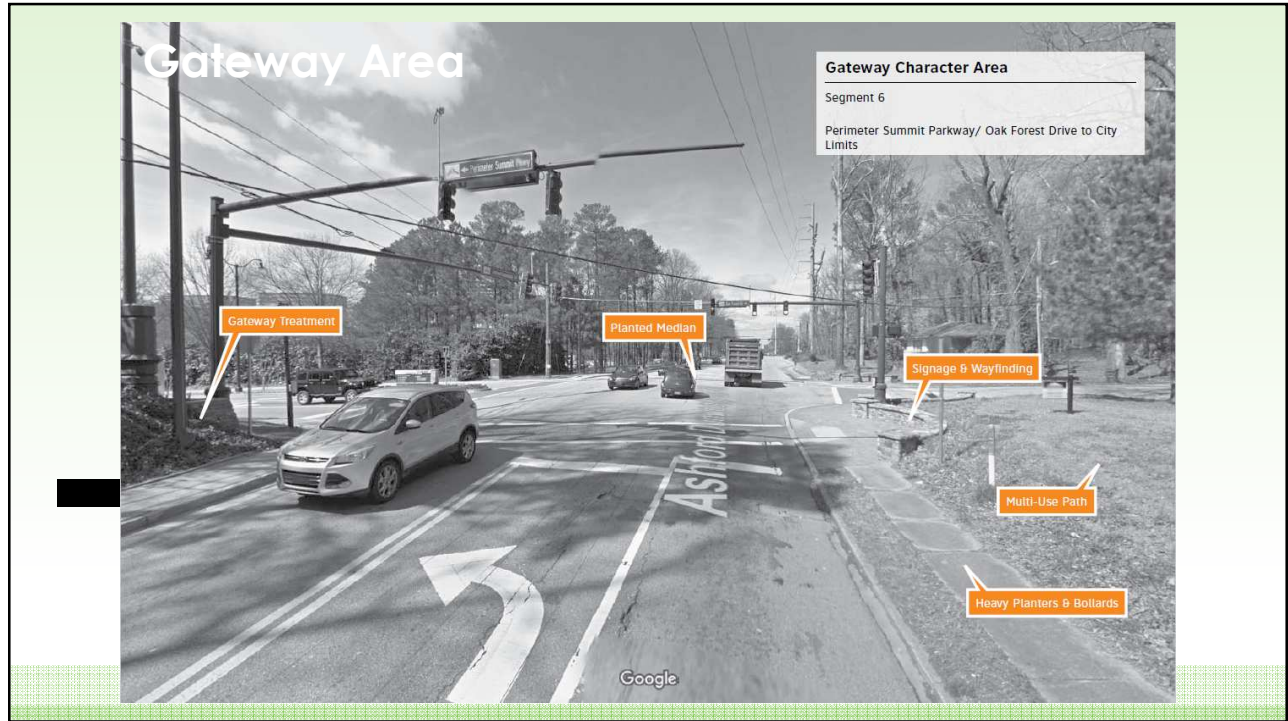


Planted Buffer



Enhanced Landscaping



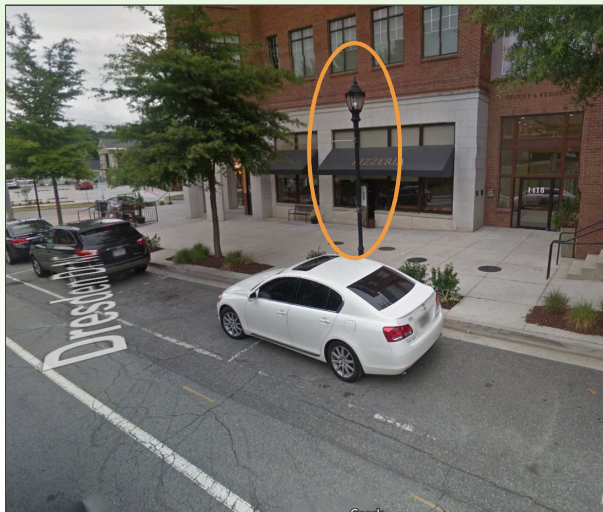


Existing Conditions



Crossing at Cambridge Square

Existing Conditions



Street light on Dresden Drive

Existing Conditions



Streetscape on Johnson Ferry Road with lights, plantings, and enhanced crosswalk

Existing Conditions



Streetscape on Johnson Ferry Road with planted buffer alongside road

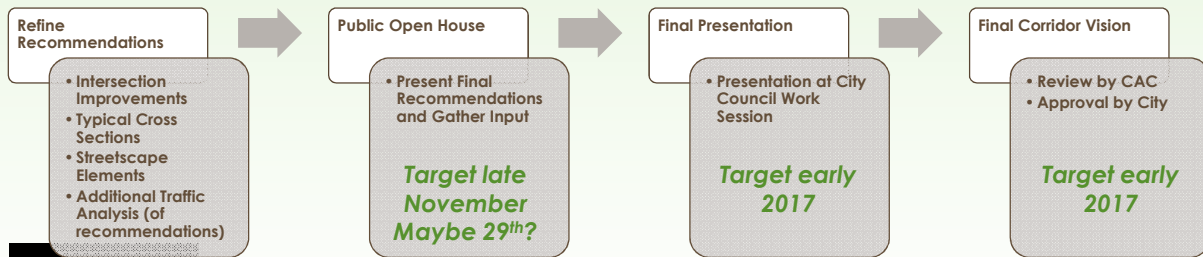
Existing Conditions



Street light at Ashford Dunwoody Road and Ashford Court

Next Steps

Next Steps



Project Contacts

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**Ashford Dunwoody Road Corridor Study
Corridor Advisory Committee Meeting**

October 3, 2016

Please provide any updated phone numbers or email addresses:
PHONE **EMAIL**

NAME	AFFILIATION	TITLE	PHONE	EMAIL
JOHN HARHAGER	MARIST SCHOOL	PRESIDENT		
Alan Cole				
Richard Meekins	Brookhaven			
Tiffany Bok	Cambridge Park			
Mary McPherson	St. Martin's School	ES Principal		
Erin Thoresen	Gresham Smith Partners	Planner		
Nithin Gomez	" "	Project Manager		

