

APPENDIX G

Community Workshop Materials

1. Summary
2. Overview handout
3. Displays
4. Results from online version of community workshop (survey)
5. Comments received
6. Sign-in sheets
7. Comments received via email

Summary of Community Workshop

Ashford Dunwoody Road Corridor Study

September 12, 2016

This document is a summary of the Community Workshop held as part of the Ashford Dunwoody Road Corridor Study on September 12, 2016. It provides an overview of the workshop and activities conducted during the workshop as well as a summary of community input and reactions to recommendations and ideas put forward by the project team for consideration. This summary reflects feedback received in person during the workshop as well as via the online survey that was made available for nearly four weeks following the workshop.

For each of the sets of recommended improvements at key intersections, there is a graph illustrating community support for each recommendation as well as a bulleted list representing the range of comments about the ideas for that intersection.

For the recommended typical cross-sections, an illustration of the recommendation for each segment is provided, followed by a graph showing levels of support for the recommendation offered and a table showing support for other alternatives considered. Each section also lists a range of comments about the recommended typical cross-section and issues or other ideas about that segment of the corridor.

TABLE OF CONTENTS

Workshop Overview	2
Intersection Improvements.....	4
At Peachtree Road.....	5
At Windsor Parkway.....	7
At Johnson Ferry Road.....	9
At Harts Mill Road / Marist School.....	12
At West Nancy Creek Drive.....	14
At Montgomery Elementary School.....	16
At Perimeter Summit Parkway / Oak Forest Drive.....	18
Typical Cross-Sections.....	20
Segment 1: Peachtree Road to Windsor Parkway.....	21
Segment 2: Windsor Parkway to Johnson Ferry Road.....	22
Segment 3: Between the two Johnson Ferry Road Intersections.....	23
Segment 4: Johnson Ferry Road to West Nancy Creek Drive.....	25
Segment 5: West Nancy Creek Drive to Perimeter Summit Parkway / Oak Forest Drive.....	27
Segment 6: Perimeter Summit Parkway / Oak Forest Drive to the City Limits.....	29

WORKSHOP OVERVIEW

Working with the City of Brookhaven, the Ashford Dunwoody Road Corridor Study project team organized a Community Workshop to solicit input about potential recommendations for roadway configurations and potential bicycle and pedestrian facilities along the corridor. The Community Workshop took place from 4:00 to 7:00 PM on September 12, 2016 in the Ivy Street Center at Marist School, located at 3790 Ashford Dunwoody Road.

The workshop was conducted as an open-house so that interested community members could come by at any time during the three-hour window and stay as long as they like. This format provided an opportunity for attendees to view display boards at their own pace and to talk with other attendees or project team members as they roamed the room.

The City of Brookhaven led the outreach and notification effort, sending out citywide email blasts to subscribers and posting notifications on the City's website and via social media beginning more than a month prior to the workshop. Flyers were posted at City Hall and distributed at the Brookhaven Food Truck Roundup events. The City also sent out notification via email to the project-specific database comprised of people who have provided contact information during prior meetings or events and via email communication with the project team. To-date, that database contains more than 170 email addresses. In addition, the project team communicated information about the workshop for the project's Corridor Advisory Committee via email. Members of the Committee were encouraged to help spread the word about the workshop and encourage participation by their friends, family, neighbors, colleagues, and others.

More than 100 people attended the Community Workshop. Following the in-person workshop, more than 370 people participated by viewing materials online and filling out the electronic evaluations. In total, 480 people participated in the community workshop either in-person or online. In addition to individual residents or employees in the area, attendees represented various homeowners associations, neighborhood groups, the Perimeter Traffic Operations Program (PTOP), schools, the Perimeter Community Improvement Districts (PCIDs), biking and walking advocacy groups, Brookhaven City Council, Brookhaven City agencies, property management groups.

Following the workshop, materials were posted on the City's website (www.BrookhavenGa.gov) and the project team created an online survey to collect responses to the online materials. An option was also provided to mail hard copies of evaluation worksheets or comment cards to the project team. The online survey remained open from Wednesday September 14, 2016 through 5:00 PM on Friday October 7, 2016. The survey was promoted via the City's electronic newsletter, social media, and a banner of the City's homepage.

Upon arriving at the in-person workshop, attendees signed in and picked up an overview with instructions on how to participate in the activities, worksheets to evaluate recommended intersection improvements, worksheets to evaluate recommended typical cross-sections or roadway configurations, and a general comment card.



Figure 1. Attendees at the September 12, 2016 Community Workshop.

The first display board provided an overview of the project. The second set of display boards showed recommended improvements to seven key intersections along the Ashford Dunwoody Road corridor: Peachtree Road, Windsor Parkway, Johnson Ferry Road, Harts Mill Road/Marist School, West Nancy Creek Drive, Montgomery Elementary School, and Perimeter Summit Parkway/Oak Forest Drive. Next, there was a series of display boards that showed illustrations of recommended typical cross-sections for six segments of the road between intersections:

- From Peachtree Road to Windsor Parkway;
- From Windsor Parkway to Johnson Ferry Road;
- Between the two intersections at Johnson Ferry Road;
- From Johnson Ferry Road to West Nancy Creek Drive; and
- From West Nancy Creek Drive to Perimeter Summit Parkway/Oak Forest Drive.



Figure 2. Attendees talk with the City's Project Manager about typical cross-sections.

Each of these boards showed an aerial image of the existing road with an estimate of the existing public right-of-way, along with an illustration of potential configuration of the roadway (number and width of lanes), along with possible bicycle and pedestrian facilities, such as sidewalks, multi-use paths, and bike lanes.

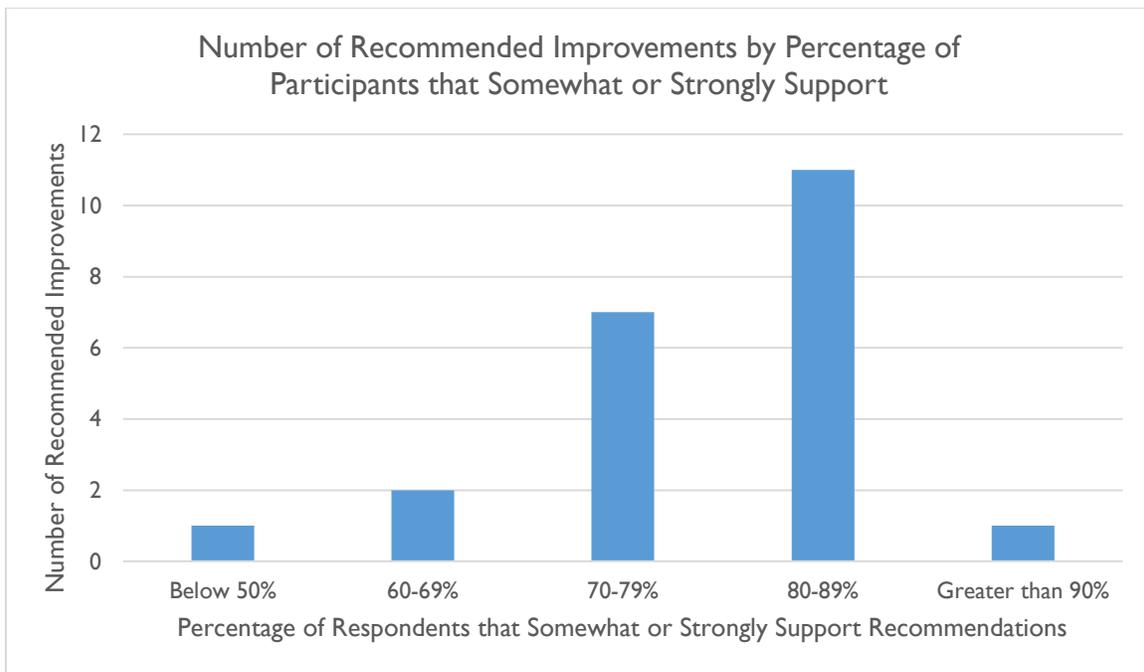
Following the recommended typical cross-sections, the project team showed three display boards with illustrations of the various combinations of roadway configurations and bicycle/pedestrian facilities that the project team considered as possible options for each segment of the corridor.

The final set of display boards summarized comments and input received during the two stakeholder meetings held about the study in March of 2016. One board included a summary of the types of comments that were received, including issues and ideas for the future vision of the corridor. Another display board showed some images of the maps on which attendees wrote comments. Project team members were stationed around the room so that they could answer questions and help guide attendees as they viewed the display boards and filled out evaluation worksheets.

During the workshop, the project team received a total of 62 completed evaluations of recommended typical cross-sections, 18 completed comment cards, and 77 completed evaluations of recommended improvements at key intersections. The online survey yielded 377 responses. The following section provides charts and tables summarizing the input received, along with a summary of the common themes among the comments participants provided about each set of recommendations.

Evaluation of Intersection Improvements

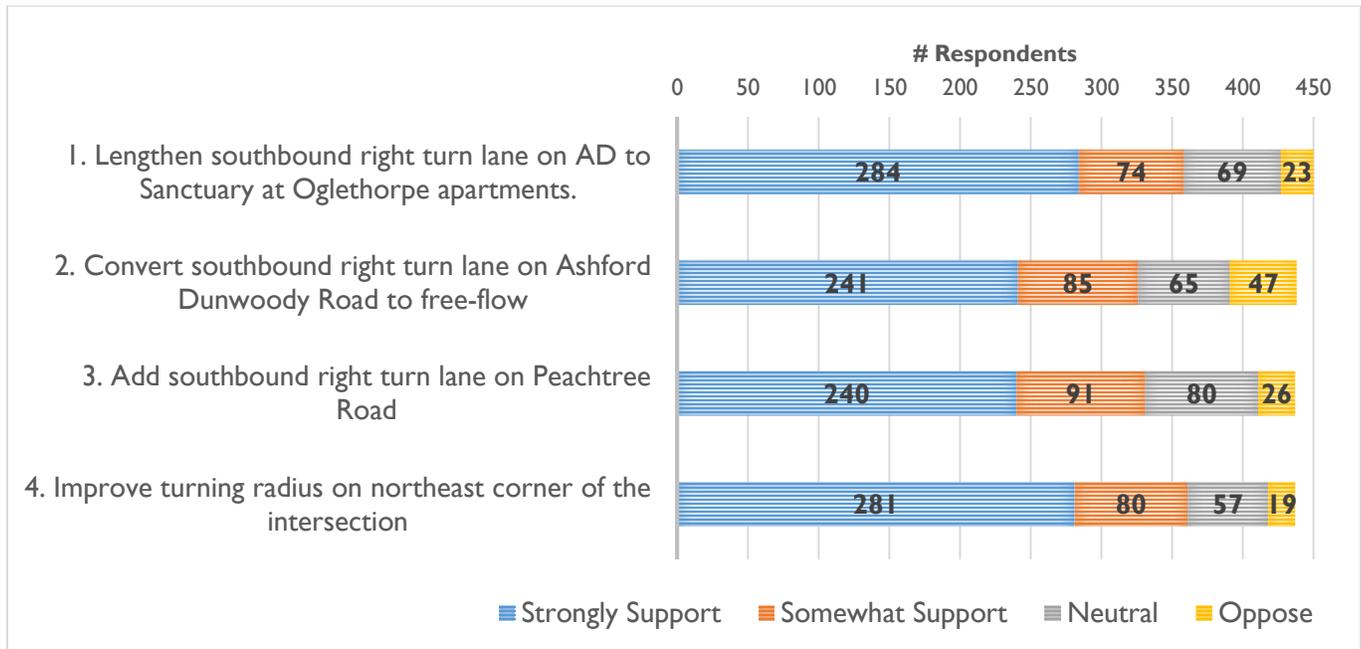
Overall, attendees and survey participants were supportive of most of the recommended improvements at key intersections along the corridor. On average, nearly three-fourths (72%) of respondents indicated that they somewhat or strongly supported the recommended improvements. The proportion of respondents that strongly or somewhat supported recommended improvements at key intersections ranges from 48% to 91%. Of the 29 total potential recommendations, all but one was somewhat or strongly supported by more than half of the people who evaluated those recommendations. Roughly one-quarter (24%) were somewhat or strongly supported by 80-89% of respondents and more than one-third (38%) was somewhat or strongly supported by 70-79% of respondents. The distribution of the percentage of total respondents who supported the potential recommended improvements at key intersections is shown in the chart below.



In general, attendees responded very positively to the idea of making adjustments to signal timing and phasing where applicable, as well as to improving the turning radius at the intersection of Peachtree Road and Ashford Dunwoody Road, and to upgrading the traffic signal at the Montgomery Elementary School exit, and improving the pedestrian crossing at Chaucer Lane. Other highly supported recommendations include a second southbound right turn lane on Peachtree Road, adding a northbound left turn lane at Johnson Ferry Road and Woods Drive as part of the potential realignment of this intersection. One recommendation – the idea of considering a roundabout at Windsor Parkway – was somewhat or strongly supported by fewer than half of respondents.

At Peachtree Road

Respondents were generally supportive of recommended improvements at the intersection of Peachtree Road.



Recommended Improvements	% Somewhat or Strongly Supportive Responses
At Peachtree Road	
1. Lengthen southbound right turn lane on AD to Sanctuary at Oglethorpe apartments	80%
2. Convert southbound right turn lane on Ashford Dunwoody Road to free-flow	74%
3. Add southbound right turn lane on Peachtree Road	76%
4. Improve turning radius on northeast corner of the intersection	83%

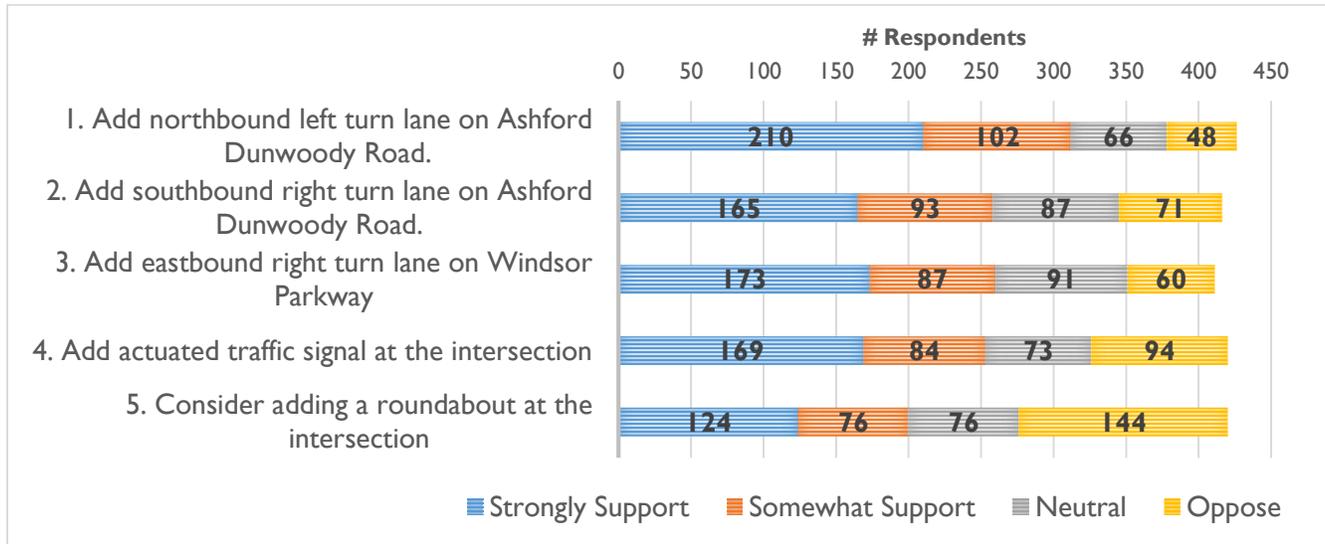
Comments:

- Regarding the lengthening of the southbound right turn lane:
 - It would help reduce delays and is needed.
 - Addressing the continuous flow right turn will negate the need for a longer turn lane.
- Regarding the free-flow right turn lane:
 - Not enough room here.
 - Concern that it is dangerous for pedestrians and for motorists. Specific concern expressed for people crossing Ashford Dunwoody Road and the need for a physical barrier to prevent weaving.
 - Should include provisions to ensure that pedestrians can stop right turn traffic to get across safely – through pedestrian-activated signal or something.
 - Concern that this will make it more difficult for people to get into the right turn lane to get to Lanier Drive. Additional study should be done to determine if this will be an issue in the future.
 - The free-flow right turn must come with improved sight distance for motorists turning from Ashford Dunwoody Road onto Peachtree Road (southbound to southbound).
- Regarding an additional right turn lane on Peachtree Road:
 - Few people make this movement; it is not needed.
 - It is a blind turn and difficult to see.

- Mixed views about how to expand the lane – some suggest to not encroach upon the golf course, others indicate that would be the better way to configure the lane. It was suggested to use the existing gore area for the through lanes so as not to tighten the right turn even more.
- Save trees and protect vegetation where possible.
- Concern that an additional right turn lane would make the turn radius even tighter.
- Regarding expanding of the turn radius on the northeast corner:
 - Concern that the angle is too dangerous as it is.
 - Concern that the golf course will oppose this change.
 - This is the most critical concern at this intersection.
- Other comments:
 - General support expressed by several respondents, including suggestions to make these changes as soon as possible. “Love the plan – really thinking outside the box. Great idea, will work well. Tomorrow is not soon enough.”
 - Concern that the timing of the light should coordinate with Redding Road and Peachtree Road.
 - No need to improve this intersection – congestion may encourage people to get out of their cars and walk or take transit.
 - Concern that this intersection is not really much of a problem compared to others and attention should be focused elsewhere.
 - Concern that these changes will invite more traffic onto Ashford Dunwoody Road.
 - Concern for the existing businesses at the corner.
 - Need to strongly consider pedestrian safety and the need for sidewalk in this area along Ashford Dunwoody Road. There is a sense that the intersection is not safe for pedestrians as-is and these changes could improve the situation.
 - Suggestion that all immediate property owners should make the decisions along with the City.

At Windsor Parkway

Respondents were moderately supportive of recommended improvements to the intersection at Windsor Parkway. More respondents were supportive of adding a northbound left turn lane at this intersection than other recommendations. Fewer than half of respondents supported considering a roundabout at this intersection.



Recommended Improvements	% Somewhat or Strongly Supportive Responses
At Windsor Parkway	
1. Add northbound left turn lane on Ashford Dunwoody Road	73%
2. Add southbound right turn lane on Ashford Dunwoody Road	62%
3. Add eastbound right turn lane on Windsor Parkway	63%
4. Add actuated traffic signal at the intersection	60%
5. Consider adding a roundabout at the intersection	48%

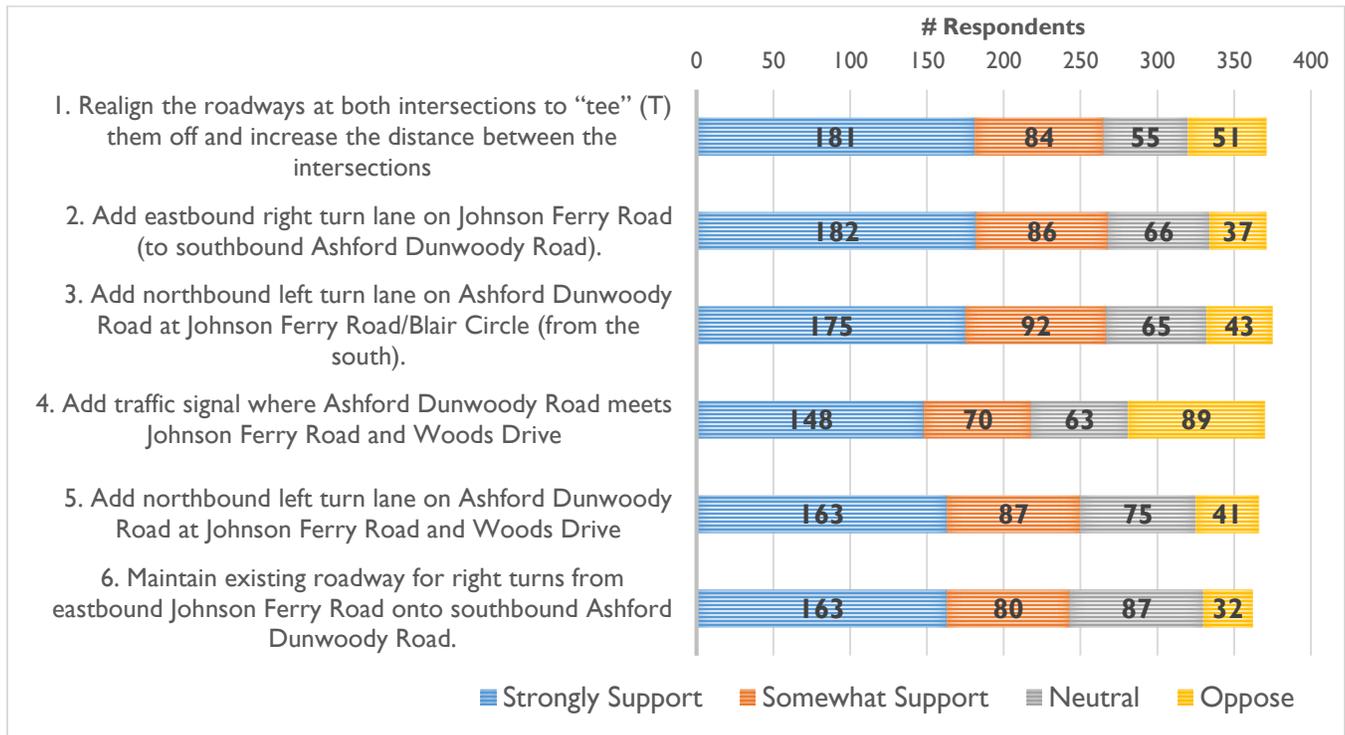
Comments:

- Regarding northbound left turn lane:
 - It should only have an arrow (not a separate lane)
 - Must have a light to correspond to the lane.
 - This is only an issue in the morning and not worth the effort.
 - Strongly support the left turn into St. Martin’s and at the intersection. Fix the carpool situation at St. Martin’s. Strongly support left turn into St. Martin’s School.
- Regarding southbound right turn lane on Ashford Dunwoody Road:
 - Suggest a right turn “pocket” rather than a lane.
 - Additional lanes will help flow. Signal could be added at a later date if needed.
- Regarding eastbound turn lane on Windsor Parkway:
 - Improve sight lines for vehicles turning off of Windsor Parkway.
 - This is rarely needed except during peak hours when school is starting or ending.
 - Do not add a lane unless a traffic signal is added – it is already difficult to see when turning from Windsor Parkway.
- Regarding traffic signal:
 - Support for a light here and suggestion to coordinate it so as not to cause backups at Peachtree Road.
 - Signal should depend on traffic analysis results. Actuated signals are inefficient in high traffic areas.

- Strong support for this from a safety perspective (being able to turn onto and off of Windsor Parkway) and from traffic calming effect on Ashford Dunwoody Road.
- Concern that a traffic signal would cause more delays on Ashford Dunwoody Road and that an actuated signal would be inefficient given the volume of traffic on Ashford Dunwoody Road.
- Regarding consideration of a roundabout:
 - Roads are not balanced enough for roundabout. Concerned that there is too much traffic that it would cause more problems than a light. Also concern about the proximity to Peachtree Road.
 - Several people indicated this would be the best option in their opinions as it would help keep traffic moving, but still slow vehicles down. A roundabout might help slow traffic in this area – support the idea of a roundabout for the traffic calming effects it would have.
 - Concern about the amount of room in this area.
 - If there is sufficient room, a roundabout could work well.
- Other comments:
 - Concern about pedestrian safety in the area, including a desire for sidewalk along Ashford Dunwoody Road between Peachtree Road and Windsor Parkway, and for a pedestrian safety crossing island here.
 - Support for additional public transportation rather than changes to encourage more driving: concern that the focus ought to be investing in transit, not paying to improve traffic. If people choose to drive alone, let them sit in traffic. Need buses and bike lanes.
 - This intersection is dangerous. Need to improve safety.
 - Conflicting goals of reducing congestion and slowing traffic must be resolved before a decision is made.
 - Improvements are needed soon here.
 - Leave the intersection as-is. General opposition expressed by several respondents citing concerns about preserving homes and businesses, the amount of right-of-way, that this area is only a problem for short periods of time during the day, and that the two roads are primarily residential and should be treated as such.
 - Concern about needing to address St. Martin's traffic.
 - Concern about overgrown vegetation and limited sight distance.

At Johnson Ferry Road

Most respondents were supportive of recommended improvements at the two intersections with Johnson Ferry Road. Nearly three-fourths of respondents strongly or somewhat support the idea of realigning the two intersections and increasing the distance between them, along with the associated ideas of adding turn lanes in the area to accommodate the realignment of the intersections. A lower proportion of respondents were supportive of the idea of adding a traffic signal to accommodate the realignment of Johnson Ferry Road to tee into Ashford Dunwoody Road at Woods Drive.



Recommended Improvements	% Somewhat or Strongly Supportive Responses
At Johnson Ferry Road	
1. Realign the roadways at both intersections to “tee” (T) them off and increase the distance between the intersections	71%
2. Add eastbound right turn lane on Johnson Ferry Road (to southbound Ashford Dunwoody Road).	72%
3. Add northbound left turn lane on Ashford Dunwoody Road at Johnson Ferry Road/Blair Circle (from the south).	71%
4. Add traffic signal where Ashford Dunwoody Road meets Johnson Ferry Road and Woods Drive.	59%
5. Add northbound left turn lane on Ashford Dunwoody Road at Johnson Ferry Road and Woods Drive.	68%
6. Maintain existing roadway for right turns from eastbound Johnson Ferry Road onto southbound Ashford Dunwoody Road.	67%

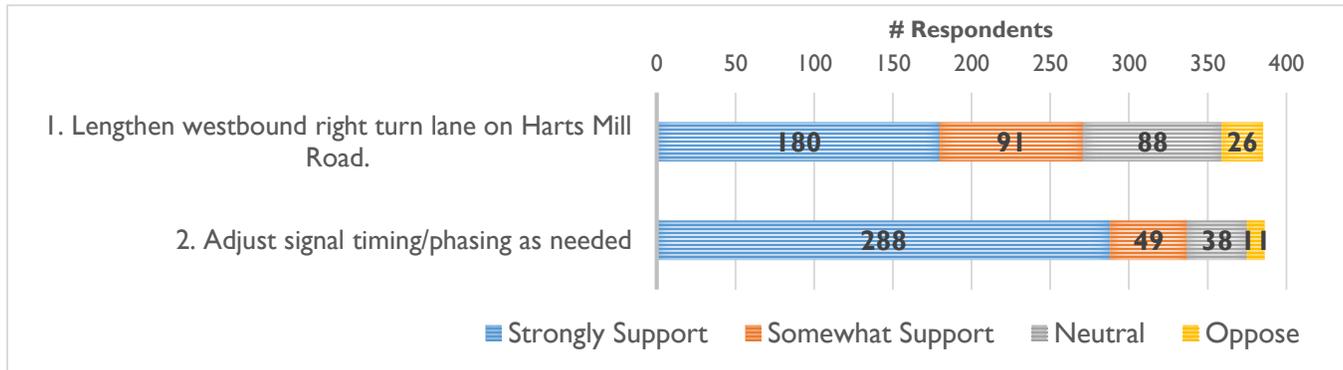
Comments:

- Regarding the potential realignments:
 - Need for additional information about the benefit of the alignment to Blair Circle and how vehicles would access Waddeston.
 - Concern about the amount of room behind Publix and behind Kroger and the logistics of the loading docks.
 - Concern about the aesthetics of these areas behind shopping centers. This is a prime route through the community and it should look nice.
 - Rethink this plan. The plan seems too vague. Need more definite proposals and details about how this would change traffic patterns.
 - Concern about whether this will really solve any congestion or other issues here and concern for maintaining traffic access into businesses, and the potential for more neighborhood cut-through traffic.
 - Support for the realignments as long as they do not disrupt residences in the area.
 - Please consider traffic coming and going from Donaldson Drive. Development is heavy in that area and there is going to continue to be increased traffic coming and going from Donaldson Drive.
 - Seems like this would help a lot. Many locals already cut through Kroger and Publix.
- Regarding eastbound right turn lane on Johnson Ferry Road:
 - Make it so that cars cannot swerve and cut over
- Regarding northbound left turn lane on Ashford Dunwoody at Johnson Ferry Road at Blair Circle:
 - Concern about driving in the same lanes as where trucks are loading/unloading for the stores.
- Regarding the traffic signal at Woods Drive:
 - Concern that the lights are already too close together and need to explain what would happen to the existing signals.
 - Support for a traffic signal at Kroger.
 - Presume the additional signal will cause additional delay. If a signal is needed, it must be short to allow more traffic through the area.
- Regarding maintaining the existing roadway for right turns from eastbound Johnson Ferry Road:
 - Support for this idea
 - Some confusion about how this would work and concern that it causes a merge farther south.
- General comments:
 - Prevent cars from merging in and out in this area or from crossing over from one side of the road to the other.
 - Suggestion to, instead of what is proposed, redo Ashford Dunwoody and Donaldson intersection and lengthen Ashford Dunwoody's NB left turn lane all the way to Kadleston Way. This will require eliminating Publix's guarded right turn NB onto Ash Dunwoody and possibly some of Corner Pizza parking or Corner Pizza altogether.
 - The one improvement that would make a difference is to remove the right turn signal for Johnson's Ferry Road traffic that allows them to merge onto the southbound block they share with Ashford Dunwoody Road while northbound Ashford Dunwoody Road traffic has the left turn arrow to westbound Johnson's Ferry Road
 - Keep traffic from blocking intersections.
 - Examine zoning in this area as the new street frontage will create opportunity for more high density/mixed use development, adding to traffic. Right-of-way should be left for future transit in this area.
 - Support from several participants. Sense that this is the biggest problem area in Brookhaven and something needs to be done to help.
 - Support for breaking up the two existing intersections to realign the configurations.

- Whatever is done here should be done incrementally. Study the options and ensure that they will work and address issues before making an investment.
- Opposition from several participants citing concerns about feasibility, potential generation of additional cut-through traffic, a preference to let people deal with it as-is and invest in public transportation, and the potential to cause additional delays. Some oppose on the grounds that the only thing that will help is to widen Ashford Dunwoody Road. Some oppose on the grounds that these changes will not solve traffic congestion issues, and that as with many of these intersections, the only time it is really a problem is during rush hour, so realigning or reconfiguring the roads is not really needed.
- Pedestrian safety improvements are also needed – no one stops for the current crossings.
- It is important to maintain access to and from Donaldson Drive. The current light is too short and makes it hard to get out, plus vegetation blocks the sight lines.

At Harts Mill Road / Marist School

More than two-thirds of respondents supported both recommendations at this intersection. More people supported the idea of signal timing and phasing than did lengthening the westbound turn lane on Harts Mill Road.



Recommended Improvements	% Somewhat or Strongly Supportive Responses
At Harts Mill Road/Marist School	
1. Lengthen westbound right turn lane on Harts Mill Road.	70%
2. Adjust signal timing/phasing as needed	87%

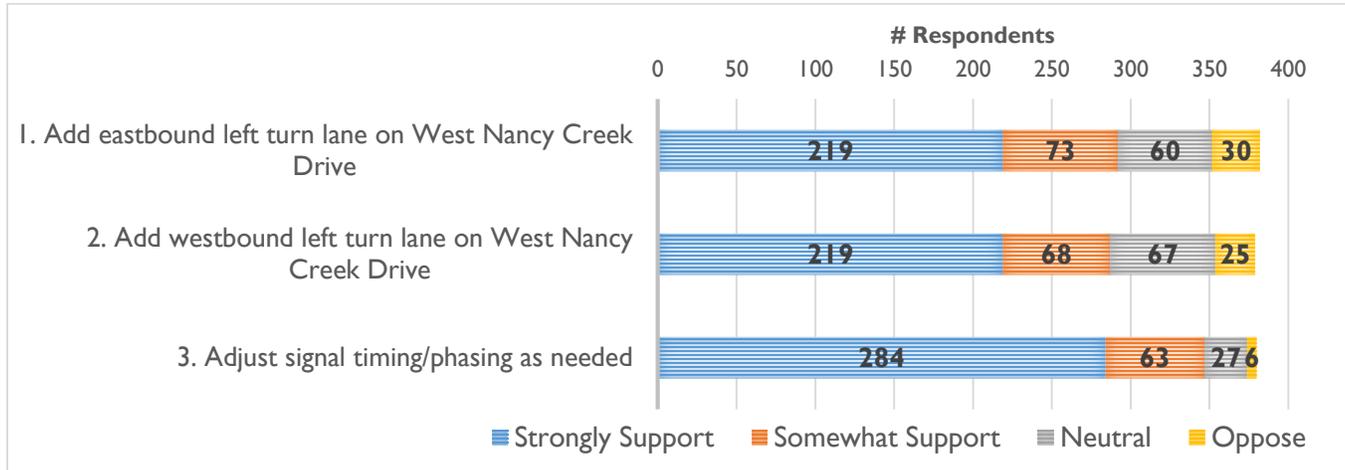
Comments:

- Regarding lengthening westbound right turn lane on Harts Mill Road:
 - Do not remove trees.
 - There should be three lanes on Harts Mill Road – left, straight, and right. People going to Marist stop those turning left often.
- Regarding signal timing:
 - Better timing is needed to reduce delays.
 - Would like to see suggestions for “smart” signals as part of this project – timing is a mess along the whole corridor.
 - Shorten all signal cycles – they slow traffic.
 - Support for the cost effective strategy to adjust signal timing.
 - Add flashing lights when pedestrians are crossing – it is difficult to see them and people travel fast through this area.
 - Remove the traffic signal completely. Concern that there is not enough traffic there to warrant taxpayer intervention and sense that the school should address this issue, rather than the City.
- General comments:
 - Strong support for the idea of lengthening the left turn lane on northbound Ashford Dunwoody Road – several participants wrote about this idea.
 - Several people expressed support for making Ashford Dunwoody Road four lanes rough this area.
 - Recommendations are acceptable, depending on signal timing. Need to discourage cutting through on in Bubbling Creek.
 - Signal timing currently is to the exclusive benefit of commuters and the detriment of those who actually live in Brookhaven. I would oppose any signal timing that partners with GDOT or PCID at the expense of local traffic.
 - General opposition on the grounds that the intersection is only a problem when there are events at Marist. Also opposition on the grounds that more could be done to help the intersection and

- a sense that these changes will not solve any issues. Also there is a concern that this will cause cut-through traffic.
- Concern about speeding on Harts Mill Road.
 - The traffic cop should be eliminated. Backups occur because preference is given to people going in and out of Marist – they should wait for the light like everyone else traveling in the area. The traffic cop makes things worse.
 - Sense that residents of the area should be given more priority than school traffic.
 - Some support for adding a right turn lane into the YMCA.
 - Suggestions for better signage in this area.
 - Concern about traffic impacts from soccer fields.
 - Sense that the issue is really farther up, near Montgomery Elementary School, not so much at Harts Mill Road.

At West Nancy Creek Drive

Three-fourths or more of respondents somewhat or strongly supported the recommended improvements at West Nancy Creek Drive. There was especially strong support for adjusting the timing and phasing of the traffic signal at this intersection.



At West Nancy Creek Drive	
1. Add eastbound left turn lane on West Nancy Creek Drive	76%
2. Add westbound left turn lane on West Nancy Creek Drive	76%
3. Adjust signal timing/phasing as needed	91%

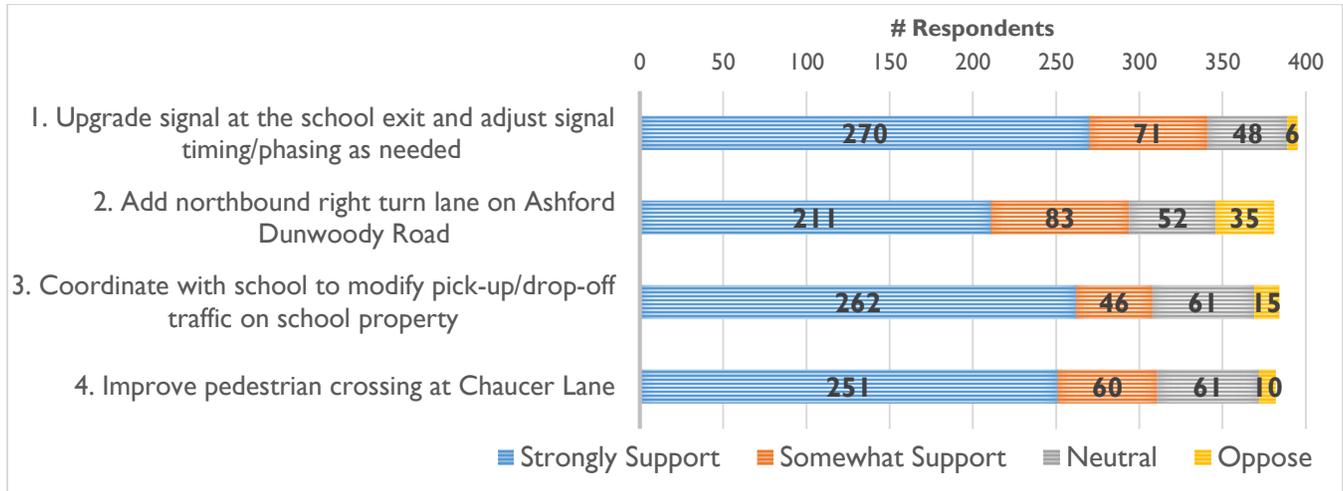
Comments:

- Regarding eastbound left turn lane on West Nancy Creek Drive:
 - Oppose because of concerns about bringing more traffic into neighborhoods.
 - Support for additional lanes if there is sufficient room and because this would mean fewer people cutting through.
 - Suggest that a right turn lane onto Ashford Dunwoody would be better at this location.
- Regarding westbound left turn lane on West Nancy Creek Drive:
 - Oppose because of concerns about bringing more traffic into neighborhoods.
 - Support for additional lanes if there is enough room.
 - Additional capacity this way will only increase traffic on Ashford Dunwoody southbound and there are concerns about the traffic volumes already given the number of children and recreational facilities in the area.
- Regarding signal timing/phasing:
 - Arrows are needed for turning traffic, not green/yield
 - Would prefer just to have arrows instead of lanes.
 - Favor adding turn signals.
 - Restriping the intersection will help – no need to expand.
 - Currently the signals strongly favor Ashford Dunwoody Road and causes delays on West Nancy Creek Drive.
- General comments:
 - All of these improvements are much needed. Numbers 1 and 2 are long overdue.
 - Improve signage at this intersection – work with the neighbors in the area.
 - Not sure this will be enough (to solve traffic problems).

- Extend north and south left turn lanes on Ashford Dunwoody.
- This intersection is not “a big enough snarl to worry about.” The number of people inconvenienced relative to the number of folks helped is not worth the investment.
- Need sidewalks to connect to Old Johnson Ferry Road.
- Concern about potential impact to property to solve traffic issues and opposition to widening the existing road.
- Concern that these improvements will only increase cut-through traffic. Outside of rush hour, traffic rarely sits through more than one light cycle. Making changes to accommodate cut-through traffic will only encourage more of the same.
- Turn lanes would allow for local traffic to better access local destinations (Park, School, shopping). Currently, local traffic is blocked by signal timing that allows free flow on Ashford Dunwoody at the expense of side streets. A solution would be more rotations through the signals. Currently, one car turning left can prevent any traffic from moving on Nancy Creek. Increasing the number of cycles would allow more left turns and move more traffic in the afternoons.
- Sense that this is a dangerous intersection and that people take big risks to try to make turns here.
- Concern about speeding in the area on both West Nancy Creek Drive and Ashford Dunwoody Road.
- Support for additional measures to get people out of their cars, such as bus lanes or bike lanes.

At Montgomery Elementary School

Three-fourths or more of respondents somewhat or strongly support recommended improvements to the intersections with Montgomery Elementary School exits and entrances. There was particularly strong support for upgrading the traffic signal at the school exit north of the school and adjusting signal timing and phasing. There was also support for improving the pedestrian crossing at Chaucer Lane.



Recommended Improvements	% Somewhat or Strongly Supportive Responses
At Montgomery Elementary School	
1. Upgrade signal at the school exit and adjust signal timing/phasing as needed.	86%
2. Add northbound right turn lane on Ashford Dunwoody Road.	77%
3. Coordinate with school to modify pick-up/drop-off traffic on school property.	80%
4. Improve pedestrian crossing at Chaucer Lane.	81%

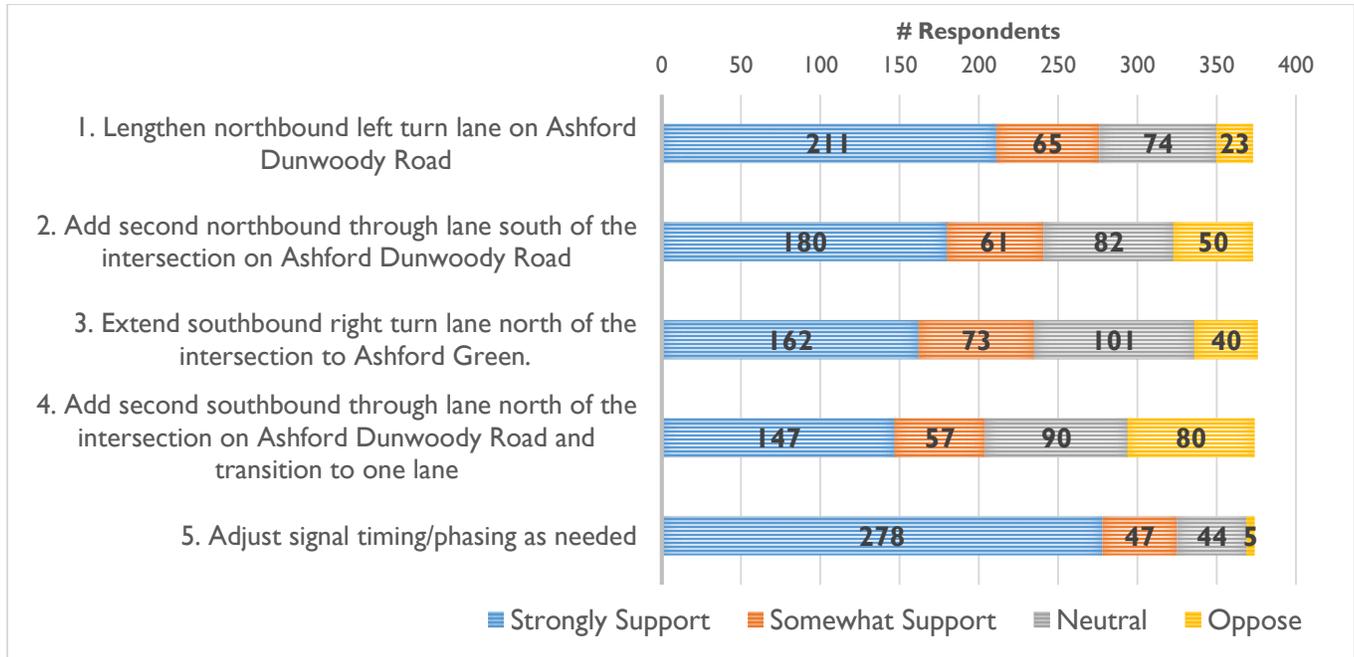
Comments:

- Regarding signal upgrade at school exit:
 - Consider the impact to Nancy Creek Heights.
 - This is the longest light in town – multiple suggestions to have it turn off outside of school hours.
 - A pedestrian crossing improvement is needed here too.
 - This intersection is fine – no need to bother with changes.
- Regarding northbound right turn lane:
 - This would be too expensive and take away trees.
 - Support contingent on amount of right-of-way and concern that it may be difficult because of the lack of available land.
 - Need a buffer to accommodate carpool traffic – maybe the right lane could do that.
 - Desperately needed.
 - Concern for removing any school parking.
 - Consider rerouting internal traffic on the school property and making the exit at Chaucer Lane to accommodate exiting traffic and pedestrian crossing at the same place.
- Regarding pick-up/drop-off traffic:
 - This is an issue way bigger than Ashford Dunwoody Road and a more comprehensive approach is needed.
 - This will be difficult.

- Police enforcement needed.
- Get school traffic off of Ashford Dunwoody Road.
- Discourage parents from driving kids to school – consider making it safer to walk, offering more bus service, make walking/busing mandatory, etc.
- Need to make sure kids are safe walking in the area.
- Concern that this is a school problem and the school should work to solve it.
- Regarding pedestrian crossing at Chaucer Lane:
 - Suggestions to add overhead crosswalk signs or signals. Promote pedestrian paths and enable safe walking to school. Suggestions to reconstruct sidewalks in the area.
 - Would like to see strategies to slow traffic in the area.
- Other comments:
 - Needs a multi-use turn lane.
 - Mixed views and the potential role for Brenton Drive:
 - Opposition to any changes that would put more traffic on Brenton Drive and other area neighborhood streets.
 - Suggestion to add a school entrance on Brenton Drive.
 - More police enforcement is needed.
 - Concern about speeding traffic in this area.
 - The grade of Ashford Dunwoody in this area limits vertical sight distance and it is dangerous.
 - These changes will do little to solve issues. This is a school problem.
 - Ashford Dunwoody Road really needs to be four lane in this area to handle rush hour volume.
 - Suggestion to consider a reversible lane in this area.
 - Several participants concerns about the impact of Parkcrest and the danger of turning off of it and using Parkcrest as a cut-through to West Nancy Creek.
 - Get the buy-in of the surrounding neighborhood.

At Perimeter Summit Parkway / Oak Forest Drive

More than half of all respondents were somewhat or strongly supportive of recommended improvements at Perimeter Summit Parkway / Oak Forest Drive. The highest proportion of support was for adjusting the traffic signal timing/phasing and for lengthening the northbound left turn lane on Ashford Dunwoody Road. Slightly fewer people strongly or somewhat supported adding through lanes and turning lanes.



Recommended Improvements	% Somewhat or Strongly Supportive Responses
At Perimeter Summit Parkway / Oak Forest Drive	
1. Lengthen northbound left turn lane on Ashford Dunwoody Road.	74%
2. Add second northbound through lane south of the intersection on Ashford Dunwoody Road.	65%
3. Extend southbound right turn lane north of the intersection to Ashford Green.	63%
4. Add second southbound through lane north of the intersection on Ashford Dunwoody Road and transition to one lane.	55%
5. Adjust signal timing/phasing as needed.	87%

Comments:

- Regarding lengthening northbound left turn lane on Ashford Dunwoody Road:
 - *No comments specific to this idea*
- Regarding second northbound through lane south of the intersection on Ashford Dunwoody Road:
 - Would be more benefit to add additional southbound lane, not northbound.
 - This will help in the AM since the single lane is a choke point to the wider road north of here.
 - The additional lane should go all the way to I-285 to make any real difference.
- Regarding extension of southbound right turn lane north of intersection:
 - Concern that this will increase speed.
 - Suggestion to create a “forced merge” or a forced right turn.

- Only if it is dedicated turn lane – people cut around backed up through traffic and get back in the through lane
- Right lane extended from Ashford Green must not let cars through the traffic light, you should only be able to merge to Perimeter Summit right turn once past the traffic light, OR once someone commits to turning they have to turn and not be able to go all the way to the front and merge! If that is not an option then I would strongly oppose making right turn lane.
- The right turn lane should go all the way back to I-285
- Regarding second southbound through lane, transitioning to one lane:
 - Two through lanes that converge back to one isn't really solving the problem and wastes money. May create more gridlock than currently exists. This is only "kicking the can down the road." Effectiveness depends on where the second southbound lane ends.
 - This is not likely to be effective if people just have to merge back to one lane again and may cause problems between merging vehicles.
 - Support for whatever will help reduce the backups and allow cars through the intersection.
 - Should be a "zipper merge" with good signage explaining and encouraging traffic to use both lanes and take turns.
- Regarding signal timing/phasing:
 - Shorten the traffic signal cycles to slow traffic and increase safety.
 - This light rarely ever has a turning arrow – it always flashes yellow and is not helpful.
- Other comments:
 - This light is not one of the problem areas. Start with smart signal timing first.
 - Oak Forest entrance should be converted to a true roundabout.
 - Make better or longer turn lanes, but do not add lanes.
 - Increase police enforcement in this area.
 - The only time this intersection is a problem is at rush hour. More lanes will invite more traffic, making it worse. This will only encourage more traffic through the neighborhood.
 - The congestion benefits the neighborhood because it slows traffic and keeps volume down.
 - The light turning onto southbound Ashford Dunwoody Road is too short: only 1-2 cars get through.
 - Please also check the timing of the lights of the office buildings. Maybe the entrances can be off of the side streets or driveways more than on Ashford Dunwoody Road.
 - Long-term solution should be to add additional lanes down to Johnson Ferry Road.
 - Please consider the impact to families and their homes. Much of this road is residential.
 - Stop making it easier for people to drive more. The only way to really improve conditions on Ashford Dunwoody Road is to encourage people to get out of their cars.
 - This intersection is not worth investing in – the problems are for such a short period of time and it is not on the lists of the worst intersections in the area.
 - More lanes bring more traffic.
 - More traffic police are needed.
 - Just make better or longer turn lanes, not a wider road.
 - Change the speed limit on Ashford Dunwoody Road to make it more pedestrian friendly.
 - Can the through lanes change direction to better accommodate traffic in the AM vs. the PM?

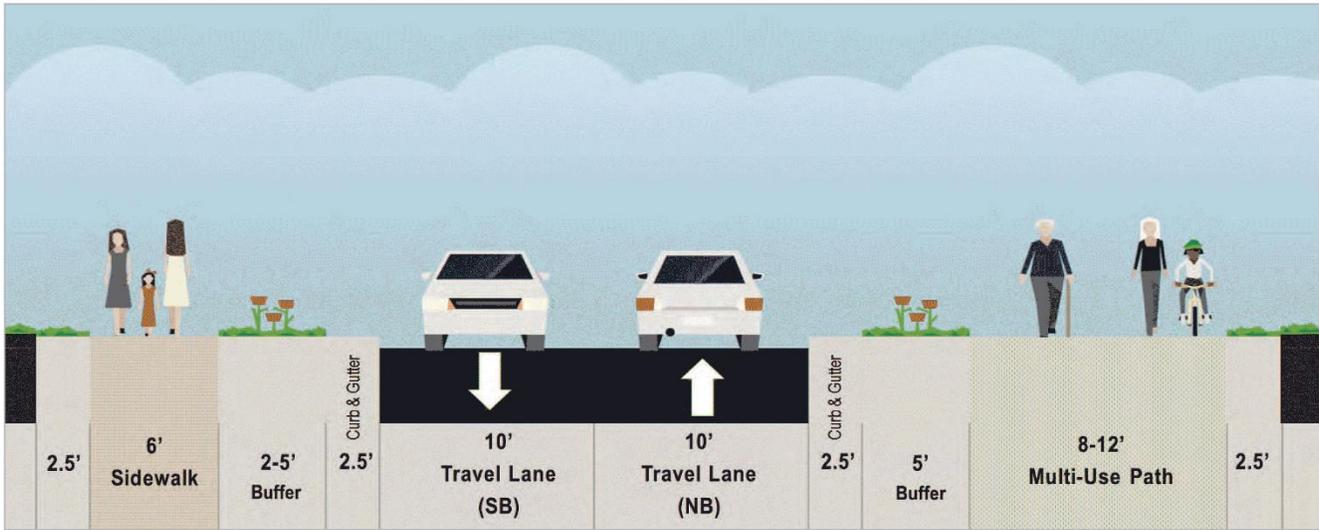
Evaluation of Typical Cross-Sections

The project team developed a set of recommended typical cross-sections representing potential configurations of the roadway and possible combinations of bicycle and pedestrian facilities for six segments of the corridor between key intersections. Workshop participants were asked to indicate how much they support the recommended typical cross-section, using a four-point scale of strongly support to oppose. Then, if they did not support the recommendation for that segment of road, they were asked to indicate which of the other options considered they think would be most appropriate for this area. The “options considered” were displayed on a set of boards following the recommended cross-sections. Below are the results for this activity.

Comments in response to the recommended typical cross-sections represent a range of opinions, from strong support for the multi-use path ideas to a strong sense that the corridor should remain as-is and that money should be spent on other efforts. There were more than one plea for “creative” or “out-of-the-box” ideas to help address issues of congestion.

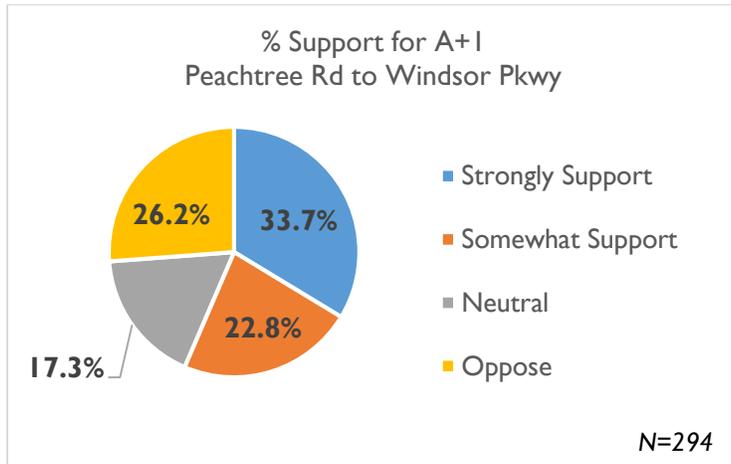
- There is a general concern that the recommended changes will encourage cut-through traffic in residential neighborhoods. It was suggested that the study take into account this possibility and consider what might be done to discourage cut-throughs, which are sometimes a result of mobile direction applications such as Waze or Google Maps.
- Some participants believe that the more convenient and efficient the corridor becomes, the more traffic will utilize the roadway.
- In general, there is a feeling that the multi-use path should be restricted to one side of the corridor or the other.
- Participants generally want the buffers between travel lanes and sidewalks or multi-use paths to be kept to the minimum required width.
- Support for Ashford Dunwoody Road to be three-lane the whole way, with a four-lane section at Johnson Ferry Road/Donaldson.
- General support for improvements, but not widening. Do not create an opportunity for more traffic.
- The “real” answer is a four-lane roadway. Support for widening the road to increase capacity. Some concern that the lanes are not wide enough. There ought to be two through lanes in each direction the whole way, especially to accommodate traffic coming off of I-285.
- Concern that the source of the congestion is not local traffic, but commuters.
- Multi-use paths on the east side of Ashford Dunwoody Road are unnecessary. Only place multi-use paths on one side of the road.
- Planted medians are a waste of space and do nothing to help solve traffic congestion.
- Support for multi-use paths, but would prefer bike paths, which could lead to less vehicular traffic in the future – an investment now could lead to savings in the future.
- Do not support a continuous third center turn lane – too intrusive. There should only be turn lanes at intersections.
- The community should remain a neighborhood, not an alternative to I-285 at rush hour. There is concern that a wider sidewalk or multi-use path may require removal of vegetation that currently screens homes along Ashford Dunwoody Road. Several participants expressed opposition to changes because of this.
- Consider turning Johnson Ferry Road into One-Way Eastbound and Ashford-Dunwoody Road into One-Way Southbound. You automatically turn each road into a two lane road with zero construction needed - only new striping on the roads, some new signage, and a temporary Police presence until people get aligned with the new program.
- Fix current sidewalks before adding new ones. There is not enough foot traffic to support the sidewalks recommended.

Segment I: Peachtree Road to Windsor Parkway



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.

Of the 294 people who evaluated this typical cross-section, **more than half (56.1%) strongly or somewhat supported the recommended configuration (A+I, shown above)**, while 17% were neutral and 26% opposed it. Among the 141 people who indicated a preference for different typical cross-section, opinions were mixed about the other options. More than one-fourth of them (28%) expressed support for a three lane section that includes two travel lanes, a center left turn lane, and a combination of sidewalk and multi-use path (B+I).



Support for Options Other than Recommendation

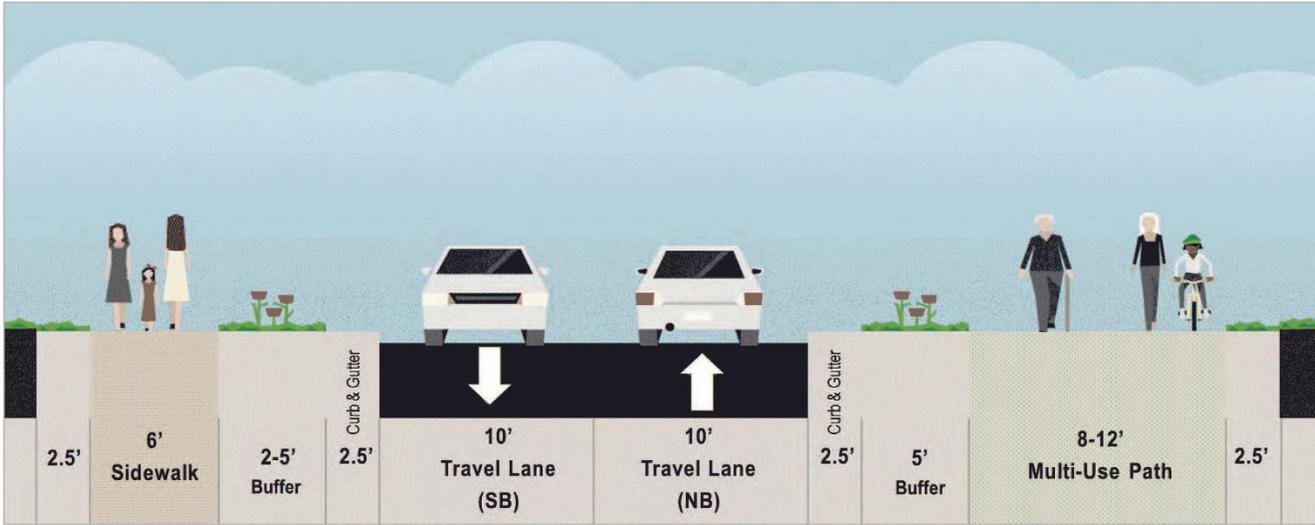
Option	Percentage (#)
A+2	11% (16)
A+3	7% (10)
B+I	28% (39)
B+2	12% (17)
B+3	13% (18)
C+1	11% (15)
C+2	5% (7)
C+3	13% (19)

N=141

Comments:

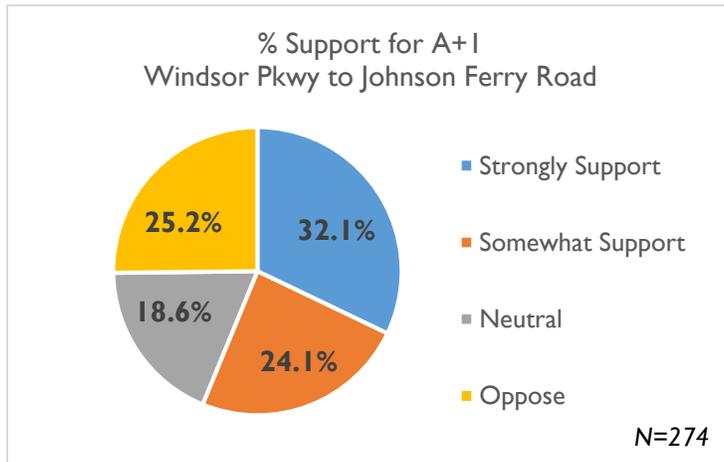
- Mixed support for multi-use path. Only need wider walking area on one side or the other.
- Concern that these changes will bring more traffic on Ashford Dunwoody Road.
- Concern about removing too many trees.
- Traffic calming is needed.
- Golf course needs beautification.

Segment 2: Windsor Parkway to Johnson Ferry Road



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.

Of the 274 people who evaluated this typical cross-section, **more than half (56.2%) somewhat or strongly supported the recommended configuration (A+I, shown above)**, while 18% were neutral and 25% opposed it. Among the 135 people who indicated a preference for a different typical cross-section, opinions were mixed about the other options; however, nearly one-third of these participants (30%) expressed support for a three lane section that includes two travel lanes, a center left turn lane, and a combination of sidewalk and multi-use path (B+I).



Support for Options Other than Recommendation

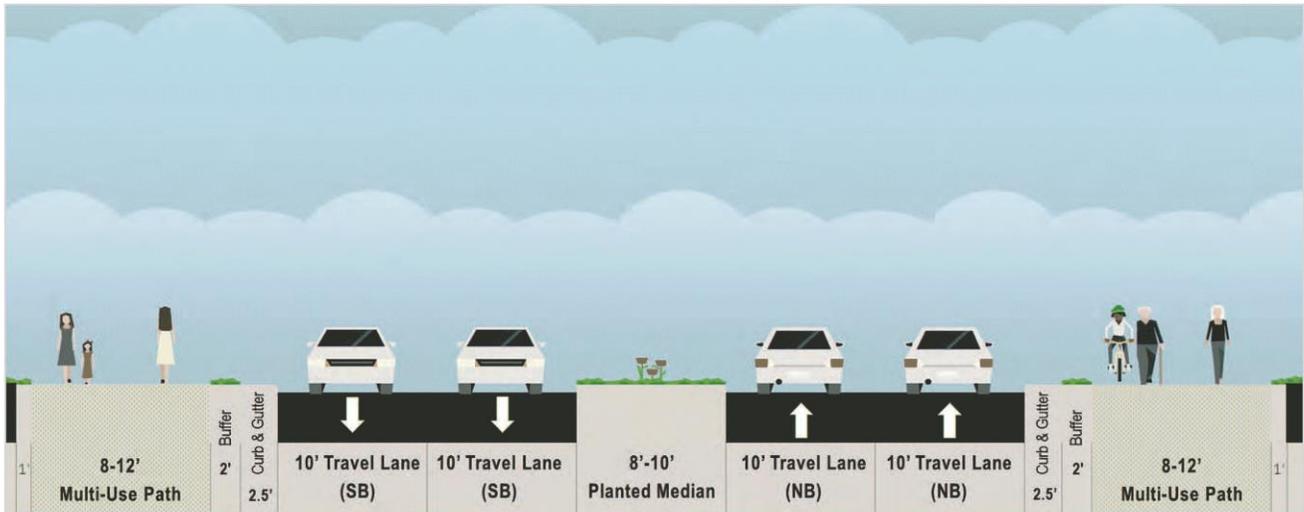
Option	Percentage (#)
A+2	10% (13)
A+3	8% (11)
B+I	30% (40)
B+2	9% (12)
B+3	12% (16)
C+1	12% (17)
C+2	12% (7)
C+3	14% (19)

N=135

Comments:

- Buffers should be kept to minimum possible.
- Many families and children walk through this area. Would prefer to keep design such that people drive more slowly. Safety concerns should be paramount here.
- Preserve vegetation and trees where possible.
- No not need wide walking and biking area on both sides. No 8-12' multi-use path in front of homes, only commercial property.

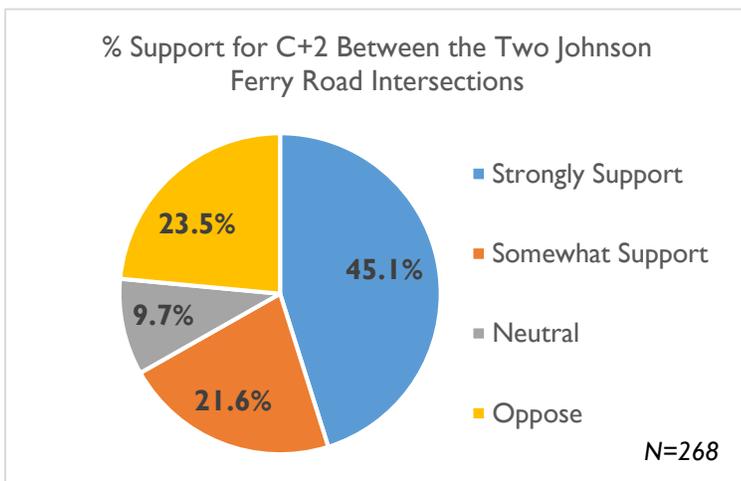
Segment 3: Between the two Johnson Ferry Road Intersections



Four 10' travel lanes with 8'-10' planted median and 8'-12' multi-use path on both sides of the road.

Requires 75' to 85' of right-of-way.

Of the 268 people who evaluated this typical cross-section, **more than two-thirds (66.8%) somewhat or strongly supported the recommended configuration (C+2, shown above)**, while 9% were neutral and 24% opposed it. Among the 93 people who expressed support for other typical cross-sections, nearly half (48%) expressed interest in a variation on the recommended four-lane typical cross-section, either with a six-foot sidewalk instead of one of the multi-use paths (C+1) or for a cross-section with protected bike lanes in addition to the sidewalk and multi-use path (C+3).



Support for Options Other than Recommendation

Option	Percentage (#)
A+1	12% (11)
A+2	5% (5)
A+3	7% (6)
B+1	16% (15)
B+2	7% (6)
B+3	5% (5)
C+1	32% (30)
C+3	16% (15)

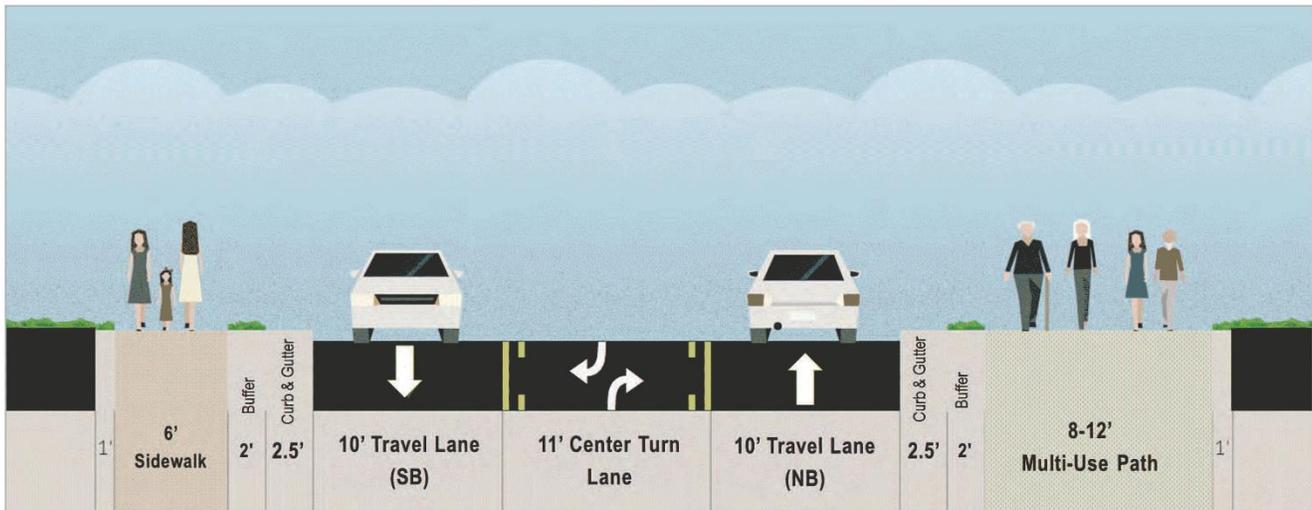
N=93

Comments in response to this segment indicate that it is not clear to people yet how traffic will flow in this area. There is some concern about

- The survey is unclear as to the traffic flow on Johnson Ferry. It is not clear how people would actually travel through this area and therefore difficult to tell what configuration is needed.
- Really need a four-lane segment from this point northward.
- The median just takes up more space – keep it as narrow as possible.
- A multi-use path is only needed on one side or the other, not both.

- The best improvement would be to remove the right turn signal for Johnson Ferry Road that allows them to travel onto southbound Ashford Dunwoody while northbound Ashford Dunwoody has the left turn to Johnson Ferry Road.
- Like the rerouting behind Kroger and behind Publix – this will be an important improvement.
- The proposed configuration would be great if the right-of-way allows it.
- Concerned about the drastic changes proposed here.
- Concerned about the impact on businesses.
- Needs to reduce speed on the southern part of Ashford Dunwoody Road.

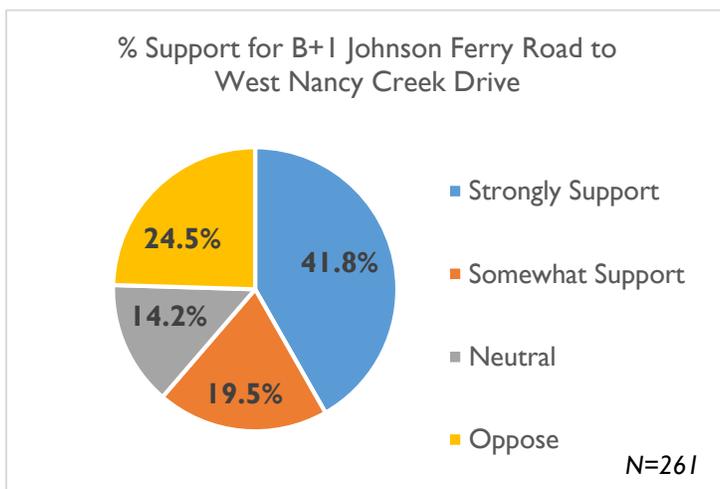
Segment 4: Johnson Ferry Road to West Nancy Creek Drive



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.

Of the 261 people who evaluated this typical cross-section, **nearly two-thirds (61.3%) somewhat or strongly supported the recommended three lane configuration (B+1, shown above)**, while 14% were neutral and 25% opposed it. Among the 107 people who expressed support for other typical cross-sections, opinions were mixed about which other cross-sections would be appropriate in this location. The option with the most support was a two lane section with a sidewalk and a multi-use path (A+1), supported by 20% of these respondents. Roughly one-fourth of those who indicated support for other options expressed support for a variation on the recommended typical cross section – either with two multi-use paths (B+2) or with bike lanes (B+3). More than one-third of them expressed interest in some variation on a four-lane typical cross-section (options C+1, C+2, and C+3).



Support for Options Other than Recommendation

Option	Percentage (#)
A+1	20% (22)
A+2	4% (5)
A+3	7% (8)
B+2	14% (16)
B+3	16% (14)
C+1	18% (20)
C+2	12% (13)
C+3	13% (15)

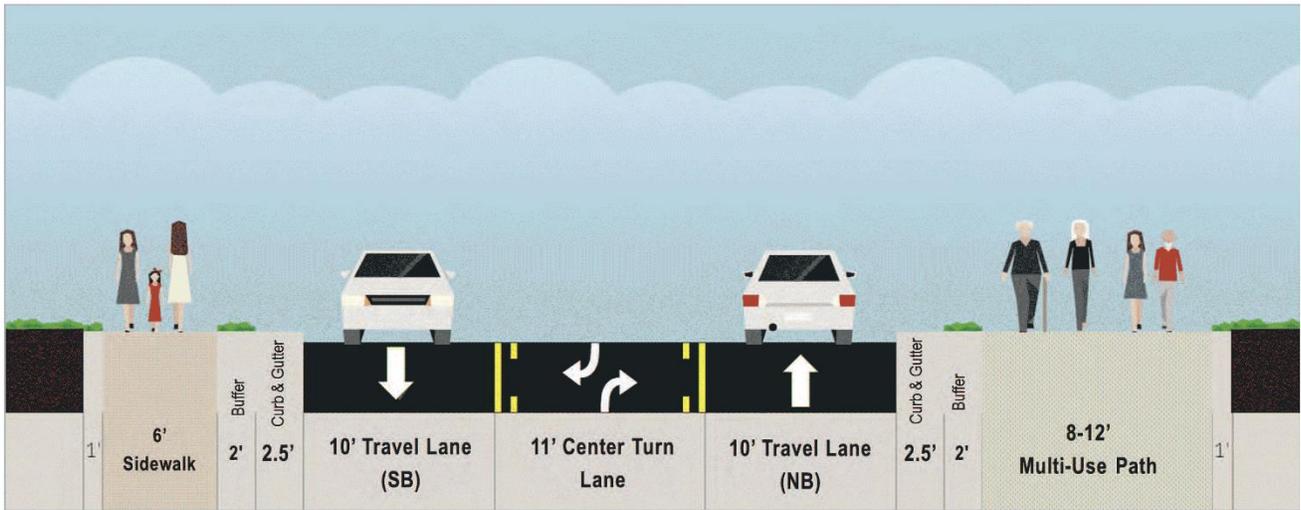
N=107

Comments:

- Only add a through lane, not a storage lane the entire way.
- Should be a four-lane section.

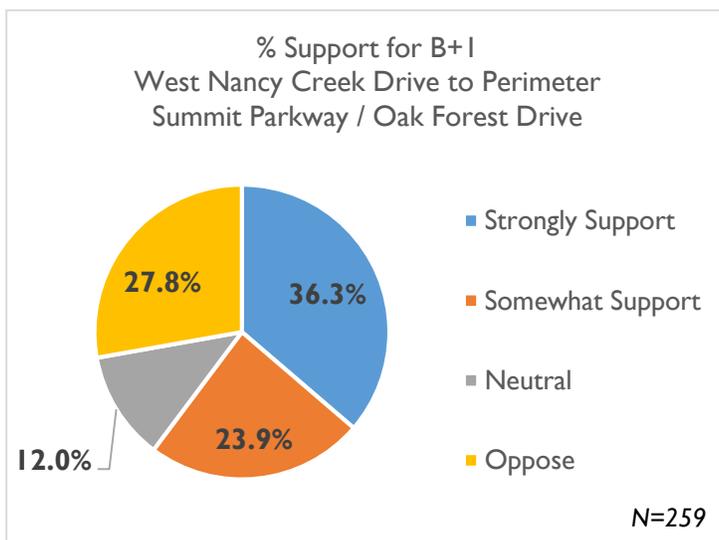
- This area does not need a multi-use path or a sidewalk here with the park there.
- Yes to a two-way center turn lanes.
- Concern about making sure there are enough turn lanes and capacity on southbound Ashford Dunwoody Road approaching Johnson Ferry Road.
- Keep the vegetation and green space in this area.
- Somewhat concerned about the narrower lanes.
- Ask the homeowners in the area.
- Flashing lights should be used for pedestrian crossing on Ashford Dunwoody Road near Marist and Montgomery between Harts Mill and Oak Forest.
- Reconfiguring the entrance at Montgomery would be great and if Marist and the soccer fields had a side entrance, that would also help.
- Consider coordinating with Chamblee to improve West Nancy Creek Drive.

Segment 5: West Nancy Creek Drive to Perimeter Summit Parkway / Oak Forest Drive



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.

Of the 259 people who evaluated this typical cross-section, **nearly two-thirds (60.2%) somewhat or strongly supported the recommended three lane configuration (B+I, shown above)**, while 12% were neutral and 28% opposed it. Among the 111 people who expressed support for other typical cross-sections, opinions were mixed about which other cross-sections would be appropriate in this location. Two options were supported by roughly one-fourth of the people who expressed support for other typical cross-sections: 20% indicated support for a two lane section with a sidewalk and a multi-use path (A+I), while 21% indicated support for a four lane section with a median, sidewalk, and multi-use path (C+I). Combined, the three four-lane options were supported by 47% of the 111 people who indicated support for options other than the recommended typical cross-section.



Support for Options Other than Recommendation

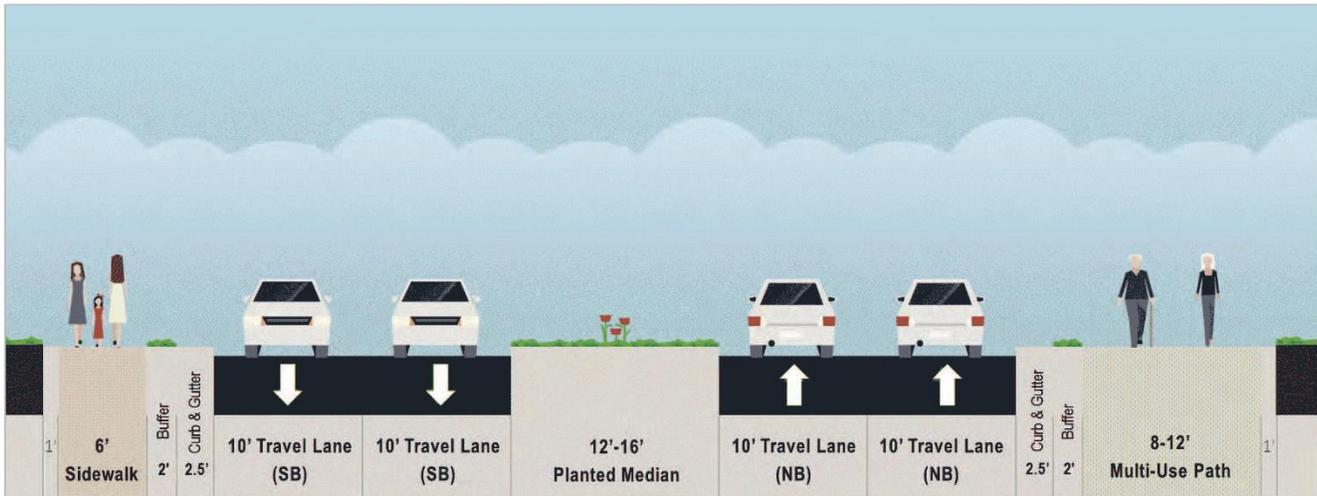
Option	Percentage (#)
A+1	20% (22)
A+2	8% (9)
A+3	5% (6)
B+2	8% (9)
B+3	12% (13)
C+1	21% (23)
C+2	12% (13)
C+3	14% (16)

N=111

Comments in response to this segment include the following:

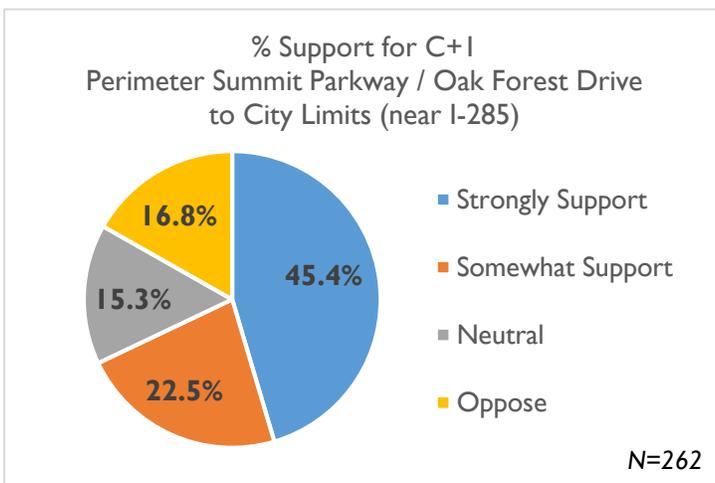
- Be sure to include turn lanes along West Nancy Creek Drive.
- I strongly oppose all of the recommendations for Ashford Dunwoody from W Nancy Creek to Perimeter Summit Pkwy. I do not feel that any of the recommendations are good for the residents who live along this stretch of the road or for the residents of Brookhaven in general. This is in large part, in response to commuters who are only trying to get through and will ruin the neighborhood.
- This should be a four-lane section here.
- Correct the vertical sight distance on the crest near the school.
- A turn lane in the middle invites more traffic with minimal impact on traffic reduction and will invite more lane switching.
- Opposition to wide sidewalks and multi-use path:
 - This segment, as drawn, is not needed. We do not need an 8-foot sidewalk on both sides of the road and do not need a center turn lane. The only need here is redoing the sidewalk on one side. Most of the pedestrian flow is south of the elementary school (resident at 4089 Ashford Dunwoody Road).
 - 8-12 feet of walking trail in front of our home at 3909 Ashford Dunwoody would take most of our front yard. There is not that much, if any, consistent foot traffic in front of our home to warrant this. This would destroy our home value.
- Only need turn lanes at the intersections here, not all the way through.
- The turn lane may make it more difficult for people to get out of driveways, since through traffic will flow more freely.
- Most of these changes seem to accommodate rush hour/cut-through traffic. Most of the issues here are when there is a problem on I-285 and there is nothing that can be done about that. This will encourage more people to get off the highway and onto Ashford Dunwoody Road.
- Prevent cut-through traffic on Parkcrest.

Segment 6: Perimeter Summit Parkway / Oak Forest Drive to the City Limits



Four 10' travel lanes with 12'-16' planted median, 6' sidewalk on the west, and 8'-12' multi-use path on the east.
 Requires 77' to 85' of right-of-way.

Of the 262 people who evaluated this typical cross-section, **two-thirds (67.9%) somewhat or strongly supported the recommended four lane configuration (C+I, shown above)**, while 15% were neutral and 17% opposed it. More than 70 people expressed support for options other than the recommended typical cross-section. Among these 70 respondents, nearly half (48%) expressed support for variations on the four lane typical cross-section, with 19% supporting a version with two multi-use paths and 29% supporting a version with bike lanes in addition to a sidewalk and a multi-use path. This option (C+3) was the alternative supported by the highest number of people (21) who indicated support for options other than the recommended typical cross-section. There was also some support for a two lane typical cross-section with a sidewalk and a multi-use path (A+I) in this area, as shown in the table below.



Support for Options Other than Recommendation

Option	Percentage (#)
A+1	15% (11)
A+2	6% (4)
A+3	6% (4)
B+1	11% (8)
B+2	6% (4)
B+3	8% (6)
C+2	19% (14)
C+3	29% (21)

N=72

In the comments about this segment, it was noted that the width of the median may be so wide that it would encroach upon existing properties alongside the road. Another participant suggested that the study explain whether a median is necessary or required for safety reasons. Other comments include:

- Ensure that Oak Forest is included in signal phasing adjustments so that vehicles there have adequate time to turn.
- The wide median is not necessary – it is a waste of space and money.
- I strongly oppose all of the recommendations for Ashford Dunwoody from W Nancy Creek to Perimeter Summit Pkwy. I do not feel that any of the recommendations are good for the residents who live along this stretch of the road or for the residents of Brookhaven in general. This is in large part, in response to commuters who are only trying to get through and will ruin the neighborhood.
- Mixed opinion on the median:
 - Do not need a planted median here
 - Want a planted median since this is the entrance to the city.
- Suggestion to ask homeowners and residents of the area.
- Concern for how the multi-use path will connect with sidewalks over I-285.
- Suggestion to coordinate with other areas to improve Ashford Dunwoody between the City Limit and I-285. This is where the evening commute clog begins. Suggestion to consider a reversible lane here.

General Comments

- Some people indicated that the only way to make significant improvements to Ashford Dunwoody Road is to invest in public transportation.
- Support for flashing pedestrian signals at key crossings, such as near schools and other activity centers.
- If Brookhaven is going to continue to be a good and safe place to live, we need to make these changes PLUS stop approving high density complexes along this corridor.
- It would also be helpful to bury the high tension lines and other pole support infrastructure.
- It seems like most of these changes are to accommodate rush hour and cut-through traffic. There is nothing we can do about that and making it easier for people to cut through will draw traffic off of the freeway onto neighborhood streets.
- Reduce the speed limit.
- I think traffic management needs to be top concern over multi use paths. The bikers do not need to be the top concern here. Moving cars through Brookhaven so we can all get home at a reasonable hour and cost should be the top concern.
- Improve signage, coordinate traffic signals, build consensus with neighbors most affected.
- The five-foot buffers between the sidewalks/multi-use paths and curb are too wide. Keep this to the minimum needed and keep paths to the narrowest recommendation.
- All turn lanes need to be marked more clearly and placed farther in advance. Signs should also be added that say "___ Turn ONLY in ___ Lane Ahead."
- Would like to see a cost analysis of the recommendations and to see the anticipated level of services for them as well.
- Coordinate all traffic lights and make them more intelligent.
- There is no need for the traffic lights at the business entrance/exits to be turned on during business off-hours. They appear to have the same schedule at 3pm on Sunday as M-F 7-6...they could be made blinking, if need be.
- It was suggested to coordinate closely with Chamblee to make improvements to Johnson Ferry Road, including securing right-of-way and maintenance.

Welcome to the Community Workshop for the Ashford Dunwoody Road Corridor Study!

If you have not done so already, **please sign-in** at the registration table, where you will receive materials for the workshop activities.

This workshop is organized into stations as described below.

Station 1: Project Overview

This station presents an overview of the Ashford Dunwoody Road Corridor Study, including the purpose of the project, the anticipated schedule, and activities that have been completed to date.

Station 2: Recommended Improvements at Key Intersections

Based upon feedback from the community and the Corridor Advisory Committee, the project team has developed recommended improvements to reduce congestion at several key intersections along Ashford Dunwoody Road. **Please fill out the evaluation sheet** to tell us whether you support these recommended improvements.

Station 3: Recommendations for Ashford Dunwoody Road

Based upon feedback from the community and the Corridor Advisory Committee, the project team has developed recommendations to help improve traffic flow and provide more opportunities to walk and bike on Ashford Dunwoody Road.

The corridor has been divided into six segments, and a recommended typical cross-section, which includes a roadway configuration and bicycle and pedestrian facilities, is shown for each segment. **Please fill out the evaluation sheet** to rate your level of support for the recommendations for each segment.

Station 4: Summary of Community Feedback

At this station, you will learn what the project team heard from the community during the previous round of Stakeholder Meetings, which took place in March 2016.

If you have additional comments, please fill out the comment card.

You may leave the evaluation sheets and comment cards at the registration table, or hand them to a member of the project team.

Thank you for your participation!

Ashford Dunwoody Road Corridor Study

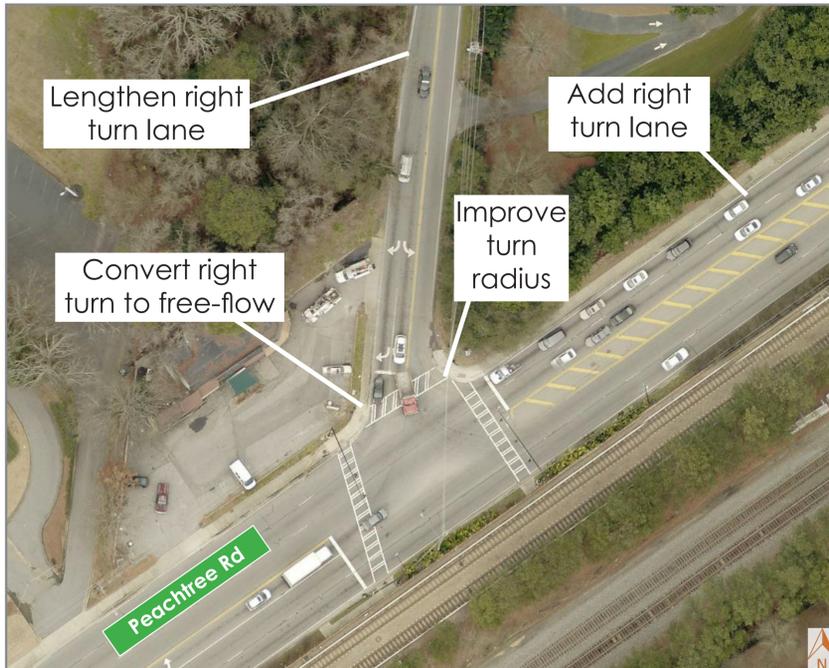
Recommended Improvements at Key Intersections



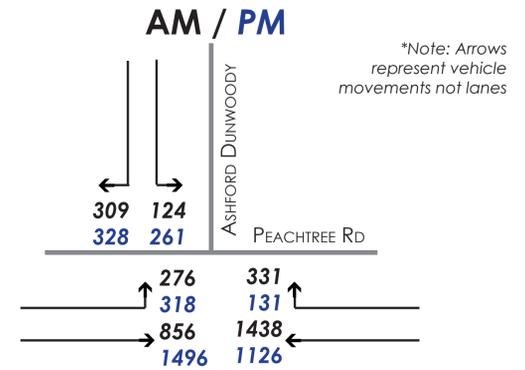
Community Workshop - September 12, 2016



At Peachtree Road



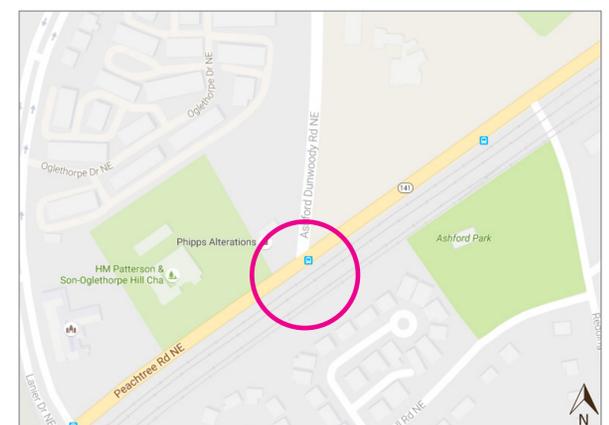
Traffic Volumes (2016)



Capacity Analysis

Level of Service (LOS)	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Delay(s)	28.3	23.4	>150	132

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Lengthen SB right turn lane (Ashford Dunwoody Rd) to Sanctuary at Oglethorpe apartments
- Convert SB right turn lane (Ashford Dunwoody Rd) to free-flow
- Add SB right turn lane (Peachtree Rd)
- Improve turning radius (NE corner)

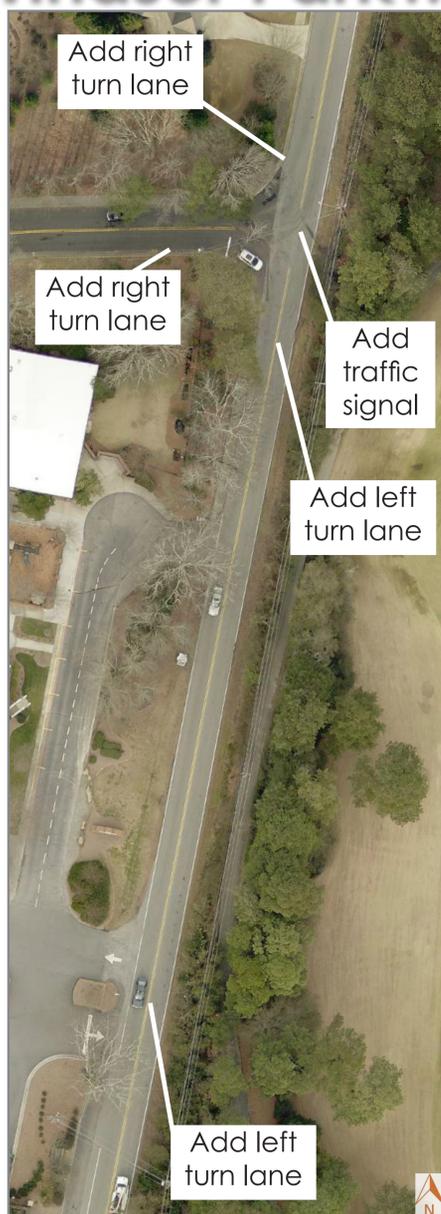
Potential Benefits

- Reduce congestion and minimize backups on Ashford Dunwoody Rd
- Reduce right turn backups on Peachtree Rd

Potential Impacts

- May require additional right-of-way
- Trees may need to be removed

At Windsor Parkway



Recommended Improvements

- Add NB left turn lane
- Add SB right turn lane
- Add EB right turn lane
- Add left turn lane at St. Martin's
- Add actuated traffic signal at Windsor Parkway and Ashford Dunwoody
- Potential roundabout

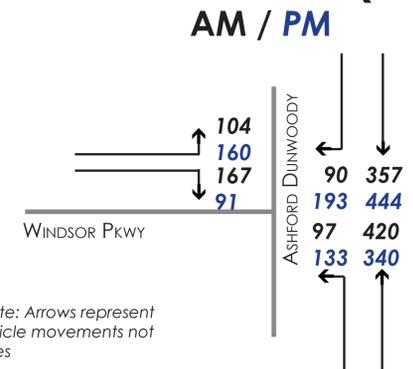
Potential Benefits

- Improve safety for turning vehicles
- Improve traffic flow by allowing through-traffic to get around turning vehicles

Potential Impacts

- May require additional right-of-way
- Trees may need to be removed
- Coordinate signal with one at Peachtree Rd

Traffic Volumes (2016)

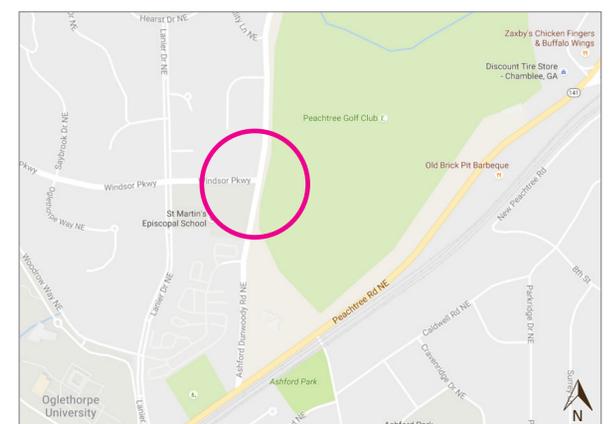


Capacity Analysis

*Note: Unsignalized intersection - shows result for worst movement

Level of Service (LOS)	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Delay(s)	95.5	>150	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Ashford Dunwoody Road Corridor Study

Recommended Improvements at Key Intersections

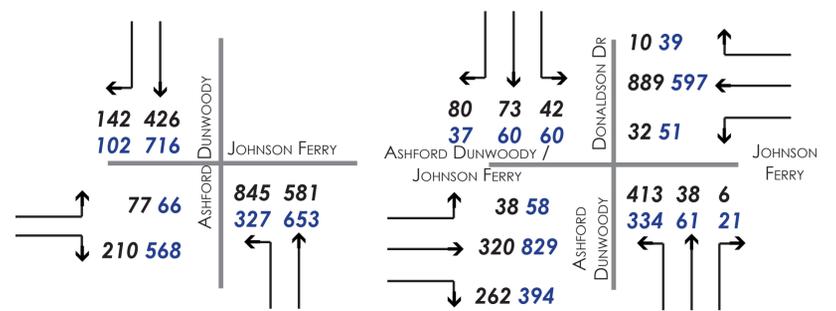
Community Workshop - September 12, 2016



At Johnson Ferry Road



Traffic Volumes (2016)



Capacity Analysis

AD at JF	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	B	B	E	C
Delay(s)	11.5	17.2	62.3	23.9

AD at JF & Donaldson	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	C	F	F
Delay(s)	21.4	20.6	>150	85.8

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

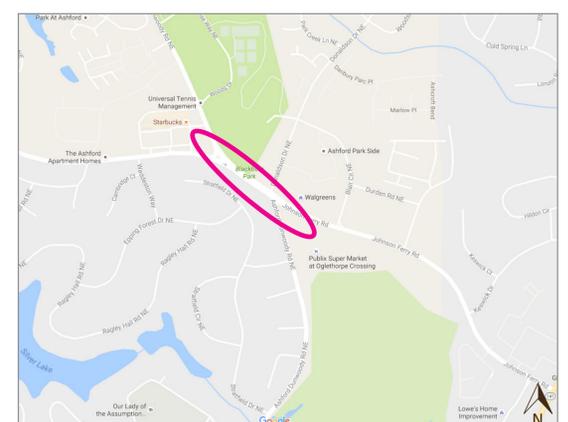
- Realign the roadways at both intersections to "tee" (T) them off and increase the distance between the intersections
- Add EB right turn lane on Johnson Ferry Rd (to SB Ashford Dunwoody Rd)
- Add NB left turn lane on Ashford Dunwoody Rd at Johnson Ferry Rd/Blair Cir (from south)
- Add traffic signal where Ashford Dunwoody Rd meets Johnson Ferry Rd and the entrance to Blackburn Park (Woods Dr)
- Add NB left turn lane on Ashford Dunwoody Rd at Johnson Ferry Rd at the entrance to Blackburn Park (Woods Dr)
- Maintain existing roadway for right turns from EB Johnson Ferry Rd onto SB Ashford Dunwoody Rd

Potential Benefits

- Reduce last-minute lane changes and improve traffic flow by increasing distance between intersections
- Reduce congestion by improving flow through both intersections
- Improve safety of pedestrian crossing by squaring off the intersections
- Improve turning radii
- Reduce cut-through traffic in Hampton Hall, Cambridge Park, and on Donaldson Dr

Potential Impacts

- May require additional right-of-way
- May require re-timing of signals
- May require utility relocation



Ashford Dunwoody Road Corridor Study

Recommended Improvements at Key Intersections



Community Workshop - September 12, 2016

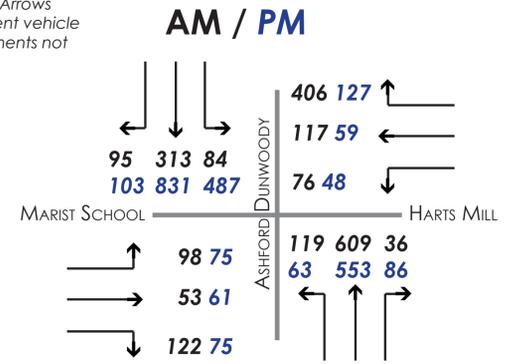


At Marist School / Harts Mill Road



Traffic Volumes (2016)

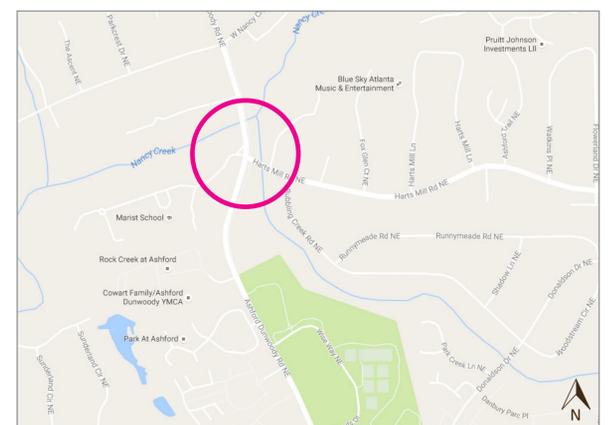
*Note: Arrows represent vehicle movements not lanes



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	C	F	F
Delay(s)	34.9	26.3	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Lengthen WB right turn lane (Harts Mill Rd)
- Adjust signal timing and phasing

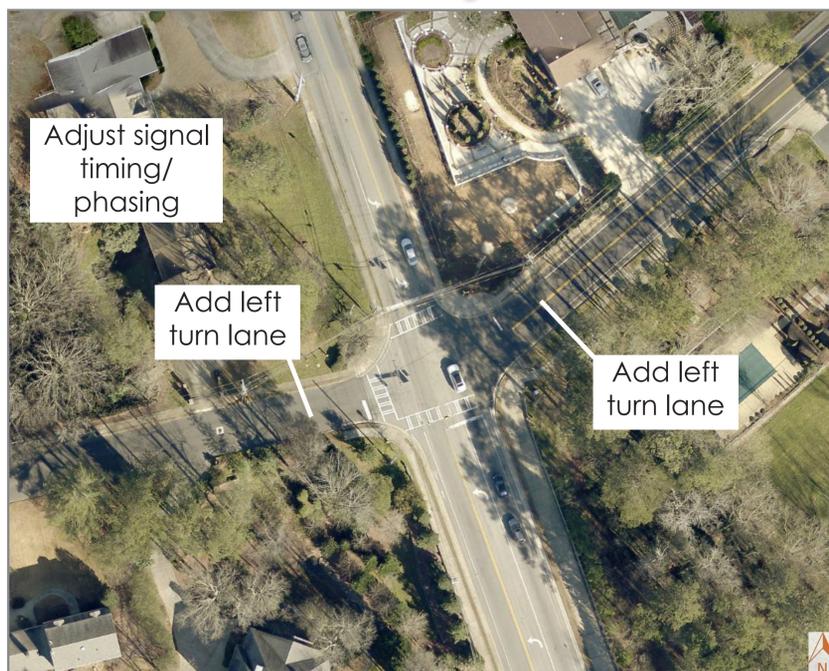
Potential Benefits

- Improve traffic flow by allowing through-traffic to get around turning vehicles
- Reduce congestion due to vehicle queuing while waiting to turn

Potential Impacts

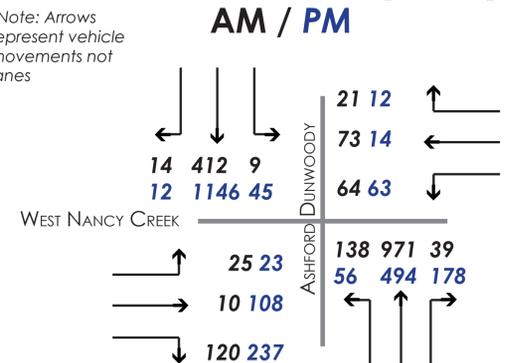
- May require additional right-of-way
- Trees may need to be removed
- May require utility relocation

At West Nancy Creek Drive



Traffic Volumes (2016)

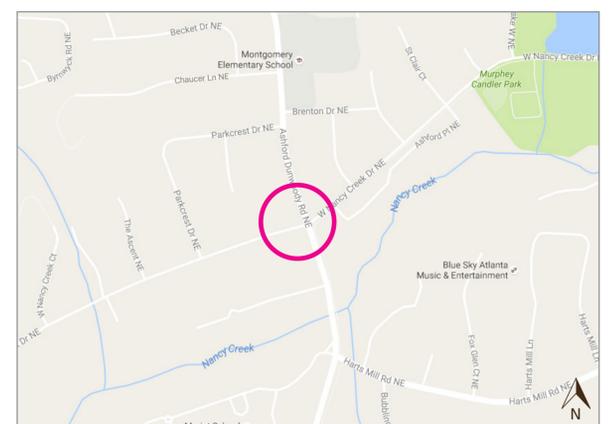
*Note: Arrows represent vehicle movements not lanes



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	A	C	F	F
Delay(s)	9.6	33.4	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Add EB left turn lane
- Add WB left turn lane
- Adjust signal timing and phasing

Potential Benefits

- Reduce congestion/improve traffic flow by allowing through-traffic to get around turning vehicles
- Potential to reduce cut-through traffic by improving flow on Ashford Dunwoody

Potential Impacts

- May require additional right-of-way
- Trees may need to be removed
- May require utility relocation

Ashford Dunwoody Road Corridor Study

Recommended Improvements at Key Intersections



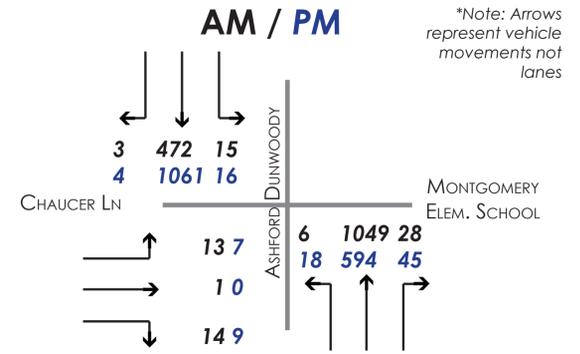
Community Workshop - September 12, 2016



At Montgomery Elementary School



Traffic Volumes (2016)

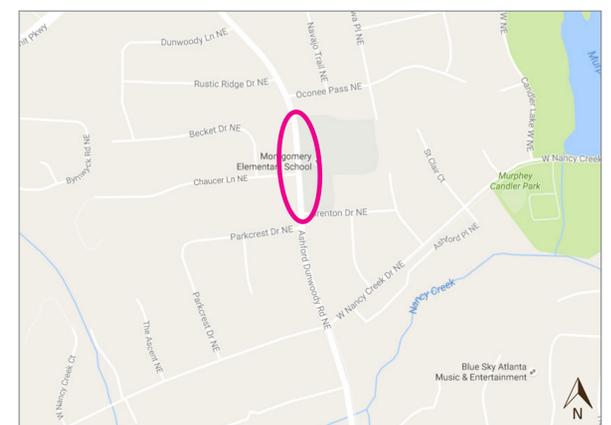


Capacity Analysis

*Note: Unsignalized intersection - shows result for worst movement

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	D	E	F	F
Delay(s)	33.5	35.8	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Upgrade signal at school exit and adjust timing/phasing
- Add NB right turn lane (Ashford Dunwoody Rd)
- Coordinate with school to modify pick-up/drop-off traffic
- Improve pedestrian crossings

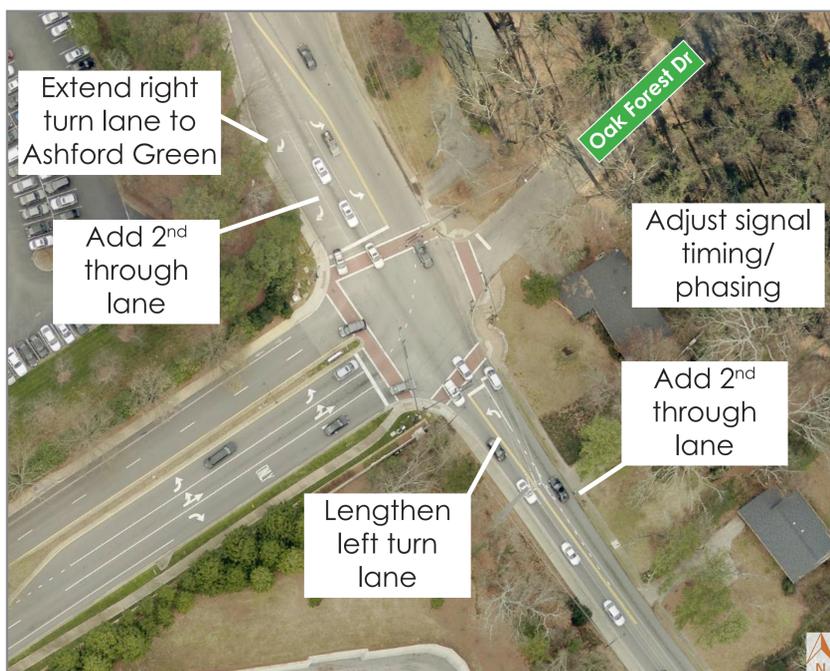
Potential Benefits

- Improve safety for students and others walking in the area
- Reduce congestion on northbound Ashford Dunwoody

Potential Impacts

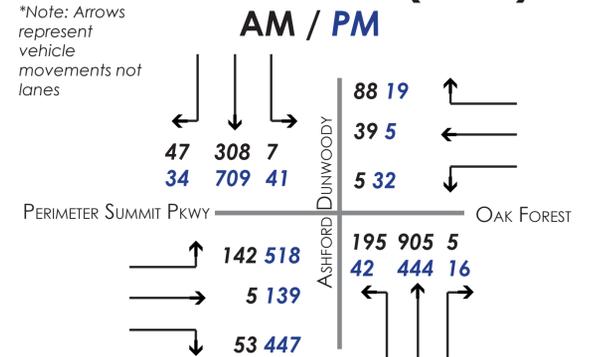
- May require additional right-of-way
- May require utility relocation
- Would require working closely with school

At Perimeter Summit Parkway/Oak Forest Drive



Traffic Volumes (2016)

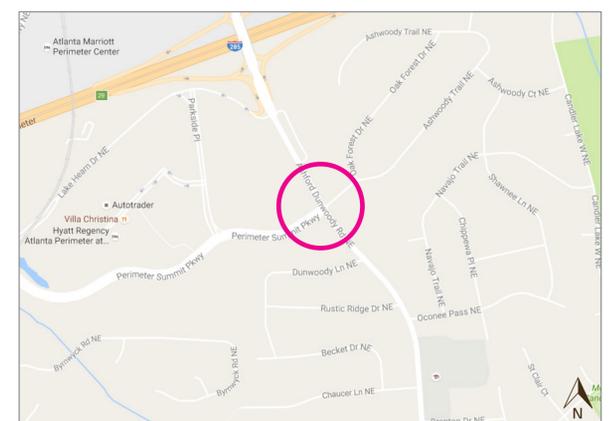
*Note: Arrows represent vehicle movements not lanes



Capacity Analysis

	Existing (2016)		Future No-Build (2040)	
	AM	PM	AM	PM
Level of Service (LOS)	C	D	F	F
Delay(s)	21.7	39.1	>150	>150

Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).



Recommended Improvements

- Lengthen NB left turn lane
- Add 2nd NB through lane south of intersection
- Extend SB right turn lane to Ashford Green
- Add 2nd SB through lane north of intersection and transition to one lane
- Adjust signal timing and phasing

Potential Benefits

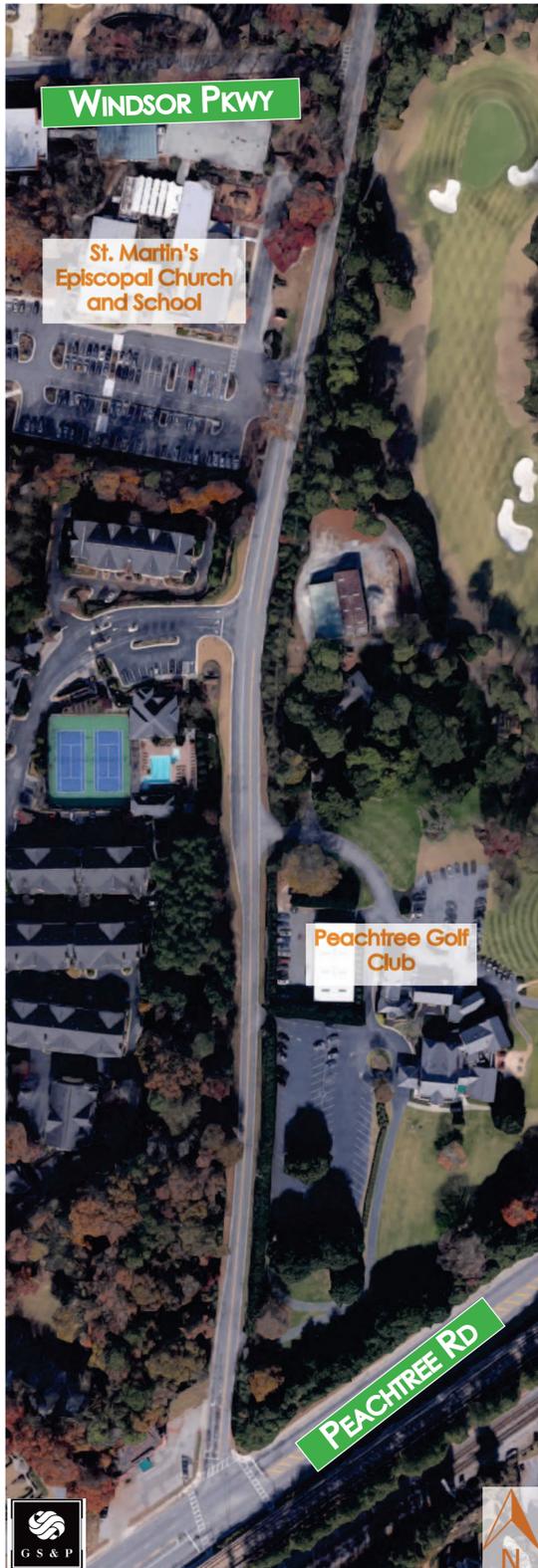
- Reduce congestion on Ashford Dunwoody
- Reduce confusion and last-minute lane changes SB (north of Perimeter Summit Pkwy)

Potential Impacts

- May require additional right-of-way
- May require utility relocation

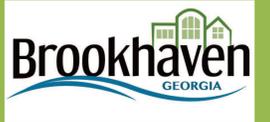
Segment 1: Peachtree Rd to Windsor Pkwy

Est. existing right-of-way (ROW)
55' - 80'

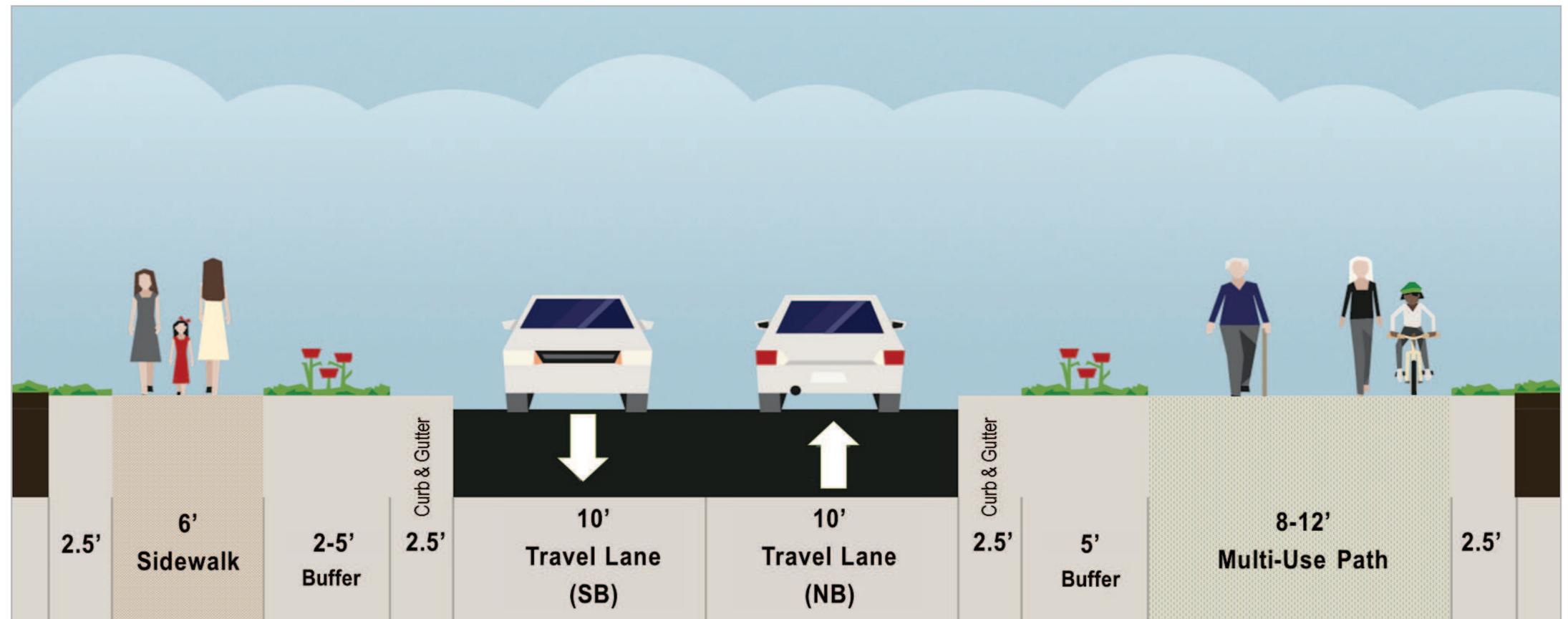


Ashford Dunwoody Road Corridor Study

Community Workshop - September 12, 2016



Recommended Typical Cross-Section (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.

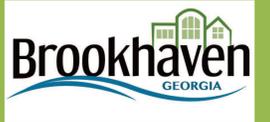
Segment 2: Windsor Pkwy to Johnson Ferry Rd

Est. existing right-of-way (ROW)
65' - 90'

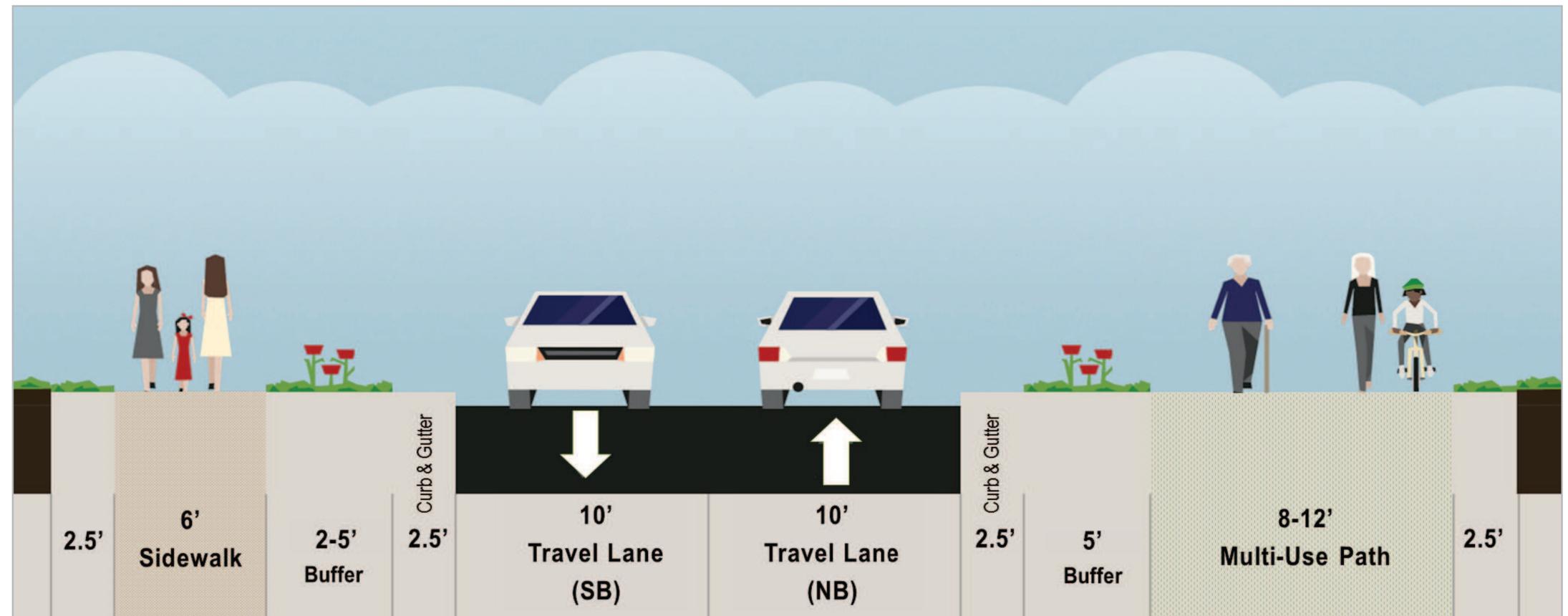


Ashford Dunwoody Road Corridor Study

Community Workshop - September 12, 2016



Recommended Typical Cross-Section (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.

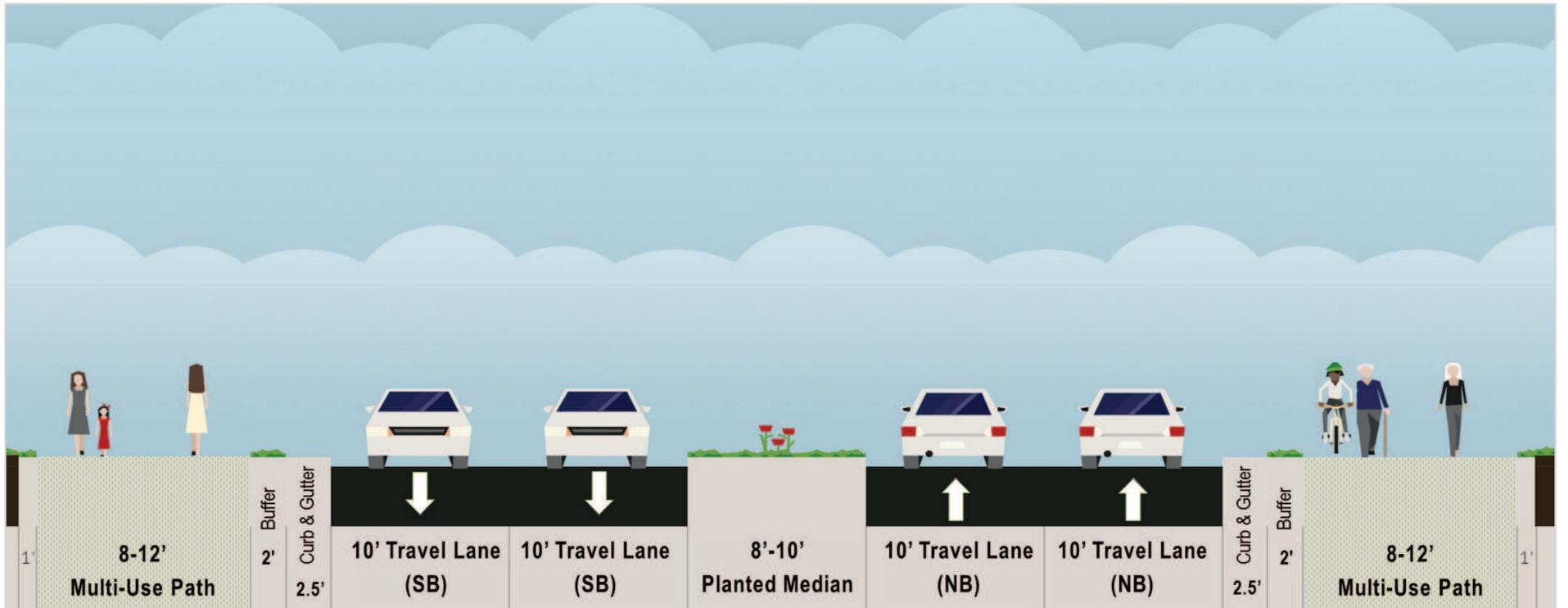
Ashford Dunwoody Road Corridor Study

Community Workshop - September 12, 2016



Recommended Typical Cross-Section (C+2)

Segment 3:
Between the two Johnson Ferry Rd Intersections



Four 10' travel lanes with 8'-10' planted median and 8'-12' multi-use path on both sides of the road.

Requires 75' to 85' of right-of-way.

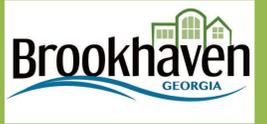


Est. existing right-of-way (ROW) 55' - 80'

Segment 4: Johnson Ferry Rd to W Nancy Creek Dr

Ashford Dunwoody Road Corridor Study

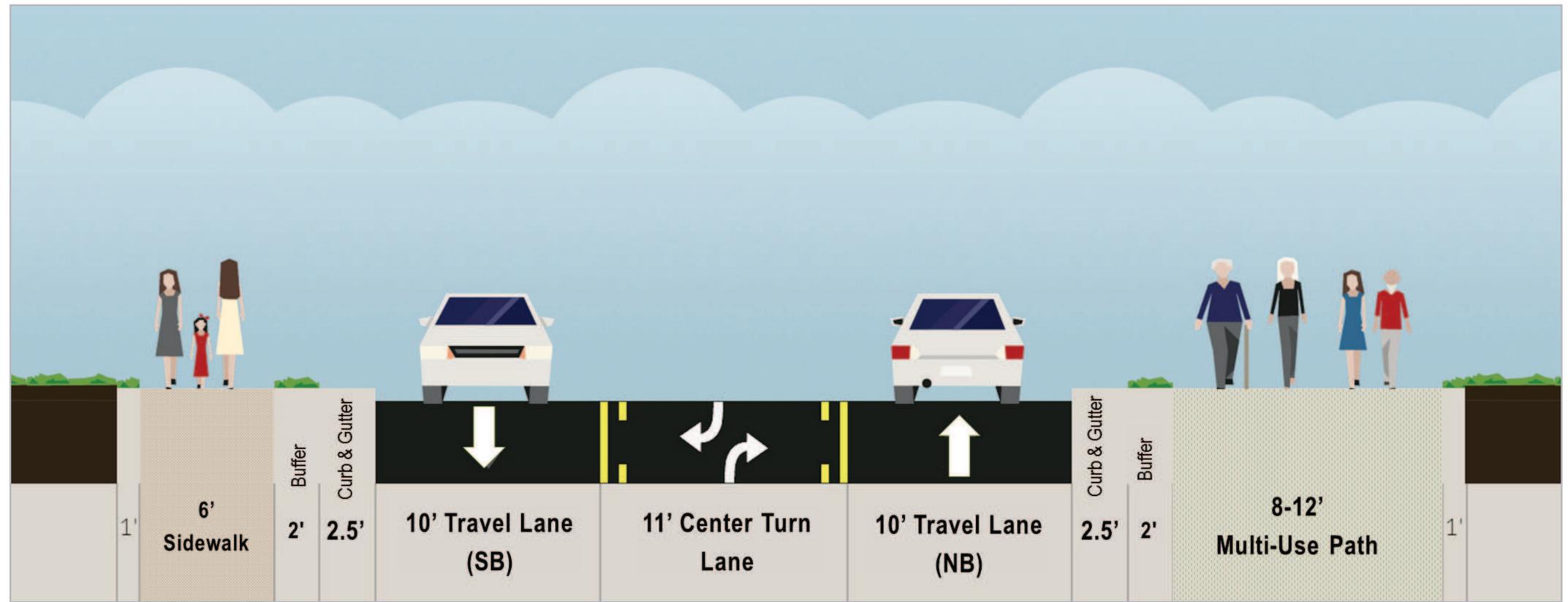
Community Workshop - September 12, 2016



Est. existing right-of-way (ROW)
90' - 100'



Recommended Typical Cross-Section (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.

**Segment 5:
W Nancy Creek Dr
to Perimeter Summit
Pkwy/Oak Forest Dr**

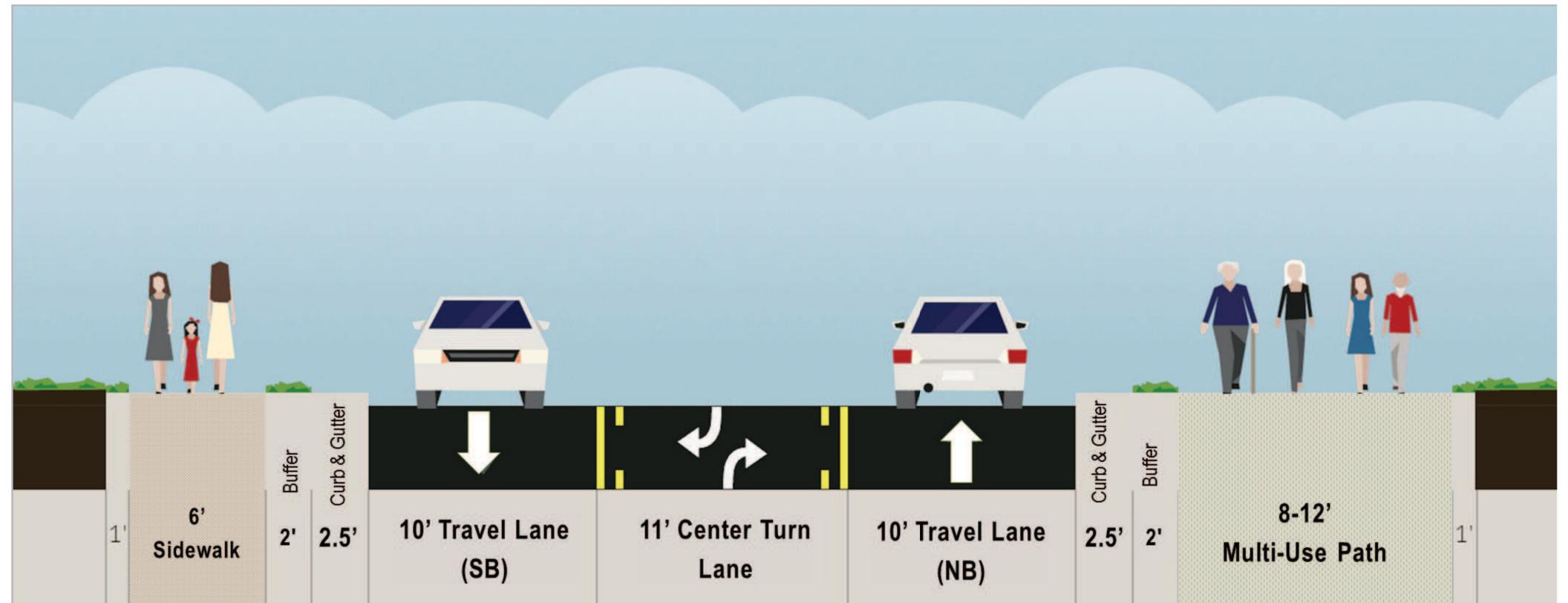
*Est. existing right-of-way (ROW)
60' - 90'*

Ashford Dunwoody Road Corridor Study

Community Workshop - September 12, 2016



Recommended Typical Cross-Section (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.



Segment 6: Perimeter Summit Pkwy/Oak Forest Dr to City Limits

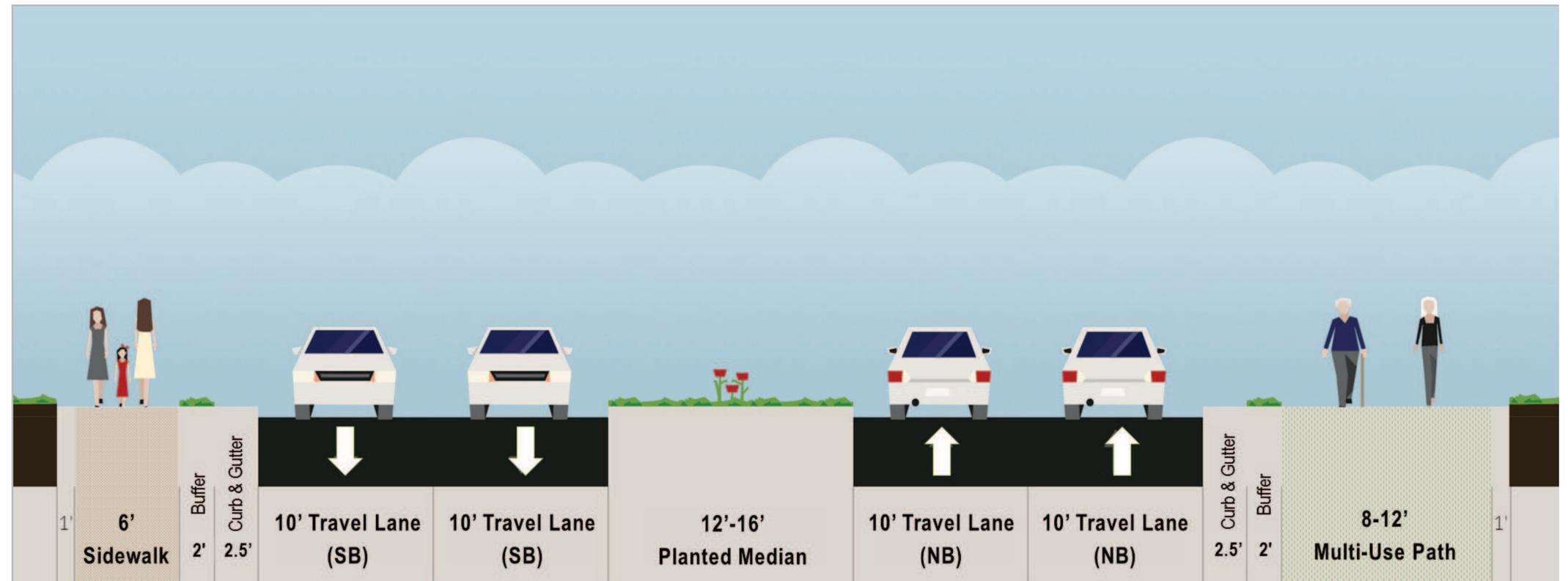
Est. existing right-of-way (ROW)
around 100'

Ashford Dunwoody Road Corridor Study

Community Workshop - September 12, 2016



Recommended Typical Cross-Section (C+1)



Four 10' travel lanes with 12'-16' planted median, 6' sidewalk on the west, and 8'-12' multi-use path on the east.

Requires 77' to 85' of right-of-way.

Ashford Dunwoody Road Corridor Study

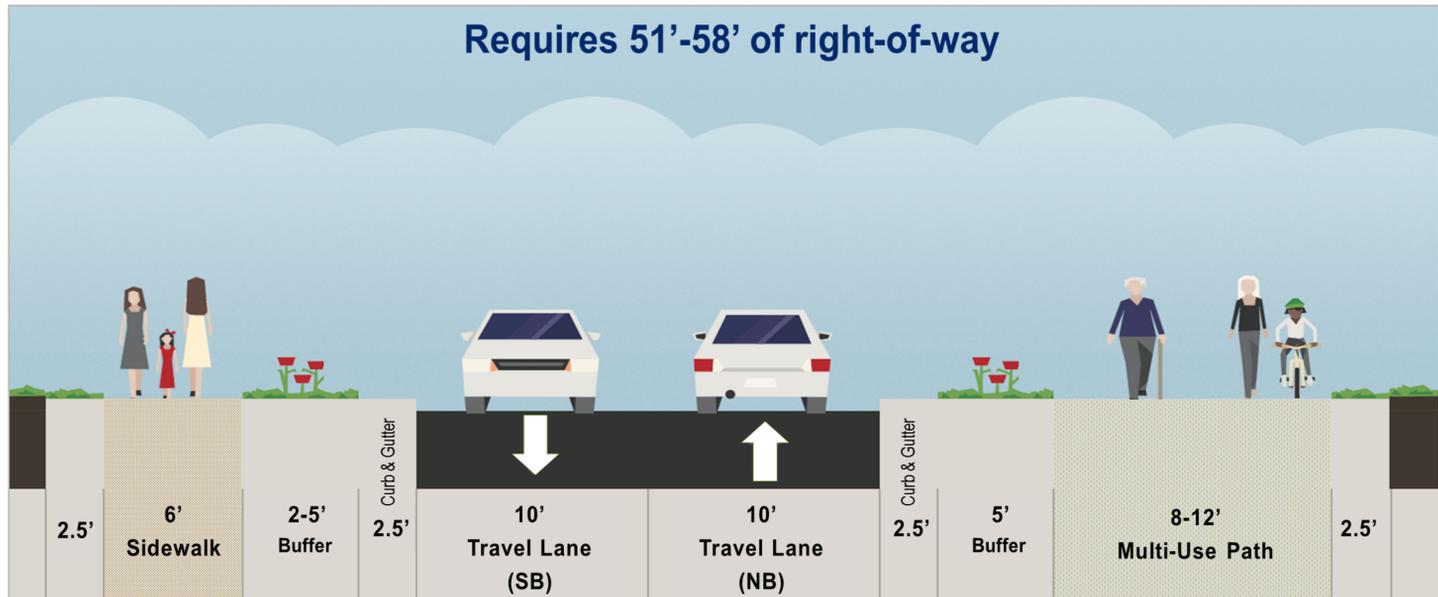
Sept. 12, 2016

Options Considered: Two-Lane Configurations with Various Bicycle and Pedestrian Facilities

A + 1

Two 10' Travel Lanes

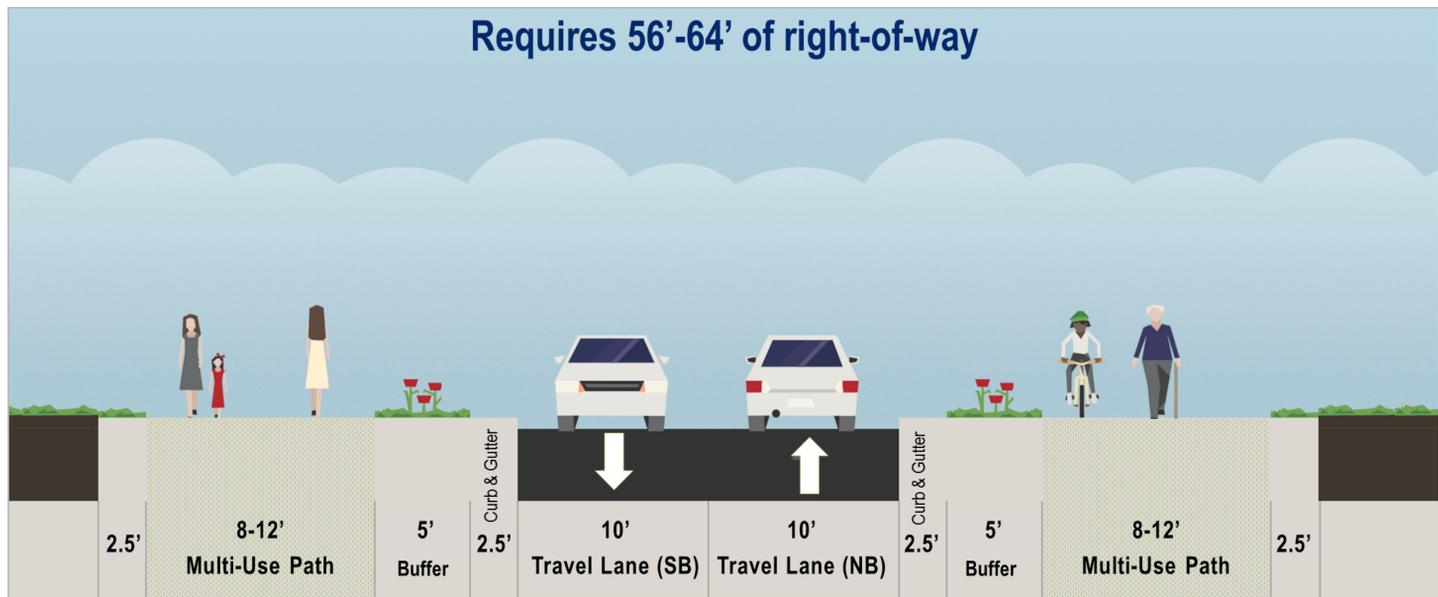
6' Sidewalk on West and 8'-12' Multi-Use Path on East



A + 2

Two 10' Travel Lanes

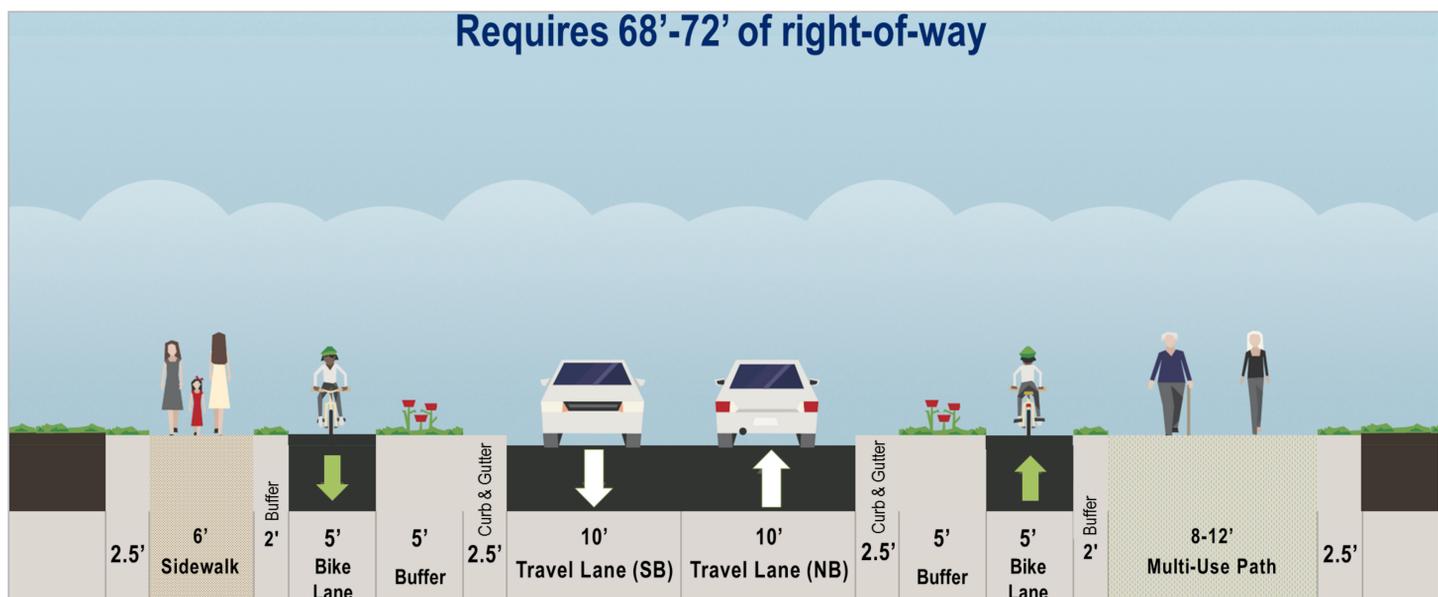
8'-12' Multi-Use Path on Both Sides of the Road



A + 3

Two 10' Travel Lanes

6' Sidewalk on West with 5' Protected Bike Lane
8'-12' Multi-Use Path on East with 5' Protected Bike Lane



These images represent potential typical cross-sections that were considered for the Ashford Dunwoody Road corridor. They are conceptual diagrams illustrating potential configurations of the roadway and for bicycle and pedestrian facilities. Once typical cross sections are agreed upon, design details will be worked out in subsequent phases of the study.

Notes: According to the Georgia Department of Transportation and the City of Brookhaven, sidewalks cannot be less than 5' wide. The City does not allow bicyclists on sidewalks narrower than 8' wide. The City has wider minimum sidewalks in some areas (zoning district PC-2, Brookhaven-Peachtree Overlay District).

Ashford Dunwoody Road Corridor Study

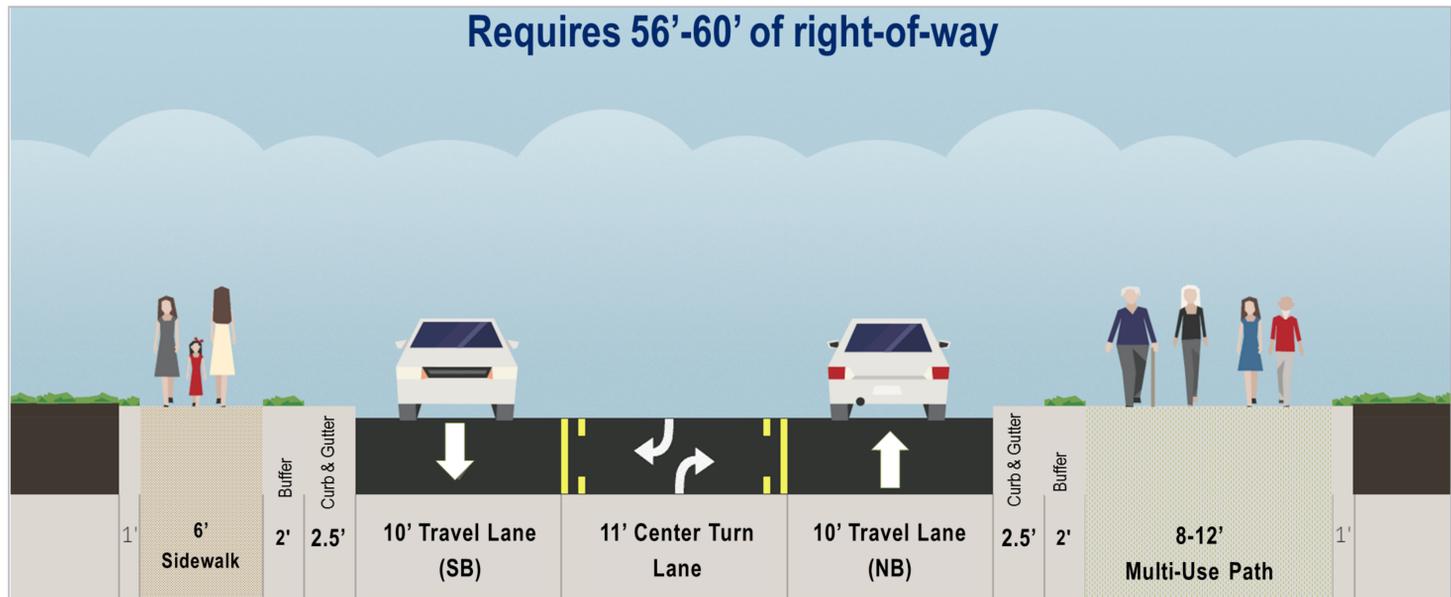
Sept. 12, 2016

Options Considered: Three-Lane Configurations with Various Bicycle and Pedestrian Facilities

B + 1

Two 10' Travel Lanes with 11' Center Turn Lane

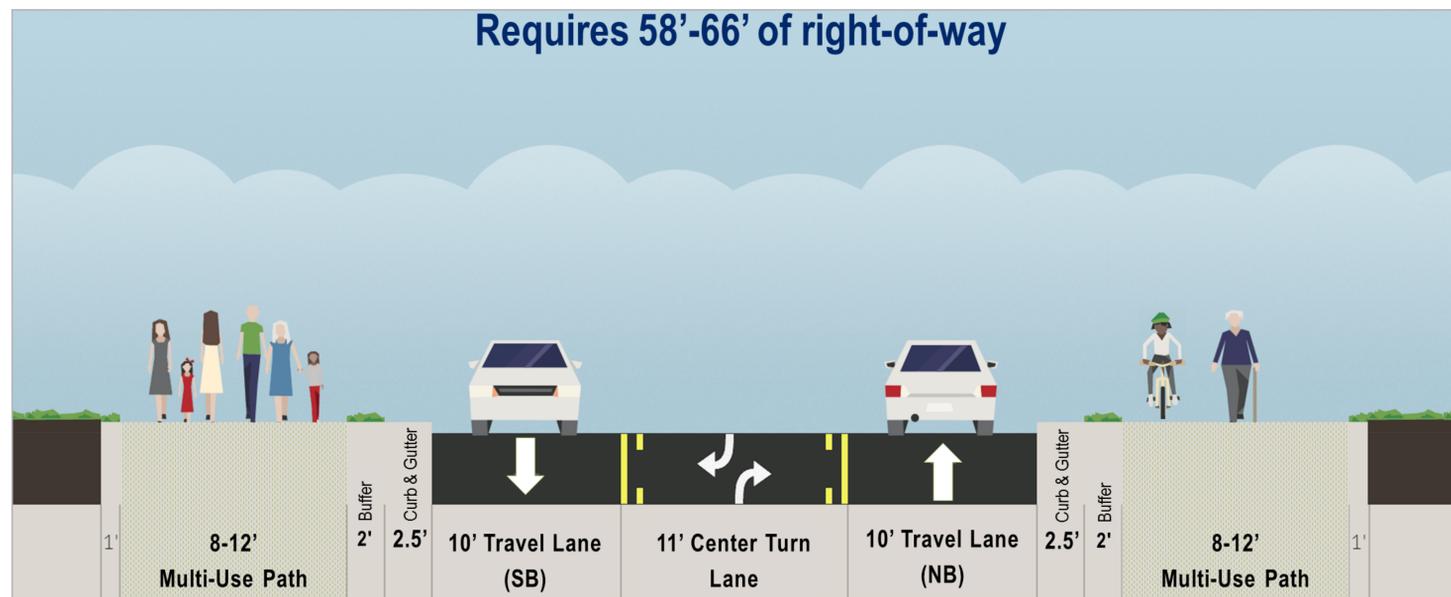
6' Sidewalk on West and 8'-12' Multi-use Path on East



B + 2

Two 10' Travel Lanes with a 11' Center Turn Lane

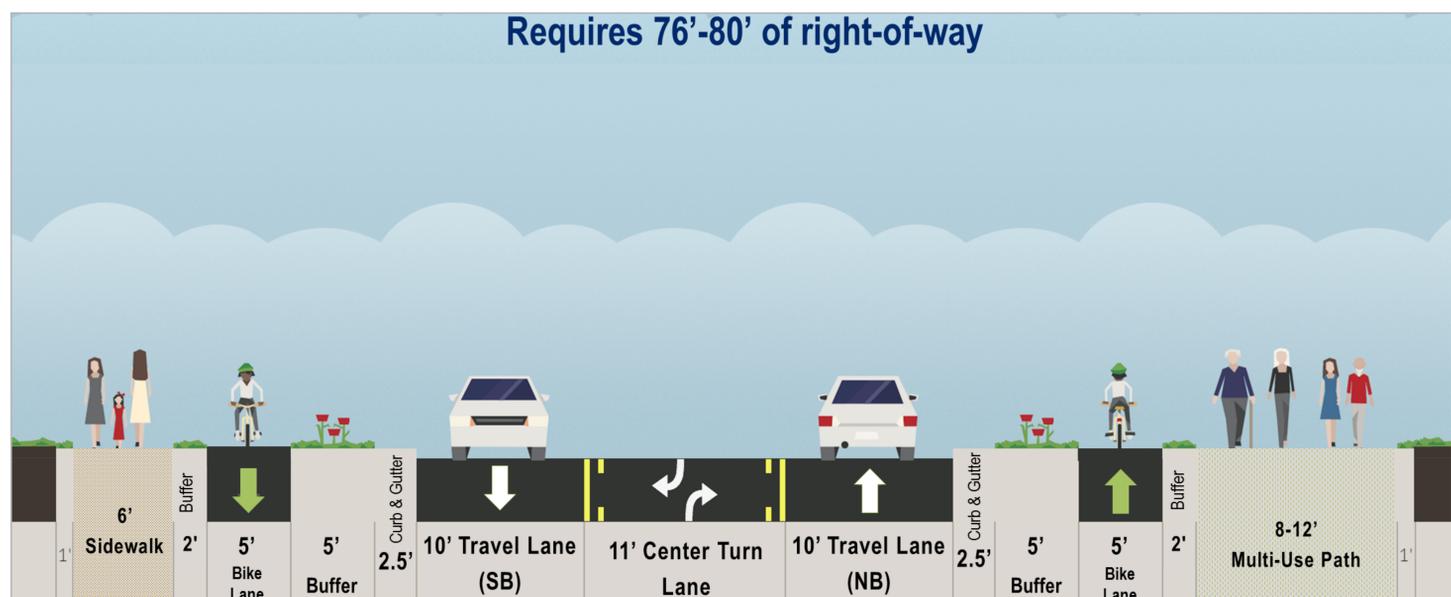
8'-12' Multi-Use Path on Both Sides of the Road



B + 3

Two 10' Travel Lanes with a 11' Center Turn Lane

6' Sidewalk on West with 5' Protected Bike Lane
8'-12' Multi-Use Path on East with 5' Protected Bike Lane



These images represent potential typical cross-sections that were considered for the Ashford Dunwoody Road corridor. They are conceptual diagrams illustrating potential configurations of the roadway and for bicycle and pedestrian facilities. Once typical cross sections are agreed upon, design details will be worked out in subsequent phases of the study.

Notes: According to the Georgia Department of Transportation and the City of Brookhaven, sidewalks cannot be less than 5' wide. The City does not allow bicyclists on sidewalks narrower than 8' wide. The City has wider minimum sidewalks in some areas (zoning district PC-2, Brookhaven-Peachtree Overlay District).

Ashford Dunwoody Road Corridor Study

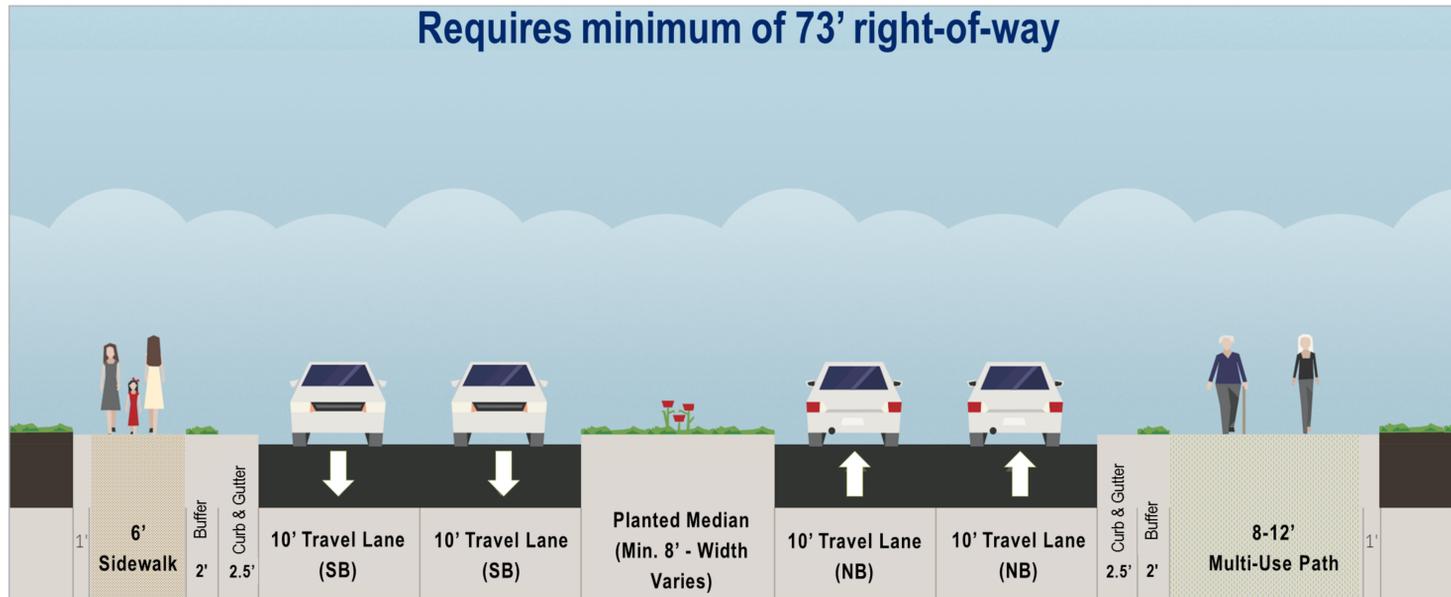
Sept. 12, 2016

Options Considered: Four-Lane Configurations with Various Bicycle and Pedestrian Facilities

C + 1

Four 10' Travel Lanes with Variable Median (Min. 8')

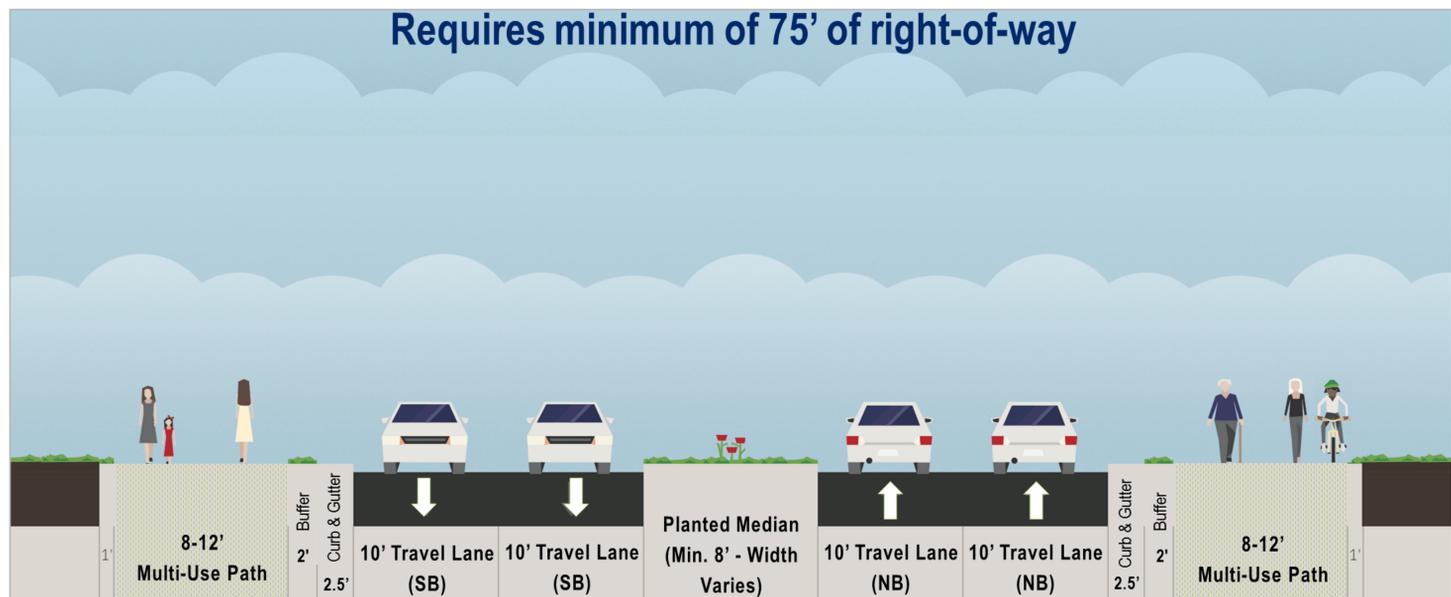
6' Sidewalk on West and 8'-12' Multi-use Path on East



C + 2

Four 10' Travel Lanes with Variable Median (Min. 8')

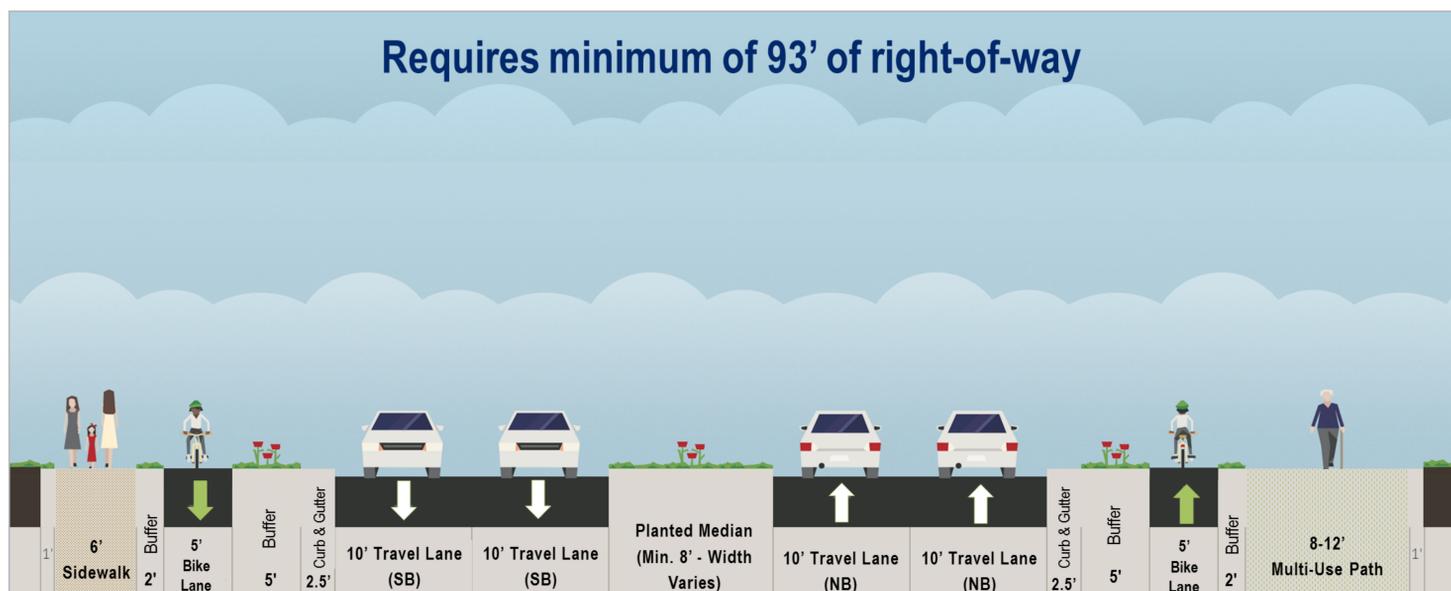
8'-12' Multi-Use Path on Both Sides of the Road



C + 3

Four 10' Travel Lanes with Variable Median (Min. 8')

6' Sidewalk on West with 5' Protected Bike Lane
8'-12' Multi-Use Path on East with 5' Protected Bike Lane



These images represent potential typical cross-sections that were considered for the Ashford Dunwoody Road corridor. They are conceptual diagrams illustrating potential configurations of the roadway and for bicycle and pedestrian facilities. Once typical cross sections are agreed upon, design details will be worked out in subsequent phases of the study.

Notes: According to the Georgia Department of Transportation and the City of Brookhaven, sidewalks cannot be less than 5' wide. The City does not allow bicyclists on sidewalks narrower than 8' wide. The City has wider minimum sidewalks in some areas (zoning district PC-2, Brookhaven-Peachtree Overlay District).

Ashford Dunwoody Road Corridor Study

COMMUNITY WORKSHOP - SEPTEMBER 12, 2016

About the Project

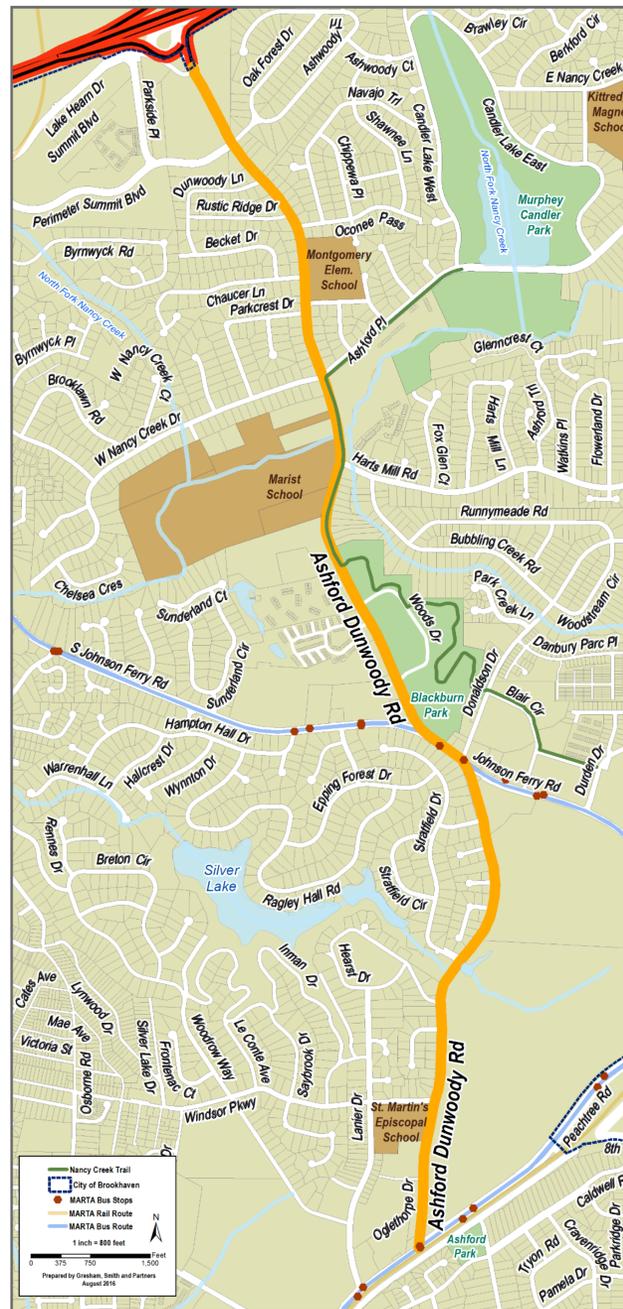
In recent years, Brookhaven and adjacent areas have experienced significant population and employment growth which has brought with it development and redevelopment along the Ashford Dunwoody Road corridor. Traffic congestion along the corridor continues and is making the corridor less appealing to pedestrians, cyclists, and the residents who live, work, recreate, and travel along Ashford Dunwoody Road.

The **purpose of the Ashford Dunwoody Road Corridor Study** is to develop a **vision for a multimodal corridor** that:

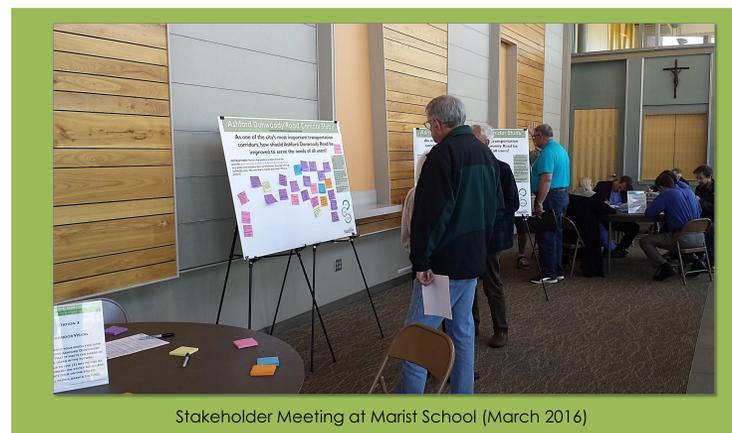
- Serves the needs of **all users**;
- Is **harmonious** with existing development and future growth along the corridor;
- **Minimizes negative impacts** to property owners and neighborhoods along the corridor;
- Is **cost-effective** and **implementable**; and
- Has **broad community support** from citizens, stakeholders, and other partners.

The project is examining Ashford Dunwoody Road between Peachtree Road (SR 141) and the Brookhaven City Limits near I-285. The study includes analysis of existing and future conditions, including analysis of traffic patterns, a review of land use and development in the area, and an environmental scan. This information, combined with input on needs, priorities, and goals informed by stakeholder and community input forms the basis of potential typical cross-sections and configurations of the roadway.

The final recommended corridor vision will be presented to City Council for its approval later this year.



Study Corridor Map



Stakeholder Meeting at Marist School (March 2016)



CAC Meeting (February 2016)

MILESTONES TO-DATE

Since February 2016, the project team has worked to advance the study and engage community members along the way.

- ❑ **Corridor Advisory Committee (CAC)** formed (February 2016)
- ❑ **Project kickoff** with CAC (February 2016)
- ❑ **Two stakeholder meetings** (March 2016) attended by 128 people
 - Gathered input on corridor vision, issues/concerns, and areas to preserve, enhance, and transform
- ❑ **Second CAC meeting** to review input from stakeholder meetings and agree on **overall vision statement** for corridor (May 2016)
- ❑ Completed review of **existing conditions**
- ❑ Completed **traffic analysis**
- ❑ **Community workshop** to solicit input about potential options for corridor configuration and possible intersection improvements (September 2016)

Ashford Dunwoody Road Corridor Study

COMMUNITY WORKSHOP - SEPTEMBER 12, 2016

Community and Stakeholder Input

Vision elements expressed by meeting participants and CAC:

- **Efficient** - flow of traffic, reduced congestion, turning movements, synchronized signals
- **Preserve** residential **neighborhoods** along the corridor
- **Accessible** – bike-able, walkable, improved bicycle access via trails or protected paths, trail connections, commuter friendly, improved school access
- **Safe** – reduced vehicle speeds, minimize neighborhood cut-through traffic, safety of bicyclists and pedestrians, continuous sidewalks, and improved crossings
- **Inviting** – visually appealing, context sensitive, street furniture, green space
- **Cost effective**



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."

SUMMARY

In March 2016, the project team hosted two meetings for stakeholders and community members at Marist School and St. Martin's Episcopal School. The meetings were opportunities to learn about the project and provide input about issues and concerns about the Ashford Dunwoody Road corridor, as well as to help shape the vision for the future of the corridor. More than 120 people attended the two meetings, and completed 70 comment cards and more than 90 questionnaires.



Overall Key Themes

- Concern about vehicles traveling too fast on Ashford Dunwoody Rd. and in adjacent neighborhoods
- Better enforcement of speed limits and design elements to reduce vehicle speeds
- Mixed opinions about roadway capacity and how to address it
- Sidewalks are important – repair damage and fill in gaps to create continuous, connected sidewalks; some interest in wider sidewalks in certain areas
- Concerns about drivers that do not stop for pedestrians at crosswalks and the need for safer pedestrian crossings
- Mixed support for bicycle facilities and desire to provide bicycle access via separated paths
- Additional transportation services may help alleviate traffic congestion in the area
- Synchronized traffic signals or improved timing may help improve flow of traffic
- Turn lanes and additional turn lane storage may be helpful at key intersections
- Need more east-west connections to alleviate congestion on north-south corridors
- Important to preserve residential communities and green spaces or recreational areas, such as parks



Common Concerns:

- Traffic **signal timing**
- **Pedestrian safety** and **inadequate pedestrian facilities** in some areas (missing, too narrow)
- Street **crossings**
- Lack of **turn lanes**
- Important to **preserve residential neighborhoods** and natural areas
- **Cut-through traffic** in neighborhoods
- **Speeding** vehicles
- **Ability to safely turn** onto and off of Ashford Dunwoody Road from side streets
- **Traffic congestion** on Ashford Dunwoody Road
- **School traffic** on Ashford Dunwoody Road
- Volume, congestion, and confusion at the **intersection of Ashford Dunwoody Road and Johnson Ferry Road**



Bike Access



Synchronize Signals



Public Transportation



Pedestrian Facilities



Green Space



Preserve Neighborhoods

Ashford Dunwoody Road Corridor Study

COMMUNITY WORKSHOP - SEPTEMBER 12, 2016

Mapping Exercise: Common Themes

Peachtree Road to South of Johnson Ferry Road

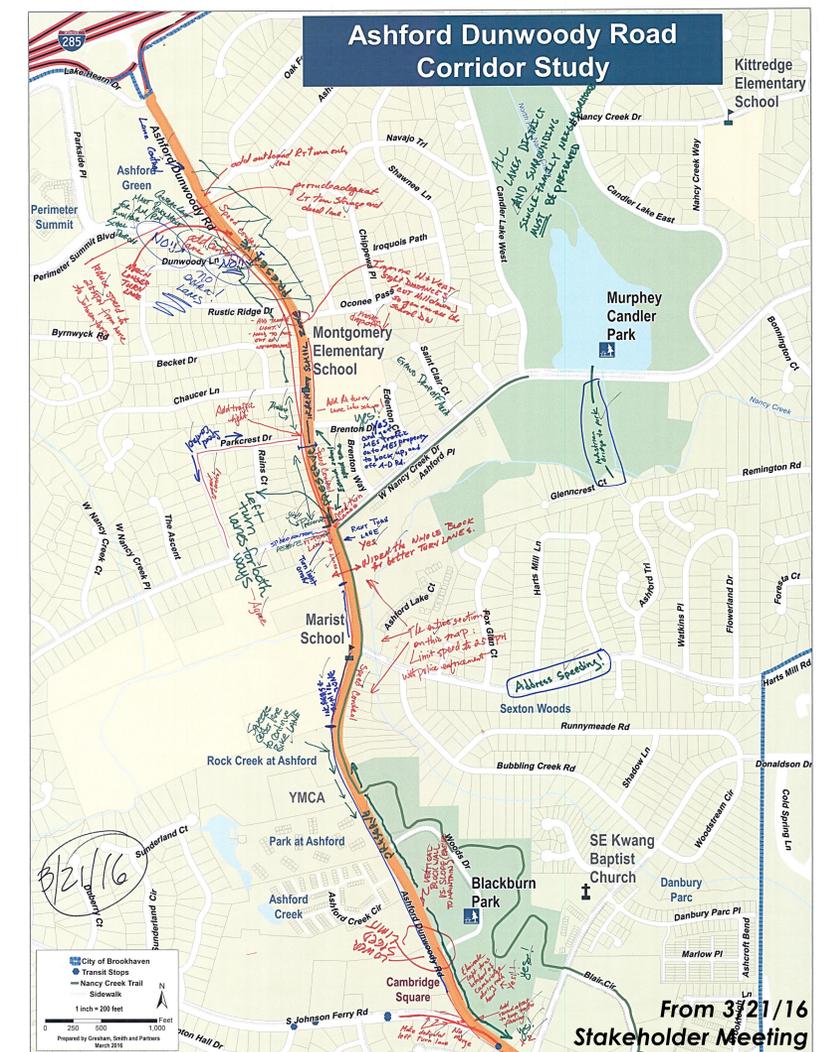
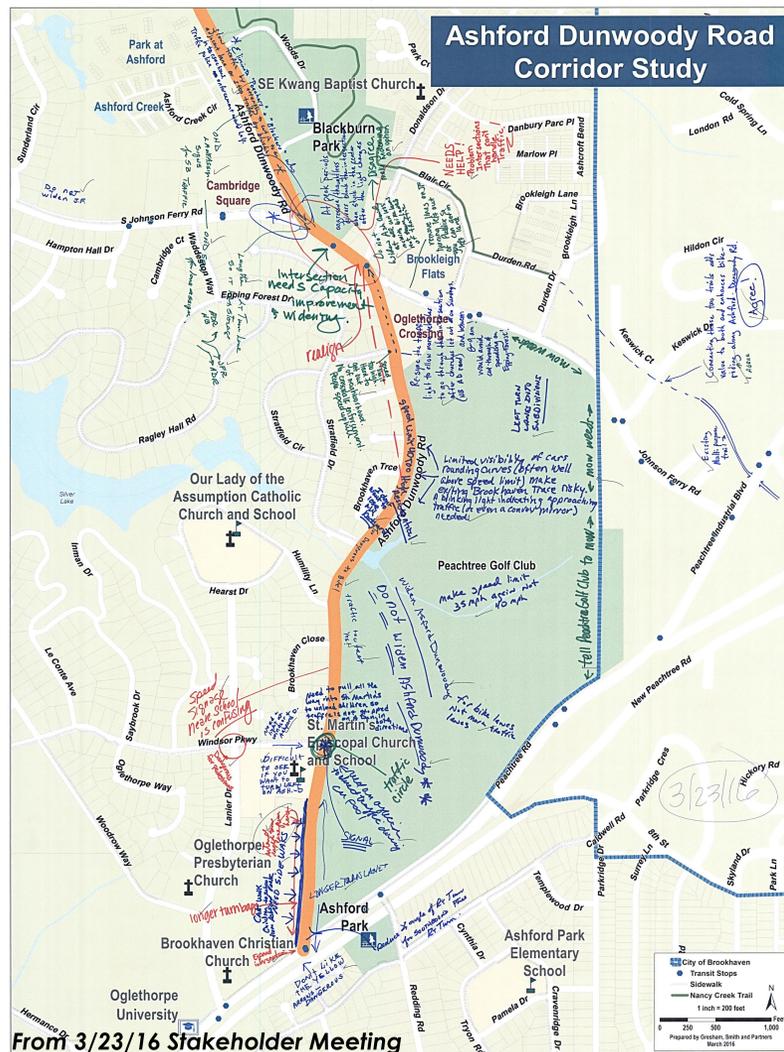
- Tight right turn onto Ashford Dunwoody Rd. northbound from Peachtree Rd.
- Desire for more right-turn capacity southbound Ashford Dunwoody Rd. to Peachtree Rd.
- Vegetation blocks sight lines in some areas
- Difficult to turn from Windsor Pkwy. onto Ashford Dunwoody Rd. –need to make this intersection safer
- Limited visibility in curve and hills around Brookhaven Trace
- Concern about high vehicle speeds and a need for more/better enforcement
- Would like Johnson Ferry Rd. to extend to Peachtree Industrial Blvd. – alleviate congestion
- Consider bicycle access via separated path

Around Johnson Ferry Road Intersection

- Traffic regularly blocks Donaldson Dr. and there is a need for safer pedestrian crossings here
- Concerns about cut-through traffic around Cambridge Park, Hampton Hall, and other neighborhoods
- Consider prohibiting left turns into/out of Cambridge Square from Ashford Dunwoody Rd.
- Drivers do not stop for crosswalk at Kadleston Way
- Need for “transformation” of intersection at Johnson Ferry Rd. and Ashford Dunwoody Rd.
 - 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 to eastbound
- Consider additional police enforcement

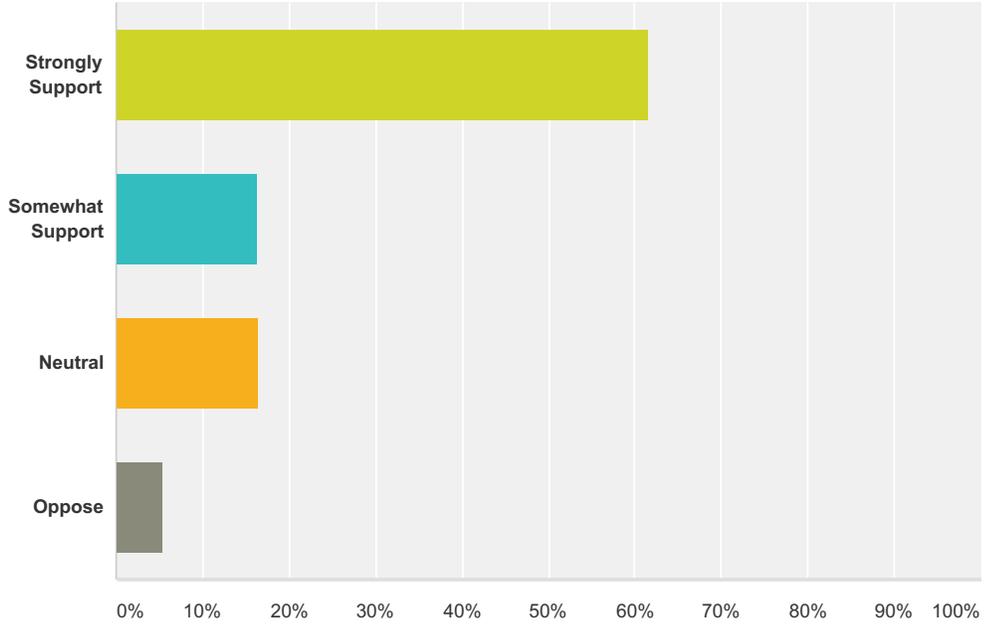
Johnson Ferry Road to City Limits

- Concern about speeding, length/timing of signal, crosswalk, and length of turn lanes at Harts Mill Rd.
- Desire for improvements at W. Nancy Creek: address signal timing; 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, and other neighborhoods
- Desire for improvements to traffic patterns/lane assignments near Perimeter Summit Pkwy., especially a way to address the drop lane/merge on southbound Ashford Dunwoody Road



Q1 Lengthen southbound right turn lane on Ashford Dunwoody Road to Sanctuary at Oglethorpe apartments.

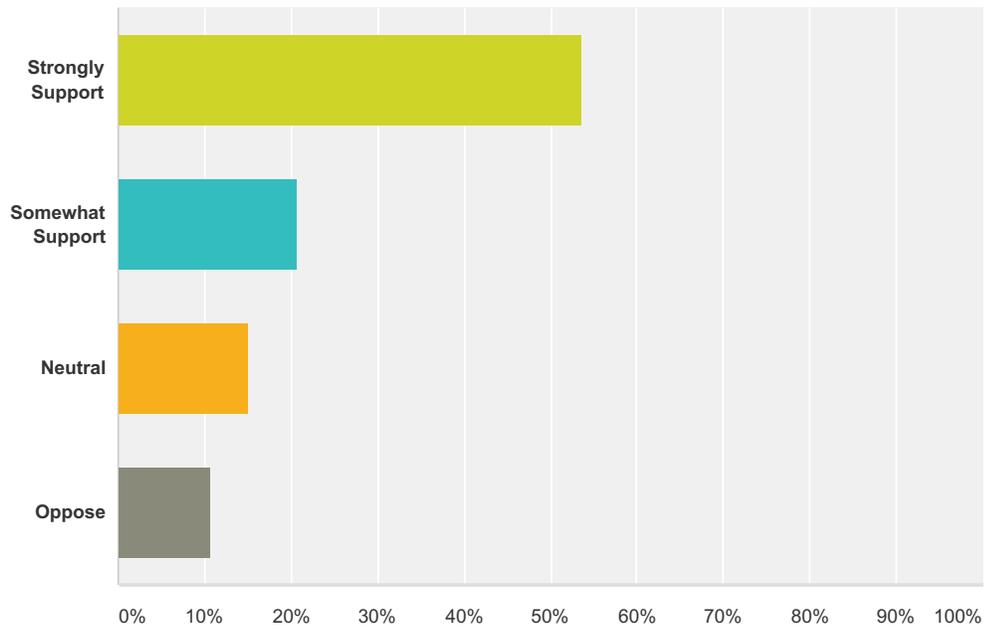
Answered: 368 Skipped: 9



Answer Choices	Responses
Strongly Support	61.68% 227
Somewhat Support	16.30% 60
Neutral	16.58% 61
Oppose	5.43% 20
Total	368

Q2 Convert southbound right turn lane on Ashford Dunwoody Road to free-flow.

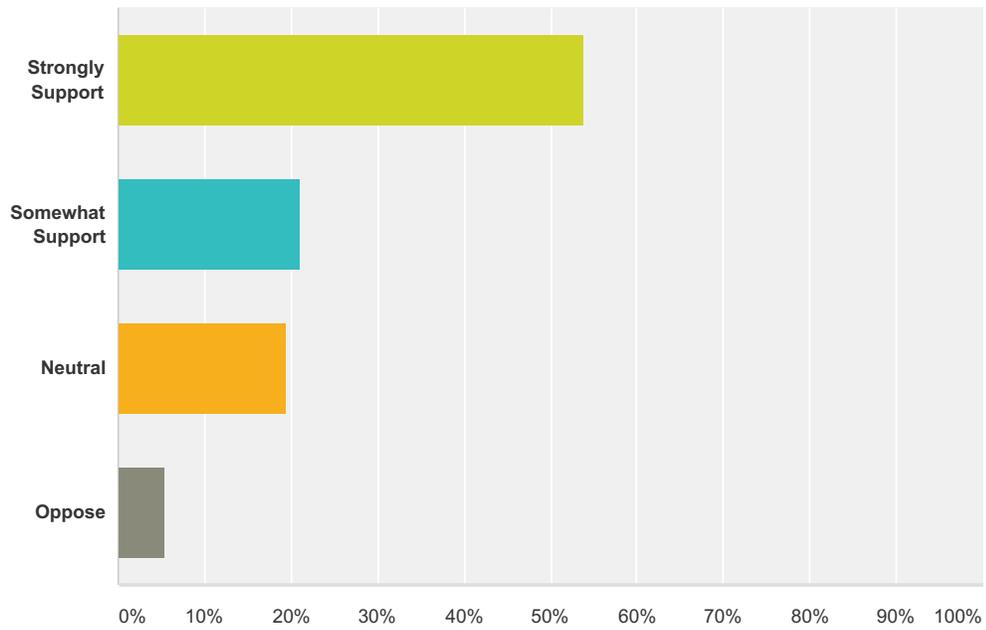
Answered: 367 Skipped: 10



Answer Choices	Responses	
Strongly Support	53.68%	197
Somewhat Support	20.71%	76
Neutral	14.99%	55
Oppose	10.63%	39
Total		367

Q3 Add southbound right turn lane on Peachtree Road.

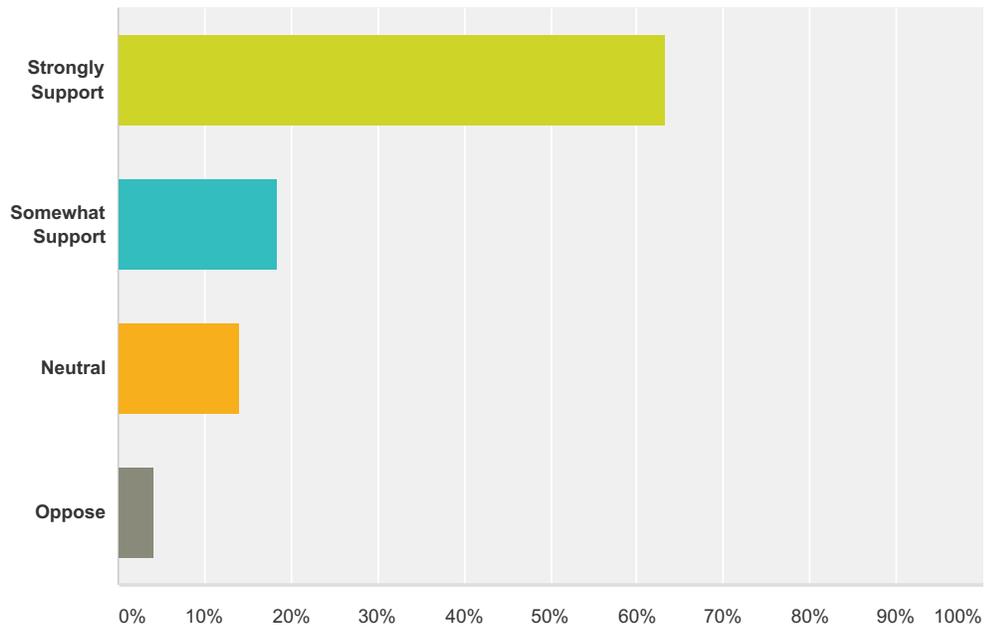
Answered: 364 Skipped: 13



Answer Choices	Responses	
Strongly Support	53.85%	196
Somewhat Support	21.15%	77
Neutral	19.51%	71
Oppose	5.49%	20
Total		364

Q4 Improve turning radius on northeast corner of the intersection.

Answered: 363 Skipped: 14



Answer Choices	Responses	
Strongly Support	63.36%	230
Somewhat Support	18.46%	67
Neutral	14.05%	51
Oppose	4.13%	15
Total		363

Ashford Dunwoody Road Corridor Study

Q5 Do you have any other comments on the recommendations presented for this intersection?

Answered: 66 Skipped: 311

#	Responses	Date
1	Something desperately needs to be done!	10/5/2016 1:32 PM
2	Add sidewalks on Ashford-Dunwoody, at least on southbound side by the cleaners. Trying to walk on the narrow grassy path is extremely dangerous, specially during rush hour.	10/5/2016 12:38 PM
3	Make the cleaners easier to enter and exit. Very dangerous turning from cleaners to Ashford Dunwoody.	10/4/2016 10:53 AM
4	This intersection is not the most pressing problem along Ashford Dunwoody road	10/4/2016 10:30 AM
5	#2 - Oppose because of pedestrian safety issues and the proximity of this intersection to the next one. #3 - Only somewhat support because I would imagine the land difficult/expensive to purchase. Isn't this historical land? #4 - YES!! This is my main concern for this intersection.	10/3/2016 3:36 PM
6	If SB Ash-Dun is converted to a free-flow turn, this will create a shorter length for SB Peachtree vehicles to cross into SB right lane to turn right onto Lanier. Also prompts concern with vehicle and pedestrian conflicts due to the angle of the intersection.	10/3/2016 3:35 PM
7	Rework entrance and exist to St. Martins to come from opposite road through neighborhood (not Ashford Dunwoody). Also, many people access Windsor Pkwy via Ashford Dunwoody northbound. Having such person get to Windsor Pkwy via one of the other roads that connect Peachtree and Windsor Pkwy would help. (i.e., road by Costco)	10/3/2016 2:15 PM
8	I have a concern with making the SB turn lane on Ashford-Dunwoody Road free-flow, given the decent amount of foot and bike traffic at that intersection. Even though it's currently "no turn on red," cars still come into the crosswalk and some even turn on red, and it's incredibly hard to see and anticipate that on foot or bike. I think the only way the "free-flow" change would be safe is if the intersection were also modified in a way (obvious yield signs, crosswalk medians, etc.) that would call drivers' attention to the need to stop for pedestrians and bikers. I have a similar concern with the SB right turn lane on Peachtree Road, but slightly less so, because there is a lot more sight line there as a pedestrian/biker to protect yourself from cars not yielding.	10/3/2016 8:55 AM
9	SB right turn lane on Peachtree, free-flow right turn, and "improving" turning radius increase the risk to pedestrians and bicyclists at the intersection. These will increase the time pedestrians must spend in intersection while removing some of the features that force motorists to slow down and be aware of their surroundings. I am especially concerned about the free-flow right turning movement. I want a more walkable/bikeable Brookhaven, not another car-haven. At the very least please provide ample signing and marking measures to warn motorists to yield to pedestrians where/when required.	10/3/2016 8:15 AM
10	Maybe "improve" isn't the right word to use in question 4?	9/28/2016 1:32 PM
11	We really need sidewalks there too.	9/28/2016 10:05 AM
12	Stop allowing construction that puts more traffic on Ashford Dunwoody.	9/27/2016 5:19 PM
13	Change timing of green arrow for turns from NB Peachtree Road to NB Ashford Dunwoody so that turning vehicles don't have to wait until the end of the light cycle for a green	9/27/2016 3:50 PM
14	I oppose the addition of a RT lane on Peachtree just to save the trees. Improving the turn radius will help a lot with less tree impact.	9/26/2016 6:23 PM
15	Free flow certainly keeps traffic moving but is very pedestrian unfriendly. However I rarely see pedestrians at this intersection	9/26/2016 3:08 PM
16	The traffic flow needs to be improved at Windsor Pkwy. and Ashford Dunwoody.	9/26/2016 2:54 PM
17	Add a left turn lane to Johnson Ferry/Pure commercial. Add full right lane to YMCA and Marist to alleviate left turns to residential streets. Sync lights with Perimeter and Peachtree.	9/26/2016 1:08 PM

Ashford Dunwoody Road Corridor Study

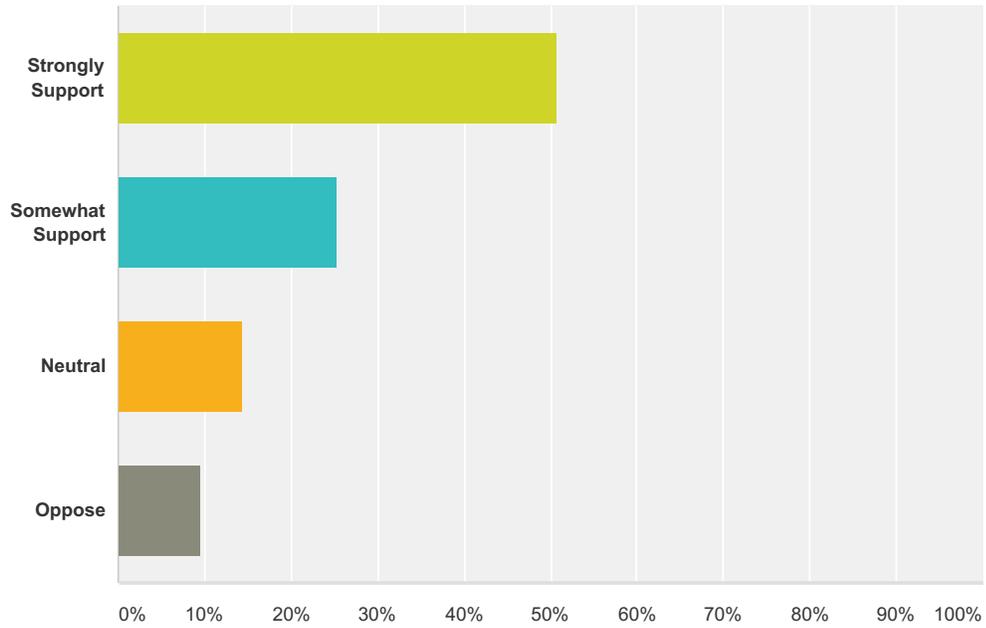
18	-Leave it as is. Let the traffic back up. Maybe people will get out of their cars and use mass transit or -- heaven forbid -- walk. -If we're really concerned about traffic, then restrict development along A-D. The developers make out like bandits and then leave the consequences to the infrastructure on the citizens and taxpayers. -Improve the quality and reliability of mass transit along the corridor. -Add a roundabout. CLEARLY these are the absolute best mechanisms for keeping traffic moving and for reducing congestion.	9/25/2016 9:38 AM
19	Have traffic police at Ashford Dunwoody and Johnson Road to ticket drivers who block the intersection there. They throw the whole scheme off.	9/25/2016 8:48 AM
20	ashford-dunwoody and johnson ferry is a choke point. cars traveling east on johnson ferry turning right on ashford - dunwoody often block that intersection	9/24/2016 8:33 PM
21	Traffic driving SB on Peachtree and then turning right one block away onto Lanier Drive has increased greatly. If a free flow lane is implemented at the intersection of Ashford Dunwoody and Peachtree, cars trying to move right into the Peachtree lane in order to turn onto Lanier will be restricted and impacted highly. I foresee many more accidents from cars being cutoff as drivers try to move into the right lane to make the turn onto Lanier. A study of traffic at Lanier should be analyzed -- especially at high traffic times -- before any determination is made for the Ashford Dunwoody intersection at Peachtree as it also will impact the Lanier and Peachtree intersection.	9/24/2016 9:37 AM
22	Need for sidewalk in same area between apts & Peachtree	9/23/2016 6:41 PM
23	The changes can only take effect if Ashford Dunwoody road is widened, and at least doubled in width.	9/23/2016 5:43 PM
24	Please remember there are many homes and several schools in this area. We want traffic to flow, but we do not want it to feel like a commercial area. It is a residential area with lots of kids. Please do not continue to increase speed limit. Please try to maintain lots of trees and add landscaping as needed. Thank you.	9/23/2016 1:52 PM
25	If we build a sidewalk along Ashford Dunwoody to Windsor Parkway then it would allow pedestrians from the entire Windsor corridor to have access to Peachtree street	9/23/2016 11:39 AM
26	Sooner is better!	9/23/2016 7:09 AM
27	Right turn lane definitely not long enough. And no turn on red causes way too much delay.	9/23/2016 4:39 AM
28	It's not right to destroy family businesses at this intersection to improve traffic. No Walmart City!	9/22/2016 9:26 PM
29	Tomorrow is not soon enough	9/22/2016 7:49 PM
30	Add sidewalks on both side of Ashford Dunwoody Rd	9/22/2016 4:45 PM
31	Right turn from peach tree to AD heading north....Cut off some of the golf course	9/22/2016 4:44 PM
32	Eliminate flashing yellow arrow and install longer times for green turning arrows. The yellow is unsafe! Peachtree Golf Club can easily cede enough right-of-way for widening A-D all the way to PUBLIX. More (and brighter!) street lights, this stretch of A-D very dangerous at night. Many accidents over the past 45 years might have been avoided.	9/22/2016 4:40 PM
33	Has there been any thought on bike lanes? MARTA is so close, and it would be nice to safely be able to bike to MARTA as a way of getting into the city. Unless you bike on sidewalks, there really isn't a way to safely do that.	9/22/2016 4:15 PM
34	Improve shoulders and slight lane widening	9/22/2016 3:27 PM
35	Look at Hwy 9 in Roswell. 3 lanes with center lane that alternates flow based on traffic - could work on Ashford Dunwoody if turn lanes are considered/modified.	9/22/2016 2:38 PM
36	Item 2 -Convert southbound right turn lane on A-D to free flow. This is EXTREMELY DANGEROUS due to the limited sight available from A-D to oncoming southbound Peachtree Rd traffic. If this dangerous change is not made, there is no need for expanding the right turn lane (Item 1) Item 3 - Add southbound right turn lane on Peachtree Rd - This will make the turn even tighter.	9/22/2016 2:33 PM
37	This intersection is already a nightmare for pedestrians. I've had several close calls here while jogging. My support for the traffic improvements are conditioned on improved pedestrian improvements. Why has no one considered a dedicated run/walk/bike path on the east side of Peachtree where there are very few curb cuts because of the RR tracks?	9/22/2016 2:22 PM
38	how about a sidewalk on Ashford Dunwoody? People have to run on the side of the road when there is traffic.	9/22/2016 2:14 PM
39	Traffic has gotten worst in the last 6 years and with all the new buildings, apartments/townhomes, businesses being added inBrookhaven/Chamblee (city limit intersection) something HAS to be done about this traffic. The light at the intersection on Johnson Ferry/Ashford Dunwoody needs to improve and more sensors should be added along that way to allow more traffic to flow freely. Meaning I should be waiting at a red light for two minutes and there there is no incoming cars	9/22/2016 12:39 PM
40	That turning radius causes more trouble than any other aspect of this intersection!!	9/22/2016 10:50 AM

Ashford Dunwoody Road Corridor Study

41	Ultimately it would be great to get left turn lane or center lane northbound on Ashford Dunwoody for school traffic and or all left turning traffic.	9/22/2016 10:31 AM
42	Adjust the time it takes for the lights to turn left from Ashford Dunwoody onto peach tree road.	9/22/2016 1:02 AM
43	Increase size of and have a protected bike lane.	9/21/2016 10:56 PM
44	Put more speed bumps on old johnson ferry road to slow traffic	9/21/2016 9:33 PM
45	Let immediate property owners decide	9/21/2016 9:24 PM
46	make the "No Turn on Red" sign light up at night for visibility for the southbound right hand lane on Ashford Dunwoody Road.	9/21/2016 9:17 PM
47	You can't consider free flow without improving the sight line from Ashford Dunwoody to Peachtree for right hand turning traffic.	9/21/2016 9:01 PM
48	NA	9/21/2016 8:04 PM
49	If you improve turning radius at intersection should be enough to relieve congestion on PT Rd, if you add a turn lane, then Ashford Dunwoody Rd to Peachtree Rd could not free flow unless a barrier was installed to keep cars from going straight on Peachtree.	9/21/2016 7:05 PM
50	Better signage	9/21/2016 4:17 PM
51	Fixing the continuous flow will negate need for expanded turn lane.	9/21/2016 4:08 PM
52	if property is taken, make sure the golf course is not left intact.	9/21/2016 3:51 PM
53	I would be in favor of converting the southbound right turn lane in #2 to free flow if a designated lane to turn onto is added to Peachtree. Currently vision of oncoming traffic is not good enough to make it free-flow.	9/21/2016 3:46 PM
54	Right turn lane SB on Peachtree would need to be short or push two through lanes left into existing yellow gore. Otherwise major expense of re-grading the corner at Peachtree Golf.	9/21/2016 3:07 PM
55	I believe that both ADDING a R. hand turn lane AND making the existing R. hand lane a free flow R. turn lane on to Ptree. from AD Rd. would do a lot to decrease the traffic back ups on AD Rd.	9/21/2016 2:12 PM
56	Have you talked to the Golf Course to see their views? In the past it was very difficult to deal with them by GDOT. Realign road to the south, remove tailor shop, and max space in front of GC. Doubt the SB Right turn lane is feasible. Depends on final config of P'tree SB (2 versus 3 lanes) for free flow right.	9/21/2016 2:00 PM
57	Somebody finally got smart about this intersection	9/21/2016 1:44 PM
58	Please study safety of turning right turn into free flow.	9/21/2016 1:13 PM
59	Make the righthand turn onto Peachtree from Ashford Dunwoody able to turn on red or yield	9/21/2016 1:10 PM
60	Improve "walkability" at this intersection while you are at it. Pedestrians are at a huge risk every time they cross the street here.	9/21/2016 11:55 AM
61	Install sidewalk	9/21/2016 11:50 AM
62	Fix the timing to coordinate with the light at Redding Rd and Peachtree	9/21/2016 11:06 AM
63	Need a turn lane from peachtree onto AD. Traffic backs up on Peachtree with those turns	9/21/2016 10:55 AM
64	get easement to trim bushes at corner of Peachtree Golf Club to reduce blindspot.	9/21/2016 10:52 AM
65	great ideas, will work good	9/19/2016 6:27 PM
66	Must improve turning radius	9/18/2016 1:09 AM

Q6 Add northbound left turn lane on Ashford Dunwoody Road.

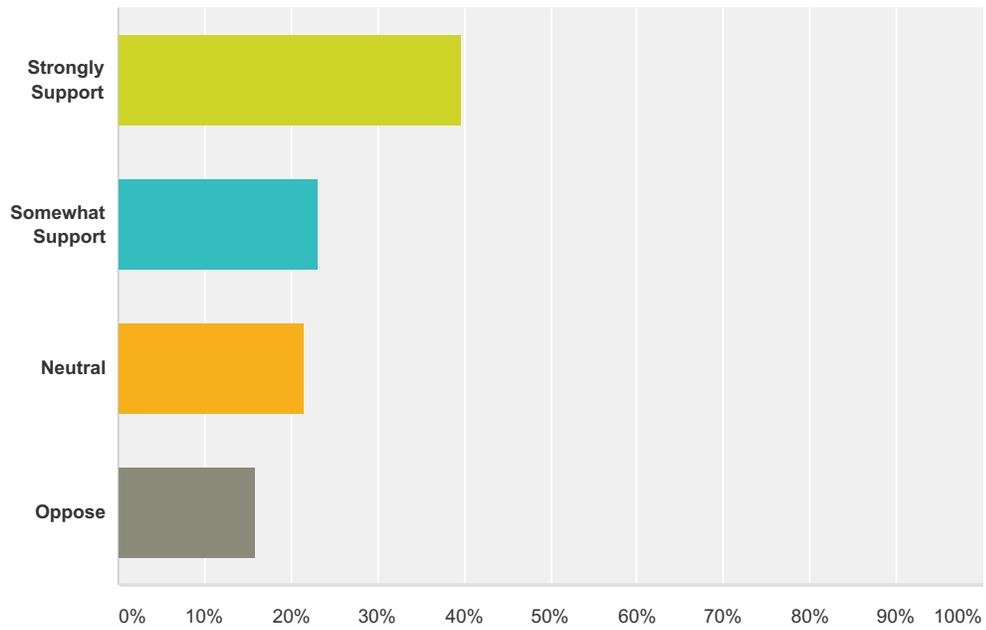
Answered: 341 Skipped: 36



Answer Choices	Responses	
Strongly Support	50.73%	173
Somewhat Support	25.22%	86
Neutral	14.37%	49
Oppose	9.68%	33
Total		341

Q7 Add southbound right turn lane on Ashford Dunwoody Road.

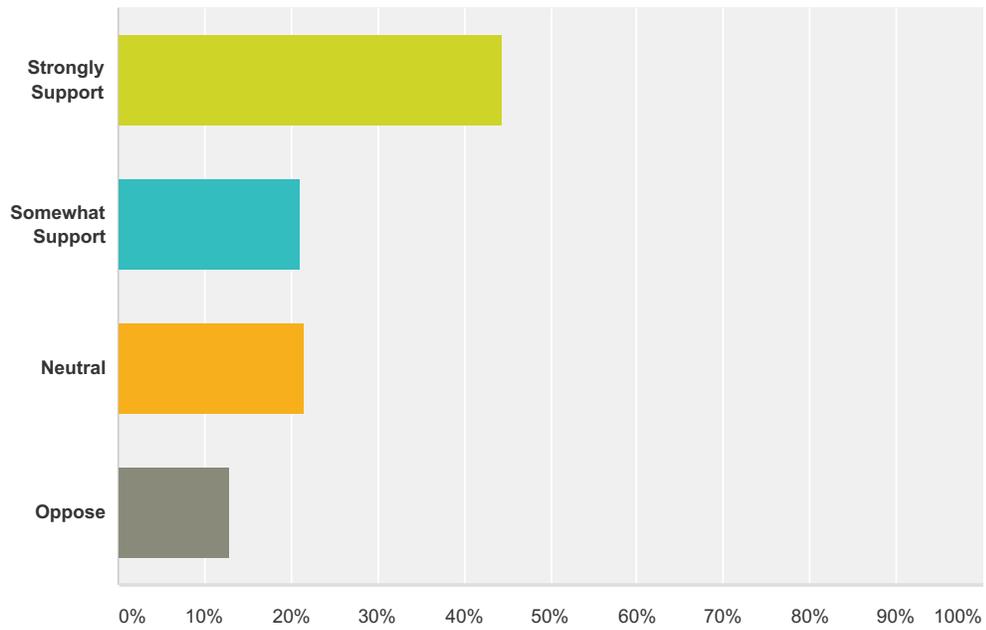
Answered: 341 Skipped: 36



Answer Choices	Responses	
Strongly Support	39.59%	135
Somewhat Support	23.17%	79
Neutral	21.41%	73
Oppose	15.84%	54
Total		341

Q8 Add eastbound right turn lane on Windsor Parkway.

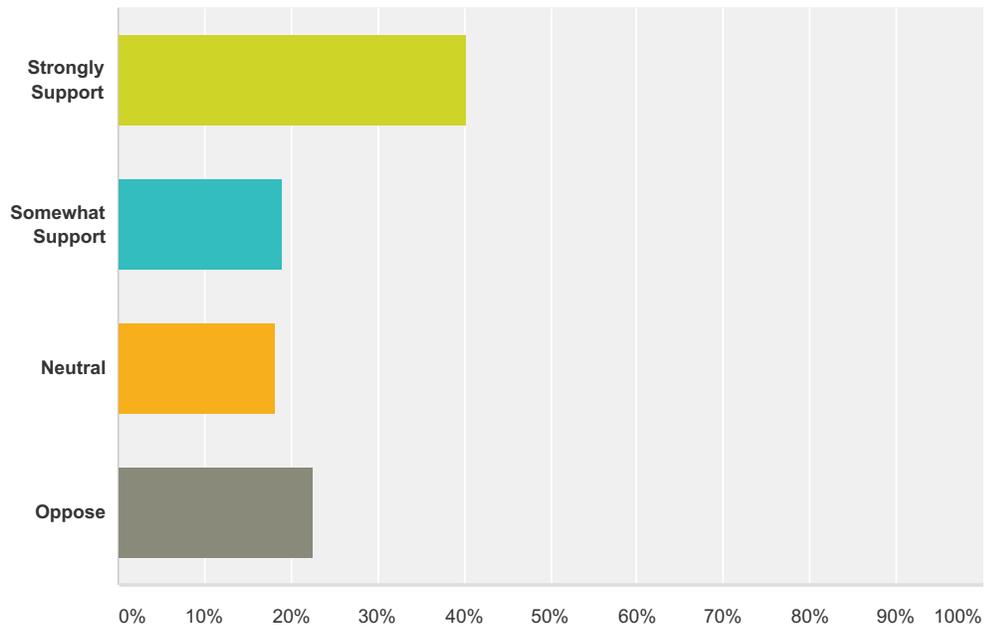
Answered: 338 Skipped: 39



Answer Choices	Responses	
Strongly Support	44.38%	150
Somewhat Support	21.01%	71
Neutral	21.60%	73
Oppose	13.02%	44
Total		338

Q9 Add actuated traffic signal at the intersection.

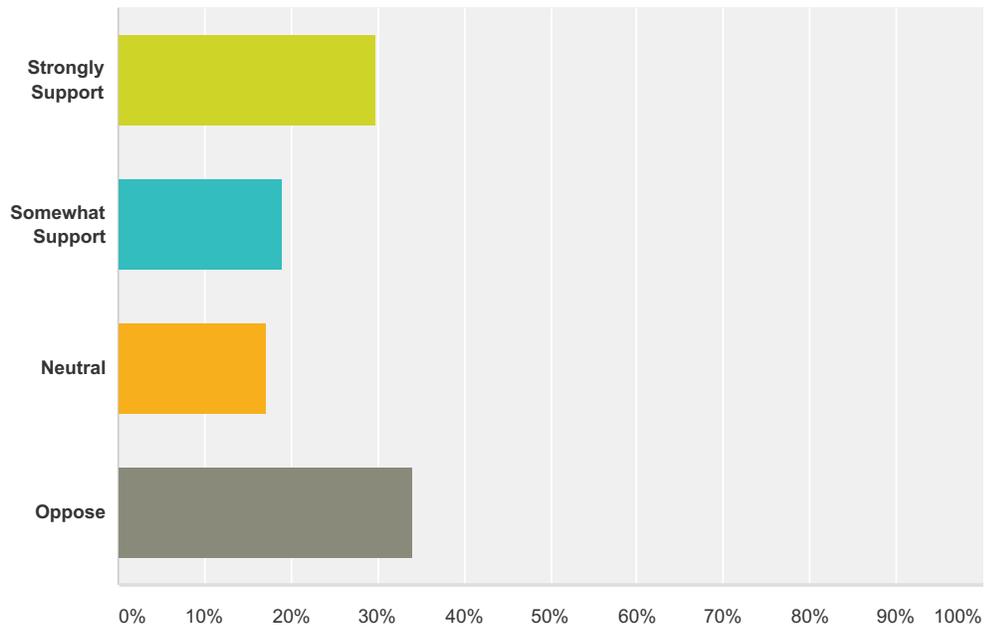
Answered: 342 Skipped: 35



Answer Choices	Responses	
Strongly Support	40.35%	138
Somewhat Support	19.01%	65
Neutral	18.13%	62
Oppose	22.51%	77
Total		342

Q10 Consider adding a roundabout at the intersection.

Answered: 344 Skipped: 33



Answer Choices	Responses	
Strongly Support	29.94%	103
Somewhat Support	18.90%	65
Neutral	17.15%	59
Oppose	34.01%	117
Total		344

Ashford Dunwoody Road Corridor Study

Q11 Do you have any other comments on the recommendations presented for this intersection?

Answered: 65 Skipped: 312

#	Responses	Date
1	Sidewalks on Windsor Parkway. People, including myself, cut through the school parking lot because it's a lot safer. I also think adding a traffic signal at the intersection should alleviate the traffic flow, therefore the proposed extra turning lanes would not be needed.	10/5/2016 12:42 PM
2	This is an extremely dangerous intersection. Turning left from Windsor onto northbound Ashford Dunwoody is sometimes impossible due to the amount of traffic and speeds of southbound cars. A light or roundabout is desperately needed before someone is seriously injured or killed.	10/5/2016 12:18 PM
3	Either a traffic signal or a roundabout seems necessary; delays are mostly affecting people trying to make left turns from Windsor onto AD.	10/4/2016 10:32 AM
4	Improve traffic flow into the school to the south of Windsor with turn lanes. If the ROW is there, a roundabout is a sound idea. Consider a roundabout at Humility Lane.	10/3/2016 3:35 PM
5	See previous comment to rework entrance to St. Martins to come from neighborhood Rd. and NOT from Ashford Dunwoody. Traffic Light may be needed, but consider changing roads and flow first. Roundabout will not work well there because the circle will not be big enough to deal with the sustained volume using this road.	10/3/2016 2:19 PM
6	I like the round a bout or traffic light here. It is near impossible and scary to turn left from Windsor on to Ash Dun.	10/3/2016 2:16 PM
7	Something MUST be done soon - so dangerous!!!!	10/2/2016 5:07 PM
8	Slow drivers down between St Martins and OLA	9/30/2016 5:10 PM
9	too close to the peachtree traffic for a round about.	9/28/2016 10:08 AM
10	I go through this intersection daily and rarely have problems.	9/27/2016 9:18 PM
11	A roundabout will slow traffic on Ashford Dunwoody - not a good strategy for relieving congestion.	9/27/2016 5:23 PM
12	Having experience with roundabouts from another city (Carmel, Indiana), I can vouch for their safety and how well they move traffic along once people get used to them.	9/27/2016 9:14 AM
13	Roundabouts work well without disturbing so much of the road.	9/26/2016 6:34 PM
14	I don't see how a traffic light would help as it could not be timed to work with SMES carpool. Turn lanes make sense and something to slow traffic.	9/26/2016 3:11 PM
15	Anything you can do would be an improvement!	9/26/2016 2:57 PM
16	Side walk down Ashford dunwoody.	9/25/2016 6:32 PM
17	no	9/25/2016 12:41 PM
18	-Leave it as is and let folks sit in traffic if they choose to drive. It's a grown-up choice with grown-up consequences. - Improve mass transit options -Restrict development -DO NOT add any more traffic lights. There are already way too many, way too close, and they're largely inadequately managed. Don't put another burden on an infrastructure that already can't handle it.	9/25/2016 9:43 AM
19	I do not want to lose any property/land from homes or take any away from the houses on that street to increase the street size. Properties should be protected!!! They should not have to be closer to the street!!	9/25/2016 8:54 AM
20	Strongly support left turn lane into St. Martins School	9/24/2016 1:26 PM
21	Need buses,bike lanes	9/24/2016 10:14 AM
22	A traffic light at this intersection would be highly recommended and welcomed. Windsor is the main thoroughfare. Currently drivers are cutting through neighborhoods and turning at Humility to avoid the intersection. Encouraging cars to cut through residential neighborhoods is NOT the desired result. If an actuated traffic light is added at Windsor, more drivers would be encouraged to use the main thoroughfare and not cut through residential neighborhoods.	9/24/2016 9:44 AM

Ashford Dunwoody Road Corridor Study

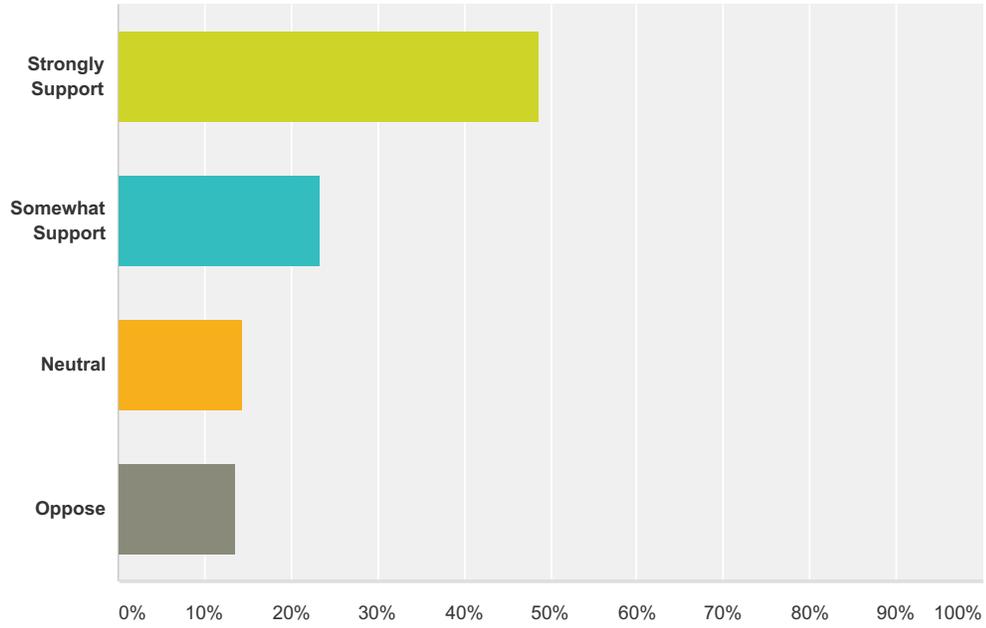
23	Good visibility of A-D in both directions would allow a red/yellow flashing signal here, at least from 8 pm-6am, even if an actuated system is used the rest of the time.	9/23/2016 5:52 PM
24	The round about does not work well on Hermance. At times traffic backs up going from Hermance into the Sembler project.	9/23/2016 5:50 PM
25	roads need to be at least doubled in width to accommodate these changes and i fully support that widening, even if it means cutting down trees and reclaiming ROW from homeowners and especially the golf course area. Also, a large street sign indicating Windsor Parkway is strongly needed facing Ashford Dunwoody in both directions.	9/23/2016 5:46 PM
26	The intersection with Winsor Pkwy is congested, but Winsor parkway is completely residential. I think a round about would be better than a light because it is more residential in feel.	9/23/2016 1:55 PM
27	Sidewalk connecting Windsor to Peachtree	9/23/2016 11:41 AM
28	Either a 3-way stop or a traffic signal will be an improvement.	9/23/2016 7:11 AM
29	I have not experienced much difficulty in this area. From the photo it doesn't look like room to widen roads here. There is also a lot of pedestrian traffic here. Sidewalks would be more useful. This is a dangerous area for those running or biking from here to peach tree.	9/23/2016 4:43 AM
30	It is not right to destroy family businesses to improve traffic for people who don't live here. I don't want 5-story mixed use at these intersections when we can't control the car thefts and robberies we now have. Property values and school ratings will go down. NO WAL-MART CITY. NO NEW BUCKHEAD with increased crime.	9/22/2016 10:10 PM
31	This intersection is death defying at times - roundabout for sure	9/22/2016 7:51 PM
32	A traffic light would be a HUGE help at this intersection.	9/22/2016 4:50 PM
33	no roundabouts. atlanta doesn't know how to use them	9/22/2016 4:45 PM
34	I assume the roundabout would use the most land which may not not already not owned. IF that's not the case, a roundabout would be fine. Might help more than traffic light	9/22/2016 4:05 PM
35	Actuated signals are inefficient in high traffic areas.	9/22/2016 2:44 PM
36	This intersection can be challenging, but only during certain times of day. I am a member of St. Martin's and my son was a student at the school from pre-school through 8th grade so I have driven that route many times. Adding lanes adds traffic, even if they are turn lanes, as it makes it more attractive to cut though traffic.	9/22/2016 2:37 PM
37	I don't support improvements here for flow reasons. This intersection is an appropriate design for a T-intersection of two residential roads. A traffic light would help with safety. It should blink yellow on weekends.	9/22/2016 2:25 PM
38	I make a left turn from Windsor to Ashford Dunwoody several times daily. It takes a lot of patience to wait to turn there! Sometimes only way out is when cars let you out! A light during heavy traffic would be great and maybe only blinks caution during the rest of the day.	9/22/2016 1:49 PM
39	I am not familiar enough with these intersections to provide valuable comments/opinions	9/22/2016 1:01 PM
40	This intersection is an accident waiting to happen if you're trying to turn North (left) off of Windsor Parkway. ROUNDABOUT!!!	9/22/2016 9:10 AM
41	Traffic signals seem like they'll worsen traffic flow.	9/22/2016 1:05 AM
42	Protected bike lane	9/21/2016 10:57 PM
43	Very dangerous intersection without signal there!	9/21/2016 9:58 PM
44	The visibility from the Windsor Pkwy to Ashford Dunwoody Road is horrible, people just don't stop at this intersection. After the traffic light goes up, it should also be a no turn on red for the right hand turning lane on Windsor Pkwy to Ashford Dunwoody Road.	9/21/2016 9:19 PM
45	Left turn from Windsor Parkway onto Ashford Dunwoody sight line needs to be improved.	9/21/2016 9:03 PM
46	Roundabout would be best option	9/21/2016 8:06 PM
47	A round about would be perfect for this intersection. There is enough land, wouldn't have to add a light or turn lane (s).	9/21/2016 7:50 PM
48	Improve signage	9/21/2016 4:19 PM
49	We need slow continuous movement provided by something like a circle. A light is 40 MPH or Zero. Expanding this intersection invites traffic to shift here.	9/21/2016 4:10 PM
50	take land from the golf course - leave the residents alone	9/21/2016 3:52 PM

Ashford Dunwoody Road Corridor Study

51	If the traffic light is added as proposed in #4, it really must be regulated to the light at Peachtree. I don't want to wait to turn on Ashford Dunwoody and then wait again at Windsor. I also think there is the possibility this could increase traffic on Windsor which is already an issue.	9/21/2016 3:50 PM
52	Do not add an eastbound right turn lane on Windsor unless you actually install a stop light. When those of us have to turn left, the vehicles turning right block the ability for vehicles turning left to visibly see the traffic coming northbound on Ashford Dunwoody. I like roundabouts, unfortunately it seems to be hard for drivers south of the Mason-Dixon.	9/21/2016 3:16 PM
53	EB right turn lane from Windsor onto ADunwoody need only be one or two car lengths long. Even a simple widening, so one car could turn right would make huge difference.	9/21/2016 3:10 PM
54	When you do these kind of suggestions...ie: add an East bound lane... kindly put in a N.S.E.W. indicator. I have NO idea from the picture which way is N.S.E.or W.	9/21/2016 2:16 PM
55	No after construction LOS was shown to identify effectiveness of what you propose!!! This applies to ALL intersections. Seems roundabout should be examined and presented/compared for the public. You're asking us for a recommendation without needed analysis to compare. Dumb!	9/21/2016 2:03 PM
56	I like the roundabout idea but is the area big enough to support the volume of traffic? also, can American drivers handle a round about? LOL (i.e. European Vacation scene)	9/21/2016 1:22 PM
57	3 way stop sign would work just as well as a light at his location and wouldn't stop working during a storm.	9/21/2016 1:16 PM
58	IF the signal is no more intelligent than every OTHER light on Ashford-Dunwoody, it'll be a traffic disaster. The flow along Ashford-Dunwoody needs to be kept moving with only 1-3 cars let off Windsor at a time UNLESS there's virtually NO traffic on Ashford-Dunwoody.	9/21/2016 12:42 PM
59	I think the roundabout would slow down the flow of traffic ALOT. But that could be a good thing. The only thing that I would wonder is that if you did that would the traffic back up in other places on the road a mile or more away?	9/21/2016 12:16 PM
60	Absolutely essential with school traffic	9/21/2016 11:54 AM
61	A roundabout would take away needs for the turning lanes	9/21/2016 11:47 AM
62	I can't tell from the map that is shown how a roundabout would fit in that spot, although I am not opposed per se. I'm just worried that the intersection is so high traffic at certain times that it would cause even more problems vs. a light.	9/21/2016 10:57 AM
63	Keep this a neighborhood road. Roundabout makes sense here as it has traffic calming effects.	9/21/2016 10:53 AM
64	These roads are not balanced enough for a roundabout. It would impede traffic on a fairly major connector road for a relatively minor connector that has alternatives.	9/21/2016 8:31 AM
65	additional lanes will help flow alleviating need for signal or roundabout. Signal could be added at a later date if needed.	9/19/2016 6:29 PM

Q12 Realign the roadways at both intersections to “tee” (T) them off and increase the distance between the intersections.

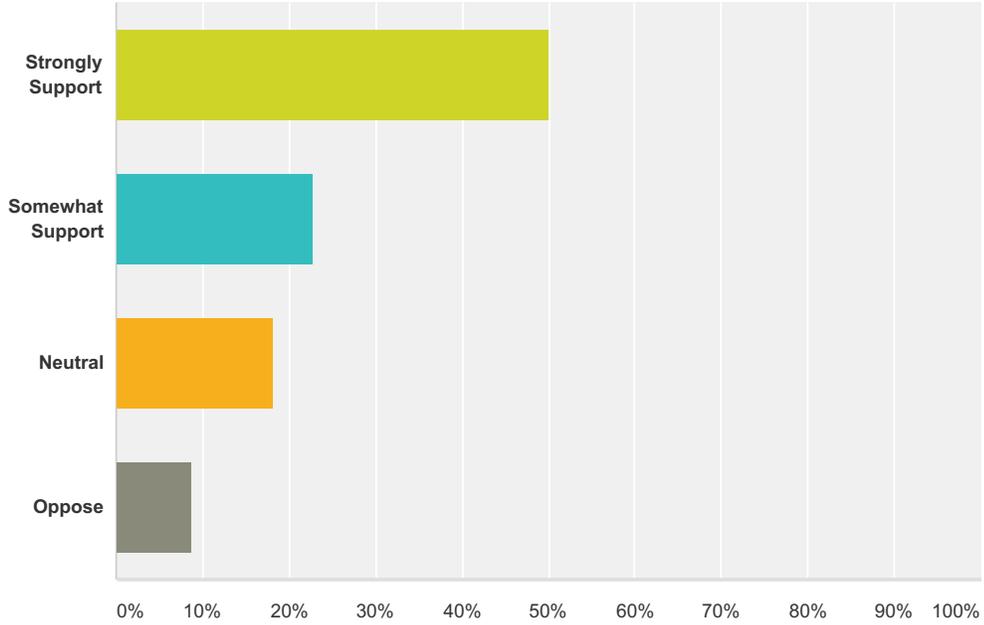
Answered: 311 Skipped: 66



Answer Choices	Responses	
Strongly Support	48.55%	151
Somewhat Support	23.47%	73
Neutral	14.47%	45
Oppose	13.50%	42
Total		311

Q13 Add eastbound right turn lane on Johnson Ferry Road (to southbound Ashford Dunwoody Road).

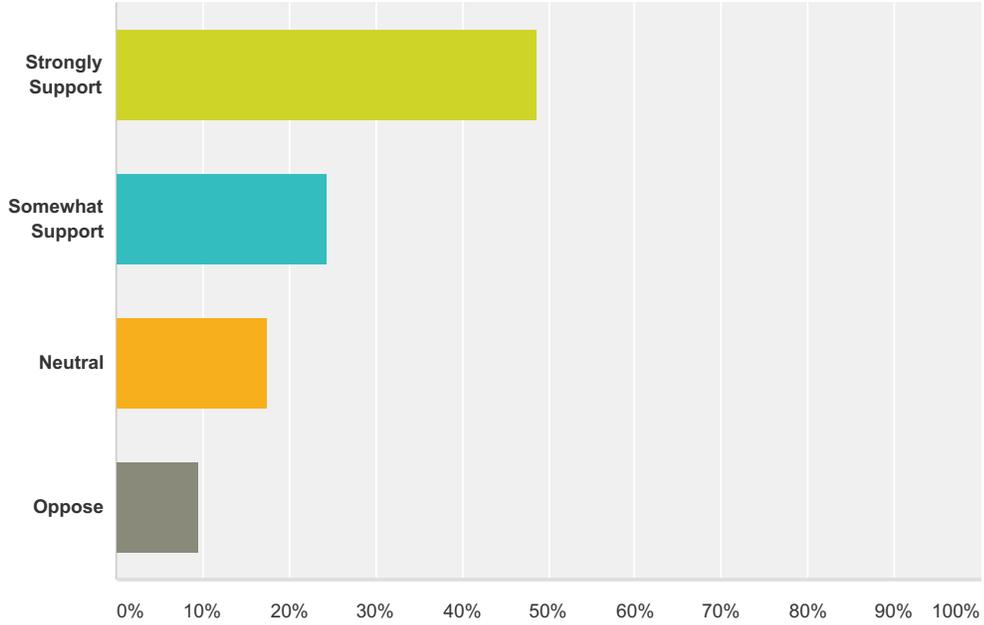
Answered: 307 Skipped: 70



Answer Choices	Responses	
Strongly Support	50.16%	154
Somewhat Support	22.80%	70
Neutral	18.24%	56
Oppose	8.79%	27
Total		307

Q14 Add northbound left turn lane on Ashford Dunwoody Road at Johnson Ferry Road/Blair Circle (from the south).

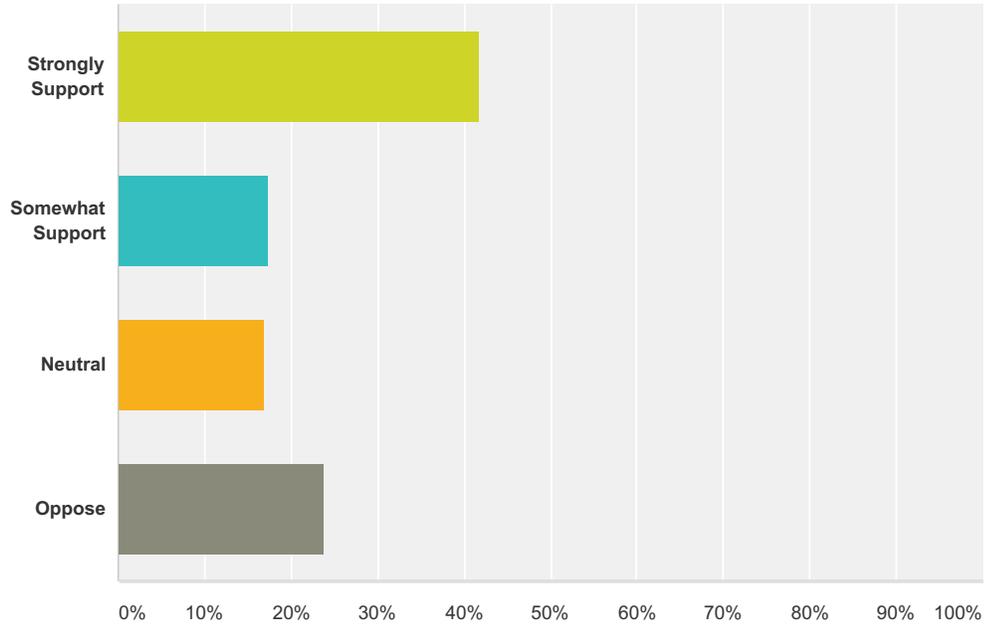
Answered: 304 Skipped: 73



Answer Choices	Responses	
Strongly Support	48.68%	148
Somewhat Support	24.34%	74
Neutral	17.43%	53
Oppose	9.54%	29
Total		304

Q15 Add traffic signal where Ashford Dunwoody Road meets Johnson Ferry Road and Woods Drive (entrance to Blackburn Park).

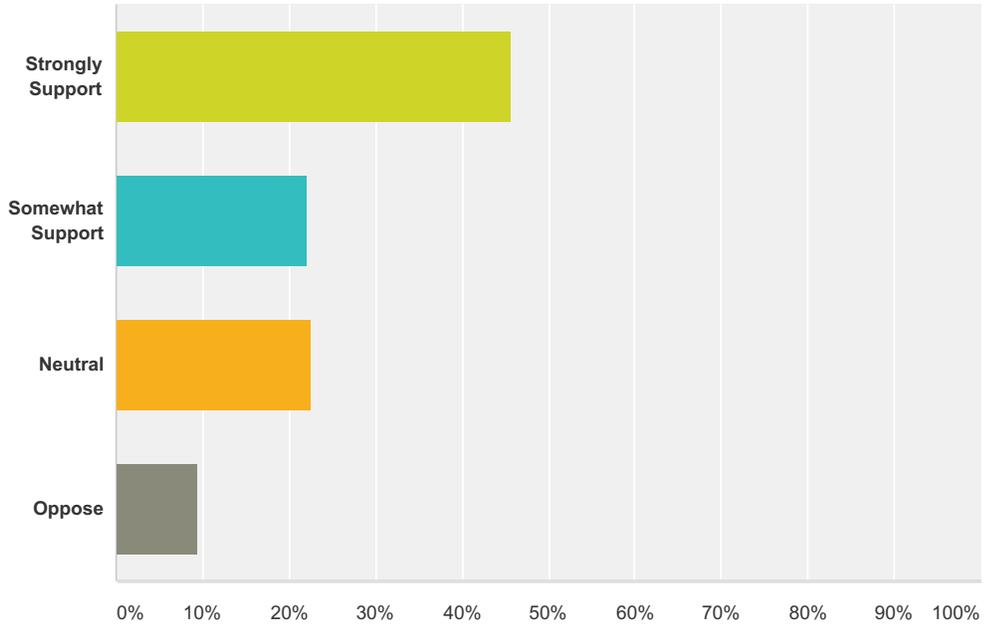
Answered: 306 Skipped: 71



Answer Choices	Responses	Count
Strongly Support	41.83%	128
Somewhat Support	17.32%	53
Neutral	16.99%	52
Oppose	23.86%	73
Total		306

Q16 Add northbound left turn lane on Ashford Dunwoody Road at Johnson Ferry Road and Woods Drive (entrance to Blackburn Park).

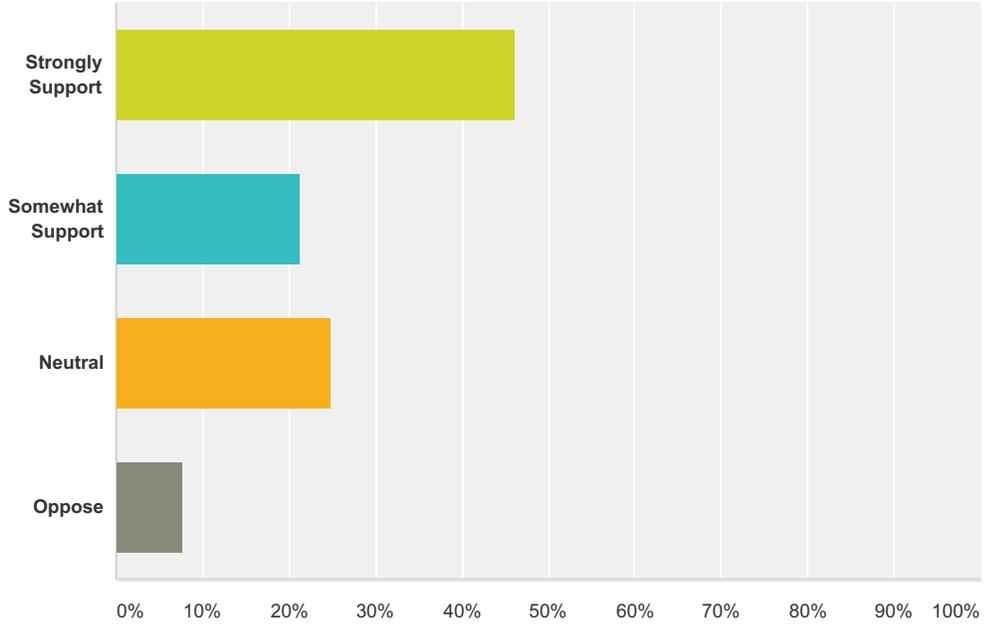
Answered: 306 Skipped: 71



Answer Choices	Responses	Count
Strongly Support	45.75%	140
Somewhat Support	22.22%	68
Neutral	22.55%	69
Oppose	9.48%	29
Total		306

Q17 Maintain existing roadway for right turns from eastbound Johnson Ferry Road onto southbound Ashford Dunwoody Road.

Answered: 301 Skipped: 76



Answer Choices	Responses	
Strongly Support	46.18%	139
Somewhat Support	21.26%	64
Neutral	24.92%	75
Oppose	7.64%	23
Total		301

Ashford Dunwoody Road Corridor Study

Q18 Do you have any other comments on the recommendations presented for this intersection?

Answered: 82 Skipped: 295

#	Responses	Date
1	I'm not exactly sure where the light will be in relation to the kroger, but I have seen many close calls when cars are trying to turn left on JF Rd leaving the Kroger/McDonalds/Starbux prking lot. It clogs up traffic and it is sometimes impossible to see who is coming from the left when traffic backs up. There needs to be a no left turn sign near the starbux/mcdonalds entrance and direct everyone to the far left of the parking lot (across the park) for people wanting to turn left.	10/5/2016 11:26 AM
2	The design of the existing intersection is not the problem. What is needed is extra lanes of capacity on Johnson Ferry and additional left turn lanes on both directions of Ashford Dunwoody. There are too many cars on the road relative to the amount of lanes, and this problem will only get worse with additional office development (State Farm, Transwestern) in Perimeter and residential development in Brookhaven.	10/5/2016 9:41 AM
3	Can you put in a turn lane from northbound Ashford Dunwoody Road to southbound Johnson Ferry Road that doesn't go through the intersection? Traffic clogs in this area with people wanting to go southbound (which is usually clear) and those that need to go northbound on Ashford Dunwoody or west on Johnson Ferry. Cut through Publix parking lot is not a good option.	10/4/2016 4:07 PM
4	If adding stop lights, make them brief!	10/4/2016 10:56 AM
5	This is an innovative plan! If we realign the roads, we have to have left turn lanes and traffic signals.	10/4/2016 10:34 AM
6	YES, please, to everything!! This area is so congested. If the city is going to keep allowing more and more high density housing, we need wider roads and better flow. We are suffocating here between the residents and the commuters.	10/4/2016 9:19 AM
7	Is there something more creative like the diverging diamond intersection at Ashford-Dunwoody and 285 that can be applied? It seems there is enough space to add an additional lane so that J-F has 2 lanes going straight through the intersection, perhaps one changing direction in the AM-PM, and keep/make turn lanes to get onto A-D. Add the T roads just to take the smaller load off of the other turns so they will not be in the main intersection at all.	10/3/2016 8:40 PM
8	Consider multilane roundabouts at both existing traffic light locations. Consider setting the right turn lights from Johnson Ferry (from Pill Hill) at Ash-Dun to "meter" traffic going towards Peachtree INd.	10/3/2016 3:41 PM
9	Confused as to how to access business in between these two changes of traffic flow. Will there still be two way traffic on both AD and JF?	10/3/2016 2:32 PM
10	more dedicated turn lanes are needed at these intersections to accommodate traffic flow	10/3/2016 2:28 PM
11	Remove cross walk used by pedestrians for accessing Blackburn Park and replace it with bridge or tunnel access. Having crosswalk be at new intersections can help, but pedestrian crossing will still greatly slow traffic. Also, consider moving Blackburn park entrance so that it is NOT from Ashford Dunwoody Road but instead where on the opposite, east side of the park. Eliminate food truck night!!! Make Ashford Dunwoody Road and Johnson Ferry Road be 4 lane roads.	10/3/2016 2:27 PM
12	The realignment path shown for Johnson Ferry at Woods drive has very tight curves and will likely result in increased sideswipe and run-off-the-road crashes in the curves and reduces sight distance to the traffic signal. I'm concerned reduced speeds caused by realignment geometry would mitigate the potential benefit of reduced delay. I like that it should be safer for pedestrians. Why is the term "improve" always used when modifications are made to the turning radius? Improving for who? Tighter radius is better for pedestrians and bicyclists and larger radius is better for trucks and cars, please be more specific in future projects.	10/3/2016 8:27 AM
13	Johnson Ferry needs to be widened.	10/2/2016 5:09 PM
14	This is very confusing. Do some parts of the roads become one way? Don't understand how roads go behind Kroger and Publix and how this helps.	10/1/2016 1:18 PM
15	I would support anything to reduce JFRd-AF-D Rd backup to Peachtree Dunwoody at evening rush especially w/new development being built at corner of JFRd and W Nancy Creek-ugh.	10/1/2016 7:57 AM

Ashford Dunwoody Road Corridor Study

16	I do not believe this is a feasible alternative. I would remove the Corner Pizza building and allow both lanes to travel straight thru. I would also close Donaldson and route traffic through Blair Circle to allow the traffic light to better accommodate the flow.	9/29/2016 2:01 PM
17	I presume that adding traffic lights will create additional delays.	9/28/2016 7:47 PM
18	I think this is the most innovative suggestion we have had and it would help greatly with the problem without taking away the neighborhood feel of the area.	9/28/2016 10:12 AM
19	This whole intersection is where the majority of traffic jams occur. People do not obey the lanes and run the light constantly just to get through the intersection both in the morning and night. Signal timing also needs to be completely reworked. This may help alleviate some issues.	9/28/2016 9:28 AM
20	this is the worse intersection in all of Brookhaven!!!! Please fix it	9/28/2016 8:09 AM
21	How many times are we going to change these intersections?	9/27/2016 9:26 PM
22	Every penny you spend on this intersection will encourage more traffic through the area. Every penny you have already spent has been a waste. The only answer is to STOP BUILDING.	9/27/2016 5:27 PM
23	wow... what a huge change. I'm not sure I understand what happens to the existing parts of JF and AD that you've bypassed with the new route.	9/27/2016 4:47 PM
24	This plan would require drivers NB on Ashford Dunwoody heading for WB Johnson Ferry to detour right around Publix, then up past Kroger, and then back down to JF. I think this roundabout route over a longer distance would lead even more cars to cut through Hampton Hall and Cambridge Park. I agree something needs to change, but I don't have confidence that this plan is it.	9/27/2016 3:54 PM
25	I support the concept of AD rerouting to T at Blairsville Circle. Not so much the reroute to Woods Dr. Don't think we need both. My observation when I've been through the area is the light at Donaldson is the hold up. Perhaps a roundabout there? The lights are all too close together for traffic to flow.	9/26/2016 7:10 PM
26	Add long left turn signals	9/26/2016 1:10 PM
27	Add stop lights for Kroger!	9/26/2016 10:01 AM
28	I love these ideas and am very hopeful they would give us relief. My suggestion is to take the part of Johnson Ferry that currently runs in front of the Kroger plaza and turn that into a linear park and potentially add a trail.	9/26/2016 8:51 AM
29	PLEASE do something with this intersection to remove the cross-over. Too many people block the flow of Ashford Dunwoody waiting to merge onto Johnson Ferry in the evenings.	9/25/2016 1:22 PM
30	Very interesting but need more details on what happens to the existing roads/intersection, and how traffic flow changes with the new design. Might help to have the uses cases described: coming east bound on JF, now want to go north on AD; eastbound JF continue on JF; eastbound JF, now want to go south on AD; etc. Also, what about changes for bike paths and sidewalks? Are those included in this design change? Thanks	9/25/2016 10:00 AM
31	-Let folks sit in traffic. Again, grown up choices... -The whole area would benefit from a roundabout. -Whatever is done (if anything) do it incrementally. Don't let an engineering consultant sell us a bill of goods that might or might not work but will most definitely cost a fortune. Look at Buford Highway as a case in point. Engineers sold us on a bunch of infrastructure that wasn't needed and has only made a bigger mess. -This location is not a big enough mess to warrant taxpayer intervention. -Ignore people who carp and moan about cut-through traffic. It's a fact of urban life. Don't like it? Move.	9/25/2016 9:51 AM
32	Oppose the realignment of Ashford Dunwoody, which seems likely to funnel traffic down Blair Circle and then Donaldson. This just delays the crunch when these vehicles try to get back on Ashford Dunwoody Road at Hart's Mill road. Moreover, there are elderly people off Blair Circle who sometimes walk down the middle of the road with their walkers, or have people stop in traffic lanes to pick them up. The only real solution is to widen the Ashford Dunwoody corridor to deal with the vastly expanding traffic.	9/24/2016 1:39 PM
33	MARTA buses on Ashford-Dunwoody,bike lanes CX CX	9/24/2016 10:16 AM
34	I like the realignment of Ashford Dunwoody at the Publix but not sure I understand the reasoning for the one behind Kroger.	9/24/2016 9:29 AM
35	From 285 all the way to Johnson Ferry and Ashford Dunwoody there needs to be a reversible middle lane like up in Roswell. In the am it goes one direction and pm it goes the opposite.	9/24/2016 8:11 AM
36	a traffic signal at Ashford Dunwoody and Woods Dr. is too close to the signal at Ash/Dun and Johnson Ferry. Turn lanes is a better idea.	9/23/2016 9:35 PM

Ashford Dunwoody Road Corridor Study

37	Addition of both "T"s, as shown on the maps, would seriously encroach on the unloading areas for both Publix and Kroger, as well as other businesses in those two commercial zones. I think it would be better to shave a little off the golf course behind Publix and not worry about whose feathers get ruffled. Offer to pay costs for the relocation of their shrubbery and turf. If you could get Chamblee to cooperate, widening JF from one lane to 3 or 4 from Donaldson to Peachtree Ind. would do more to solve this problem than everything else combined. I suggest a contest for local students to see who can come up the best light timing for the two AD/JF lights, given the current traffic flow. The current one is very inefficient. Also, lengthening of the JF EB left turn lane at Donaldson is needed.	9/23/2016 6:57 PM
38	Guides for crossing streets especially where streets cross	9/23/2016 6:48 PM
39	Diverting northbound Ashford dunwoody traffic to johnsons ferry at blair could potentially cause more traffic at that intersection. DON't just move the problem to the other side of Publix. With new housing and shopping planned for the southern end of Johnspns ferry, there will be even more cars coming from that direction. Perhaps widen johnsons ferry by publix/cvs shopping center to accommodate the new flux of cars.	9/23/2016 6:02 PM
40	pretty heavy-handed. it's a tough problem but I'm sure there are more elegant solutions	9/23/2016 5:52 PM
41	This seems like it would help. A lot of locals cut thru both the Kroger and Publix parking lots trying to avoid the long waits at the intersections. Please know that when coming from near St. martins on Ash Dun toward Marist in the mornings around 7:30 and on, the biggest traffic clog comes from Peachtree, down Johnson Ferry and turns at Valero toward the hospitals. Nothing in this plan helps that. And people block the intersection in front of Donaldson - not clearing intersection for those of us going North on Ashford Dunwoody...	9/23/2016 2:08 PM
42	Too many curb cuts between Blackburn and Brookleigh. ALSO, we need a 3-way stop at JFR and Durden. ANDSouthbound left turn lane from JFR to Keswick.	9/23/2016 7:18 AM
43	This is confusing	9/23/2016 4:46 AM
44	This realignment could lead to increased cut thru traffic in Cambridge park and Hampton hall using Waddeston to enter and leave. The road behind Publix will most likely increase traffic thru the Berkleigh development. All in all spend a lot of \$ for a small increase in lots and a big impact on residential areas.	9/22/2016 11:08 PM
45	No 4-lanes in front of existing businesses cutting their business in half by not allowing left turns in and out of their properties. They need both left and right turns in and out to survive.	9/22/2016 10:15 PM
46	The design behind the publix makes sense for north bound traffic on ashford to then go east bound tand traffic to Donaldson, but should maintain other lanes for n bound and west bound traffic on Johnson. I don't think the route behind the Kroger solves the traffic issues at intersection of Johnson ferry and ashford and just complicates it into a greater nightmare	9/22/2016 8:02 PM
47	This is the worst intersection in Brookhaven!	9/22/2016 4:56 PM
48	if you want to go to Kroger you need to enter from JF, not a left turn off AD heading north. Locals know that.	9/22/2016 4:49 PM
49	I am confused as how this will alleviate the traffic issue. It seems to just spread it over a longer corridor. Could the money be better spent?	9/22/2016 3:54 PM
50	Look at adding reversible lanes and expanded turn lanes North-South and East-West	9/22/2016 2:51 PM
51	The only times that this intersection is a problem are when lights are mistimed, rush hour and if there is a major event in the area such as Food Truck Wednesdays. The one change/improvement that is needed is to remove the existing free flow right turn signal for eastbound Johnson's Ferry Road to southbound Ashford Dunwoody Road when northbound Ashford Dunwoody Rd traffic has the left turn signal to Johnson's Ferry Road so that the shared block for Johnson's Ferry Road and Ashford Dunwoody Road has a chance to clear and allow southbound Ashford Dunwoody Road traffic room.	9/22/2016 2:49 PM
52	Zoning should be examined as new street frontage will create opportunity for more high density/mixed use proposals. Should also leave ROW for future Transit as this would be ripe location for any light rail/street car connection between Pill Hill/PCID and emerging density in Chamblee and Brookhaven.	9/22/2016 2:31 PM
53	Reconfigure the entrance/exit to the YMCA. That is a traffic clog all the time for people entering and leaving the Y.	9/22/2016 1:21 PM
54	I find that we are ignoring a problematic turn at the 3-way intersection of Donaldson, Ashford Dunwoody and Johnson Ferry. I can't tell from the photos if you are planning to completely remove the road between Donaldson and Blair Circle? The re needs to be an additional lane and a better turning radius for cars turning either way at that intersection. It is quite hazardous.	9/22/2016 1:13 PM
55	The absence of signage so EB Johnson Ferry and SB Ashford-Dunwoody traffic to get in the correct lane is ridiculous and causes sudden stops, lane changes, confusion, anger, and wrecks.	9/22/2016 11:13 AM
56	Do not remove any businesses from this area to create additional roads.	9/22/2016 10:05 AM

Ashford Dunwoody Road Corridor Study

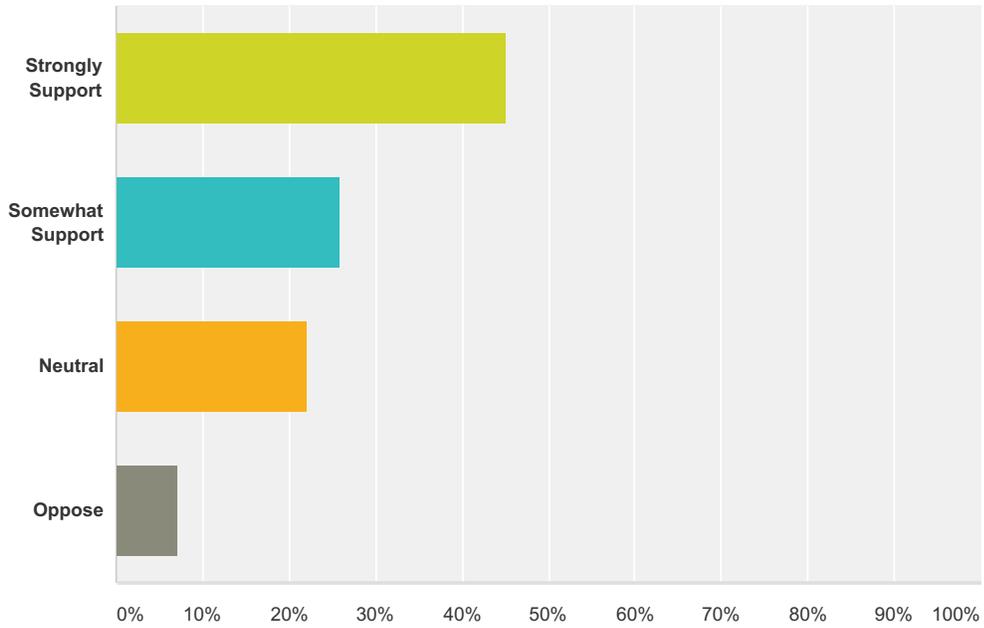
57	Too much volume from cut thru traffic. You'll never fix this as long as 285 is at gridlock and everyone bails out at Ashford Dunwoody.	9/22/2016 9:13 AM
58	Please maintain access from Northbound Ashford Dunwoody road to Donaldson Rd.	9/22/2016 8:39 AM
59	Protected bike lanes	9/21/2016 10:58 PM
60	Move utility poles, widen road, add a traffic circle.	9/21/2016 10:28 PM
61	Don't like the realignments shown. Turns are too tight and will be problematic. You just end up putting more traffic on less road by t-ing them in so far apart and putting ALL the traffic on one road. I don't believe this will improve the existing situation.	9/21/2016 10:19 PM
62	Keep traffic out of current intersections when light changes. Intersection Blocking creates terrible backups v	9/21/2016 10:00 PM
63	The existing right turn lane would have to be blocked so only to AD south or it would not help congestion. People would continue to cut over last minute and avoid the "longer" new route.	9/21/2016 9:08 PM
64	If you add two traffic signals, at least one existing traffic signal MUST be eliminated.	9/21/2016 9:06 PM
65	Not real clear on this proposal. Would roads be diverted from current or added behind the shopping centers of Publix and Kroger? I would support roadway behind Publix if you could still turn in Publix shopping center from Southbound Ashford Dunwoody as left turn in and left turn only out. The road at Woods drive as an entrance to Cambridge makes sense and block current entrance at McDonalds and add left turn lane at Woods from Northbound side.	9/21/2016 8:52 PM
66	Improve signage. Align traffic light signals. Improve shopping center left-turns onto Johnson Ferry & Ashford Dunwoody, possibly with traffic lights.	9/21/2016 4:22 PM
67	Please break these up! It is a mess in its current configuration. Or - Consider a center median with turn arounds on both ends - like a dog-bone traffic circle. And we must lower the speed limit. A flow of 20 MPH is much more desirable than 40 and stopped at a light.	9/21/2016 4:15 PM
68	There seems to be no consideration for traffic coming from and going to Donaldson Drive. If the current traffic light is replaced by one at Woods Drive, would a left turn from Donaldson Drive onto Johnson Ferry still be allowed? This seems like it would be a danger zone. It also forces people who turn on Donaldson to take a new route rather than being able to turn directly onto Donaldson from Ashford Dunwoody.	9/21/2016 4:12 PM
69	a round about would be a disaster going to woods drive puts residents at risk going between Publix and the golf course is a safer choice.	9/21/2016 3:56 PM
70	#1 above is a bad idea at Blair and Woods Drives. Instead, redo Ash Dunwoody and Donaldson intersection and lengthen Ash Dunwoody's NB left turn lane all the way to Kadleston Way. This will require eliminating Publix's guarded right turn NB onto Ash Dunwoody and possibly some of Corner Pizza parking or Corner Pizza altogether. New Johnson Ferry behind Kroger to Woods Dr. makes no sense at all. 2014 re-laning of SB Ash Dunwoody and EB J. Ferry at Kroger made a big improvement. #1 as suggested would be a huge mistake!	9/21/2016 3:44 PM
71	If this is done, what will keep people from entering Hampton Hall and turning on Ogley Hall and cutting through to Ashford Dunwoody? This seems like a no-brainer, as it will keep people from having to go all the way through Woods Drive and then turning. I believe the cut-through traffic will be much worse in the Cambridge Park subdivision if this is done.	9/21/2016 3:43 PM
72	How about a fly over for the entire segment of those roads??? LOL! Then there is always dynamite or how about a huge traffic circle to avoid those intersections all together?? Seriously though, having ADR, tee'd off at Woods Dr. is probably the better idea. It would decompress the current configuration which is horrible.	9/21/2016 2:26 PM
73	This seems overkill. Have you talked to the property owners at Publix? How will loading dock work? Parking access? Need plan view to comment. Need LOS on all proposed intersections. No alternate to establish a two lane NB ADR with a left turn lane that could actually store more than 2 cars, and where a car can get past queued traffic! Kroger lane at Blackburn could remove cars from overlapping intersection. Presently, the left turn lane from JFR traffic can block right turning traffic.	9/21/2016 2:09 PM
74	Make the lanes more clear for those turning left off Ashford Dunwoody Rd at Donaldson Drive. It's become a lane free-for-all for those who don't realize both lanes can turn left	9/21/2016 2:05 PM
75	This concept needs to be rethought. Particularly the additional road links at Publix and Kroger. They don't appear to solve any real problems and definitely will create neighborhood traffic problems for Wadeston/ Cambridge park and the Brookleigh development.	9/21/2016 1:44 PM
76	Separate the lanes with non-crossable dividers & multiple lane markings...well ahead of time.	9/21/2016 12:58 PM
77	Routing behind Publix and Kroger doesn't seem practical.	9/21/2016 12:46 PM

Ashford Dunwoody Road Corridor Study

78	EVERYTHING depends on what you do at Marist/Harts Mill and West Nancy Creek. At 7:15am, this could be a complete disaster. At 5Pm this could really help. The early morning people are usually RESIDENTS where as the evening people are often HOSPITAL workers. I vote for what works for my neighbors and myself as a resident.	9/21/2016 12:22 PM
79	I'm not entirely clear on how traffic flows on existing remaining roadway	9/21/2016 11:59 AM
80	I don't know the answer, but this whole area is a disaster in the heavy traffic. Cars coming down Donaldson have about 60 seconds to turn left....because the light stays green long enough for about 3 cars to go through and that is all.	9/21/2016 11:33 AM
81	Really need to four lane ad from this point north	9/21/2016 10:57 AM
82	why the road to align AD and Blair? What is the benefit. A few people avoid traffic and grab milk from publix on the way home?	9/19/2016 6:34 PM

Q19 Lengthen westbound right turn lane on Harts Mill Road.

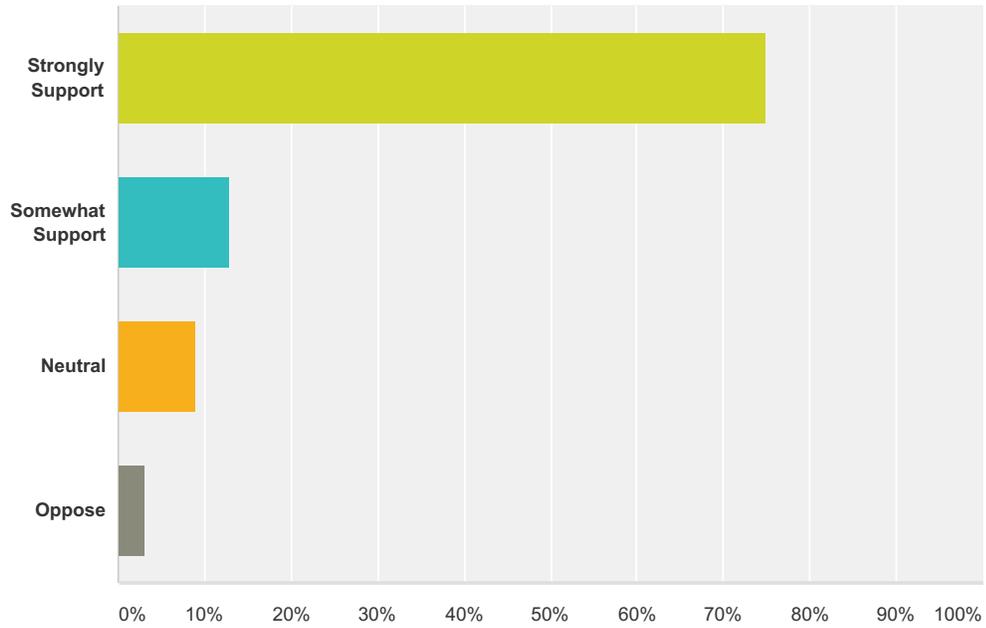
Answered: 313 Skipped: 64



Answer Choices	Responses	
Strongly Support	45.05%	141
Somewhat Support	25.88%	81
Neutral	22.04%	69
Oppose	7.03%	22
Total		313

Q20 Adjust signal timing/phasing as needed.

Answered: 315 Skipped: 62



Answer Choices	Responses	
Strongly Support	74.92%	236
Somewhat Support	13.02%	41
Neutral	8.89%	28
Oppose	3.17%	10
Total		315

Ashford Dunwoody Road Corridor Study

Q21 Do you have any other comments on the recommendations presented for this intersection?

Answered: 63 Skipped: 314

#	Responses	Date
1	How soon can this be resolved?	10/5/2016 1:36 PM
2	Please provide an extra lane of through traffic on Ashford Dunwoody in both directions. The corridor is highly congested into/out of the Perimeter during rush hour. The fact that schools and other facilities are located on the road compounds the problem. Timing the signals will help but it doesn't solve the problem that there are too many cars relative to the amount of pavement. Supply exceeds demand. Ashford Dunwoody is a main corridor leading into a highly concentrated employment area and should not be a two lane road. The problem will continue to worsen given employment growth in the Perimeter (State Farm, Transwestern) and residential growth in Brookhaven. This is a supply and demand issue - there simply is too much demand (cars) relative to the supply of lanes.	10/5/2016 9:46 AM
3	Hart's Mill backs up because A-D backs up at Marist, Montgomery and the light to Lake Hearn. Give Lake Hearn a longer turn lane so entire A-D traffic not stuck behind one car turning. Reroute Montgomery traffic OFF Ashford Dunwoody. Rediculous that it's clogged with school traffic when they can enter and drop off another entrance.	10/4/2016 10:58 AM
4	have a longer left turn lane into marist from ashford Dunwoody heading north.	10/3/2016 10:25 PM
5	Continue 4 lanes from 285 heading south on Ashford Dunwoody Road all the way Johnson Ferry.	10/3/2016 10:16 PM
6	Somehow encourage people on Harts Mill to go to Chamblee-Dunwoody, not A-D. I live on Harts Mill, work in Alpharetta, I go out to C-D to get to 285 and then 400. When Montgomery has walk to school day there is no traffic, maybe supplement Dekalb bus system with Brookhaven buses, or a private/public option. Is there a problem in the Summer?	10/3/2016 8:45 PM
7	Intersection is over capacity as it is. If you could remove the serving of one side street at a time wiht the green light. The issue is up the street with crossing guards at Montgomery Elementary.	10/3/2016 3:42 PM
8	Traffic officers do really help in the mornings and during events at Marist. If you use lights, get smart ones that can recognize flow and waiting traffic. Also, lengthen left turn and right turn lanes into Marist from Ashford Dunwoody Rd. Finally, entrance to YMCA/Concorde fields needs to change and instead be from Nancy Creek neighborhood north or behind fields. Traffic officer or light at that intersection only makes it worse because to the limited distance between lights at Nancy Creek and Harts Mill.	10/3/2016 2:31 PM
9	lengthen westbound turn lanes, both northbound and southbound, from Ashford Dunwoody into Marist School	10/3/2016 2:30 PM
10	Need to lengthen the NB left turn lane into Marist. Doesn't hold enough cars.	10/1/2016 1:20 PM
11	I'm not that familiar with this intersection.	9/30/2016 10:59 AM
12	Signal timing all along this corridor is a mess.	9/28/2016 9:29 AM
13	There is no justification for spending money to get people into the Marist parking lot faster. And getting folks out of the way of left turners on Harts Mill is counter-productive because it just puts more/faster on Ashford Dunwoody.	9/27/2016 5:32 PM
14	Lengthen left turn lane heading north on Ashford Dunwoody into Marist	9/27/2016 10:30 AM
15	Coming out of Marist and turning left onto Ashford Dunwoody Road, even with the light, can be very dangerous as people turning right on red from Harts Mill often try to dart out ahead of the vehicles turning left. There needs to be a "No Right on Red" sign there as those drivers are cutting off the protected left turn coming out of Marist.	9/27/2016 9:18 AM
16	lengthen left turn lane into Marist from Ashford Dunwoody	9/26/2016 12:46 PM
17	Coming from Murphy Candler and making a left to head towards Marist can take 30 min...left turn signal needs to be added. The intersection is awful	9/26/2016 10:40 AM
18	Lengthen northbound left turn lane on Ashford Dunwoody Road into Marist School.	9/26/2016 9:17 AM
19	Lengthen the left turn lane into Marist School to take local traffic flow out of traffic continuing onto 285.	9/26/2016 8:41 AM
20	lengthen left turn lane from Ashford Dunwoody into Marist School	9/26/2016 8:30 AM

Ashford Dunwoody Road Corridor Study

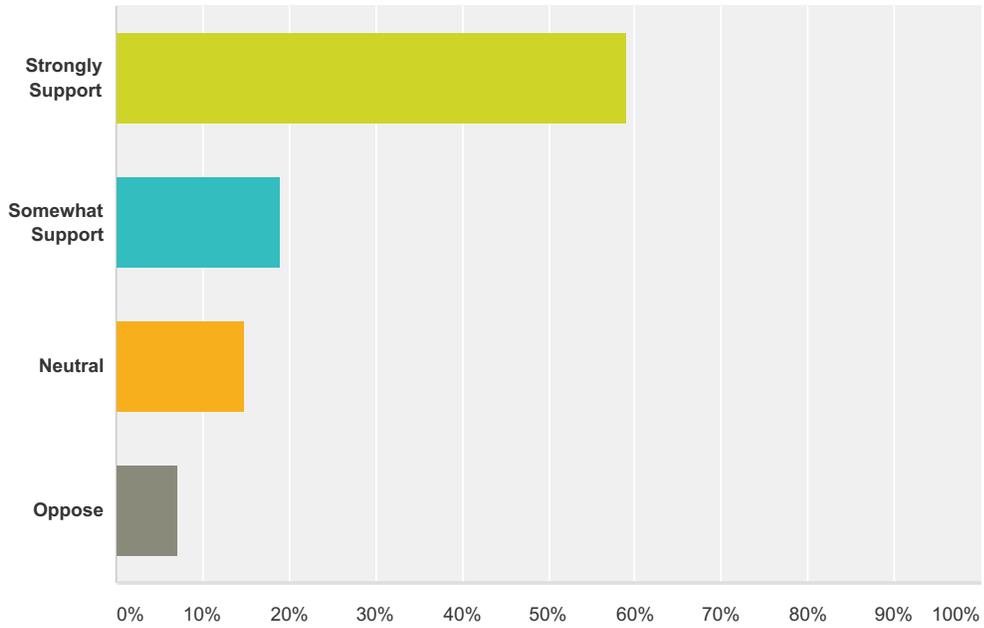
21	Remove the traffic signal completely. There is not enough traffic there to warrant taxpayer intervention. If the school doesn't like the traffic flow, let it figure it out. It is inappropriate for taxpayer dollars to subsidize private entity infrastructure.	9/25/2016 9:54 AM
22	Add flashing lights when pedestrians cross - very dangerous crossing to the school as cars fly down Ash Dunwoody and Harts Mill into this intersection when traffic is flowing.	9/25/2016 8:48 AM
23	Lengthen right turn lane into Marist School from Ashford Dunwoody SB.	9/24/2016 9:06 PM
24	Marist should have a campus entrance off of west nancy creek	9/24/2016 8:36 PM
25	Widen Harts Mill	9/24/2016 6:34 PM
26	Also, lengthen the left turn lane into Marist going north on Ashford Dunwoody.	9/24/2016 6:00 PM
27	Better timing on lights tied to time of day	9/24/2016 5:56 PM
28	If possible lengthen the SB right turn lane into Marist School and also lengthen the NB left turn center lane on Ashford Dunwoody Road into Marist School.	9/24/2016 5:50 PM
29	Lengthen the left hand turn lane to Marist School going north on Ashford Dunwoody Rd.	9/24/2016 4:49 PM
30	Encourage Marist to have bus system for their students,too many students driving alone in their giant SUVs,car pooling would help.Traffic changes when Marist starts	9/24/2016 10:19 AM
31	off duty police directing traffic always favor Marist over local traffic!!!!?????	9/24/2016 6:52 AM
32	Do something to reduce speeding of Marist traffic on Harts Mill.	9/23/2016 9:42 PM
33	Put bollard in middle of road outside entrance to YMCA fields to stop people driving on wrong side of road	9/23/2016 5:07 PM
34	There should be 3 westbound lanes on Hearts Mill at this intersection - left, straight and right. People going to Marist stop those turning left when Marist is backed up. This happens often.	9/23/2016 2:11 PM
35	Hurry!	9/23/2016 7:19 AM
36	I travel this way every evening and have been fortunate not to have issue.	9/23/2016 4:51 AM
37	Use the \$14 million State help for Atlanta counties to install Smart Lights that are monitored to adjust traffic lights or can self adjust. First see what effect this will have, plus the Johnson Ferry/I 400 project, already started, when it is completed before you destroy the character of our neighborhoods.	9/22/2016 10:22 PM
38	This intersection is not a big issue unless it's when Marist gets out or has an event.	9/22/2016 4:50 PM
39	Adjusting the light timing seems very cost effective.	9/22/2016 3:55 PM
40	Not needed	9/22/2016 2:54 PM
41	Signal timing currently is to the exclusive benefit of commuters and the detriment of those who actually live in Brookhaven. I would oppose any signal timing that partners with GDOT or PCID at the expense of local traffic.	9/22/2016 2:35 PM
42	Reduce speed limit!	9/22/2016 11:36 AM
43	Make LONGER left hand turn lane northbound on Ashford Dunwoody into Marist and get rid of the traffic cop. The backups occur because preference is being given to people going into and out of Marist. They need to wait for the lights (supposing they are timed correctly) like the rest of us.	9/22/2016 10:44 AM
44	There is more back up from Southbound Ashford Dunwoody traffic turning onto Harts Mill. Light adjustment should alleviate somewhat.	9/22/2016 9:15 AM
45	Protected bike lane	9/21/2016 10:58 PM
46	Add speed bump on old johnson ferry road	9/21/2016 9:35 PM
47	Terrible impact on property values. This will encourage cut through traffic	9/21/2016 9:26 PM
48	Marist has several functions for which they hire off-duty police to direct traffic. They create serious delays for residents of the area. Residents should have priority over use of the roadways.	9/21/2016 9:09 PM
49	Left turn lane south from Ash DW to Hart's Mill needs longer span.	9/21/2016 8:52 PM
50	Better signage. Coordinate traffic signals.	9/21/2016 4:22 PM
51	Making this intersection bigger is not better. It is crowded because too many cars convene in one spot at one time. Its fine except for 1 hr of the day - shift school schedules/encourage carpooling/run a shuttle..	9/21/2016 4:17 PM
52	The addition of a right turn lane on Ashford Dunwoody for Harts Mill would be very beneficial.	9/21/2016 4:14 PM

Ashford Dunwoody Road Corridor Study

53	who cares about Marist - they don't pay taxes.	9/21/2016 3:58 PM
54	Sounds good	9/21/2016 3:44 PM
55	No interconnection of signals or other "smart" signal design has been shown. Loops midblock signaling downstream that cars are approaching. Stop the pretimed signals that operate with no traffic approaching/waiting.	9/21/2016 2:10 PM
56	Restripe Ashford Dunwoody at the soccer fields to better accommodate the rush hour traffic rather than the soccer fields	9/21/2016 1:46 PM
57	The so-called intelligent light will NOT detect scooters sitting on Harts Mill Lane & will NOT allow them to turn south until a car comes up behind them.	9/21/2016 1:01 PM
58	The timing of this light and the one at Nancy creek MUST be adjusted. It backs up during rush hour past 285 to where cars exiting off of 285 to go southbound cannot even get into the road.	9/21/2016 12:50 PM
59	Stop giving the Marist folks more rights than those of us that live in Murphey Candler. Typically those drivers are careless and unconcerned with anything that is happening in the neighborhoods. They speed through the residential street and run lights on a regular basis. They drive down Ashford Dunwoody in the turn lane and could cause an accident every day. If you can factor in how to control that idiocracy then we will be better off as residents.	9/21/2016 12:25 PM
60	Remove the traffic cop! His presence makes things worse. Make a dedicated RH turn lane onto Nancy Creek just past the Ashford Dunwoody/Harts Mill intersection.	9/21/2016 12:00 PM
61	I believe that there could be more to this intersection. Does not feel like there is enough	9/21/2016 11:48 AM
62	Four lane thru here.	9/21/2016 10:58 AM
63	Depends on signal timing. Is it for the school or to get traffic moving on AD. Need to insure cut thru traffic isn't encouraged onto Bubbling Creek at harts mill	9/19/2016 6:36 PM

Q22 Add eastbound left turn lane on West Nancy Creek Drive.

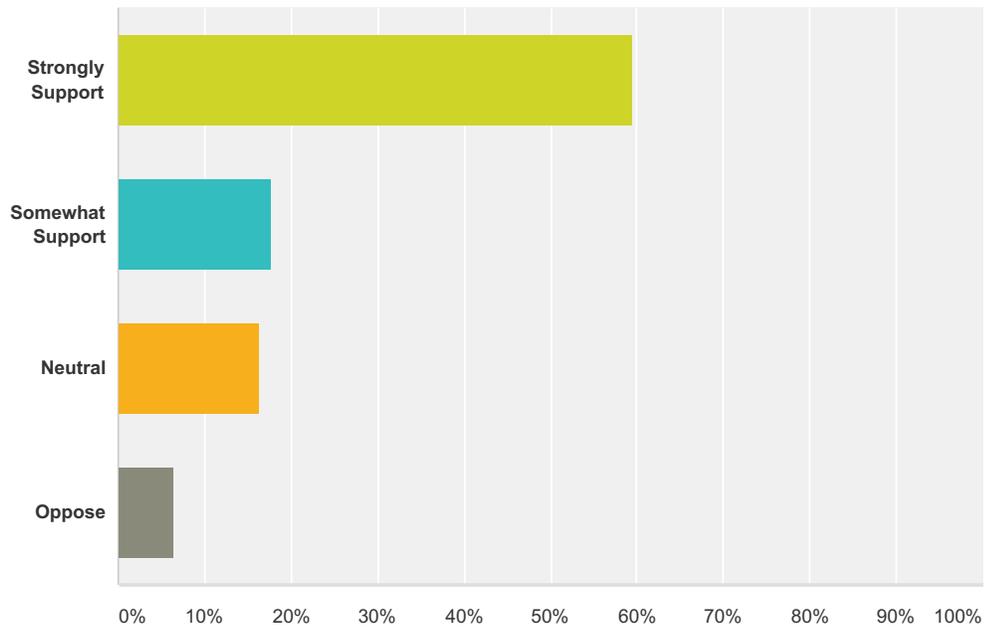
Answered: 311 Skipped: 66



Answer Choices	Responses	
Strongly Support	59.16%	184
Somewhat Support	18.97%	59
Neutral	14.79%	46
Oppose	7.07%	22
Total		311

Q23 Add westbound left turn lane on West Nancy Creek Drive.

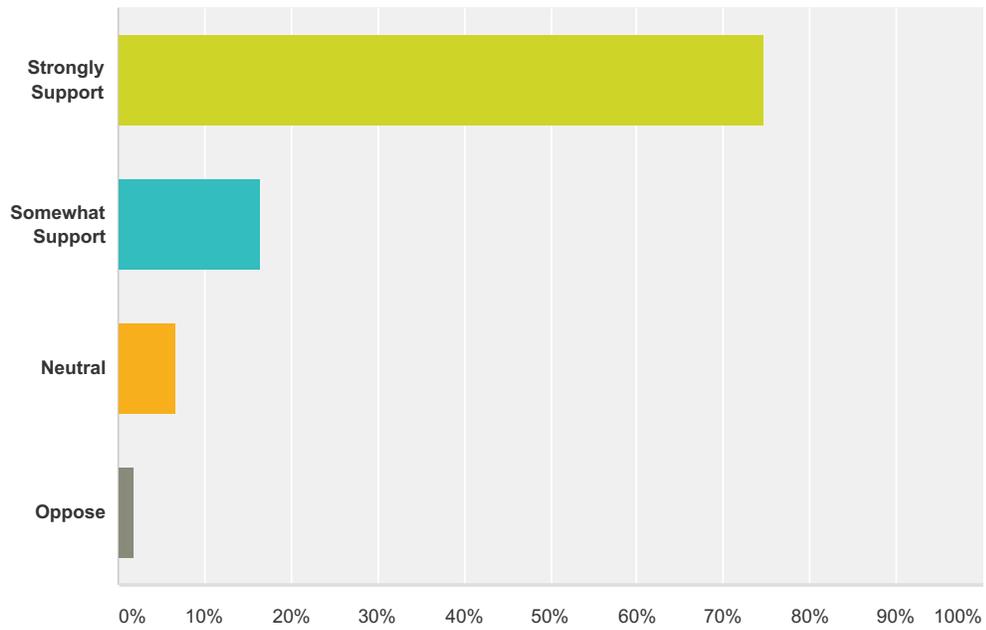
Answered: 309 Skipped: 68



Answer Choices	Responses	
Strongly Support	59.55%	184
Somewhat Support	17.80%	55
Neutral	16.18%	50
Oppose	6.47%	20
Total		309

Q24 Adjust signal timing/phasing as needed.

Answered: 310 Skipped: 67



Answer Choices	Responses	
Strongly Support	74.84%	232
Somewhat Support	16.45%	51
Neutral	6.77%	21
Oppose	1.94%	6
Total		310

Ashford Dunwoody Road Corridor Study

Q25 Do you have any other comments on the recommendations presented for this intersection?

Answered: 62 Skipped: 315

#	Responses	Date
1	These changes will help but will not solve the problem that there needs to be additional capacity on Ashford Dunwoody to accommodate existing and future traffic counts.	10/5/2016 9:46 AM
2	I live on this street and it's become a major cut-through due to hospital traffic and traffic changes at the other end by Sandy Springs. Anything more we can do to limit traffic cutting through? Add speed humps on W Nancy Creek, speed signals etc	10/4/2016 3:55 PM
3	Use an arrow on the light and not a green/yield. Entire rush hour backed up for a few turning left/north from WNCreek to northbound A-D.	10/4/2016 10:59 AM
4	Currently the signal timing is driven entirely by the desire to keep traffic moving on AD regardless of how long the backup is on WNC in either direction! There is no justification for red lights that last more than 2 minutes. This should be fixed immediately.	10/4/2016 10:36 AM
5	This intersection is the most dangerous of them all. People are taking risks they shouldn't take so they can make a turn.	10/4/2016 9:20 AM
6	I sometimes take Eastbound Nancy Creek in the PM to turn South on A-D. Currently it is faster to cut through Parkcrest to A-D south than to wait at the light.	10/3/2016 8:56 PM
7	The better approach for Eastbound Nancy Creek is to have a right turn lane onto Ashford Dunwoody Rd. and the other lane to be for through traffic or left turns. Most people make the right turn. Again, light sequencing needs to be a smart light.	10/3/2016 2:34 PM
8	Timing of this lift is horrific. Needs to be fixed ASAP, especially during early morning/late evening hours.	10/2/2016 8:37 PM
9	Will there be a right turn only lane from WNC eastbound to clear traffic trying to turn right on AD?	10/1/2016 1:22 PM
10	i'm not that familiar with this intersection.	9/30/2016 11:00 AM
11	There also needs to be a no parking on the street West Nancy Creek Drive specifically during the morning and afternoon peak times. One car parked on the street causes major backups and dangerous situations from cars going around the parked car and oncoming traffic. I live off of W Nancy Creek and have had too many close calls with oncoming traffic going around parked cars and almost hitting me head on.	9/28/2016 9:42 AM
12	Adding turn lanes will not decrease cut-through traffic, it will increase it. Guaranteed.	9/27/2016 5:33 PM
13	Block off intersection of Parkcrest and Ashford Dunwoody and install speed tables on Parkcrest to prevent cut throughs	9/27/2016 10:32 AM
14	This intersection is plain awful the way it is now!	9/27/2016 8:46 AM
15	This just isn't a big enough snarl to worry about. Why is this even on the radar? The number of people inconvenienced relative to the number of folks helped is just not worth it. There are a LOT bigger traffic fish to fry.	9/25/2016 10:00 AM
16	Add flashing lights when pedestrians cross Ashford Dunwoody- very dangerous crossing to get to the schools (Marist and Montgomery) as cars fly down Ash Dunwoody when traffic is flowing.	9/25/2016 8:49 AM
17	Buses, bike lanes	9/24/2016 10:19 AM
18	Add right turn lane on Ash/Dun north at West Nancy Creek.	9/23/2016 9:38 PM
19	I suggest a NB left-turn lane on AD, so turners would not have to wait on congestion, and thru traffic would not be slowed by turners.	9/23/2016 7:04 PM
20	The signal is a nightmare for those of us trying to turn left onto Ash Dun from Murphey Candler in the afternoons. It is possible to sit there 3-6 lights before turning...	9/23/2016 2:12 PM
21	Need sidewalks to connect on West Nancy Creek to old Johnson Ferry Rd	9/23/2016 6:13 AM
22	This area is a mess but I do not see room for adding lanes? Assuming adjust signal timing has to do with the light - yes it is too short to get cars through especially those turning. Phasing?	9/23/2016 4:51 AM

Ashford Dunwoody Road Corridor Study

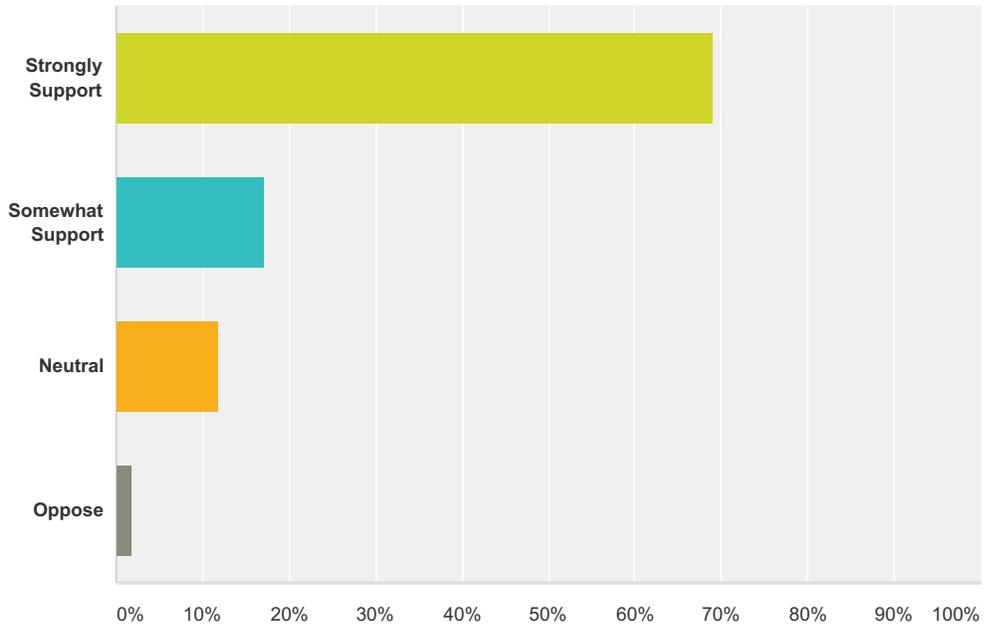
23	Use the \$14 million State help for Atlanta counties including Cobb and Gwinnett to install Smart Lights that monitor and adjust the traffic lights or self adjust. Smart Lights work so great that new road construction is not needed, and cities save millions of dollars of tax payer money.	9/22/2016 10:26 PM
24	Westbound left turn lane only increases traffic flow on AD southbound. During baseball/football season at Murphy Candler very much need police at the intersection of AD and WNC. There are children who bike and walk to Murphy Candler and drivers on AD southbound are dangerous.	9/22/2016 4:53 PM
25	put in a roundabout instead	9/22/2016 4:07 PM
26	Southbound AD Rd stop lines need to be set back to ease left turn from W Nancy Ck. Possibly add right lane on AD from light into soccer fields and Marist parking.	9/22/2016 3:43 PM
27	This would only accommodate cut through traffic as during times other than rush hour, traffic rarely sits through more than one stop light cycle. Making changes that accommodate cut through traffic only encourages more of the same. Build it and they will come.	9/22/2016 2:56 PM
28	Reversible center lane	9/22/2016 2:52 PM
29	This intersection is a mess. Turn lanes would allow for local traffic to better access local destinations (Park, School, shopping). Currently, local traffic is blocked by signal timing that allows free flow on Ashford Dunwoody at the expense of side streets. A current solution would be more rotations through the signals. Currently, one car turning left can prevent any traffic from moving on Nancy Creek. Increasing the number of cycles would allow more left turns and move more traffic in the afternoons.	9/22/2016 2:39 PM
30	We need a light at the entrance to the soccer fields. Turning in and out of there is a disaster.	9/22/2016 1:14 PM
31	Please do this!	9/22/2016 12:25 PM
32	Reduce speed limit!	9/22/2016 11:38 AM
33	Add right turn lane into Montgomery elementary from entrance to Nancy Creek extend right turn lane eastbound on Nancy creek and allow for straight traffic into the right turn lane into Montgomery.	9/22/2016 10:48 AM
34	I support this contingent upon the amount of tree loss. An immediate "test" fix could be to alternate the East and West bound signals to allow more cars to make the turn onto Ashford Dunwoody. Not a perfect solution but certainly easier on the budget. Would just require some tweaking based on time of day.	9/22/2016 9:17 AM
35	Would like to see turn signals on the light at this intersection for both east and west bound on West Nancy Creek. Also should close access to Ashford Dunwoody from Parkcrest Drive.	9/22/2016 8:59 AM
36	Protected bike lane	9/21/2016 10:59 PM
37	Traffic light will need left turn arrows if you create left turn lanes. Impossible to turn left from w Nancy creek to south or east AD with all on coming traffic turning right.	9/21/2016 10:03 PM
38	Add speed bump on old johnson ferry road	9/21/2016 9:36 PM
39	I live on ashford Dunwoody (3909) and don't want to lose any of my property for traffic issues. It would destroy my land value.	9/21/2016 9:27 PM
40	Do not widen the existing road. We want the trees and dread the look of asphalt. This change will increase commuter traffic.	9/21/2016 9:27 PM
41	All three improvements are much needed.	9/21/2016 9:12 PM
42	Adjust the signal on West Nancy Creek for the heavy back ups heading to Murphy Candler	9/21/2016 9:08 PM
43	Badly needed at this intersection	9/21/2016 8:55 PM
44	Adding a Left Turn lane would be the best option. I have sat at that light through 3 + cycles with only one or two cars going through because of left turners on both sides before. This is a major issue so many people use West Nancy Creek to cut through. It backs up due to this problem from Ashford Dunwoody to old Johnson Ferry Road at least once a week. I know because I live at 1120 West Nancy Creek, and there are parts of the day we can't even get out of our neighborhood due to this issue. It would greatly improve traffic flow also adding no parking signs on West Nancy Creek near the Ashford Dunwoody intersection on both side would help. We have had real trouble with cars parking too close to the intersection and blocking one whole lane then the road goes down to one lane during rush hour. This has been one going for the 20+ years I have lived here. Thanks For doing this	9/21/2016 8:21 PM
45	Add eastbound right turn lane on west Nancy drive	9/21/2016 7:29 PM
46	Better signage. Get buy-in of neighborhood -- they are loud and cranky.	9/21/2016 4:23 PM
47	Re-stripping this intersection would help. No need to expand.	9/21/2016 4:18 PM

Ashford Dunwoody Road Corridor Study

48	The addition of right turn lanes both North & Southbound on Ashford Dunwoody onto Nancy Creek would be beneficial.	9/21/2016 4:17 PM
49	Add left turn signal to light on Nancy Creek Dr, not just a turn lane!	9/21/2016 4:13 PM
50	put in a turn arrow for each side or better yet - close the hole at old johnson ferry and stop cut thru traffic -	9/21/2016 3:59 PM
51	#1 and #2 are LONG overdue.	9/21/2016 3:45 PM
52	Strong need for right hand turning lane on west nancy to go southbound on Ashford dunwoody. Most traffic back up on street is due to those turning right at the end of work days.	9/21/2016 3:12 PM
53	No mention of increasing NB and SB turn lane length. Why?	9/21/2016 2:12 PM
54	Left turn signals for westbound Nancy Creek drivers	9/21/2016 1:46 PM
55	Will this help left turn off west Nancy creek to south bound ashford dunwoody. That is a major issue. Need left turn arrows	9/21/2016 1:03 PM
56	The timing of this light MUSt be adjusted to allow for more through traffic in ashfor dunwoody. It completely gridlocks Ashford dunwoody during rush hour.	9/21/2016 12:51 PM
57	You could also add to the reduction of cut through traffic by adding speed bumps on the West side of W Nancy Creek. The lake side already has them as does Old Johnson Ferry, but the bumpouts/islands just don't work to reduce the speed of those cutting through. And that adds to the impact at this intersection.	9/21/2016 12:27 PM
58	How about adding left turn arrows to the eastbound and westbound signals.	9/21/2016 12:17 PM
59	right-hand turn lane from Nancy Creek onto Ashford Dunwoody (NB)	9/21/2016 12:02 PM
60	I don't know if this will be enough.	9/21/2016 11:49 AM
61	Four lane	9/21/2016 10:58 AM
62	depends on what bias the signals work for...AD needs	9/20/2016 8:47 AM

Q26 Upgrade signal at the school exit and adjust signal timing/phasing as needed.

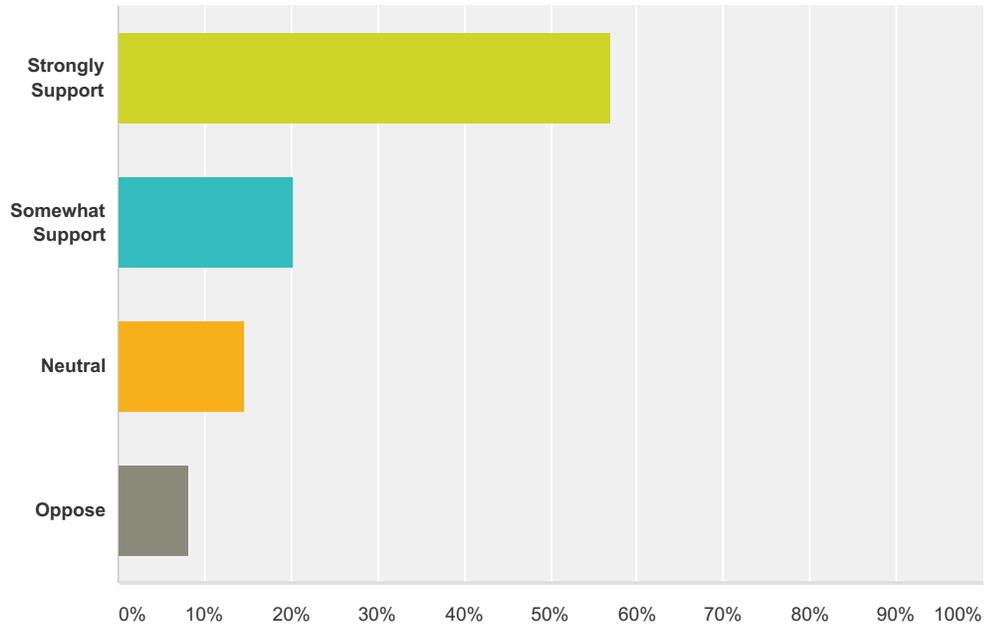
Answered: 311 Skipped: 66



Answer Choices	Responses
Strongly Support	69.13% 215
Somewhat Support	17.04% 53
Neutral	11.90% 37
Oppose	1.93% 6
Total	311

Q27 Add northbound right turn lane on Ashford Dunwoody Road.

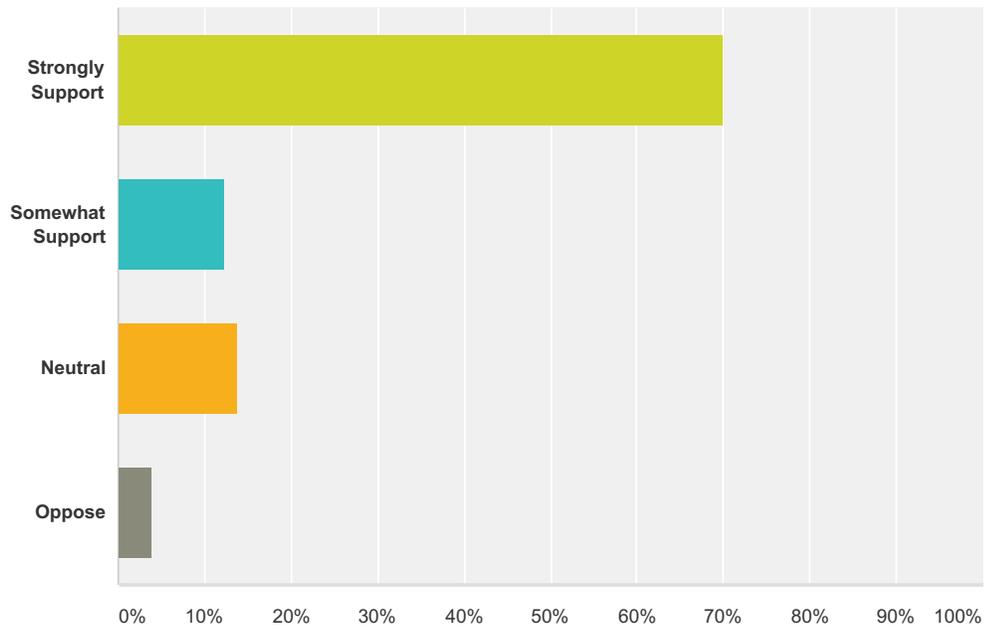
Answered: 310 Skipped: 67



Answer Choices	Responses	
Strongly Support	57.10%	177
Somewhat Support	20.32%	63
Neutral	14.52%	45
Oppose	8.06%	25
Total		310

Q28 Coordinate with school to modify pick-up/drop-off traffic on school property.

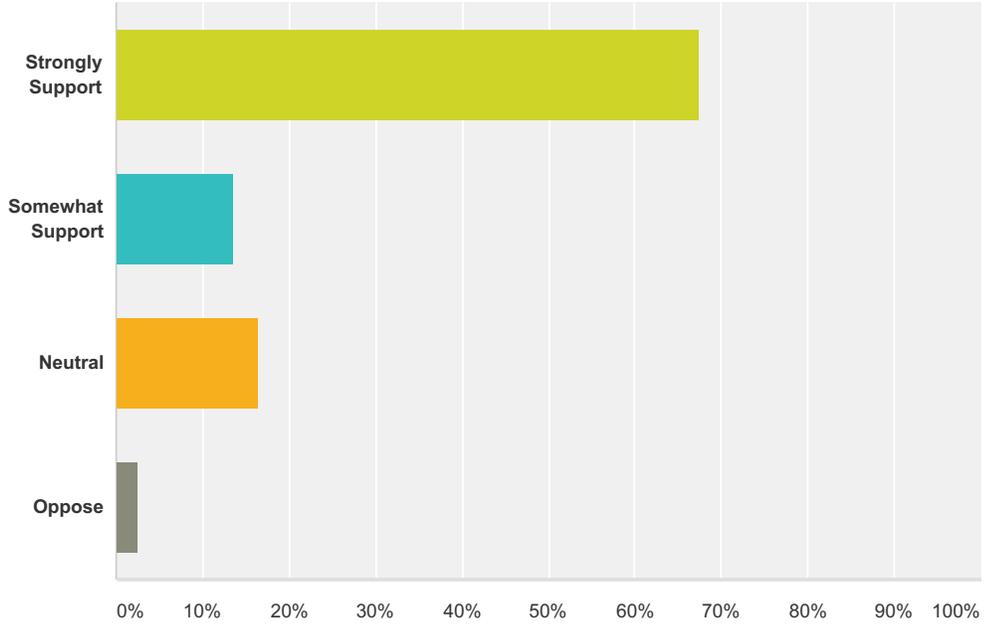
Answered: 310 Skipped: 67



Answer Choices	Responses	Count
Strongly Support	70.00%	217
Somewhat Support	12.26%	38
Neutral	13.87%	43
Oppose	3.87%	12
Total		310

Q29 Improve pedestrian crossing at Chaucer Lane (opposite the school entrance).

Answered: 310 Skipped: 67



Answer Choices	Responses	
Strongly Support	67.42%	209
Somewhat Support	13.55%	42
Neutral	16.45%	51
Oppose	2.58%	8
Total		310

Ashford Dunwoody Road Corridor Study

Q30 Do you have any other comments on the recommendations presented for this intersection?

Answered: 53 Skipped: 324

#	Responses	Date
1	The traffic light and right turn at the school is one of the main bottlenecks and causes of the significant backups on northbound Ashford Dunwoody starting at 7:15am.	10/5/2016 9:48 AM
2	Make the school reroute through Brenton and up through side yard. Get their traffic off A-D Rd. We used to go there and it's insane how slow and backed up they are -- buses and cars. There has to be a better way especially with back circular entrance too.	10/4/2016 11:00 AM
3	The major problem here is that there is no buffer for carpool traffic going into the school. A long right turn lane will help that, as might a longer road within the school grounds.	10/4/2016 10:38 AM
4	EDUCATE the crossing guards on how to work traffic. Improve schools internal circulation. School should take ownership of the traffic mess they create as Marist has.	10/3/2016 3:44 PM
5	The Montgomery entrance needs to be NOT be Ashford Dunwoody and instead be from behind the school and from the neighborhood. Again, Ashford Dunwoody Road needs to be 4 lanes through this area. Pedestrian crossing should be either a bridge or tunnel as crosswalks will materially disrupt traffic. Also, the lights at the office buildings and the entrances and exits from the office buildings just before 285 need to be improved. The distance between those lights and their sequencing is terrible. Try having the office entrance be the side streets and not Ashford Dunwoody road. Finally, the light sequencing must be smart lights that better aligns with traffic patterns and use.	10/3/2016 2:38 PM
6	DeKalb BOE needs to move pick up and drop off to a side street and get the kids and traffic off of AD. Too unsafe.	10/1/2016 1:23 PM
7	I'm not too familiar with problems here.	9/30/2016 11:00 AM
8	Install an overhead pedestrian bridge at the Chaucer Lane crossing. Sufficient space exists on both ends so that low-angled ramps could be employed instead of stairs so that physically impaired individuals could easily negotiate the crossing.	9/30/2016 5:13 AM
9	Could additional drive be installed along the north portion of Montgomery to allow for better traffic flow during drop off/pick up times.	9/29/2016 2:10 PM
10	The road through this area just needs to be widened. Also, need turn land at traffic light at the top of the hill into Nancy Creek subdivision.	9/28/2016 7:51 PM
11	Consider right turn only into the school and right turn only exiting the school. Worst case: parents hate it and put their kids on school buses.	9/27/2016 5:35 PM
12	desperately need a dedicated northbound turn lane from AD into the school to hold queued traffic	9/27/2016 4:49 PM
13	Crack down on Ashford Dunwoody speeders	9/27/2016 10:33 AM
14	Morning and afternoon school traffic at Montgomery affects the side streets as well with parents parking and walking their children to the school; perhaps having some dedicated lanes there would help.	9/27/2016 9:20 AM
15	-Add overhead crosswalks. -Remote pick ups and drops. -Improve security and encourage walking. Have you seen the little pork chops lately? Sheesh! -Improve mass transit options. Elementary school kids in NYC use mass transit to get to and from school. Surely ours can too. -Offer subsidies for car-pooling. -Let people sit in traffic. It's just too bad.	9/25/2016 10:07 AM
16	Do not re-route school traffic into neighborhood on Brenton Drive with Ashford Dunwoody changes - already dangerous, overloaded traffic and double parking on Brenton Drive, Brenton Way and Edenton Court.	9/25/2016 8:54 AM
17	Add left turn lanes on SB Ashford Dunwoody Road	9/24/2016 5:59 PM
18	Why adjust pick up ,drop off for Montgomery ,when no mention of Marist?	9/24/2016 10:21 AM
19	Enter Montgomery for carpool line from side street	9/24/2016 6:55 AM
20	Consider having drop off/pick up traffic utilize more of the school property to allow more cars in queue to avoid backup on Ashford Dunwoody.	9/23/2016 9:46 PM

Ashford Dunwoody Road Corridor Study

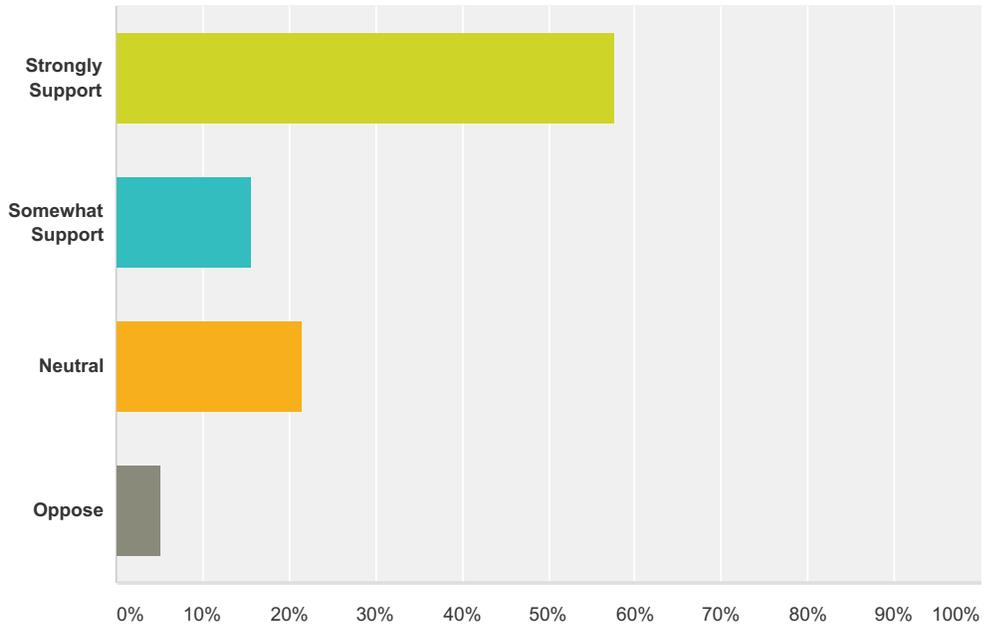
21	Short, 1 or 2-car NB A-D left-turn lanes at both Chaucer and Parkcrest. It's annoying to have to wait behind a timid, selfish driver who blocks 20+ NB vehicles while waiting to turn, sitting way right of the center line. Evidently, there are many of that ilk living on those two streets.	9/23/2016 7:18 PM
22	Nancy Creek Heights access is challenge both sight and time of day traffic	9/23/2016 6:53 PM
23	no more road here	9/23/2016 6:02 PM
24	There should be a way to use Brenton. Adding a way into the school from this side street would really help.	9/23/2016 2:14 PM
25	Why do we need to upgrade the signal at school exit? And timing seems to be on sensor - is that not adequate? I have not had trouble exiting school. I do think a turn lane into the school is needed but would never be long enough and only needed during school. I don't see how they can do much to modify drop off pick up at school. More kids need to take the bus and walk to school but parents want to drive - it is ridiculous. And the school is way too overcrowded. Work on the sidewalks and crosswalks.	9/23/2016 4:57 AM
26	First see what effect Smart Lights would have on traffic before the character of our neighborhoods is destroyed.	9/22/2016 10:28 PM
27	This is our neighborhood elementary school. Kids walk there. The drop off/prick up times are set by Dekalb County school system and cannot be changed.	9/22/2016 4:55 PM
28	Make AD four lanes to handle rush hour volume.	9/22/2016 3:45 PM
29	Changes to keep traffic from backing up during times when students are being dropped off or picked up would be helpful. Also, adding a crossing signal would be good for those children who walk to school and other pedestrians. I would recommend that a RED light be used for the crossing signal instead of the traditional Yellow light since traffic barrels down that hill and pedestrians push the button and don't always check to see if traffic has stopped before crossing.	9/22/2016 2:59 PM
30	Reversible lanes	9/22/2016 2:53 PM
31	Rather than taking ROW from residents, you should use the school ROW on the existing 'island.' If you reversed the flow of traffic through the carpool lane to head south instead of north, you could add a right hand turn lane down the existing island NB on Ashford Dunwoody AND can take advantage of the existing Left Hand Turn lane SB without any ROW needed from anyone but DCSS. Move the signal from the current location to the Chaucer intersection and you have the added benefit of signalization for pedestrian crossing. Absolute no brainer that could be done now.	9/22/2016 2:49 PM
32	Add northbound left turn lane on Ashford Dubwoody at Chaucer Lane	9/22/2016 2:34 PM
33	Other than rerouting the drop off to somewhere other than straight off Ashford Dunwoody there needs to be a right turn lane that extends from the drop off all the way to Nancy Creek.	9/22/2016 10:50 AM
34	Pedestrian walkways are in terrible shape here, need to improve sidewalks all around the school, repaint crosswalks and improve warning lights for vehicles	9/22/2016 10:36 AM
35	Support for right turn lane is contingent upon the amount of right of way required.	9/22/2016 9:19 AM
36	Close Parkcrest access to Ashford Dunwoody Rd.	9/22/2016 9:00 AM
37	The timing of drop off and pick up won't be changed and isn't the issue. It's the location. There is no reason drop off can't be changed to side of school to remove the back up on Ashford Dunwoody.	9/22/2016 7:10 AM
38	Funnel pass-thru commuters away from Ashford Dunwoody road all together.	9/22/2016 6:41 AM
39	Protected bike lane	9/21/2016 10:59 PM
40	We do not want these changes. They will not really address the problem. Too many trees will be removed.... Creating another Buford high way. Besides, students may be redistricted out of the attendance zone removing the need to destroy the appeal of our community.	9/21/2016 9:31 PM
41	Montgomery school traffic is a huge inhibitor to those traveling through the area, especially during morning hours. Strongly support working closely with the school to modify drop off times to help overall traffic issues experienced on Ashford Dunwoody.	9/21/2016 9:18 PM
42	As long as right turn lane does not take away from parking at the school where parking is VERY limited.	9/21/2016 8:58 PM
43	Have police assist with Traffic Direction during peak hours of school operation i.e. the arrival time of students and dismissal time of students	9/21/2016 8:24 PM
44	Improve signage. Get buy-in of neighborhood. Promote pedestrian paths to elementary school.	9/21/2016 4:24 PM
45	This is a school problem. Should not be allowed to back traffic onto ROW. Change on-premise routine, add entrance at road to the south and route car-pool backup through the neighborhood..	9/21/2016 4:20 PM

Ashford Dunwoody Road Corridor Study

46	make riding the bus and walking mandatory - my kids walked the whole time they attended Montgomery. There is nothing wrong with the signal at the school exit - anytime I have used it, it worked fine.	9/21/2016 4:04 PM
47	I personally do not have issues here, but sounds reasonable.	9/21/2016 3:47 PM
48	The amount of traffic that surrounds ANY school is just beyond belief. Atl. is going to have to start taking a long hard look at the congestion, pollution and lost time that the school year brings with all the kids being chauffeured to school ea. day by the parents, all the while the school buses are half filled. We need to start looking at ideas like- If there is a school bus is provided to take your kid to school then your kid rides the bus. W/ the usual exceptions of kids needing to come late bc. of dentist/medical appointments etc.	9/21/2016 2:38 PM
49	What about the intersection just north of the school? Close it? How about the vertical sight distance deficiency in this area? No plan to lower crest???	9/21/2016 2:14 PM
50	School board will be a problem. May require city funding to make needed changes.	9/21/2016 1:48 PM
51	Coordinate with DeKalb county schools for a school bus to drive the nearby children (They don't drive kids who live w/in 1.5 miles.)	9/21/2016 1:47 PM
52	Extend school driveway (by dumpsters) to route carpool drivers past the front doors of the school and along the side of the school to Chippewa Place; allow dropoff along Brenton Dr via Brenton Way or Edenton Court and W Nancy Creek, and remove crossing guard. Students who walk from Chaucer Ln can use the crosswalk at the school traffic light, not the crossing guard.	9/21/2016 12:38 PM
53	Four lane	9/21/2016 10:58 AM

Q31 Lengthen northbound left turn lane on Ashford Dunwoody Road.

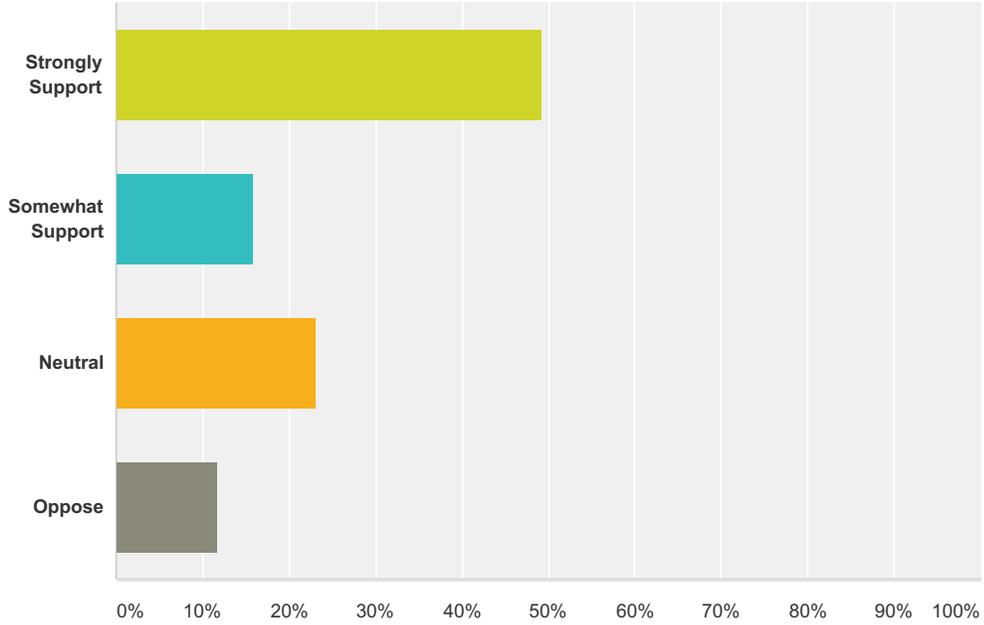
Answered: 302 Skipped: 75



Answer Choices	Responses	
Strongly Support	57.62%	174
Somewhat Support	15.56%	47
Neutral	21.52%	65
Oppose	5.30%	16
Total		302

Q32 Add second northbound through lane south of the intersection on Ashford Dunwoody Road.

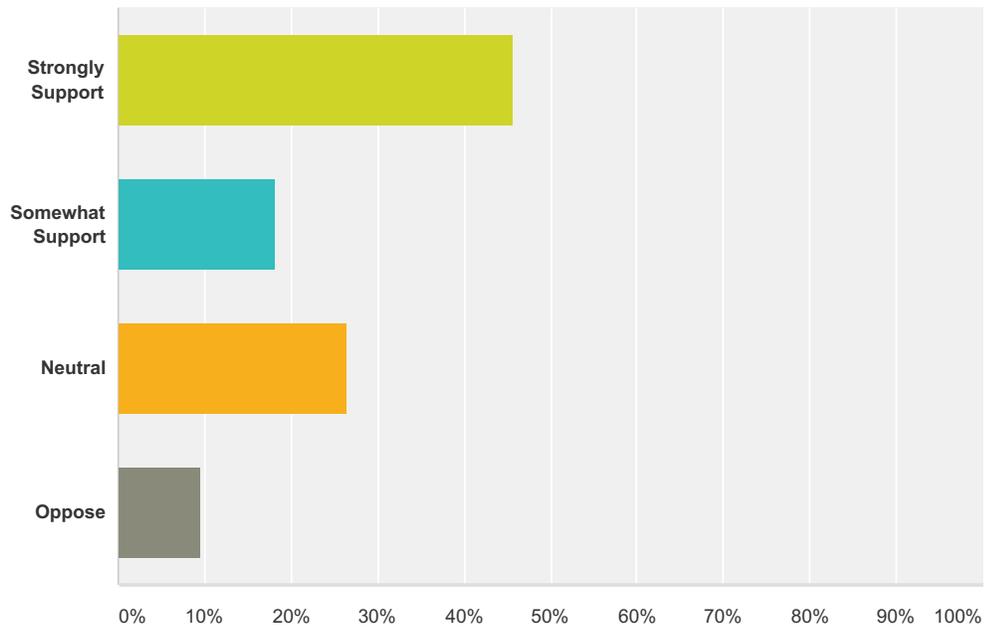
Answered: 302 Skipped: 75



Answer Choices	Responses	
Strongly Support	49.34%	149
Somewhat Support	15.89%	48
Neutral	23.18%	70
Oppose	11.59%	35
Total		302

Q33 Extend southbound right turn lane north of the intersection to Ashford Green.

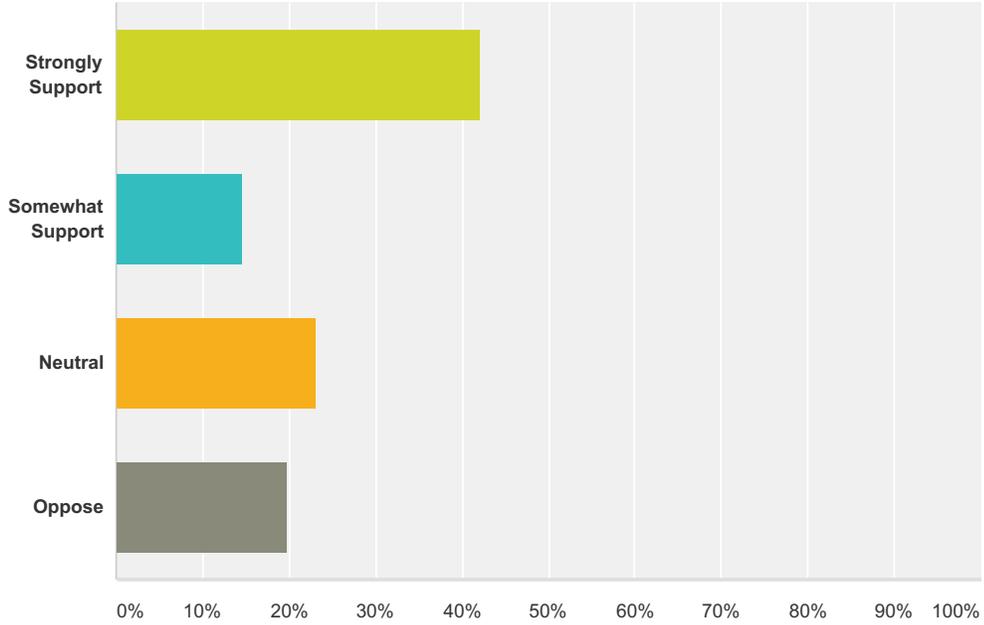
Answered: 302 Skipped: 75



Answer Choices	Responses	
Strongly Support	45.70%	138
Somewhat Support	18.21%	55
Neutral	26.49%	80
Oppose	9.60%	29
Total		302

Q34 Add second southbound through lane north of the intersection on Ashford Dunwoody Road and transition to one lane.

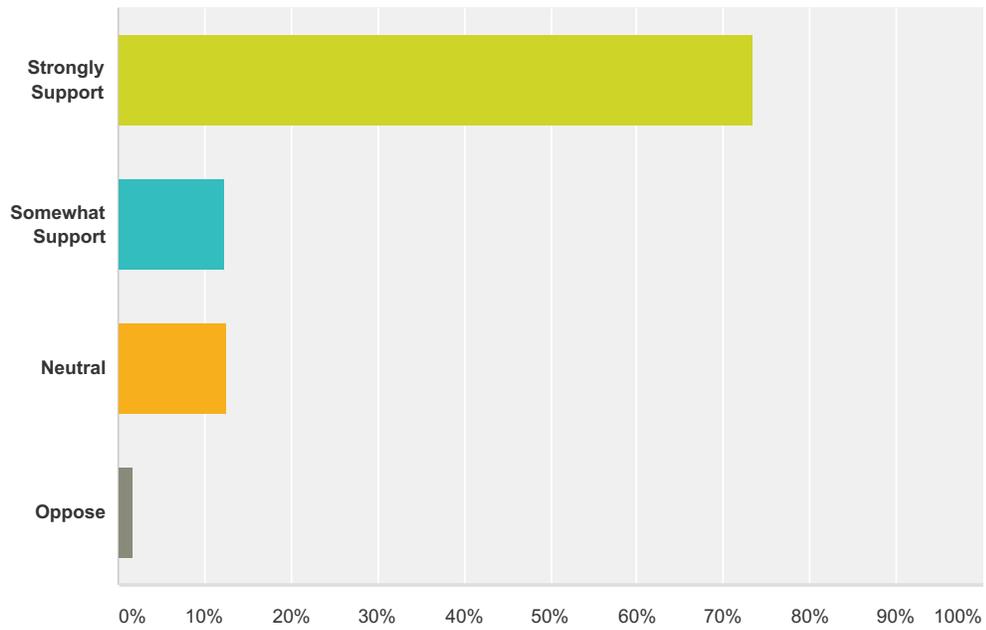
Answered: 301 Skipped: 76



Answer Choices	Responses	
Strongly Support	42.19%	127
Somewhat Support	14.62%	44
Neutral	23.26%	70
Oppose	19.93%	60
Total		301

Q35 Adjust signal timing/phasing as needed.

Answered: 301 Skipped: 76



Answer Choices	Responses	
Strongly Support	73.42%	221
Somewhat Support	12.29%	37
Neutral	12.62%	38
Oppose	1.66%	5
Total		301

Ashford Dunwoody Road Corridor Study

Q36 Do you have any other comments on the recommendations presented for this intersection?

Answered: 52 Skipped: 325

#	Responses	Date
1	These changes will help, but the best long-term solution to remove the bottleneck will be to add additional through lanes on Ashford Dunwoody to Johnson Ferry.	10/5/2016 9:54 AM
2	If you come through double diamond in left (southbound) lane, then you are forced to merge and elongating middle lane -- which enrages those drivers. Just add a 3rd lane to A-D south bound.	10/4/2016 11:02 AM
3	Having a second northbound thru lane will help in the AM since the single lane serves as a choke point and the road to the north is multilane. Adding a southbound lane north of the intersection will not help since the road will immediately narrow to one southbound lane south of the intersection and cars are already backed up to the intersection in the PM. Right turn lanes are adequate and lengthening them will not help the situation.	10/4/2016 10:41 AM
4	This one is more difficult. If A-D RD southbound is backed up, towards Marist and Montgomery, these improvements won't make a difference. This will always be a bottleneck if you can't ease the traffic southbound.	10/4/2016 9:23 AM
5	Can the through lanes be none and it change directions during the AM/PM commutes?	10/3/2016 8:58 PM
6	Improve southbound flow from I-285 to Nancy Creek. Should be 2 lanes as far as possible instead of right lane being turn only lane (cars don't want to exit 285 ramp except into the left lane which causes extreme back up onto ramp).	10/3/2016 3:52 PM
7	Concerned about potential impact of homeowner's land south of the intersection.	10/3/2016 3:26 PM
8	See previous comments in section about Montgomery school for feedback on this topic.	10/3/2016 2:40 PM
9	Adding through lanes will only displace the location congestion, but will be good for last minute lane changes. It seems like the real issues may be traffic from the office building and the associated signal between Perimeter Summit Parkway and Lake Hearn.	10/3/2016 8:40 AM
10	Think about what you are doing to residents before you start adding lanes and coming into front yards! These are families and livillhoods you are messing with!	10/2/2016 8:41 PM
11	Need to work with GDOT to improve EB I-285 ramp access. Gets backed up as diverging diamond has right of way.	10/1/2016 1:26 PM
12	I'm not too familiar with problems here.	9/30/2016 11:01 AM
13	Make the turn signal work!	9/28/2016 7:53 PM
14	Change the speed limit on ADR to be lower to make the corridor pedestrian friendly.	9/28/2016 4:32 PM
15	Pushing that bottle-neck a few feet down the road is hardly worth the expense.	9/27/2016 5:47 PM
16	I am ready to see Ashford-Dunwoody four-laned from this intersection through to the intersection at Cambridge Plaza or beyond.	9/27/2016 5:10 PM
17	Adding more lanes does not make the area more pedestrian friendly and only encourages more cut through traffic.	9/27/2016 11:53 AM
18	Brookhaven police can direct traffic in afternoons much better through this area. Officer is often standing on side, not helping the flow	9/26/2016 8:59 PM
19	The additional southbound through lane on Ashford Dunwoody from 285 needs to go all the way to 285. The congestion starts because too many cars are using the right hand turn only lane as a passing lane to cut into the one current through lane and it's backing up the cars that try to do the right thing. It's the most frustrating drive home every day. We need 2 full length through lanes	9/26/2016 12:18 PM
20	The light RARELY ever has a turning arrow. It always flashes yellow. NOT HELPFUL at all.	9/25/2016 12:43 PM
21	-It is inappropriate to subsidize commercial and private entities by spending taxpayer dollars to solve a problem that overconstruction has created. -Limit construction. -Maybe add a roundabout. -Let people sit in traffic. -Remember: Building more roads only generates more traffic. Want to reduce traffic? Quit building roads and making it convenient for people to drive their cars. -Just stop the madness of trying to reduce traffic! NOTHING is going to work for more than a nanosecond until people get out of their cars and walk, bicycle, and use mass transit. If I can do it, so can everybody else.	9/25/2016 10:14 AM

Ashford Dunwoody Road Corridor Study

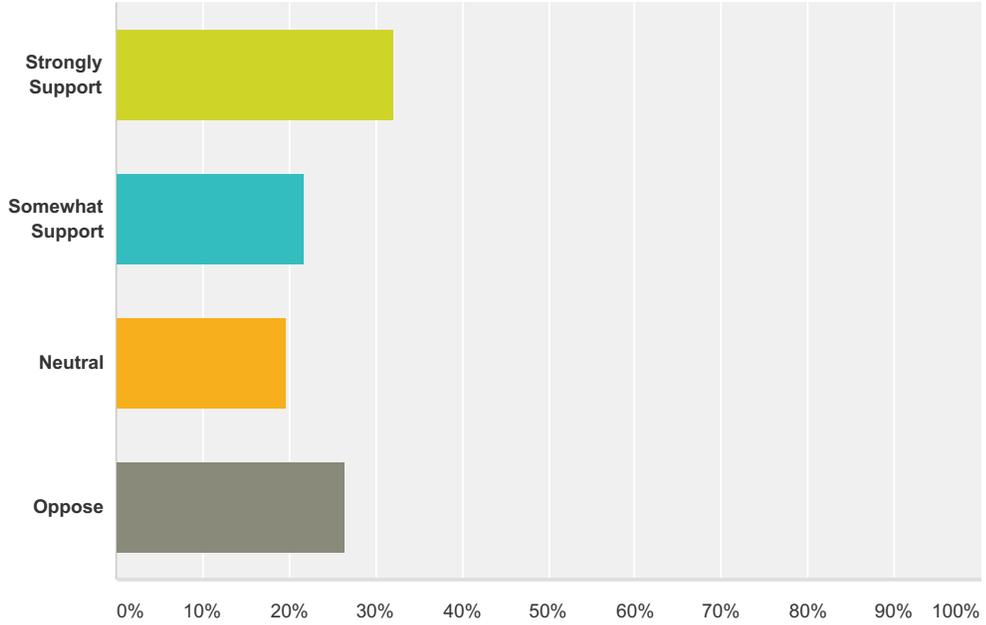
22	More roads,more cars, things will just get worse -people need to get out of their cars	9/24/2016 10:23 AM
23	With traffic being so heavy in that area, transitioning to one lane will create more gridlock than there is currently.	9/24/2016 9:51 AM
24	Adding second thru lanes will only work if Ashford Dunwoody can handle the traffic farther down the road. Need to fix the right hand turn lane off 285 onto Ashford Dunwoody . That is a major problem.	9/24/2016 8:15 AM
25	For #3, the right turn lane should extend back to the 285 exit. Traffic light should allow for left turns in northbound lane.	9/23/2016 9:50 PM
26	Where are all of these new lanes going??? This is definitely a mess getting off 285 and heading south. And what has already been done does not seem to be helping.	9/23/2016 5:00 AM
27	This intersection does not even make the list of 615 worst intersections in Atlanta according to the Channel 2 Study. See what effect Smart Lights would have before you destroy the family businesses along this intersection and the character if our neighborhoods. Smart Lights have worked great around the country and along with the completion of the Johnson Ferry/I 400 project, would improve traffic. All of these proposals pave the way for the new BUCKHEAD anticipated by developers and city officials at this intersection, requiring 4-lanes from I -285 to Peachtree Road and also feed traffic to the businesses on Peachtree that have been begging for more traffic.	9/22/2016 10:47 PM
28	It needs to be clear to those on Perimeter Summit who are turning right/south on Ashford Dunwoody that those with a left signal from Oak Forest have the right of way. Also, a traffic circle is desperately needed at the intersection of Oak Forest and Ashwoody Trail. People often do not know what to do, circle and travel right into the right of way of Oak Forest from the fork.	9/22/2016 7:17 PM
29	No one turns in to Ashford Green heading southbound on AD.....duh. Two lanes merging in to one already exists heading southbound on AD.....duh	9/22/2016 4:57 PM
30	From the Perimeter to Johnson Ferry at Peachtree Industrial needs to become four full lanes with appropriate turn lanes due to current gridlock and additional traffic to come from the Perimeter center area and the Sandy Springs building at Pill Hill.	9/22/2016 3:54 PM
31	More lanes create more traffic which just clogs up the road as much as it is now or more. And again, rush hour is when all of the back up occurs.	9/22/2016 3:01 PM
32	There needs to be a forced merge down to one lane here prior to the intersection. Adding another lane and asking cars to sort it out when they cross the intersection is a recipe for disaster. What you need is a forced right turn into Ashford Green so that cars merge prior to the last minute.	9/22/2016 2:55 PM
33	Really need second southbound through lane all the way through to Marist. Signal timing needs to be addressed all the way through the Perimeter.	9/22/2016 10:56 AM
34	Oppose expanding thru lanes on Ashford Dunwoody. It will simply encourage more traffic thru the neighborhood!	9/22/2016 9:21 AM
35	I oppose #4 because it feels like that is only kicking the "two lanes down to one" down the street a bit. The frustration of merging lanes (and the people who buzz up in the lane that will close imminently) is one of the reasons I absolutely avoid that area during busy traffic times. If there's a way that extending the second lane will help with this, I'm all for it; just don't see how that will happen.	9/22/2016 8:16 AM
36	Protected bike lane	9/21/2016 11:00 PM
37	I don't see how an additional thru lane SB will help as you still have to transition back to one lane. This will just increase merging problems.	9/21/2016 10:22 PM
38	No thank tou	9/21/2016 9:32 PM
39	Right lane extended from Ashford Green MUST NOT let cars through the traffic light, you should only be able to merge to Perimeter Summit right turn once past the traffic light, OR once someone commits to turning they HAVE to turn and NOT be able to go all the way to the front and merge!! If that is not an option then I would strongly oppose making right turn lane.	9/21/2016 9:03 PM
40	Better signage.	9/21/2016 4:25 PM
41	The Reverse Diamond puts cars traveling south on Ash/Dun in the wrong lane as they cross 285 to transition through this intersection - rethink that.	9/21/2016 4:22 PM
42	Take property from Georgia Power's side - leave the residents alone	9/21/2016 4:07 PM
43	#4 would cause a big mess when two lanes transition to one. Better to leave as is and time the lights.	9/21/2016 3:50 PM
44	If number 3 is implemented, make it divided to prevent southbound traffic on Ashford Dunwoody from speeding to the front of the line and cutting in. Number 4 should be a "zipper merge" with good signage explaining and encouraging traffic to use both lanes and take turns.	9/21/2016 2:36 PM

Ashford Dunwoody Road Corridor Study

45	Where does second SB lanes end? Distance south of intersection should include distance for signage and a taper...not shown. NB left turn should never had been been shortened by neighborhood complaints.	9/21/2016 2:16 PM
46	Adding a second through lane would exacerbate the problem of cars force-merging into one southbound lane after the intersection. There needs to be better signage alerting drivers that ashford dunwoody through traffic needs to be in the center lane before the lane ends. Traffic regulating measures could also be a benefit - consider using metered signals during high traffic periods to better regulate lane consolidation.	9/21/2016 2:12 PM
47	Dedicated right-hand turn lane onto Ashford Dunwoody from Perimeter Summit Parkway (not sure of the direction but away from 285/towards Montgomery Elem)	9/21/2016 12:40 PM
48	The light turning south onto Ashford Dunwoody road from the neighborhood is WAY too short. Only 1-2 cars get through. This needs to be longer.	9/21/2016 12:28 PM
49	Ashford Dunwoody needs at least one extra lane (possibly 2) from I-285 to Marist/Harts Mill. Also, teh Oak Forest entrance should be converted into a true roundabout, instead of the current hazardous blind turn that drivers frequently make who inadvertently turn into the neighborhood.	9/21/2016 11:01 AM
50	Four lane	9/21/2016 10:59 AM
51	The congestion here has a benefit, it helps keep volume down on the portions of Ashford Dunwoody further south, which is a benefit to those living along that corridor.	9/21/2016 10:59 AM
52	why extend sb AD lane if its just going to peter out, waste of money, time	9/20/2016 8:50 AM

Q37 Please indicate your level of support for the recommended typical cross-section for Segment 1, shown above.

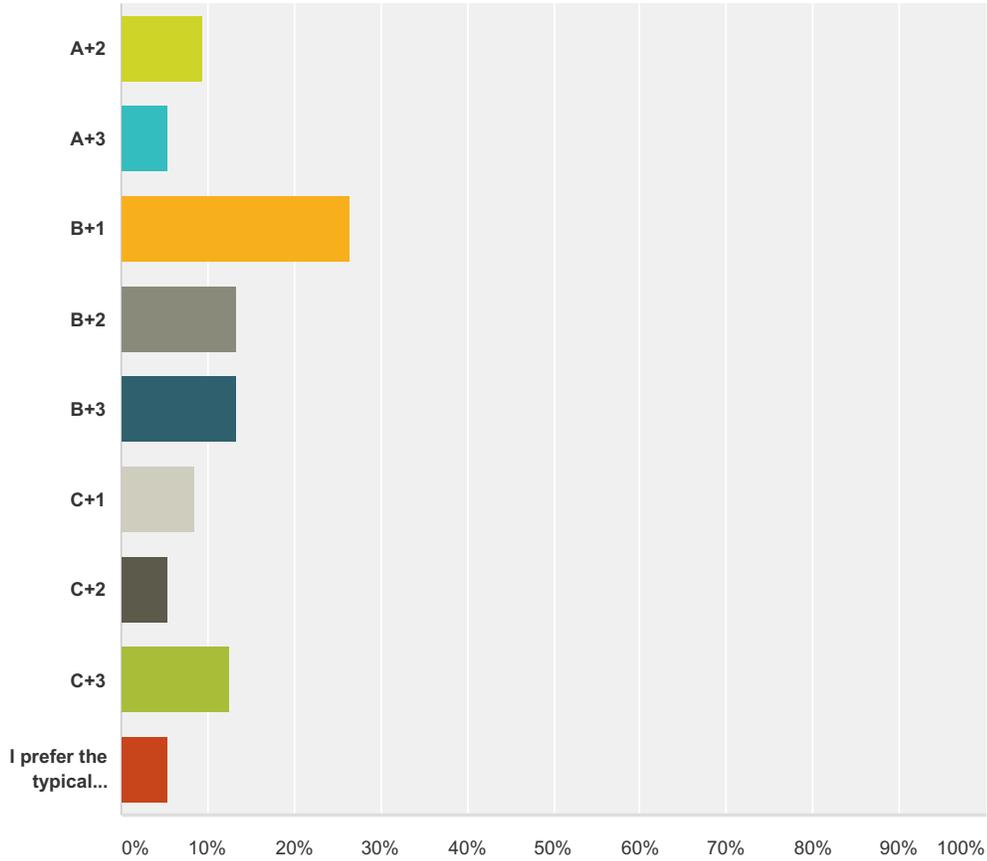
Answered: 245 Skipped: 132



Answer Choices	Responses	
Strongly Support	32.24%	79
Somewhat Support	21.63%	53
Neutral	19.59%	48
Oppose	26.53%	65
Total		245

Q38 If you do not support the recommendation, which option do you prefer for this segment? Please refer to the options presented in the graphic below. (Note: A+1 is the option shown in the recommended typical cross-section.)

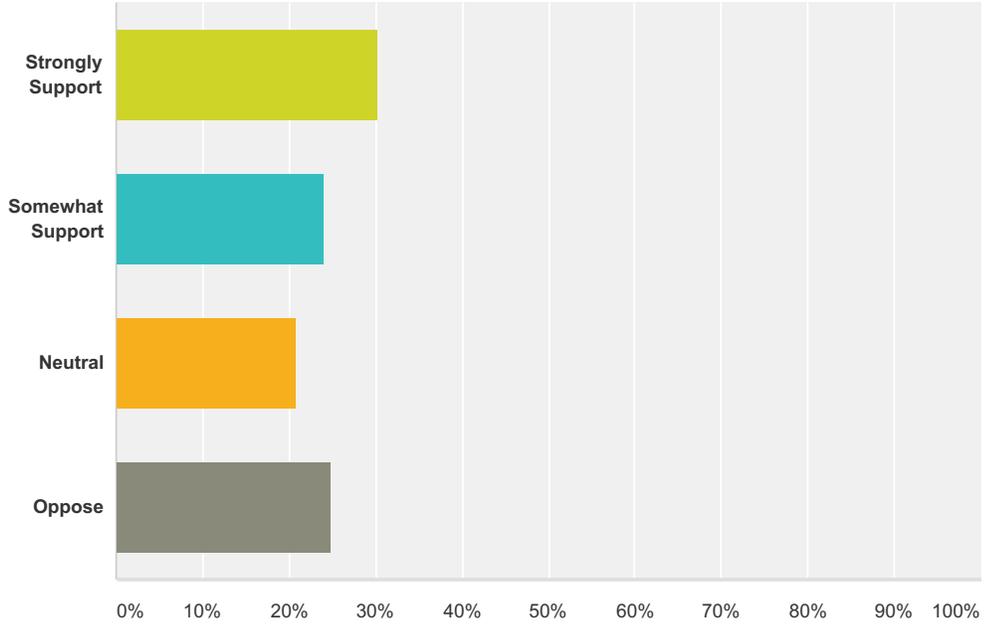
Answered: 128 Skipped: 249



Answer Choices	Responses
A+2	9.38% 12
A+3	5.47% 7
B+1	26.56% 34
B+2	13.28% 17
B+3	13.28% 17
C+1	8.59% 11
C+2	5.47% 7
C+3	12.50% 16
I prefer the typical cross-section shown in the graphic above.	5.47% 7

Q39 Please indicate your level of support for the recommended typical cross-section for Segment 2, shown above.

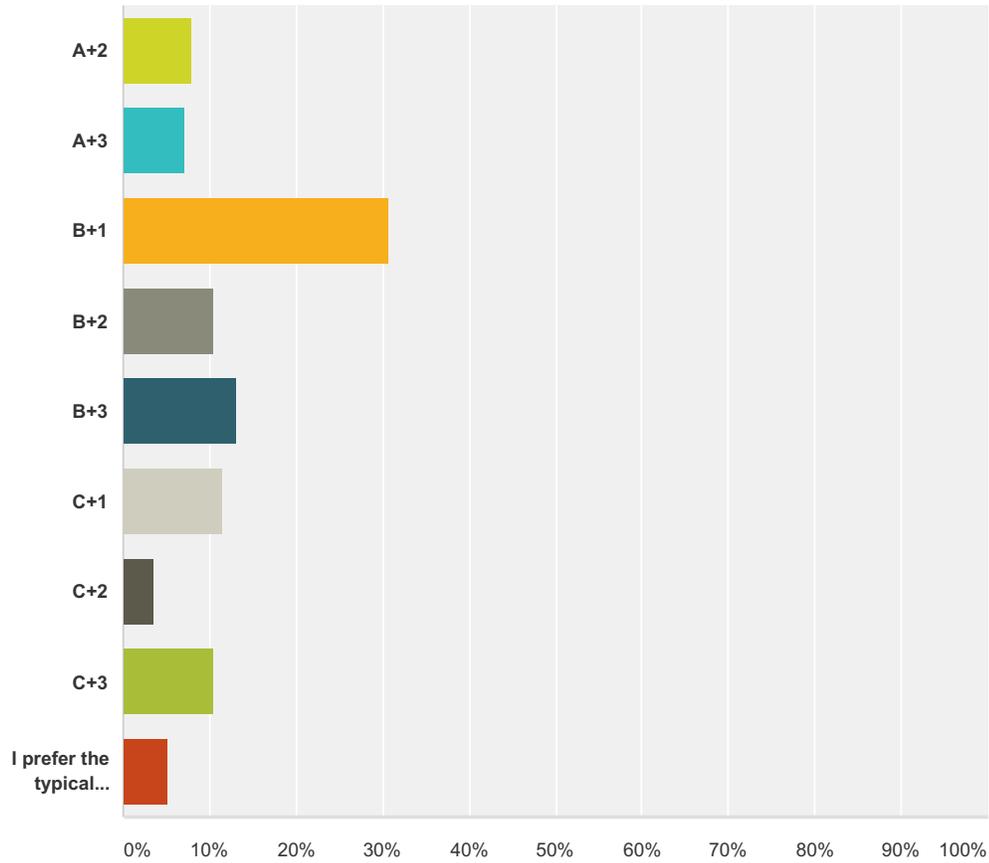
Answered: 225 Skipped: 152



Answer Choices	Responses	
Strongly Support	30.22%	68
Somewhat Support	24.00%	54
Neutral	20.89%	47
Oppose	24.89%	56
Total		225

Q40 If you do not support the recommendation, which option do you prefer for this segment? Please refer to the options presented in the graphic below. (Note: A+1 is the option shown in the recommended typical cross-section.)

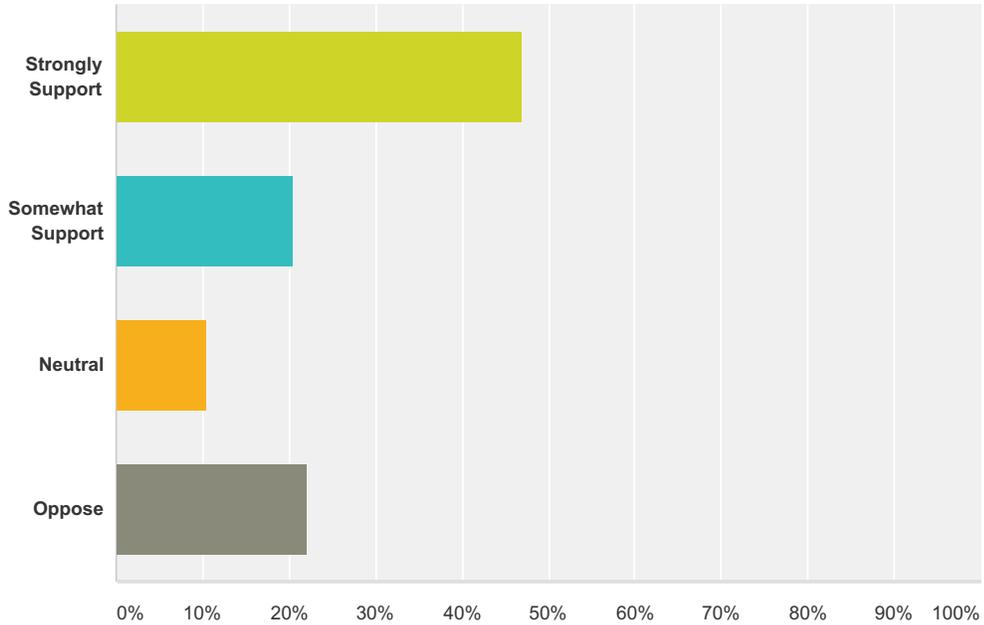
Answered: 114 Skipped: 263



Answer Choices	Responses
A+2	7.89% 9
A+3	7.02% 8
B+1	30.70% 35
B+2	10.53% 12
B+3	13.16% 15
C+1	11.40% 13
C+2	3.51% 4
C+3	10.53% 12
I prefer the typical cross-section shown in the graphic above.	5.26% 6

Q41 Please indicate your level of support for the recommended typical cross-section for Segment 3, shown above.

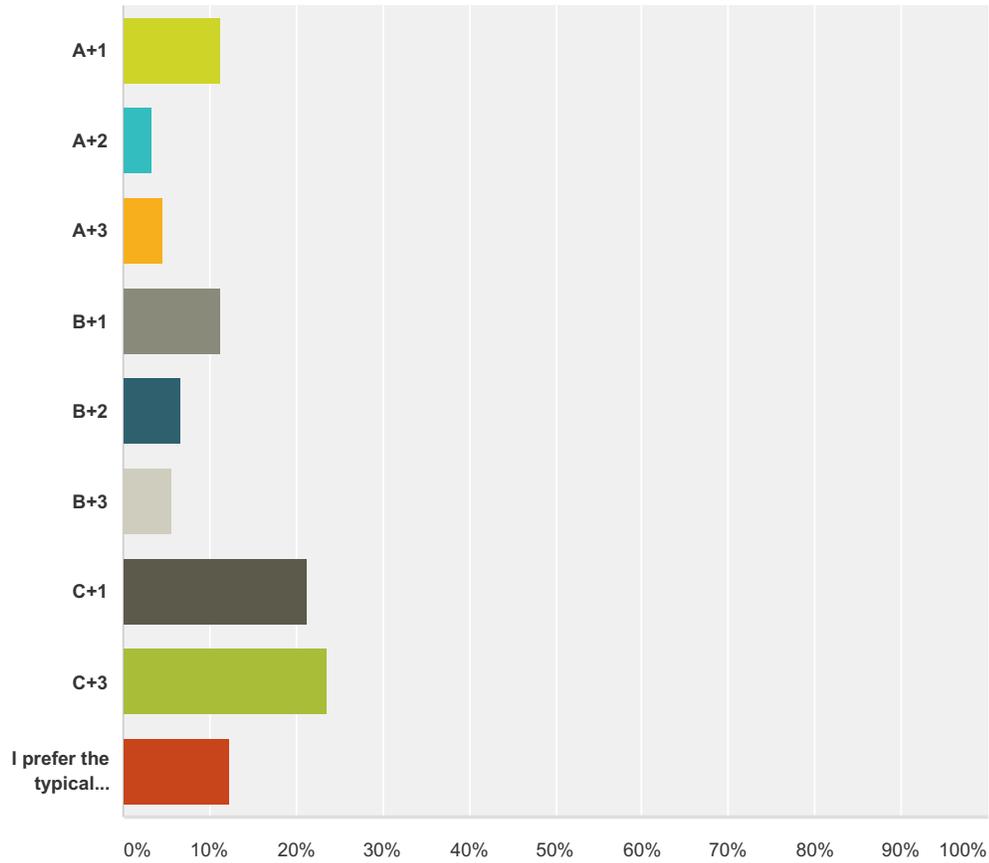
Answered: 221 Skipped: 156



Answer Choices	Responses	
Strongly Support	47.06%	104
Somewhat Support	20.36%	45
Neutral	10.41%	23
Oppose	22.17%	49
Total		221

Q42 If you do not support the recommendation, which option do you prefer for this segment? Please refer to the options presented in the graphic below. (Note: C+2 is the option shown in the recommended typical cross-section.)

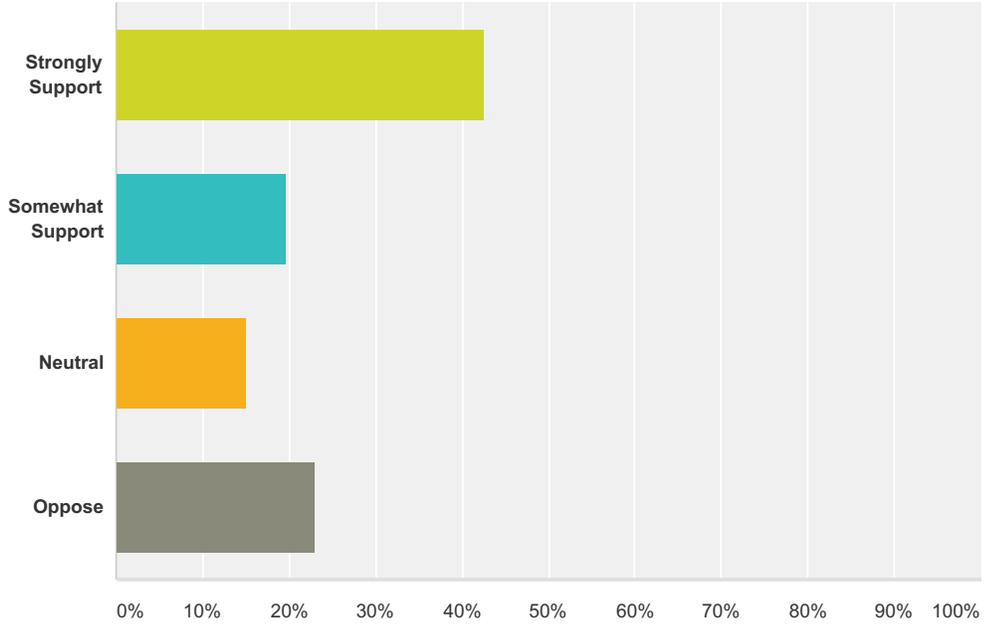
Answered: 89 Skipped: 288



Answer Choices	Responses
A+1	11.24% 10
A+2	3.37% 3
A+3	4.49% 4
B+1	11.24% 10
B+2	6.74% 6
B+3	5.62% 5
C+1	21.35% 19
C+3	23.60% 21
I prefer the typical cross-section shown in the graphic above.	12.36% 11

Q43 Please indicate your level of support for the recommended typical cross-section for Segment 4, shown above.

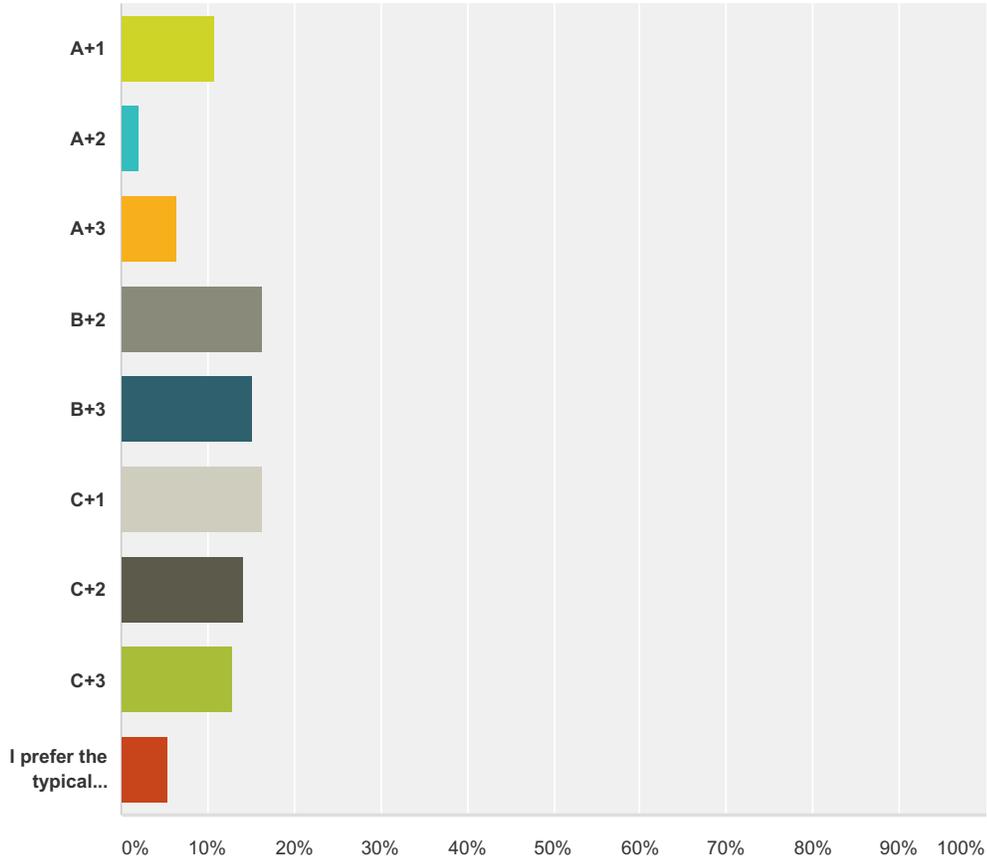
Answered: 214 Skipped: 163



Answer Choices	Responses
Strongly Support	42.52% 91
Somewhat Support	19.63% 42
Neutral	14.95% 32
Oppose	22.90% 49
Total	214

Q44 If you do not support the recommendation, which option do you prefer for this segment? Please refer to the options presented in the graphic below. (Note: B+1 is the option shown in the recommended typical cross-section.)

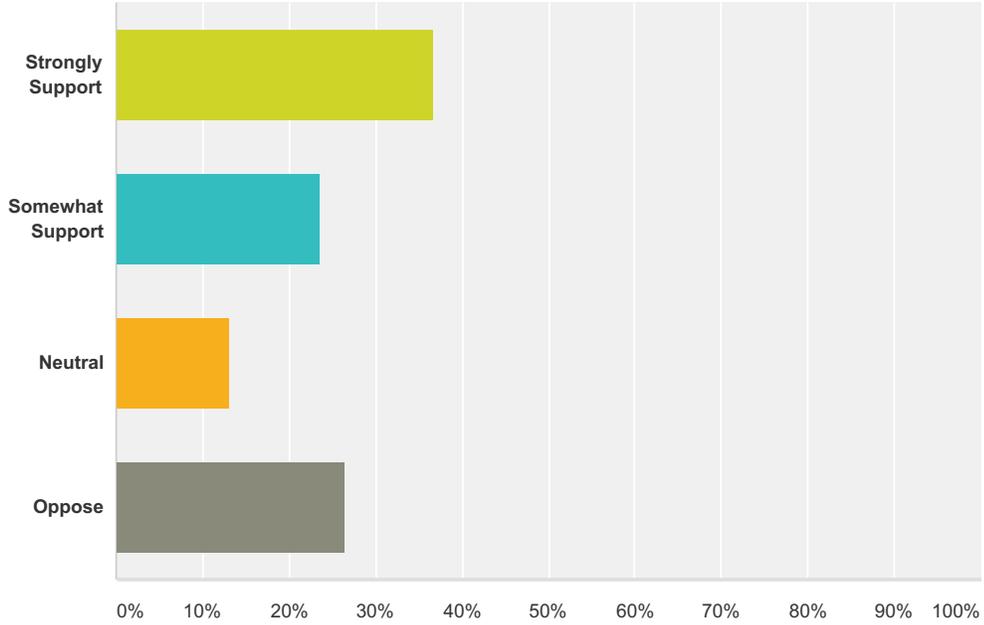
Answered: 92 Skipped: 285



Answer Choices	Responses
A+1	10.87% 10
A+2	2.17% 2
A+3	6.52% 6
B+2	16.30% 15
B+3	15.22% 14
C+1	16.30% 15
C+2	14.13% 13
C+3	13.04% 12
I prefer the typical cross-section shown in the graphic above.	5.43% 5

Q45 Please indicate your level of support for the recommended typical cross-section for Segment 5, shown above.

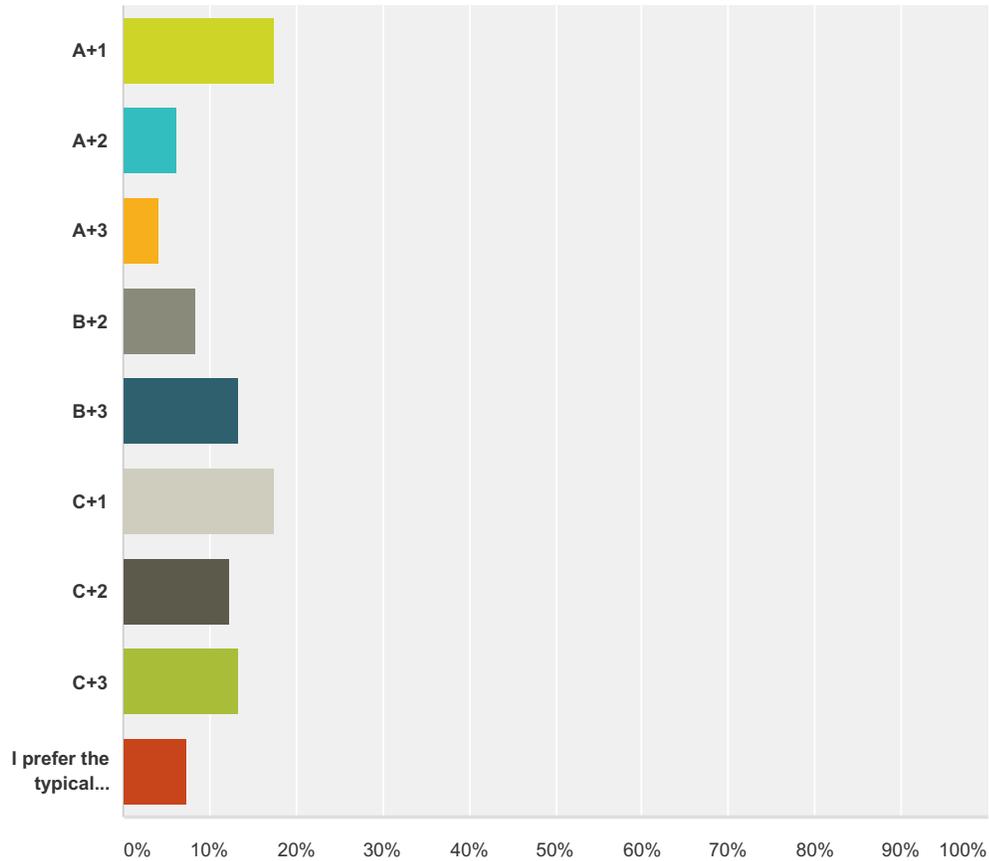
Answered: 212 Skipped: 165



Answer Choices	Responses	
Strongly Support	36.79%	78
Somewhat Support	23.58%	50
Neutral	13.21%	28
Oppose	26.42%	56
Total		212

Q46 If you do not support the recommendation, which option do you prefer for this segment? Please refer to the options presented in the graphic below. (Note: B+1 is the option shown in the recommended cross-typical section.)

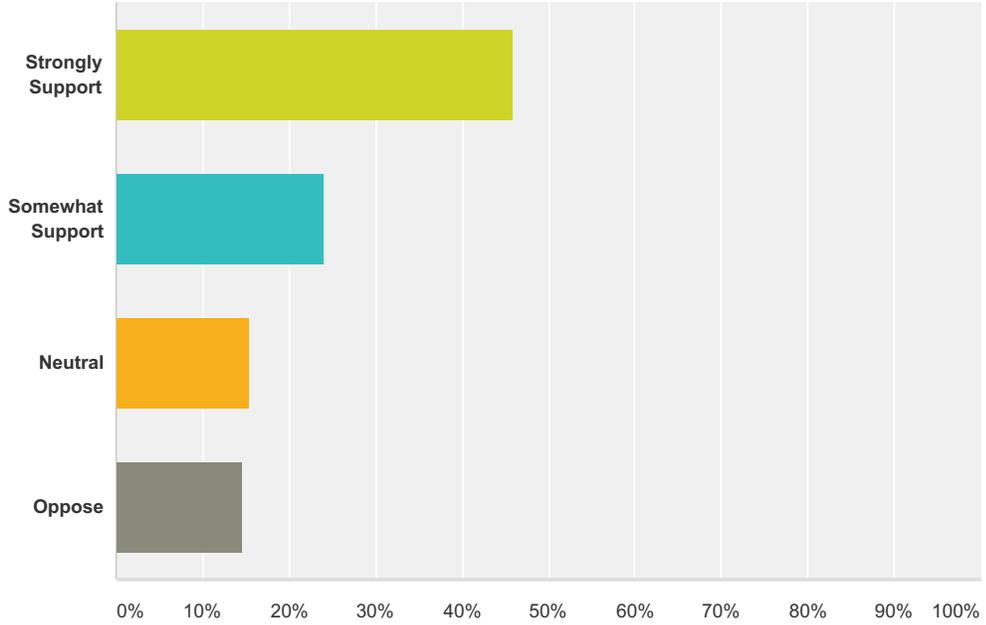
Answered: 97 Skipped: 280



Answer Choices	Responses
A+1	17.53% 17
A+2	6.19% 6
A+3	4.12% 4
B+2	8.25% 8
B+3	13.40% 13
C+1	17.53% 17
C+2	12.37% 12
C+3	13.40% 13
I prefer the typical cross-section shown in the graphic above.	7.22% 7

Q47 Please indicate your level of support for the recommended typical cross-section for Segment 5, shown above.

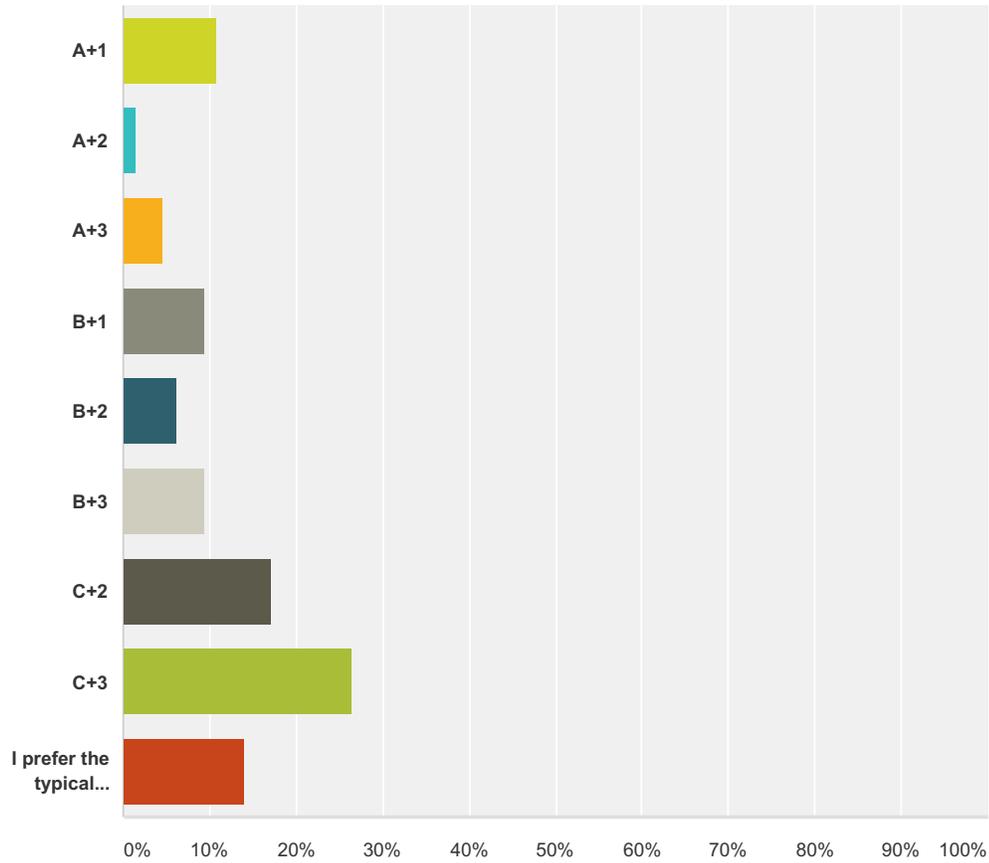
Answered: 213 Skipped: 164



Answer Choices	Responses	
Strongly Support	46.01%	98
Somewhat Support	23.94%	51
Neutral	15.49%	33
Oppose	14.55%	31
Total		213

Q48 If you do not support the recommendation, which option do you prefer for this segment? Please refer to the options presented in the graphic below. (Note: C+1 is the option shown in the recommended typical cross-section.)

Answered: 64 Skipped: 313



Answer Choices	Responses
A+1	10.94% 7
A+2	1.56% 1
A+3	4.69% 3
B+1	9.38% 6
B+2	6.25% 4
B+3	9.38% 6
C+2	17.19% 11
C+3	26.56% 17
I prefer the typical cross-section shown in the graphic above.	14.06% 9

Ashford Dunwoody Road Corridor Study

Q49 Comments

Answered: 73 Skipped: 304

#	Responses	Date
1	Please consider widening Ashford Dunwoody to four lanes north of Johnson Ferry. It will make thousands of people's lives easier by shortening their commutes and allowing them to spend more time with their families.	10/5/2016 5:24 PM
2	More sidewalks on narrow roads to make it pedestrian friendly, specially near public transportation.	10/5/2016 12:54 PM
3	For priority the Windsor Parkway - Ashford Dunwoody intersection is most important due to safety concerns.	10/5/2016 12:31 PM
4	What about intersection at ashford dunwoody and humility lane???	10/4/2016 8:59 PM
5	Please get this project started ASAP. All of the new development occurring in the area will make these roads unusable in 6-12 months. They are almost that way now at certain times of the day. Also consider coordinating with Chamblee to improve West Nancy Creek drive as a through fair.	10/3/2016 2:47 PM
6	Why is it so incredibly difficult to stay on Johnson Ferry Road from the Hospitals driving toward Peachtree Industrial? Just getting through the first traffic light takes forever in the afternoon. The redesign on last year only improved the situation for those turning on to Ash Dun. Those traveling towards Marist have lost their left turn lane, there is only room for one car.	10/3/2016 2:27 PM
7	Multi-use path along corridor should be accompanied by improved pedestrian access to this corridor from connecting streets. Sidewalk along east side of Peachtree Road would be a good way to safely move pedestrians/bicyclists along that road while avoiding conflicting movements from developments on the West side of the roadway.	10/3/2016 8:48 AM
8	Strongly support options that stay within existing ROW. Support multi-use path all the way up corridor especially to connect the schools. Want it to be a beautiful gateway to the city as well. Planted medians would be great at top and bottom of road.	10/1/2016 1:38 PM
9	I would prefer 4 lanes without a median in between. Unless the median does not get in the way of intersections or cause the need for extra tree removal. If trees need to be removed, I would like them to be replanted or for new ones to take their place.	9/30/2016 7:55 PM
10	Bike lanes are preferred, but multi-use paths appropriate to bicycles should have signage supporting bicycle use on those paths to encourage hesitant demand.	9/29/2016 6:08 PM
11	For the corridors, why do we need to have a median? I think that there are a lot of options that have not been considered and this is an attempt to narrow it down. I do not really like many of the options that have been proposed. I am glad we are looking at it, but I do not feel we should pigeon hole it to 9 choices.	9/29/2016 2:20 PM
12	Separated bike lanes are always best, followed by multi-use paths on both sides. Multi-use paths are better than on-street, non-separated bike lanes when speeds are high. Turning radii shouldn't be "improved" for drivers at the expense of pedestrian safety.	9/28/2016 1:42 PM
13	Let's keep the bicycles off the pedestrian paths. As both a pedestrian and a cyclist, I dread the inevitable encounters. How about more bike lane and less planted median?	9/27/2016 6:13 PM
14	I welcome the four-laning of as much of Ashford-Dunwoody as possible.	9/27/2016 5:19 PM
15	I would like to see speed limits decreased and more pedestrian friendly pathways. Adding dedicated lanes and divided hwy's only makes this area more of a cut through and less of a pedestrian friendly neighborhood - which is very negative in my opinion.	9/27/2016 12:01 PM
16	Ticket speeders on Ashford Dunwoody during non-rush hour. Prevent cut thru traffic on Parkcrest going from West Nancy to Ashford Dunwoody	9/27/2016 10:44 AM
17	I think we must be realistic that the Ashford Dunwoody Corridor is a major through-way and a major choke point for traffic in the Brookhaven area and will only become more so with increasing housing density. Expanding to accommodate traffic and encourage pedestrian and bike access to schools, parks, and shopping will make our community better!	9/27/2016 9:28 AM
18	I want to see the narrowest sidewalks/paths possible for the bike/pedestrian plan. Also, minimal wide on the buffers. Not convinced bike/pedestrian option is needed for all these places. I'm very doubtful they will get used enough to justify the cost, and the awful impact to the property owners who will loss a huge chunk of their frontage. Especially the insane number of trees to be sacrificed.	9/26/2016 7:28 PM

Ashford Dunwoody Road Corridor Study

19	On Windsor Pkwy at intersections of Mabry, Osborn and Hermance - would love to see some form of traffic circles instead of stop signs to improve flow and slow people down. Maybe tear drop shaped like Riverside Dr at 285 just not that big of scale. Would love to see it be more of a parkway than the unattractive gateway into our city.	9/26/2016 4:16 PM
20	Please work on coordinating with other areas so that the segment of Ashford Dunwoody between 285 and the Brookhaven city limit is also improved. That's where the evening commute clog begins coming into Brookhaven because there is a right turn only lane that people use for passing those in the left lane. You could always look at making a lane that has the red X green arrow like some areas have so that the lane direction can be changed out for the largest traffic flow at varying times of day.	9/26/2016 1:41 PM
21	You need more turn and through lanes if you want to maintain property values and quality of life for executives and families commuting from what was once considered the most convenient bedroom community.	9/26/2016 1:19 PM
22	Wow! Thank you for making life better by making the traffic on Ashford Dunwoody more manageable. It is very much appreciated!	9/26/2016 12:03 PM
23	More blinking crosswalks on Ashford Dunwoody Rd seem necessary, especially for Blackburn Park.	9/26/2016 10:16 AM
24	This is all SO needed around here - I truly hope Brookhaven gets the support it needs for this!	9/26/2016 8:58 AM
25	THIS NEEDS TO BE DONE ASAP!!!!	9/25/2016 8:01 PM
26	Love the multi-use path!!!! Gotta have that even if you make other changes. Can we get the multi-use path further east on Johnson Ferry over to Peachtree Blvd? Guess we need city of Chamblee to help with that, yes? Thank you.	9/25/2016 10:57 AM
27	This is a noble but futile effort. The more infrastructure we build and the more convenient we make it for folks to drive, the faster our traffic congestion problems will increase and our quality of life will decrease. Use the money for this study and for the proposed roadway changes to expand mass transit and to make walking more accessible and we'll solve a host of societal problems -- including stress, obesity, air quality, dependence on fossil fuels, climate change, deforestation, et al. I am not a car-hater -- I own 25 of the contraptions -- but I still manage to walk to work or take mass transit or car pool every single day. If I absolutely HAVE to drive, I ride a motorcycle. If I cannot ride the bike, I drive a tiny two-seater that weighs well under a ton. I go 6 to 8 weeks without fueling up a vehicle. We only use a real car for road trips. Point being, if we can do it, anybody can do it and everybody should do it. It's ludicrous to try to solve people's problems that they have generated. Let the traffic snarl to the point of gridlock and let folks figure out creative ways to get around -- or to stay home and spend time with their kids doing something fun and productive rather than sitting like lard-lumps in their 3 ton SUVs bemoaning a problem of their own making. BTW, we are not the first people in the world to face these problems. Been to any major European cities lately? They don't have NEAR the problems we have for several reasons: 1. Gasoline costs what it really costs, not the subsidized and undertaxed amounts that we pay here. 2. They have (and use) their feet and mass transit. 3. Parking is ungodly expensive and inconvenient. Take a hint from the rest of the world and let folks simmer in the stew that they created. Only then will they figure out creative ways to improve their quality of life without expecting the gub-ment to do it for them. As you can tell, I feel strongly about this.	9/25/2016 10:42 AM
28	FLASHING LIGHTS for pedestrians crossing on Ashford Dunwoody crossroads near Marist and Montgomery between Harts Mill and Oak Forrest are vital to save children's lives.	9/25/2016 9:04 AM
29	Please do something creative. If you don't this area will literally shut down.	9/24/2016 6:04 PM
30	Do you always need the planted medians for four-lane options? Is that a safety requirement?	9/24/2016 5:18 PM
31	The survey is unclear as to the traffic flow on Johnson Ferry. If someone wishes to go east on Johnson Ferry after going behind the Kroger, don't they still have to go through the existing "x" intersection? Or is Johnson Ferry barred to eastbound traffic from the existing "x" intersection, other than those turning right off Ashford Dunwoody?	9/24/2016 1:59 PM
32	Be sure to add turn lanes along Nancy creek.	9/24/2016 11:59 AM
33	Some of the changes will encourage drivers to use more neighborhood roads as cut throughs. Please study these possibilities, especially since new "apps" facilitate this unwanted action. Encouraging cutting through any residential neighborhood is NOT desired.	9/24/2016 10:07 AM
34	On Oak Forest, adding a right turn lane and adjusting the light to allow more than 1 car to turn left. Also adjusting the light so that Oak Forest always gets included in the directional changes. I frequently have to sit through two to three changes before I get a left turn indicator.	9/24/2016 8:51 AM

Ashford Dunwoody Road Corridor Study

35	The truth is, the more convenient and efficient you make the corridor, the more traffic you will get. I think A-D should be 3-lane all the way through, But not 4, except for the merge with JF.at Donaldson and at P'tree Ind.. Johnson Ferry EB 4 lanes all the way to PI. Tell Chambee we'll pay for the roadwork if they secure the right-of-way and guarantee maintenance. This would be a chance to get decent, smooth pavement through that rather shabby stretch of road, which many Brookhaven people need to use every day. A-D to PI, 3 lanes all the way past St. M., then 4: Going south, leftmost is A-D NB, two middle are going left at PI, rightmost is going right at PI, with no stopping. Make any cut-through behind Publix or the Pizza place one-way NB with no left turn at A-D. If that doesn't leave any room for the PP, Buy him the biggest sign the "Pure" area will allow. And while I've got your attention, how about putting all the traffic lights north of Dresden and south of A-D in red-yellow blinker mode say, Midnight to 6 am? A blinking light only uses half the power, and people on PI wouldn't have to put up with BS red lights and burn extra gas re-accelerating, when there is no cross traffic Especially Osborne! You can fix that one tomorrow.	9/24/2016 2:14 AM
36	While I support most of the suggested improvements I think that we don't want to widen these roads so much that through traffic increases tremendously.	9/23/2016 10:03 PM
37	Thanks for opportunity to comment!	9/23/2016 9:54 PM
38	all this piddling... the real answer is a 4 lane road expensive and politically unpopular but it IS the answer. Somewhat ironic because the traffic 'problem' isn't residential trips.	9/23/2016 6:26 PM
39	Please widen the roads as much as possible! As a driver, the roads are too narrow and not enough lanes. Do not add more speed bumps or humps. We've had enough of them! Bicyclists need their own lane and it is dangerous when they share the current roads - they cause traffic as there is a line of cars waiting behind them.	9/23/2016 6:21 PM
40	Multi use pathways on east side of AD are unnecessary. Planter buffers in middle of street are space take a ways. Too much idealized design work and not enough targeted usage/problem solving. Nice pictures but, not good reality. More money spent for studies that are not solution centric.	9/23/2016 6:13 PM
41	I'm so happy to see the multi-use trails on these plans, but I'd like to upgrade them to bike paths. I think that bike paths would lead to less traffic in the future. It's a minimal investment that might lead to big savings later on when more people are using them.	9/23/2016 12:10 PM
42	I think we need the lanes for bikes, walkers, strollers on ONE side only, with strategic crosswalks.	9/23/2016 7:28 AM
43	Rethink your plan for the Ashford Dunwoody/Johnson Ferry intersections. You can do better!!	9/22/2016 11:18 PM
44	Sidewalk and multi-use path are not needed on both sides of Ashford Dunwoody between Peachtree and Johnson Ferry. Only needed on the west side. Need to accommodate one bike lane in all segments with buffer from vehicle traffic.	9/22/2016 9:26 PM
45	Thank you for seeking input!	9/22/2016 7:30 PM
46	If Brookhaven is going to continue to be a good and safe place to live, we need to make these changes PLUS stop approving high density complexes along this corridor.	9/22/2016 5:16 PM
47	it would also be helpful to bury the high tension lines and other pole support infrastructure.	9/22/2016 5:10 PM
48	First half of the survey was clear, easy to understand and complete. Second half with the 'options' was like trying to read Japanese.	9/22/2016 5:02 PM
49	First of all, most of the changes are to accommodate rush hour/cut through traffic. I have lived off of West Nancy Creek for 30 years and it is typically only when there are issues on I-285 that cut through traffic is overwhelming - and there isn't anything that can be done about that. It seems all of these recommended changes are mostly speaking to that situation. And making it easier for cut through traffic will encourage more people to get off the freeway and onto surface streets so the rush hour backups will be worse. The one improvement that would make a difference is to remove the right turn signal for Johnson's Ferry Road traffic that allows them to merge onto the southbound block they share with Ashford Dunwoody Road while northbound Ashford Dunwoody Road traffic has the left turn arrow to westbound Johnson's Ferry Road. Also, there aren't any options for adding a sidewalk to one side of any road, not both sides.	9/22/2016 4:25 PM
50	We dont need planted medians! We need more turn lanes! Please reduce the speed limit!	9/22/2016 11:53 AM
51	The city should have done this survey long before they approved the construction of 47 condos across from Blackburn Park.	9/22/2016 11:32 AM
52	On the last segment C+1 was not an available choice. I would have preferred that to C+2. Very glad you are reaching out to the public. I think traffic management needs to be top concern over multi use paths. The bikers do not need to be the top concern here. Moving cars through Brookhaven so we can all get home at a reasonable hour and cost should be the top concern. I live off Redding and travel this route every single day. UGGGGGGGG	9/22/2016 11:16 AM

Ashford Dunwoody Road Corridor Study

53	I did not select an alternative on road configurations because there wasn't an option for just turn lanes at intersections. I don't support a continuous 3rd center lane, too intrusive to the community and too much right of way and destruction of green space. We want our neighborhood to remain a neighborhood, not offer an alternative to 285 at rush hour	9/22/2016 9:30 AM
54	Consider turning Johnson Ferry Road into One-Way Eastbound and Ashford-Dunwoody Road into One-Way Southbound. You automatically turn each road into a two lane road with zero construction needed - only new striping on the roads, some new signage, and a temporary Police presence until people get aligned with the new program.	9/22/2016 6:21 AM
55	I think you have done a great job, running road behind kroger to johnson ferry and behind publix to johnson ferry major improvement. I live very close to Windsor, very opposed to traffic light there, but a circle might work. I keep imaging Roswell road 4 lanes with a turning lane and this is NOT what we want for Brookhaven. I am even hesitant to support turning lane as i think it just gives people an area to break law, drive in turning lane and cut people off. The traffic to get to 285 North on Ashford Dunwoody is awful. If you can get Montgomery a different entrance that would be great and if MARIST and the soccer fields had a side entrance it would help. if you had a turning lane to go east on Nancy creek toward Murphey Candler I would stongly support	9/21/2016 10:18 PM
56	Do not create an opportunity for more traffic. This should accommodate only what is already there. More cut through traffic will destroy the neighborhoods.	9/21/2016 10:06 PM
57	The idea to expand all the sidewalks is insane. The sidewalks aren't overcrowded. Work on fixing the current sidewalks and traffic signals and worry less about plummeting people's property values.	9/21/2016 9:48 PM
58	We want to see the databauppoeting the need for the asphalt jungle!!!!!!	9/21/2016 9:39 PM
59	8-12 feet of walking trail in front of our home at 3909 ashford dunwoody would take most of our front yard. There is not that much, if any, consistent foot traffic in front of our home to warrant this. This would destroy our home value.	9/21/2016 9:32 PM
60	We really don't need all those extra-wide sidewalks. What currently exists is fine.	9/21/2016 8:27 PM
61	Improve signage, coordinate traffic signals, build consensus with neighbors most affected.	9/21/2016 4:32 PM
62	Wider roads make traffic travel faster. At the same time we are trying to unclog roads we are adding speed bumps. Keep Ashford Dunwoody feeling narrow. The speed increases significantly where it crosses Nancy creek. Lower the Speed Limit on Ash/Dun!	9/21/2016 4:29 PM
63	Please consider traffic coming and going from Donaldson Drive. Development is heavy in that area and there is going to continue to be increased traffic coming and going from Donaldson Drive	9/21/2016 4:29 PM
64	if you build it, they will come. It is disappointing that no one that actually lives on Ashford Dunwoody Road is on this committee. We should have had a voice since it is our homes and property values that will be impacted. I also find it disturbing that one of the committee members said all of our homes would be bought then turned over to developers to build townhome and the city would "make millions"! I understand change needs to happen but the city has proven they shoot from the hip without thinking. I find it interesting that I can strongly approve but not strongly oppose. Typical survey, written to go the way the writer wants it to. If I can only hang on until the State Farm buildings are completed.	9/21/2016 4:18 PM
65	I oppose the planted, waste of space median in all four-lane examples. Unnecessary expense involved in right-of-way acquisition costs to have such a wide cross-section. Otherwise C+1 is my choice. Also oppose the 5 foot buffers between sidewalks/multi-use paths and curb for same reason. Prefer 8' paths for same reason. Not in favor of large, costly eminent domain purchases; although Corner Pizza may be necessary to avoid encroaching on Kadleston neighbors. We do not want our city driving experience made uglier by rerouting traffic behind two grocery loading docks.	9/21/2016 4:13 PM
66	I do not see the need for both a sidewalk and a bike path on all these roads (except for the part of Ashford Dunwoody from Johnson Ferry to Harts Mill. Why can't people walk on the bike path (multi-use)? Then you would not need an additional sidewalk. It would be 8-12 feet wide and would allow people to pass safely, and would not take such a wide road. Just put some crosswalks in like the lighted ones that are there now around Krogers and let people cross the street to the other side to walk. Doing both sides seems ridiculous to me.	9/21/2016 3:55 PM
67	How do you expect the citizenry to know what the collective impact/gain in LOS is? Forget road behind Publix. Road behind Kroger may unload JFR/ADR EB. Cost analysis of each alternate?	9/21/2016 2:21 PM
68	ALL traffic lights along the corridor need to be improved & made MORE intelligent. There is NO need for the traffic lights at the business entrance/exits to be turned on during business off-hours. They appear to have the same schedule at 3pm on Sunday as M-F 7-6...they could be made blinking, if need be. Also, ALL turn lanes need to be marked more clearly & FURTHER in advance...in addition to signs saying "-- Turn ONLY in -- Lane Ahead". Consider putting poles or lane dots to separate turn-only lanes in the final approach to help prevent people trying to sneak in at the last minute.	9/21/2016 1:22 PM

Ashford Dunwoody Road Corridor Study

69	PLEASE work with the City of Atlanta to come up with some proposals for the traffic problems at the intersection of Windsor Parkway and Peachtree Dunwoody. A dedicated RH turn lane is needed from Windsor turning onto Peachtree Dunwoody (heading toward the hospitals).	9/21/2016 12:53 PM
70	Also need speed control as cars turn from Peachtree on to AD. When they pass Windsor, they're often doing over 60 mph or more.	9/21/2016 12:04 PM
71	Well done. Now, get it done.	9/21/2016 11:17 AM
72	The congestion (causing backup all the way through the DDI at 285) southbound on Ashford Dunwoody in the evenings is crazy. There need to be 2 through lanes in each direction to the improved intersection with Johnson's Ferry to handle the large amounts of traffic that move through there every day. I smaller cross-section with some improvements will just increase the traffic (people are avoiding this area if ANY other route can be found during rush hour) and fail again quickly.	9/21/2016 8:48 AM
73	I strongly oppose all of the recommendations for Ashford Dunwoody from W Nancy Creek to Perimeter Summit Pkwy. I do not feel that any of the recommendations are good for the residents who live along this stretch of the road or for the residents of Brookhaven in general. As a homeowner on Ashford Dunwoody I also feel it is completely unnecessary to add that much additional sidewalk on each side of the street. As a resident who uses this sidewalk to often take family walks, I feel the sidewalks need to be updated and repaved, but NOT widened to such an extreme. There no need to take down all our trees for a sidewalk! Our family will be terribly upset to see our neighborhood torn apart for the sake of speeding commuters who don't even live in our town and will find it very hard to remain residents here. Also, maybe we should pump the brakes on adding so many new condos and apartments and welcoming even more traffic to this area until we figure out a way to handle what we currently have!	9/20/2016 7:28 PM

①

~~Path~~ Serious bikers along
corridor that would not
use multi-use trail

~~Path~~ Controlled Pedestrian cross
walk by Cancer near
elementary
- grade - can't see Ped.

Minimal Pedestrian need north of
elementary School
- resident opposed to sidewalk
on both sides north of elementary



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

I live on Ashford Dunwoody Rd @ 4089
Ashford Dunwoody Rd. Segment 5 is NOT
needed as designed on the eisel.
we do not need a center turn lane man do
we need a 8' side walk on BOTH sides of the
Road. ^{in that section to house.} I have lived there since 1999. Trust
me, I know the traffic in front of my house.

Name: Michele Rutherford

Phone or E-mail:



need for segment 5 an option of only keeping the
side walk on a single side. Main pedestrian walk



(3)

GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

Please require the golf course to upgrade, beautify, and maintain their property along the entire length facing Ashford Dunwoody - not just the entrance.

Name: Art Keegan Phone or E-mail: _____



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

4

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

I feel that there are trees and/or bushes planted in the ROW or branching into the road that obscures view of the road, especially at Windsor Parkway and A-D. Whether any changes are made this should be checked. Now that the speed limit has been raised, this is a bigger problem

Name: Georgia Seale Phone or E-mail





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

5

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

- 1) Put the options on the website
- 2 8'-12' walkway is totally excessive
- 3) For the amount of money to be spent, couldn't we buy more property at Donalson Drive, Ashford Dunwoody, to Johnson Ferry intersection.
- 4) The road behind Cambridge Square, etc - is still going to bottleneck at Blackburn Park. The light will be farther away

Name: Caroline White Phone or E-mail: 

from the next intersection but closer to the Marist light.



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

(#1) for Ashford-Dunwoody intersection with Johnson Ferry the devil is in the details which we do not have.

(#2) Perimeter Summit plans need to be in conjunction with plans to improve the intersection of 285 and 400

Name: Tom McIntyre

Phone or E-mail:





7

GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

not having LOS of what the consultant has prepared is needed to determine laneage. Relocating ADR south of JFR (Public) and at Woods Drive is worthless, esp w/o LOS computations and comparisons to existing/future laneage. If alone needed from Harts Mill north - shift roadway to the west and remove homes

Name: Joe Pollard

Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

I appreciate the study and thoughtful recommendations. The ideas seem to try to address the greatest areas of concern.

Name: resident of Oak Forest Hills Phone or E-mail: _____



ADD VEHICLE MILE TRAVEL... OF REDUCING VMT - LESS CO², LESS GREEN HOUSE GAS

#1 Priority

GENERAL COMMENT CARD

Ashford Dunwoody Road Corridor Study

9

PEDESTRIAN SAFETY SHOULD BE #1 PRIORITY.

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

- INSTALL ~~2~~ 2-WAY CYCLE TRACKS / SIDEPATHS ARE DANGEROUS DONT MIX BIKES + PEDS
- TRAFFIC CALMING / PED XING ISLANDS / BULL OUTS / ^{USE} SPLITTER ISLANDS = SEPARATED BIKE + PED FACILITIES
- NO RIGHT ON RED, NACTO BIKEWAY GUIDELINES
- SHORTER TRAFFIC SIGNAL LIGHT CYCLES
- NO RIGHT / DECEL + ACCEL LANES (THESE SPEED TRAFFIC)
- DESIGN ROAD FOR 35 MPH. RE-APPLY TO 60MPH TO REGULAR SPEEDS

Name: JOE SECONDER

Phone or E-mail:





10

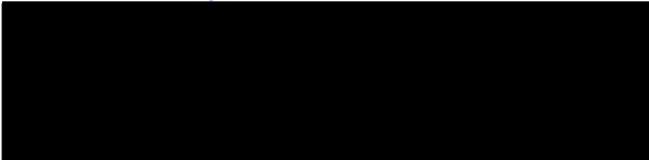
GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

Please, please slow traffic coming SB on Ashford Dunwoody. I was in a BAD accident @ West Nancy Creek + Ashford Dunwoody which totaled a 2015 Honda Pilot. A friend of mine was also hit @ this intersection several yrs ago by someone running a red light. Maybe traffic BRICKS, speed bumps + law enforcement would help. I also asked the house on the corner of ASHFORD DUNWOODY + W. Nancy to trim their shrubs + nothing HAS BEEN done.

Name: Karen Klein

Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study



The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

Plans look good. Turn lanes increasing in size will be a big help. Like the new roads behind Kroger & Publix as long as they do not disrupt those living behind Kroger. Publix should be OK. Am concerned about home owners losing part of their yards, would like the final plans to be well thought out & discussed with all home owners affected.

Name: Nancy Chambers Phone or E-mail:





12

GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

Oppose widening A-D. ^{Cut + Move} Would bring more traffic to neighborhoods. Control traffic patterns that lead to A-D. Use signal timing and phasing ~~to~~ to move traffic, not more real estate. Fix Johnson - Ferry and A-D.

Be sure traffic signals at West Nancy & A-D include left turn arrows both ways on W. Nancy.

Name: Karen Whitehead Phone or E-mail:

13



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

I strongly support using timing / phasing as left
turn signals. will move stopped fast
and doesn't need to swerve red light.

Name: R. Whitaker Phone or E-mail: 



14

GENERAL COMMENT CARD Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

In general the roadway improvements and street scapes all offer positive improvement. Encouraging to see that pedestrians, motorists and bikers are being considered. Please also make sure peak and OFF-PEAK traffic hours are considered when speeds along the corridor increase. The Johnson Ferry/Ashford Dunwoody section needs a Master Plan to study traffic in relation to potential future development. This could be/should be an iconic location for Brookhaven.

Name: Ellen Garland Phone or E-mail:

→ Architect - happy to be contacted or offer more feedback.

15



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

Concerned that right-of-way impact would be too much.
Concerned about keeping the area more for
pedestrians & not so much for cars.
Otherwise, I agreed with most of the intersection
improvements.

Name: John O'HARA Phone or E-mail: _____



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

16

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

Terminate Parkcrest Drive at Rains Court.
No connection to Ashford-Dunwoody. People race through the area morning and evening as a cut through. The turn lanes on West Nancy to A-D would mean no need for the cut through traffic. Renders Parkcrest Drive and Rains Court a quiet residential street similar to the Ascent or others off West Nancy.

Name: Tom Jones Phone or E-mail: 



7

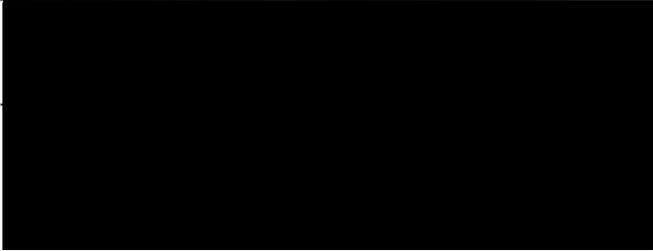
GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

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.

Name: Sandy Murray

Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

18

The City of Brookhaven is interested in your thoughts about this study and the Ashford Dunwoody Road Corridor. Please provide any comments or ideas below. If you would like someone to follow up with you, please write your name and phone number or e-mail address below.

@ Montgomery - concerned NB R Turn will not be long enough to allow enough traffic to off-load off AD Rd to make a difference. And because of the slope/hill, if adding a turn lane, please please please re build a NICE retaining wall.

@ Johnson Ferry - opposing Right Now - This unique intersection is part of the "fabric" of local. Need to digest

Name:

Maek Urbans

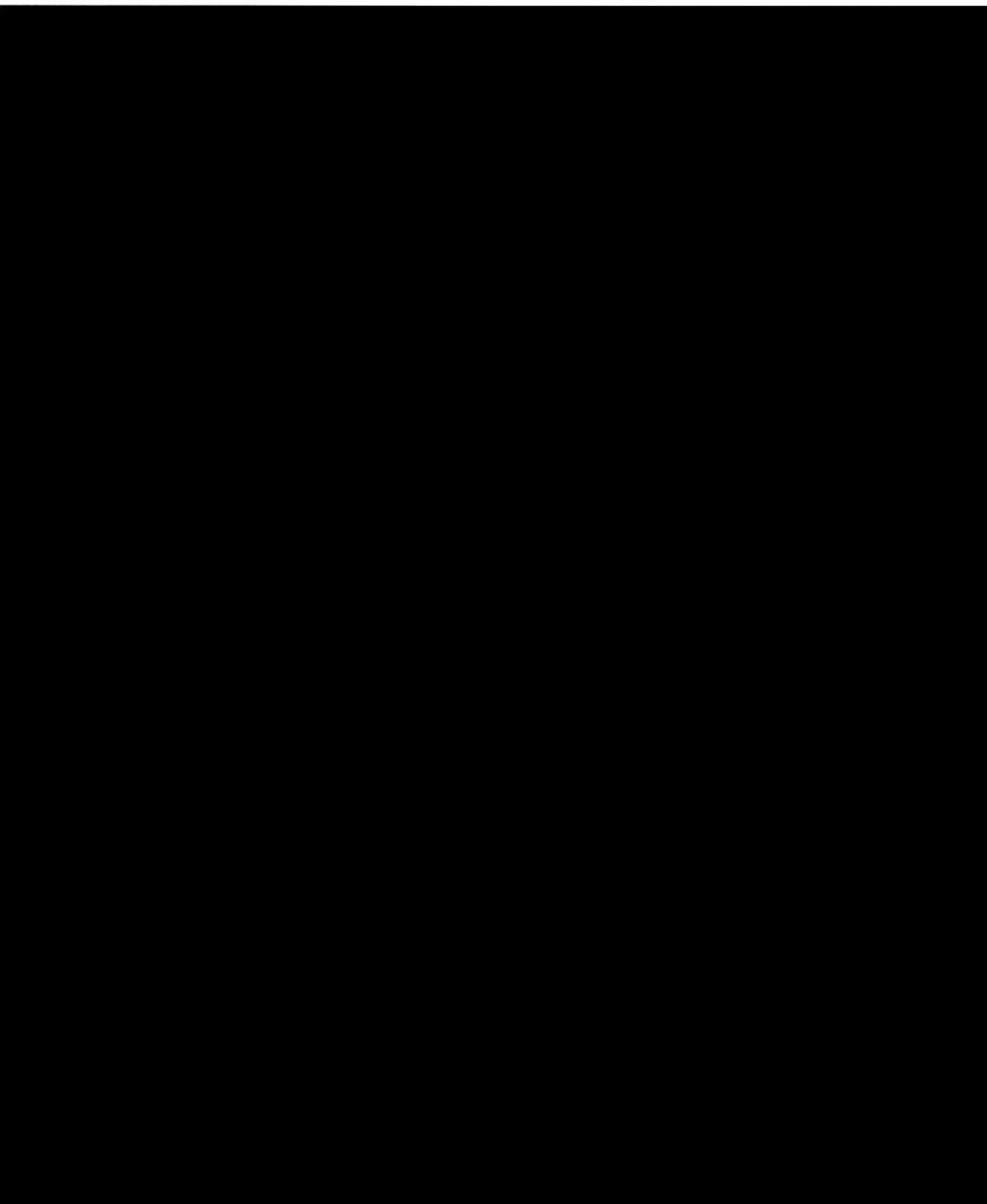
Phone or E-mail:



**Ashford Dunwoody Road Corridor Study
Community Workshop**

**September 12, 2016
Marist School - Ivy Street Center**

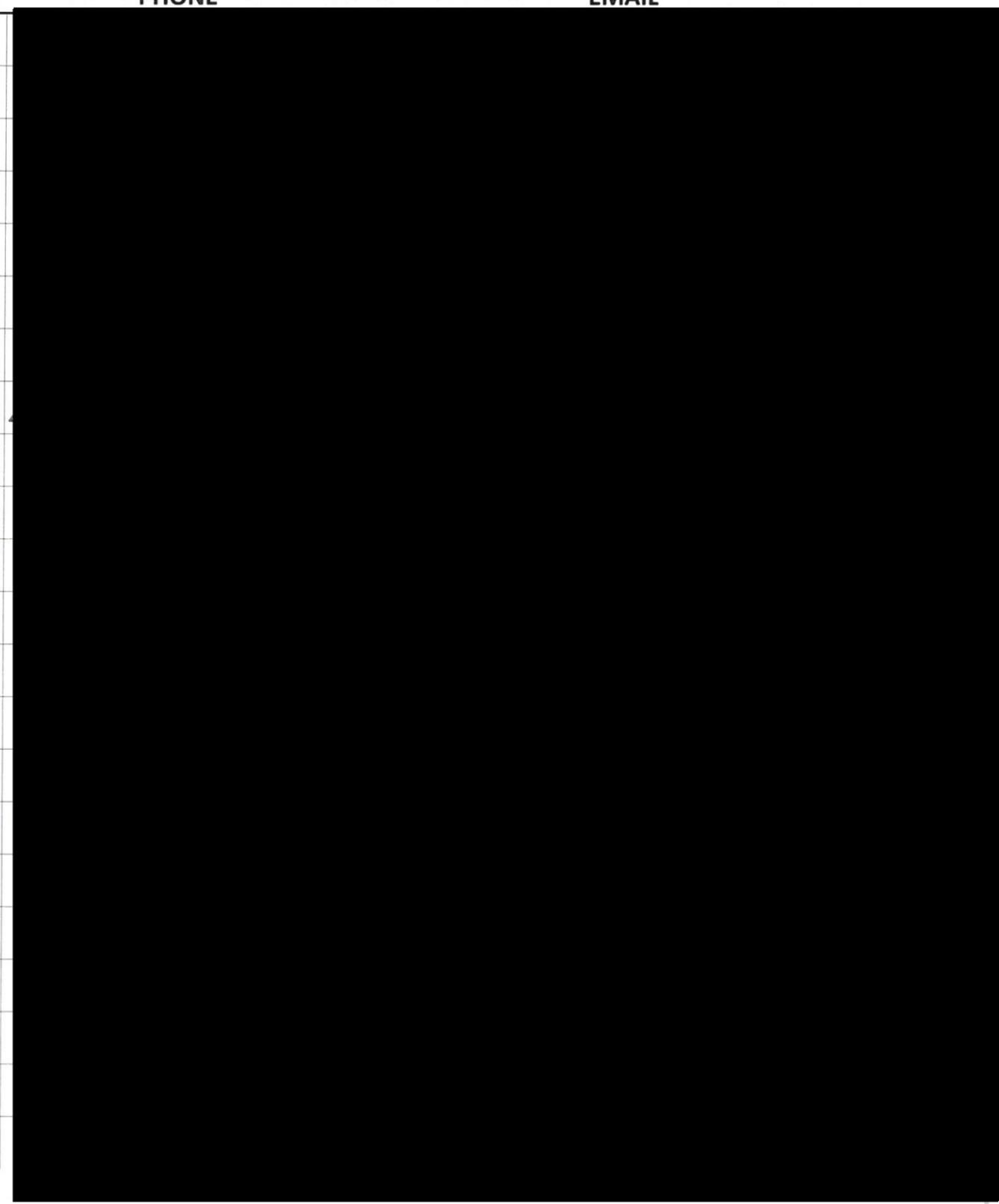
NAME	AFFILIATION	TITLE
SANDY MURRAY - Ron LIGHT		
Nancy Chambers		
Judy Skipman		
MARY Storm		
RICHARD LAUTH		
Tom Jones		
KATHY GLENN		
Rebecca Williams		
Alton Conway		
Sheila Moriarty		
Jill Pohl		
CHRIS CABRELLI		
Nancy Elliott	Seven Oaks Mgmt	U.P.
ANNE SUMMELINE		
BOB ARNO		
By Pollack / Amy Kueg residents		
Mike Buchanan		
HENRY MILSEN		
Fred Pizzuto		
Jeff Turnage		



**Ashford Dunwoody Road Corridor Study
Community Workshop**

**September 12, 2016
Marist School - Ivy Street Center**

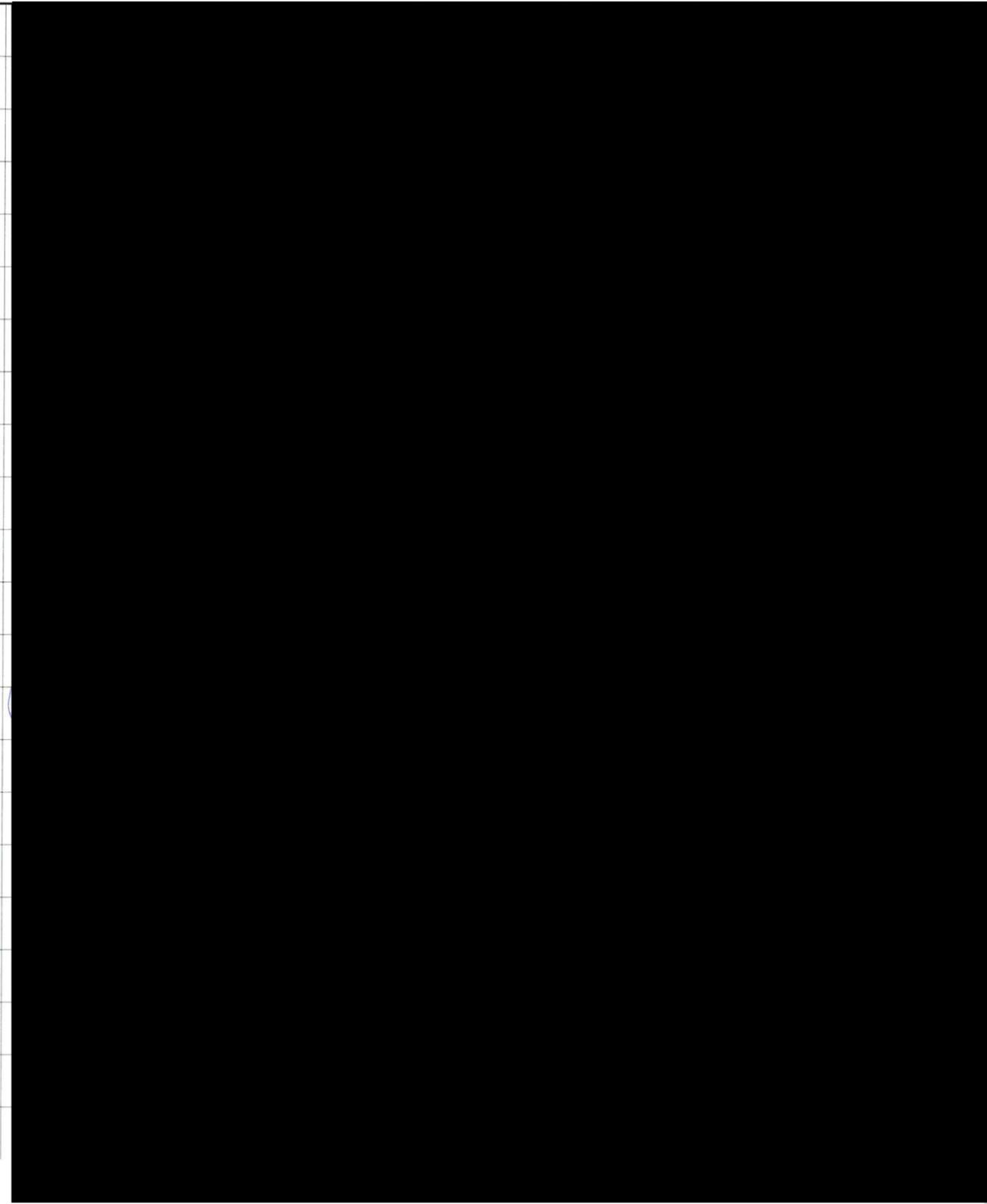
NAME	AFFILIATION	TITLE
Linley Jones		
Butch Benford		
Leslie Pinto		
BRUCE LAFITTE	CAMBRIDGE PARK	
Eugenie Viener		
JOHN RUCH	BROOKHAVEN RESORTS/RC	
Denise Starling	CAMBRIDGE PARK	
Mallory Scates	NANCY CREEK HEIGHTS	
PAUL TOMASZOWSKI	CAMBRIDGE PARK	
Patty Cloudus	Brookhaven resident	
ED SMITH / MARY	CAMBRIDGE	
STEPHAN LEWIS		
Elizabeth Fletchur	Brookhaven Resident	
LANCE BALLARD	PTOP	
Karen Klein	Brookhaven Resident	
ED O'CONNOR	CAMBRIDGE PARK	
Allyson Harris	Resident, Devonshire neighborhood	
Rich + Andrea von Bibberstein	Brookhaven (Devonshire)	
Nicole Spade	Brookhaven resident	
Nancy Deell	Hampton Hall	
Marta Becke	Cambridge Park	



Ashford Dunwoody Road Corridor Study
Community Workshop

September 12, 2016
Marist School - Ivy Street Center

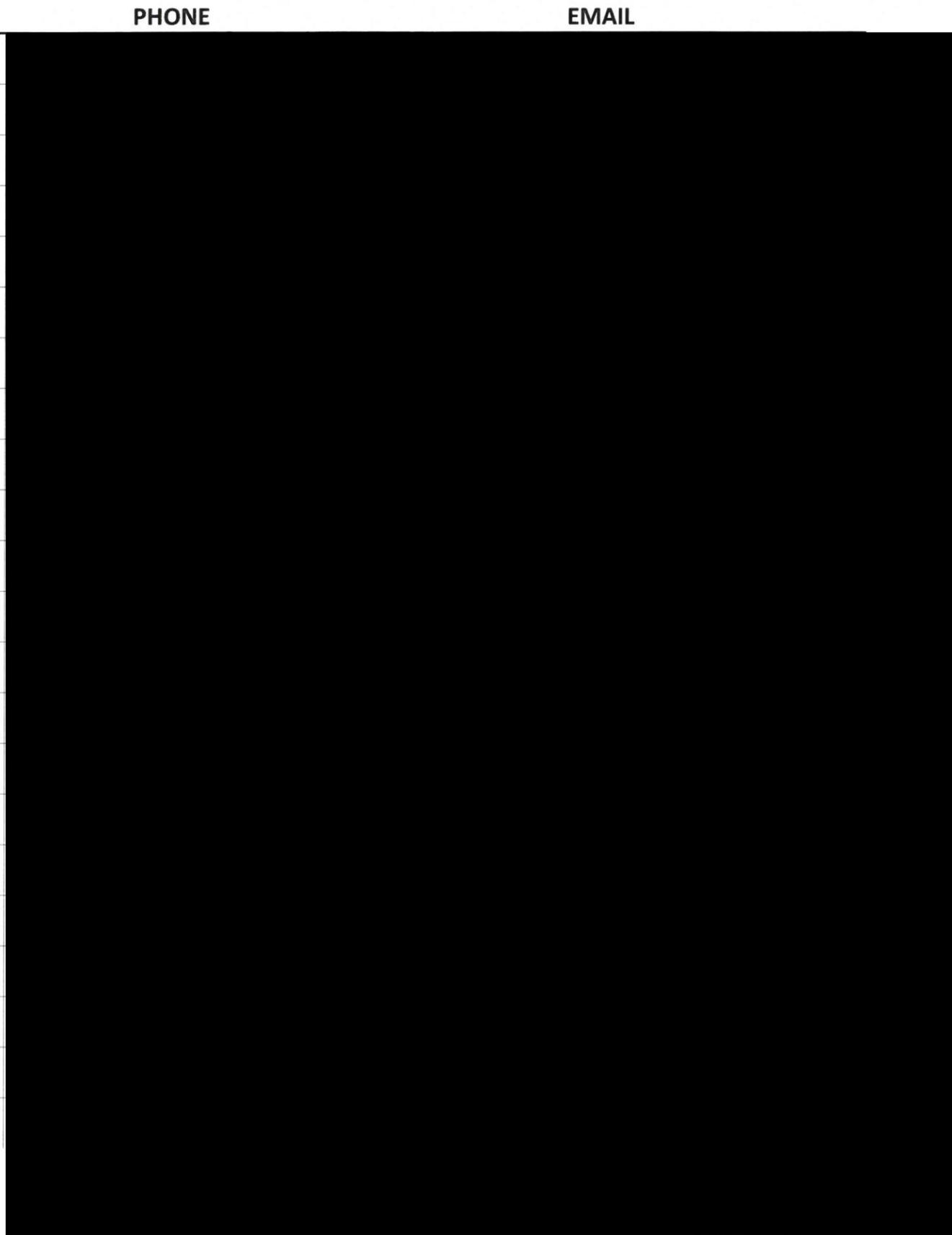
NAME	AFFILIATION	TITLE
SAM WHITE		
John OHARA		
Chris Aquilino		
Ellen Garland		
Don Richards		
KERRY McBrayer		
Joe Pallad		
Tiffany Bok		
JOE SECONDER	GA BIKES / BIKE-WALK DUNWOODY	VP
Steve Litner	Hampden Hall Chickasso	Co-president
Nancy Newman		
SEAN THARR		
Bill Cameron		
Carolyn Cameron		
Lyonnette M. Davis		
JOHN HARHAGER SR	MARIST SCHOOL	
Marianne Martin		
Adam Schnepf		
KAREN & RICHARD WHITEHEAD	MURPHY Candler Park	
Maryann O'Connor		
Carlott Murrich	Resident Aubridge Park	



**Ashford Dunwoody Road Corridor Study
Community Workshop**

**September 12, 2016
Marist School - Ivy Street Center**

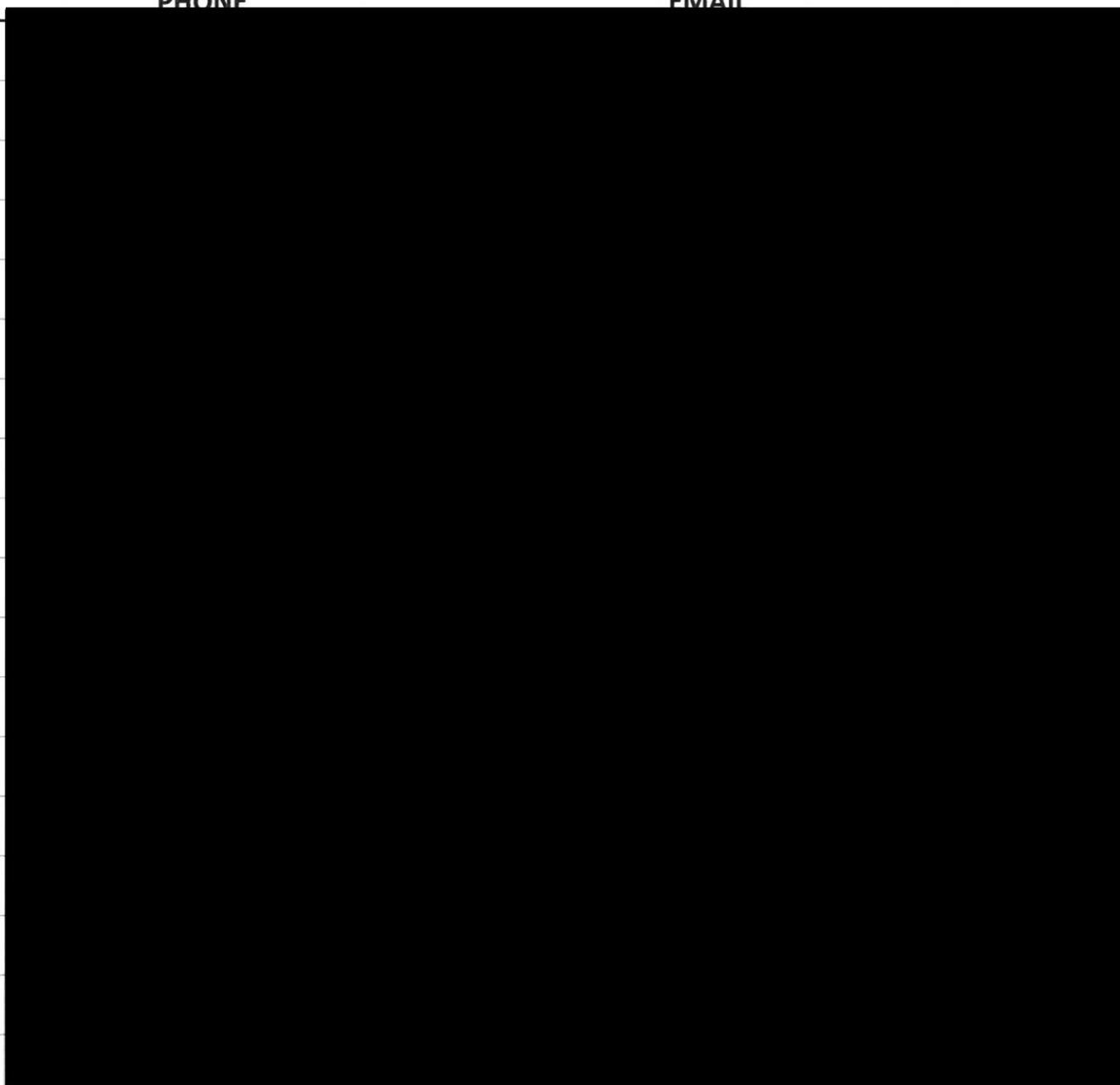
NAME	AFFILIATION	TITLE
Maria Francis	Brookhaven Resident	
Kerri Maerschel	Brookhaven Resident	
Amyia Seagle	Brookhaven Resident	
Stan Fogal	Resident	
Tom McINTYRE	Resident Camb. Park	
Jim + Sue Gallo	Resident	
George Rogers	"	
Kewis + Karen Kropp	Resident	
Janet + Cory Lund	Resident	
Laine Watson	resident	
Diane Black	Resident	
Michele Rutherford	Ashford Dunwoody Resident	
RUTH SUBRAMANIAN	BROOKHAVEN RESIDENT	
Wes Sapp	Brookhaven Resident	
Wendy Butler	resident, ^{Murphy} Cardell	
SCOTT CUBWIG	ASHFORD	
Caroline Rose	Resident	
Mike + Kathy Southern	Resident	



**Ashford Dunwoody Road Corridor Study
Community Workshop**

**September 12, 2016
Marist School - Ivy Street Center**

NAME	AFFILIATION	TITLE
Caroline Monte	Cambridge Park	
Nancy Park	WNC Cowuder	
Andrew + Emily Simpson	Ashford Dunwoody	
REGINALD + MARY VACHON	CAMBRIDGE PARK	
Elizabeth Russell	Brookhaven Trace	
Vikki Boney	" "	
Shanna Cameron	Nancy Creek	
Charles Mower	"	
Juanette Willis	Resident - Ashford Dunwoody	
MARK Urbano	NORTH HAVEN Mag.	
Mani Subramanian	Resident	
Jon Walker	Work in area	
LINDA HONESOY	BUBBLING CREEK RD	
Bob Messner	Bubbling Creek Rd	
PAUL POODT	Resident	
AnneMarie Shulman	Cambridge Park	CPCA Landscaping



Young, Megha

From: Rachel Bartlone <[REDACTED]>
Sent: Thursday, September 22, 2016 7:14 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Concern

Follow Up Flag: Follow up
Flag Status: Completed

Good morning-

I live at 3909 Ashford Dunwoody road. To my understanding the "study" would include widening the road in front of my home, and adding an 8-12 foot walking path.

This would effectively place a major road at my doorstep. This plan will destroy my property value.

I want someone to address this, live either in person or via phone, with me.

It was one thing to add a walking path between Harts Mill and West Nancy Creek- no one lives there.

It's quite another to destroy all my sound blocking foliage, and place a path literally outside my door.

I want someone to address this.

Rachel Bartlone
[REDACTED]

Gomez, Nithin

From: Young, Megha
Sent: Thursday, September 22, 2016 8:20 AM
To: Thoresen, Erin
Subject: Fwd: Evidence
Attachments: IMG_0117.jpg

Categories: Ashford Dunwoody Corridor Study

For our records...

Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone

----- Original message -----

[REDACTED]
Date: 9/22/16 8:07 AM (GMT-05:00)
To: ADCorridorStudy@brookhavenga.gov
Subject: Evidence

I am attaching the map in which you asked the community their opinions. Notice that no one suggested destroying my property.

Let's call this "exhibit a"

I'll be around all day to chat.

Rachel Bartlone
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Gomez, Nithin

From: Young, Megha
Sent: Saturday, September 24, 2016 5:00 PM
To: Thoresen, Erin
Subject: Fwd: AD Cross Sections

Categories: Ashford Dunwoody Corridor Study

FYI..

Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone

----- Original message -----

From: Thomas Daniel <[REDACTED]>
Date: 9/24/16 4:52 PM (GMT-05:00)
To: ADCorridorStudy@brookhavenga.gov
Subject: AD Cross Sections

Hi, I did the survey, expressed most of my opinions and made suggestions, but after I had hit the "Finish" button, I realized that I had forgotten to say how ridiculous it would be to spend city money to put a sidewalk (or pay for the right-of-way and the legal battle to obtain it) on the golf course side of A-D between PI and JF. No one will ever cross A-D to walk either way if there is already a sidewalk on the west side. All that is needed there is a bike lane on the right edge of the road. I suppose in the future MARTA might put a bus line on A-D, but that would only require two crosswalks (with blinkers) to NB bus stops at WP and Stratfield.
Tom Daniel

Gomez, Nithin

From:

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Subject:

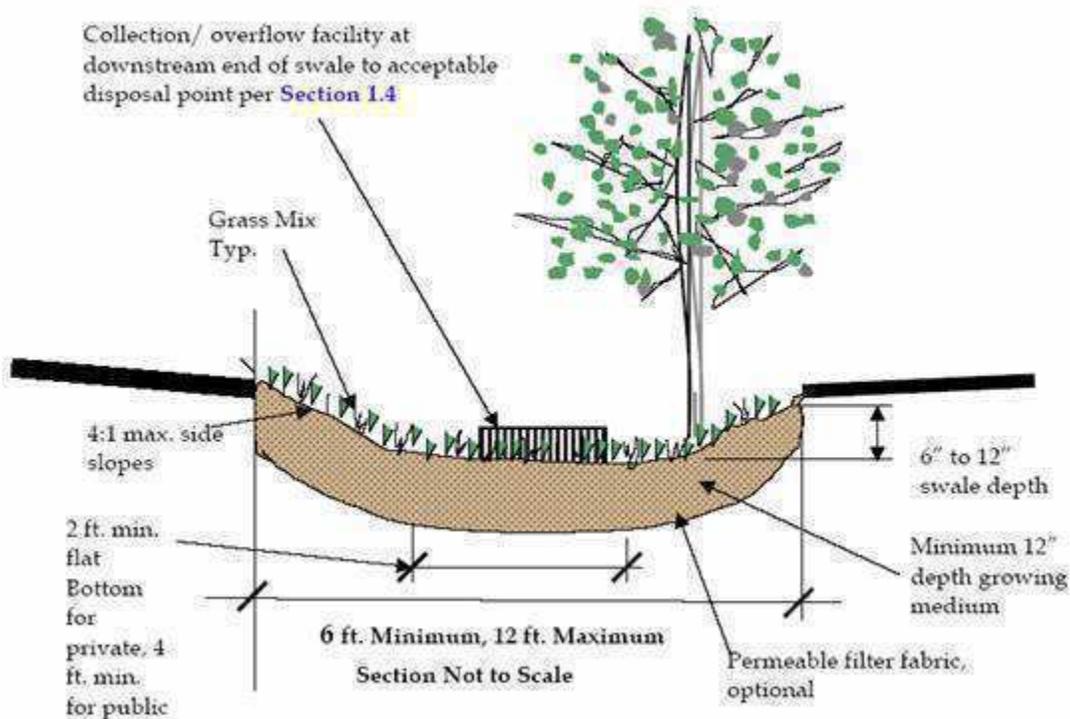
RE: FW: City beautification

CAUTION: This email originated from outside of GS&P. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello all, sadly I am aware of the lost trees due to the drought conditions we are under. The species we selected were the most drought tolerant trees we could choose that also met the strict criteria set forth by the NERC guidelines for plantings in the Transmission line power easement. We even used water crystals in the soil mix (they fill with water each time it rains and then release the water back into the soil slowly over time) to no avail. I will have the dead trees removed by our landscape contractor.

We had tried to get Ga Power to allow Cherry trees during the first phase of the plantings but because cherry trees (even dwarf varieties) can grow to 20 feet they were not allowed. We are held to a height limit of 15 feet on trees.

That being said, there is a capital project plan to install storm drain lines and a bio-infiltration swale water quality measure along Johnson ferry Rd and Stratfield Dr. The storm drains will be installed along the rear of the existing fences thru the Stratfield drive neighborhood. I am working with the designers on tree preservation and new plantings along the system and swale. Here are a couple of photo examples of the type of water quality feature that is being designed. The system encourages infiltration of water into the soil and the plantings absorb and clean the road water runoff before it enters the storm drain pipes., The plantings will not occur until the project is near completion hopefully by end of January 2017.





38



If you have any questions please contact me.
Thanks for your time,

Kay

Kay Evanovich, City Arborist, Land Development Inspector
I.S.A. Arborist SO-4155A, GASWCC Level II and 1-B #1161



Fax: 404-637-0559

[REDACTED]
[REDACTED]

Fr [REDACTED]

Sent: Thursday, September 29, 2016 8:59 AM

[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]
[REDACTED]

Subject: Re: FW: City beautification

I appreciate your looking into this.
Please note, many of the first plantings died because "no one knew who was responsible for watering them." It would appear that no one has taken responsibility for this since many of them are dead and should be removed.
Thank you,

On Tue, Sep 27, 2016 at 12:18 PM, Linley Jones <linley.jones@brookhavenga.gov> wrote:

Kay and Erin,

I think this is a nifty citizen suggestion that I hope you will take into consideration to showcase our city's official tree at this important intersection as it undergoes improvements. Thanks.

Linley Jones
City Councilperson, District 1
City of Brookhaven
4362 Peachtree Road NE
Brookhaven, GA 30319
[404-637-0712](tel:404-637-0712)
www.brookhavenga.gov
linley.jones@brookhavenga.gov

-----Original Message-----

From [REDACTED]
Sent: Sunday, September 18, 2016 2:46 PM
To: Linley Jones
Subject: City beautification

Wouldn't it look great if festival goers were greeted by a row of cherry trees along the intersection of Ashford-Dunwoody and Johnson Ferry? They are small trees that should fit in the space available. Of course, they should also be watered and maintained; right now the planting looks like Charlie Brown's Christmas tree.
Thanks for your help,

[REDACTED]
[REDACTED]
[REDACTED]

This e-mail message (including any attachments) is for the sole use of the intended recipient(s) and may contain confidential and privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this message (including any attachments) is strictly prohibited. If you have received this message in error, please contact the sender and destroy all copies of the original message (including attachments). The City of Brookhaven is a public entity subject to the Official Code of Georgia Annotated §§ 50-18-70 to 50-18-76 concerning public records. Email is covered under such laws and thus may be subject to disclosure.



Gomez, Nithin

From: Gomez, Nithin
Sent: Friday, October 07, 2016 1:35 PM
To: Thoresen, Erin
Subject: AD Resident

[REDACTED] me about AD recommendations – she liked all the recommendations and thought they were all needed.

Nithin M. Gomez, P.E., PTOE
Senior Transportation Engineer

GRESHAM, SMITH AND PARTNERS
Architecture, Engineering, Interiors, Planning

2325 Lakeview Pkwy., Suite 300
Alpharetta, GA 30009-7940
[P] 678.518.3886
[F] 877.275.5854

www.greshamsmith.com
[Dialogue](#) & [Showcase](#)
[Facebook](#), [Twitter](#), [LinkedIn](#)

Young, Megha

From: [REDACTED]
Sent: Monday, October 10, 2016 8:08 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: AD Corridor Comments

Follow Up Flag: Follow up
Flag Status: Completed

Please let me know if there are any recommended improvements for intersection of Ashford Dunwoody Road and Parkcrest Drive NE.

This street routes dangerous commuter traffic thru a residential area.

Is it possible to block off Parkcrest Drive NE from feeding into Ashford Dundwood Road?

Sincerely,

Kevin Harty

Gomez, Nithin

From: Gomez, Nithin
Sent: Tuesday, October 11, 2016 11:38 AM
To: Thoresen, Erin
Cc: Young, Megha
Subject: FW: ADR CORRIDOR FEEDBACK
Attachments: ADR Corridor Project Feedback.docx

To add to our comment database.

Nithin M. Gomez, P.E., PTOE

GRESHAM, SMITH AND PARTNERS
[P] 678.518.3886

From: [REDACTED]
Sent: Tuesday, October 11, 2016 10:26 AM
To: Gomez, Nithin <nithin_gomez@gspnet.com>
Subject: ADR CORRIDOR FEEDBACK

Nithin -

When we chatted on the phone last week about the corridor project, I asked you if you could confirm that the comments I submitted (in person and by hand) directly to Jamie Cochran at the first Marist open house had been officially recorded in the project's public comments. You could not confirm that, and I told you I would send those to you, as well.

It has taken me longer than expected to do this, but that document is attached to this e-mail. Sorry for the delay.

Can you tell me exactly how long the survey stayed up?

Thanks.

Jeff

Feedback / Input for the Ashford Dunwoody Road Corridor Project

GENERAL REMARKS

I believe the principal purpose of the Ashford Dunwoody Road Corridor from Perimeter Summit Parkway to Peachtree Industrial Boulevard is to act as a collector / minor arterial for the residents who live in the neighborhoods along either side of the Corridor. As such, Ashford Dunwoody provides a means for the residents (property owners, renters, taxpayers and voters in the City of Brookhaven) to travel to and from other minor collectors (Harts Mill and Johnson Ferry) as well as to and from major arterials (I-285 and Peachtree Industrial Boulevard). Ashford Dunwoody is the primary means for hundreds upon hundreds of residents to get to work each morning and get home each afternoon.

In addition, Ashford Dunwoody serves the primary purpose of enabling local residents to access major shopping areas up in Dunwoody (the Perimeter Center group of businesses) as well as the neighborhood commercial area at the intersection of Johnson Ferry / Donaldson. A third legitimate usage of Ashford Dunwoody is to provide residents a way to leave the residential areas bounding the corridor to go to more remote destinations (City of Chamblee, City of Atlanta, other locales in the metro region ... and beyond) for shopping, medical treatment, vacation travel, air travel, entertainment, etc., etc.

A fourth legitimate usage of Ashford Dunwoody is to provide resident and non-resident students / members access to the institutional destinations (YMCA, Montgomery Elementary, Marist, and St. Martin's Church & School) located on the street itself.

A fifth legitimate vehicular usage of the Ashford Dunwoody Corridor is to provide emergency vehicles and specific categories of service vehicles (utility company trucks, for example) access to and through the area.

The corridor, in its current configuration of mostly two-lane with the occasional turn lane, is more than adequate to handle these functions. There is no need for any additional traffic lanes or widening of any existing lanes or any increase in speed limits to enable safe passage of this traffic volume and pattern.

The Corridor also enables pedestrian and non-motorized vehicular movements. From the perspective of my front yard, I am able to observe people walking, jogging, bicycling, pushing baby carriages, strolling, walking their dogs, walking to school, walking to soccer, going to the Y, visiting neighbors, going to vote, walking to Cambridge Square and Oglethorpe Crossing, walking to work or shop in the PCID, walking to one of the local parks, and so on. As I travel on Ashford Dunwoody, I note that there are pedestrians all

along the corridor up to Kadleston Way, but I rarely see people on foot between there and Peachtree. I always see pedestrians along the segment from Marist to Cambridge Square. I believe the residents who choose to walk or bike along the Corridor should be protected from vehicular traffic through every means appropriate and feasible. From my vantage point ON the street, the best way to do this would be to rigidly enforce existing laws, so that speeders and reckless drivers are not tolerated at all ... period.

SPECIFIC COMMENTS

1) I oppose ANY additional pavement or concrete of any kind, including travel lanes, turn lanes, turn lane extensions, bicycle lanes, wider gutters, wider sidewalks, and any other such new surfacing from Perimeter Summit Parkway all the way through to Peachtree Industrial Boulevard.

2) I oppose ANY expenditure of taxpayer funds (city, county, state or federal) to “beautify” any part of the corridor through hardscaping, including the installation of benches, lampposts, barricades or walls, brick pavers at intersections or pedestrian crossings, or any other waste of our money.

3) I oppose ANY taking of private property for the purpose of widening any part of the corridor, whether such property be commercial, institutional or residential.

4) I oppose any increase in the existing rights of way along the the entire corridor, whether commercial, institutional or residential.

5) I oppose any “intersection improvements” for any of the cross streets or side streets along the entire corridor, especially if it means adding additional pavement on those side streets.

6) I oppose construction of additional sidewalks along the Blackburn Park side of Ashford Dunwoody.

7) I oppose the removal of any of the granite curbing along Ashford Dunwoody Road.

8) I would support, within reason, synchronizing the signal lights along the whole corridor. However, I would like the expense of such an undertaking to be approved by the property owners / taxpayers of the City of Brookhaven.

9) I would support and encourage the enforcement of existing traffic laws including speeding, reckless driving, jake braking (and other vehicle noise such as overly loud stereos, racking off or bearing down during acceleration), passing illegally (especially in turn lanes), oversize trucks, and all the myriad other illegal activities I see in my block every day ... along the entire corridor.

10) I would support the increase in distance and realignment of school zones at Montgomery, Marist, St. Martin's and Our Lady of the Assumption.

11) I would support the reduction of school zone speed to 15mph in all of the school zones.

12) I would support improved and much larger signage for school zones and walk routes.

13) I would support an increase in the number and frequency of police patrols in the school zones.

14) I would support a reduction of the speed limit in the highly congested pedestrian crossing areas from Marist all the way to the Kadleston Way crosswalk, but especially between Blackburn Park and everything on the opposite side of the street. I would support a reduction to a speed of not greater than 15mph in these congested areas.

15) I would support putting a pedestrian-operated crossing light at the Kadleston Way crosswalk just like the one at the YMCA crossing.

16) I believe the City should diligently fight to decrease the speed limit back to at least 35mph on both Ashford Dunwoody and on Johnson Ferry. Additionally, I believe the City should petition the State to allow the speed limit on Ashford Dunwoody to be reduced even further to a maximum of 30mph from Perimeter Summit Parkway all the way to Peachtree Industrial Boulevard.

17) I would support banning large trucks from the entire Ashford Dunwoody Corridor inside of I-285 altogether, in the same way Fulton County has banned them on Riverside Drive. Truck access to the

commercial area at the Ashford Dunwoody / Johnson Ferry intersection could be facilitated by Johnson Ferry Road through Chamblee.

18) I would support requiring large trucks with a legitimate purpose (i.e., moving vans or the rare large construction equipment transport) to transit Ashford Dunwoody Road to obtain a special permit before using the street.

19) I would support converting Ashford Dunwoody to a limited access road requiring proof of residency in order to use it, so that it becomes used as a collector arterial for the residential areas bounding it as it was originally intended, rather than a cut-through for out-of-area traffic.

20) I would support having a MARTA bus route on ADR. I would support having the larger 60-passenger buses or even the smaller circulator vans along the entire ADR corridor.

21) I would conditionally support the planting of trees, shrubs, flowers and other vegetation along the entire ADR corridor. I would not expect private property (either commercial, institutional or residential) owners to bear any part of the expense of planting or maintaining City-planted vegetation. I would not support cutting existing vegetation without the property owners' consent.

22) I would absolutely support the creation of either a tactical traffic unit or a commercial vehicle enforcement unit or both within the Brookhaven Police Department, as well as the deployment of either / both units to patrol the entire Ashford Dunwoody Corridor on a daily basis.

Young, Megha

From: [REDACTED]
Sent: Wednesday, October 12, 2016 7:35 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Question and Comments on Corridor Study

I applaud the effort, however, in many ways the recommendations seem naive. I am curious if this plan was prepared by a transportation engineer.

Young, Megha

From: [REDACTED]
Sent: Friday, November 04, 2016 6:34 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Study

We will be unable to make the meeting but would like to add 1 comment. When we were attempting to create the City of Brookhaven there was much discussion by residents and a consensus opinion that there was an URGENT need for a traffic light at the corner of Ashford Dunwoody and Windsor Parkway before someone gets injured or killed. It is extremely dangerous to get out of Windsor Parkway without having a wreck due to very limited sight distance.

Martin Kwatinetz

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Young, Megha

From: [REDACTED]
Sent: Sunday, November 06, 2016 4:19 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: More Than Two Cents

Hi,

Before you make your final model, I would like to say a little about the project. I think it would be a major error to route behind Cambridge Square. The A-D/JF intersection is the major bottleneck in the whole corridor, and its proper modification is the key. I am sure that traffic would flow through the whole area better if A-D were three lanes for its entire run through Brookhaven, with the exception of the last couple hundred yds. south of St. M Church, where it should widen to four (1 NB, 2 SB LT onto P'tree NB and one to a full-time RT to P'tree SB. To make the whole length of A-D 4 or 5 lanes would attract more thru traffic, which I hope everyone involved sees as basically undesirable. JF should be 3 lanes WB from CS to Mill Creek, and then just 2 lanes to the city limit. JF should be 5 lanes EB from Donaldson to PI. Donaldson, coming into the A-D/JF intersection, should have 4 lanes: 1 NB, 1 LT to JF EB, 1 straight ahead to A-D SB and 1 RT. The center lane of A-D NB should be to JF WB and the right lane for staying on A-D or exit onto Donaldson, or R onto JF EB. If a cut-thru from A-D to JF EB between Publix and the golf course is built, it should be one-way. All of this makes six lanes at the widest spot, where the three roads intersect. The west side should have 1 lane SB A-D, 2 lanes EB JF, 1 lane LT to Donaldson, 1 lane WB JF, 1 lane NB A-D. The east side would have a short RT onto Donaldson/bus stop lane, 1 WB to A-D NB, 1 WB JF, 1 LT to A-D SB, and 2 EB to PI. To the east of the intersection, the center lane should be for both R and L turns. There should also be a short EB RT lane into the Publix lot. No sidewalks adjacent to the golf course. The best thing there is a bike lane and no curb. The entrance to CS next to McDonald's should be no LT from A-D NB during morn/eve rush hours, with turn-lane access at the next entrance, across from the Blackburn Park entrance.

I have lived in this neighborhood for 30 years and have given this project a lot of thought. I hope those with authority over final decisions will take this advice, even though it is free and will probably save money.

Tom Daniel

Young, Megha

From: [REDACTED]
Sent: Friday, November 11, 2016 10:07 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: A-D Road Study

Hi, I would like to see the study results. I live in Cambridge Park and my house is adjacent to A-D road.
Thanks,
Mike

Michael Sisson, M.Ed. RCEP
[REDACTED]
[REDACTED]
[REDACTED]

CONFIDENTIALITY NOTICE: This e-mail, including attachments, is for the sole use of the individual(s) to whom it is addressed, and may contain confidential and privileged information, including HIPAA protected PHI. Any unauthorized review, use, disclosure, distribution, or reproduction is prohibited. If you have received this e-mail in error, please notify the sender by reply e-mail and destroy this message and its attachments in its entirety.

Young, Megha

From: [REDACTED]
Sent: Monday, November 28, 2016 8:49 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: ADR

I do not want any of the changes to ashford dunwoody road. It will severely (negatively) impact the integrity of the neighborhood and the character of the area at large.

Rachel Bartlone
[REDACTED]