

APPENDIX H

Public Open House Materials

1. Summary
 - a. Images of display boards (included in summary)
 - b. Comments received during open house (included as appendix to summary)
 - c. Comments received via email from 11/29/16 until 12/14/16
2. Sign-in sheets

Summary of Public Open House

Ashford Dunwoody Road Corridor Study

November 29, 2016

This document is a summary of the Community Workshop held as part of the Ashford Dunwoody Road Corridor Study on November 29, 2016. It provides an overview of the materials presented during the open house as well as a summary of comments submitted during and subsequent to the open house. Comments were accepted via email to the study team (ADCorridorStudy@BrookhavenGA.gov) for a period of two weeks following the open house, through December 14, 2016.

An open house session was held on Tuesday November 29, 2016 from 6:00 – 8:00 PM at City Hall to present the revised draft recommended typical cross-sections and potential intersection improvements. The meeting was a flexible, open-house style session so that attendees could arrive at their convenience within the designated timeframe and review displays at their own pace. Representatives from the City and the study team were present to answer questions and discuss comments with attendees. A total of 75 people signed in at the session. The meeting was advertised beginning nearly a month in advance, through a series of email notifications, postings on the City's website and social media accounts, two advertisements in the Brookhaven Reporter on November 11 and November 25, 2016. A flyer was also distributed at City Council meetings and posted at City Hall among other places.

The meeting took place in Council Chambers inside City Hall. The room was set up with a series of display boards that included an overview of the study process, timeline, and outreach activities, as well as revised draft recommended concepts for typical cross-sections and potential intersection improvements at seven key intersection. These were presented in order from the south end of the corridor (Peachtree Rd/SR 141) to the north end of the corridor (City Limits, north of Lake Hearn Dr). Following the recommended concepts, the last board showed examples of potential streetscape elements that may be incorporated as individual projects are designed and constructed. Comment cards were available for attendees to share comments and input with the City and study team, and representatives of the City including staff and Councilmember Jones were present to talk with attendees as well. After the open house, all the materials that were presented during the open house were made available on the City's website. Comments on the materials and concepts presented were accepted via email for a period of two weeks, ending December 14, 2016.



Figure 1. Attendees talking during the Public Open House held on November 29, 2016 at City Hall.

Including comment cards handed in during the public open house and those submitted via email following the open house, more than 115 comments were submitted. Below is a synopsis of comments received. All comments were reviewed and provided to the city and are documented in Appendix A. They should be used to guide future design and development of individual projects.

It should be noted that, consistent with the purpose and objectives of this phase of the study, the recommendations are concepts for accommodating all modes of travel. The concepts may be thought of as templates; they will be further developed as each individual project undergoes a design and implementation phase. During that process,

roadway design engineers will design individual projects, identifying details such as the dimensions, placement, and configuration of improvements. The City will initiate a design and implementation phase for each project it decides to pursue. During the design and implementation phase, there will be opportunities for property owners, community members, and other stakeholders to provide input into the design of projects. The comments provided in response to the draft recommendations in this phase of the corridor study will be considered during the design and implementation phase.

Summary of input



Figure 2. City staff talk with an attendee while a reporter looks on.

The range of comments addressed each of the typical cross-sections and each of the intersections. There were also several recurring themes that emerged in the comments submitted, listed below. It should be noted that over the course of the study, competing interests of improving traffic flow/reducing congestion, reducing vehicle speed, and reducing/preventing neighborhood cut-through traffic have been discussed and reiterated among the CAC, study team, and community members. The concepts explored as part of the corridor study seek to balance these and to create a safe, operationally efficient roadway for all users.

- **Concerns about impacts to property** - There is a sense that some of the recommendations may encroach upon residential properties, particularly in areas south of Johnson Ferry Rd and between West Nancy Creek Dr and Perimeter Summit Pkwy. This is especially a concern in areas where utility poles are present.
- **Maintain access to businesses** - Comments echoed concerns about the possibility that a median in the vicinity of Johnson Ferry Rd might restrict access to area businesses and could impede emergency vehicles. Others want to ensure people have safe access to the shopping centers at Cambridge Square and Oglethorpe Crossing.
- **Concern about neighborhood cut-through traffic** – Neighborhood cut-through traffic is an issue in nearly every residential neighborhood along the corridor. There is a sense that anything that improves flow of traffic may encourage additional cut-through traffic and that efforts to mitigate cut-through traffic must be considered and implemented going forward.
- **Appreciation for making the corridor more walkable and livable** – Comments support improvements to safety, addition of pedestrian facilities, and improving quality of life.
- **Tension between commuter traffic and local traffic** – A number of comments express concern that changes to Ashford Dunwoody Rd. will only invite or encourage additional traffic and benefit commuters more than local residents.

Several people expressed support for the recommendations, indicating that they address their key concerns creatively and without a wholesale redesign or widening of the road. Others expressed regret that more is not being done to address congestion, including additional lanes and lane storage. Several other comments reflect the need to get the recommendations moving forward and implement changes.

Others expressed that they do not believe a multi-use path is needed, particularly in areas where sidewalk is already present. Reasons cited include impacts to property and a perceived lack of pedestrians, particularly in the south portion of the study corridor. Others expressed concern about the potential costs of the recommend concepts and improvements.

Other comments reflect a desire to slow the process, take an incremental approach to any changes, work closely with residents and property owners, and to consider the impact the ongoing project at GA 400/I-285 may have on Ashford Dunwoody Rd.

Steps can be taken during the design and implementation process to address many of these concerns. As has been mentioned previously, projects that come out of this study will undergo a design and implementation process that will provide opportunities for property owners and community members to provide additional input. The recommendations reflect the need to carefully consider these comments during the design and implementation phases and offer suggestions for steps that may be taken to address concerns, such as:

- Maintaining access to businesses through appropriate design of ingress/egress and access management. This process should include considering multiple design options for any medians, including flush options;
- Reducing the width of elements included in the recommended typical cross-section concepts throughout the corridor, such as sidewalks, buffers, and multi-use paths to minimize impacts to adjacent properties;
- Reduce the width of elements of recommended intersection improvement concepts to minimize impacts to residential properties, such as near Windsor Pkwy, Johnson Ferry Rd, West Nancy Creek Dr, and Oak Forest Dr;
- Considering routing the multi-use path north of West Nancy Creek through Murphey Candler Park to Ashwoody Trail/Ashwoody Ct; and
- Working with neighborhood associations and residents to pursue mechanisms to dissuade cut-through traffic, including through the City's Traffic Calming program.

Images of the display boards presented are shown below in Figures 3 – 16.

Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



Project Overview

ABOUT THE STUDY

In 2014, the City of Brookhaven adopted a Comprehensive Transportation Plan (CTP), which recommended, among other things, a corridor visioning study for Ashford Dunwoody Road.

Building upon this recommendation, in 2015 the City initiated a corridor study for Ashford Dunwoody Road to develop a vision for a multi-modal 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;
- Has **broad community support** from citizens, stakeholders, and other partners; and
- Is **cost-effective** and **implementable**.

The boundaries of the study are from Peachtree Road (SR 141) on the south to the City Limits near I-285 on the north.

The goal of this phase of the study is to identify typical cross sections for different segments of the corridor as well as intersection improvements that will address operations and safety for all users in a context-sensitive manner.

Upon approval of the recommendations by City Council, the City will develop a plan to fund and implement the recommended projects. The design details of the recommendations will be worked out during the future planning and design of individual projects. This process will include opportunities for the community to review and provide input on the proposed design details.



Attendees talk with the Consultant Project Manager at the Sept. 12, 2016 Community Workshop

OVERALL VISION and ISSUES ADDRESSED

The recommendations seek to address common concerns, listed below, and to strike a balance between operational improvements and creating a safe and comfortable environment for all users. Recommendations include operational improvements at key intersections, such as longer or additional turn lanes; a design that accommodates a 35-mph speed limit; a reconfiguration of the Johnson Ferry Road intersections; and continuous, safe facilities for people biking or walking.

- **Traffic signal timing**
- **Pedestrian safety and inadequate pedestrian facilities** in some areas
- **Street crossings**
- **Lack of turn lanes**
- **Desire to preserve residential neighborhoods** and natural areas or green spaces
- **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**



Preserve Neighborhoods



Optimize Traffic Signals



Reduce Congestion



Provide Bicycle Access



Ensure Pedestrian Safety

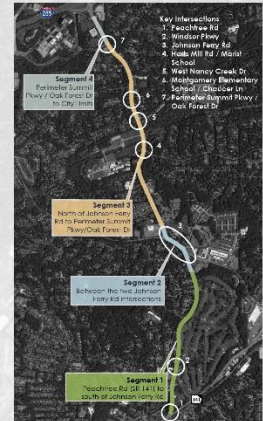


Enhance Green Space

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."

STUDY AREA MAP



The City's Project Manager spends time with attendees during the Sept. 12, 2016 Community Workshop

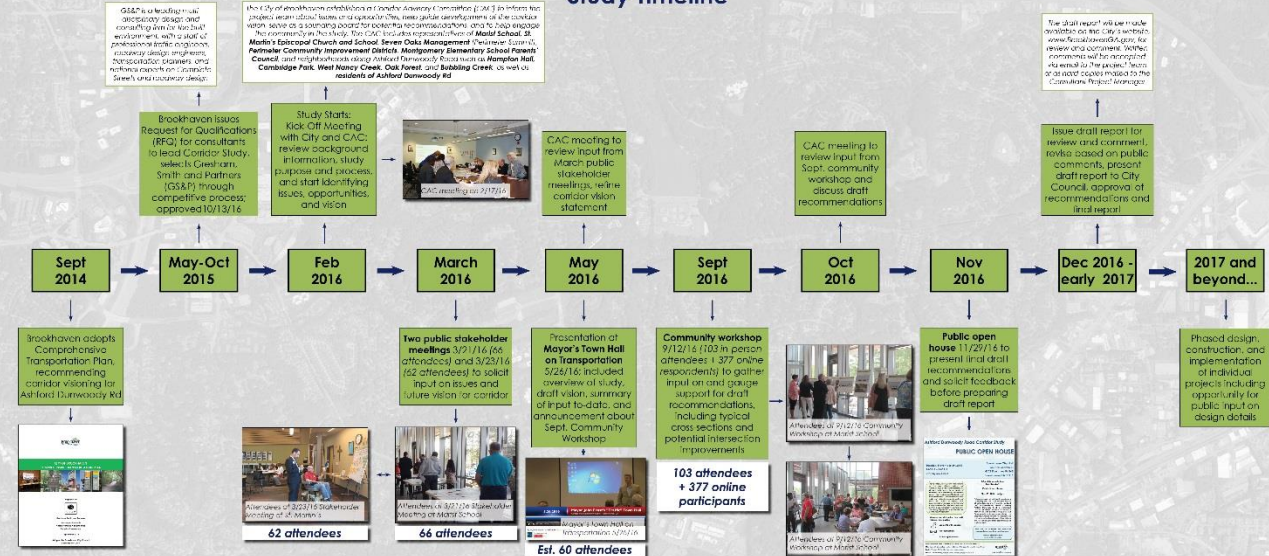
Figure 3. First display board - study overview

Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



Study Timeline



Outreach Activities

The City of Brookhaven maintains a strong communications and outreach program. Through these platforms, announcements about the Ashford Dunwoody Road Corridor Study were able to reach **10,000 followers on Nextdoor**, **3,884 people on Facebook**, **3,145 email newsletter subscribers**, and **2,699 followers on Twitter**. In addition, over the course of the study, the project team has compiled a **contact list of 256 individuals** who have participated, contacted the project team, and/or provided feedback.

The City conducted extensive outreach for project workshops and public meetings to aid the Public Works Department in engaging the community in the Ashford Dunwoody Road Corridor Study.

Announcements were made using a variety of formats and platforms, including: **18 City email newsletters**, posts on the City's website, distribution of paper flyers, **three (3) ads in the Brookhaven Reporter**, announcements at **City meetings**, and television spots, as well as posts and ads on Facebook and announcements on Nextdoor and Twitter.

Examples of outreach materials are shown at right.

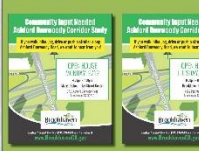
City Email Newsletter Blasts

Notices of public meetings and opportunities to provide input into the study ran at least **18 times** in city email blasts, including in the issues of:

- March 15 and 18;
- May 19 and 20;
- August 9, 12, 19, and 26;
- September 2, 9, 21, 23, and 30; and
- November 3, 4, 10, and 18.

Newspaper Advertisements

Announcements and notices were published in three separate editions of the **Brookhaven Reporter** (9/2/16, 11/1/16, and 11/25/16), which has a household circulation of 10,000.



Social Media Outreach

Meeting notices and announcements were posted on a variety of social media outlets, including **Facebook**, **Twitter**, and **Nextdoor**. Examples are provided below.



News Coverage

Multiple news outlets, including the **Atlanta Journal Constitution**, **Dunwoody Crier**, **Brookhaven Post-Reporter Newspapers**, and **Fox5 Atlanta Post** covered activities related to the study. Some examples are provided below.



Figure 4. Second display board - study timeline

**Segment 1:
Peachtree Rd
to south of
Johnson Ferry Rd**

Est. existing right-of-way (ROW)
55' - 90'



Recommended Typical Cross-Section



Two 10' travel lanes with 6' sidewalk on the west and min. 10' multi-use path on the east.
Left turn lanes at St. Martin's Episcopal Church and School and at Windsor Parkway.
Requires 52' of right-of-way.



Figure 5. Concept for typical cross-section for Segment 1

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections Peachtree Rd at Ashford Dunwoody Rd



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

Description of Recommendations

Design and construct intersection improvements:

1. Extend right turn lane on southbound Ashford Dunwoody Rd to Sanctuary at Oglethorpe apartments.
2. Convert right turn lane from Ashford Dunwoody Rd to southbound Peachtree Rd into a barrier-separated free-flow lane, controlled by a right turn arrow signal with pedestrian-activated push button to facilitate safe crossing across Ashford Dunwoody Rd.
3. Install a dedicated right turn lane on southbound Peachtree Rd at Ashford Dunwoody Rd.
4. Increase turn radius in northeast corner of intersection, install a raised concrete island, and provide space for bus shelter and waiting area.
5. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

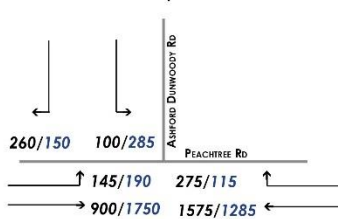
- Reduce congestion and minimize backups on southbound Ashford Dunwoody Rd and southbound Peachtree Rd
- Improve capacity and operations
- Increase space for pedestrians in northeast corner and improve safety of non-motorized travel
- Reduce potential conflicts between vehicles turning right onto Peachtree Rd with protected barrier
- Improve access to public transportation

Potential Impacts

- Constrained right-of-way
- Trees may need to be removed
- Would require pedestrians to activate signal in order to cross the road at the intersection of Peachtree Rd and Ashford Dunwoody Rd

Traffic Volumes (2016)

Vehicles Per Hour
AM / PM



*Note: Arrows represent vehicle movements, not lane configuration.

Capacity Analysis

Level of Service (LOS)	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	B	B	D	C	B	C
Delay (seconds)	19.3	16.8	37.3	24.6	15.2	24.3

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).

**November 29, 2016
Public Open House**

Prepared by Gresham, Smith and Partners Prepared for The City of Brookhaven

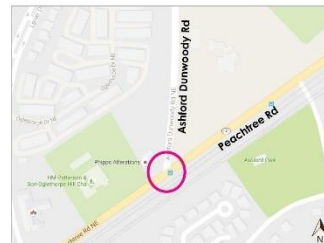
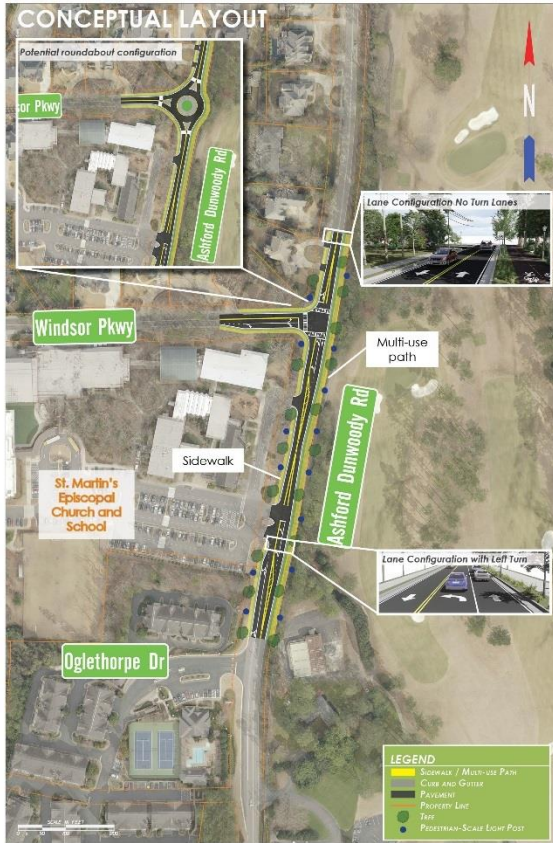


Figure 6. Recommended concept for intersection improvements at Peachtree Rd.

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections Windsor Pkwy at Ashford Dunwoody Rd



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

Description of Recommendations

Design and construct intersection improvements:

1. Install left turn lane able to accommodate approximately two vehicles on northbound Ashford Dunwoody Rd at the entrance to St. Martin's Episcopal Church and School.
2. Install left turn lane able to accommodate approximately two vehicles on northbound Ashford Dunwoody Rd at Windsor Pkwy.
3. Install right turn lane on eastbound Windsor Pkwy at Ashford Dunwoody Rd.
4. Install traffic signal at the intersection of Windsor Pkwy and Ashford Dunwoody Rd.
5. Consider the possibility of a standard, single-lane urban roundabout at the intersection to help calm traffic.
6. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

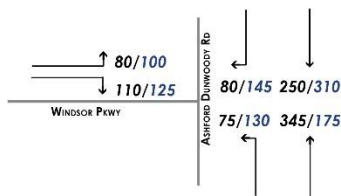
- Improve safety for vehicles turning onto Ashford Dunwoody Rd
- Improve traffic flow by allowing through-traffic on Ashford Dunwoody Rd to get around turning vehicles
- Reduce vehicular speed through this segment of the corridor
- Improve safety of non-motorized travel

Potential Impacts

- Trees may need to be removed
- Traffic signal may need to be coordinated with existing signal at Peachtree Rd

Traffic Volumes (2016)

Vehicles Per Hour
AM / PM



*Note: Arrows represent vehicle movements not lane configuration.

Capacity Analysis

	Existing* (2016)		Future No.* Build (2040)		Future Build** (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	D	F	F	B	B
Delay (seconds)	23.1	25.2	60.2	71.2	18.9	16.8

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).

*Unsignalized intersection - shows result for worst movement
**Future build shows signalized results.



**November 29, 2016
Public Open House**

Prepared by Gresham, Smith and Partners Prepared for The City of Brookhaven



Figure 7. Recommended concept for intersection improvements at Windsor Pkwy.

Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



Recommended Typical Cross-Section

Segment 2: Between the two Johnson Ferry Rd Intersections



Four 10' travel lanes with min. 8' planted median, min. 10' multi-use path on both sides of the road, and turn lanes as needed (left turn lanes may be cut out of median).
Requires 87' of right-of-way.



Est. existing right-of-way (ROW) 80' - 100'



Figure 8. Concept for typical cross-section in Segment 2.

Ashford Dunwoody Road Corridor Study

Short-Term Recommendations

Johnson Ferry Rd at Ashford Dunwoody Rd



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

Description of Recommendations

Design and construct intersection improvements:

1. Extend the right lane on northbound Ashford Dunwoody Rd from south of Publix to Johnson Ferry Rd. Restripe existing lanes to create one longer dedicated left turn lane and one left/through/right lane. Adjust traffic signal timing and phasing accordingly. Install new striping and overhead signage as appropriate.
2. Relocate existing narrow median divider to center line to prevent left turns into Publix from southbound Ashford Dunwoody Rd and separate northbound and southbound traffic.
3. Improve the existing mid-block pedestrian crossing near Kadleston Way to include a small refuge island and pedestrian crossing signal.

Potential Benefits

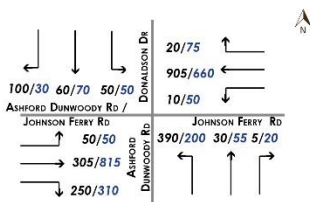
- Improve traffic flow and increase capacity by providing additional space for vehicles waiting to travel through the intersection at Johnson Ferry Rd, including additional room for vehicles turning left onto Johnson Ferry Rd
- Improve safety of non-motorized travel
- Reduce potential conflicts between vehicles turning left into and out of Publix on Ashford Dunwoody Rd

Potential Impacts

- No anticipated potential impacts

Traffic Volumes (2016)

Vehicles Per Hour
AM / PM

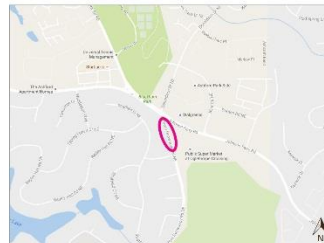


*Note: Arrows represent vehicle movements not lane configuration.

Capacity Analysis

Level of Service (LOS)	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	C	D	D	D	D
Delay (seconds)	30.3	31.2	37.9	38.7	37.9	38.7

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).



November 29, 2016
Public Open House

Prepared by Gresham, Smith and Partners
Prepared for The City of Brookhaven



Figure 9. Recommended concept for short-term intersection improvements at Johnson Ferry Rd.

Ashford Dunwoody Road Corridor Study

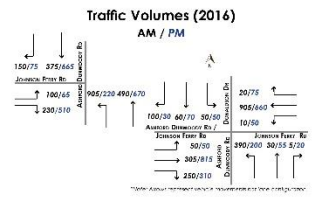
Long-Term Recommendations

Johnson Ferry Rd at Ashford Dunwoody Rd



The image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project.

- #### Description of Recommendations
- Design and construct intersection improvements:
1. Realign Ashford Dunwoody Rd south of Kadleston Way between Public and Peachtree Golf Club and tie Ashford Dunwoody Rd into Johnson Ferry Rd at Blair Cr.
 - Include one dedicated left turn lane on northbound Ashford Dunwoody Rd (to turn onto westbound Johnson Ferry Rd) and one left/through/right turn lane.
 - Convert Kadleston Way to a cul-de-sac, preserving pedestrian access to Ashford Dunwoody Rd.
 2. Realign Johnson Ferry Rd west of Waddeston Way to travel behind the existing shopping center and tie into Ashford Dunwoody Rd at Woods Dr (may be contingent upon redevelopment of shopping center).
 - Install one left/through lane and two dedicated right turn lanes on eastbound Johnson Ferry Rd (to turn onto southbound Ashford Dunwoody Rd) and install one left turn lane on northbound Ashford Dunwoody Rd (to turn onto westbound Johnson Ferry Rd).
 - Install a traffic signal at the new intersection at Woods Dr and remove the existing traffic signal at the Valero gas station.
 3. Design and construct a planted median along the shared roadway and install directional median openings to allow left turns where needed, preserving access to businesses.
 4. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.



Capacity Analysis

Ashford Dunwoody Rd at Johnson Ferry Rd and Donaldson Dr						Johnson Ferry Rd at Ashford Dunwoody Rd							
Level of Service (LOS)	Existing (2016)		Future No-Build (2040)		Future Build (2040)		Level of Service (LOS)	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM		AM	PM	AM	PM	AM	PM
Delay (seconds)	30.3	31.2	37.9	38.7	31.2	29.0		15.9	14.9	35.6	19.6	25.1	13.9

- #### Potential Benefits
- Reduce frequency of lane changes and improve traffic flow by spacing out intersections.
 - Improve turning radii and streamline turning movements.
 - Improve safety of non-motorized travel.
 - Increase potential local and vehicular traffic to neighborhood businesses.
 - Reduce cut-through traffic in Hampton Hall, Cambridge Park, and on Donaldson Dr.
 - Increase green space.

- #### Potential Impacts
- May require additional right-of-way.
 - May require re-timing of nearby traffic signals which are currently managed by the Perimeter Traffic Operations Program (PTOP).
 - May require utility relocation.
 - May be contingent upon redevelopment of shopping center.

Prepared by
Gresham, Smith and Partners

Prepared for
The City of Brookhaven

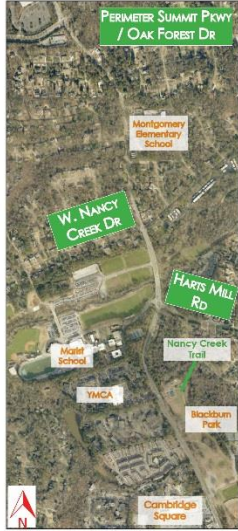
Brookhaven
Georgia

November 29, 2016
Public Open House

Figure 10. Recommended concept for long-term intersection improvements at Johnson Ferry Rd.

**Segment 3:
North of Johnson
Ferry Rd to Perimeter
Summit Pkwy**

Est. existing right-of-way (ROW)
60' - 100'

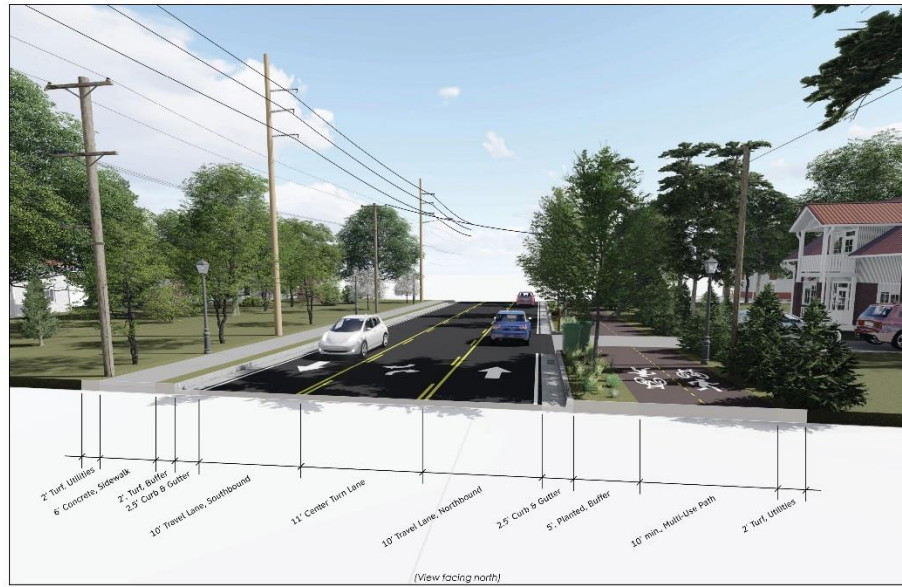


Ashford Dunwoody Road Corridor Study

Public Open House - November 29, 2016



Recommended Typical Cross-Section



Two 10' travel lanes with 11' center turn lane, 6' sidewalk on the west, and min. 10' multi-use path on the east. Center turn lane becomes left turn lane as needed.
Requires 63' of right-of-way.



Figure 11. Concept for typical cross-section for Segment 3

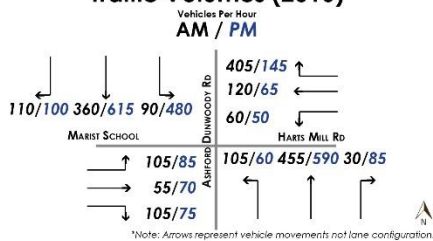
Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections Marist School / Harts Mill Rd at Ashford Dunwoody Rd



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

Traffic Volumes (2016)



Description of Recommendations

- Design and construct intersection improvements:
1. Lengthen the northbound left turn lane on Ashford Dunwoody Road at Harts Mill Rd/Marist School by restriping the existing two-way left turn lane.
 2. Work with Perimeter Traffic Operations Program (PTOP) to optimize signal timing and phasing.
 3. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

Potential Benefits

- Improve traffic flow by allowing through-traffic to get around turning vehicles
- Reduce congestion due to vehicle queuing while waiting to turn left into Marist School
- Improve safety of non-motorized travel

Potential Impacts

- No anticipated potential impacts

Capacity Analysis

	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	E	E	F	C	D
Delay (seconds)	32.2	56.7	73.7	90.8	32.1	54.6

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).

**November 29, 2016
Public Open House**

Prepared by Gresham, Smith and Partners Prepared for The City of Brookhaven

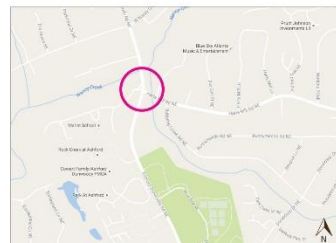


Figure 12. Recommended concept for intersection improvements at Harts Mill Rd / Marist School

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections West Nancy Creek Dr at Ashford Dunwoody Rd



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

Description of Recommendations

Design and construct intersection improvements:

1. Install left turn lanes on eastbound and westbound West Nancy Creek Dr with left turn arrow signals.
2. Work with Perimeter Traffic Operations Program (PTOP) to optimize signal timing and phasing.
3. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

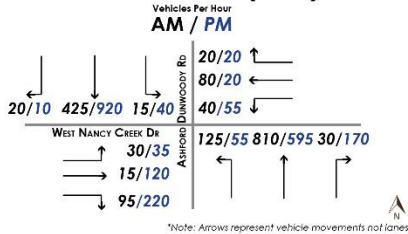
Potential Benefits

- Reduce congestion and improve traffic flow by allowing through-traffic to get around turning vehicles
- Reduce cut-through traffic in adjacent neighborhoods by improving flow on Ashford Dunwoody Rd
- Improve safety by providing left turn lanes to make it clear that motorists are turning rather than driving straight through the intersection
- Improve safety of non-motorized travel

Potential Impacts

- Trees may need to be removed
- May require utility relocation

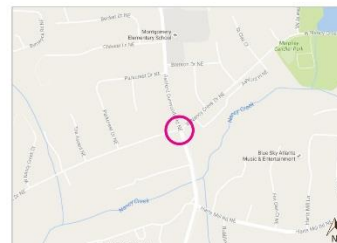
Traffic Volumes (2016)



Capacity Analysis

	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	B	B	B	C	B	C
Delay (seconds)	12.9	18.2	13.4	30.7	11.3	28.9

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).



**November 29, 2016
Public Open House**

Prepared by Gresham, Smith and Partners
Prepared for The City of Brookhaven



Figure 13. Recommended concept for intersection improvements at West Nancy Creek Drive

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections

Montgomery Elementary School at Ashford Dunwoody Rd



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

Description of Recommendations

- Design and construct intersection improvements:
1. Upgrade traffic signal and pedestrian crossing at school exit and at pedestrian crossing at Chaucer Ln.
 2. Install right turn lane on northbound Ashford Dunwoody Rd at Montgomery Elementary School driveway.
 3. Work with DeKalb County Schools and Montgomery Elementary School officials to develop plans for modifying patterns for pick-up and drop-off traffic. Identify possible opportunities to reduce queuing on Ashford Dunwoody Rd.
 4. Work with Perimeter Traffic Operations Program (PTOP) to optimize timing/phasing of traffic signal at school exit.
 5. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.

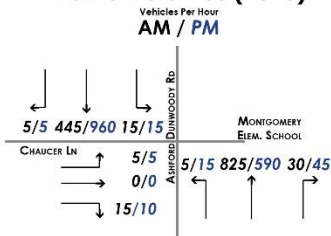
Potential Benefits

- Improve safety for students and others walking in the area
- Reduce congestion on northbound Ashford Dunwoody Rd
- Reduce cut-through traffic in adjacent neighborhoods by improving flow on Ashford Dunwoody Rd
- Improve safety of non-motorized travel

Potential Impacts

- May require utility relocation
- Would require working closely with school and school district

Traffic Volumes (2016)



Capacity Analysis

	Existing* (2016)		Future No-Build* (2040)		Future Build* (2040)	
	AM	PM	AM	PM	AM	PM
Level of Service (LOS)	C	D	D	F	C	E
Delay (seconds)	17.1	28.8	25.0	52.8	24.7	49.8

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).

*Note: Unsignalized intersection - shows result for worst movement!

**November 29, 2016
Public Open House**

Prepared by Gresham, Smith and Partners
Prepared for The City of Brookhaven

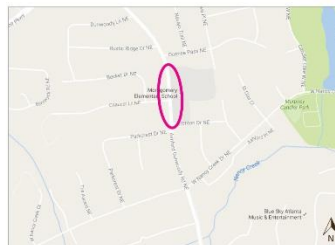
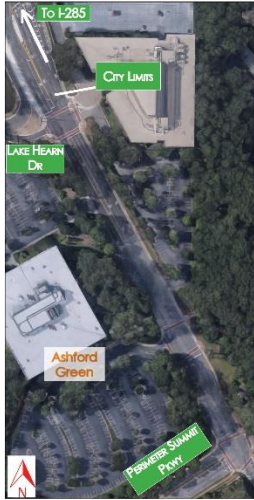


Figure 14. Recommended concept for intersection improvements at Montgomery Elementary School

**Segment 4:
Perimeter Summit
Pky/Oak Forest Dr
to City Limits**

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



Ashford Dunwoody Road Corridor Study
Public Open House - November 29, 2016



Recommended Typical Cross-Section



One 10' southbound right turn lane with four 10' travel lanes, a 12' planted median, 6' sidewalk on the west, and min. 10' multi-use path on the east. Turn lanes as needed (left turn lanes may be cut out of median).

Requires 94' of right-of-way.



Figure 15. Concept for typical cross-section for Segment 4

Ashford Dunwoody Road Corridor Study

Recommendations for Key Intersections

Perimeter Summit Pkwy/Oak Forest Dr at Ashford Dunwoody Rd

Description of Recommendations

- Design and construct intersection improvements:
1. Extend the right turn lane on southbound Ashford Dunwoody Rd to north of Ashford Green, creating two southbound through lanes and dedicated right turn lanes into Ashford Green and Perimeter Summit Pkwy. Transition to one southbound lane south of the intersection at Perimeter Summit Pkwy/Oak Forest Dr. Consider the use of a raised concrete island at Perimeter Summit Pkwy to channelize right turns and overhead signage to reduce last-minute lane changes.
 2. Lengthen the left turn lane on northbound Ashford Dunwoody Road approaching Perimeter Summit Pkwy/Oak Forest Dr.
 3. Install second through lane on northbound Ashford Dunwoody Rd approaching Perimeter Summit Pkwy/Oak Forest Dr.
 4. Work with Perimeter Traffic Operations Program (PTOP) to optimize signal timing/phasing.
 5. Design and construct a gateway feature in the southwest quadrant of the intersection at Perimeter Summit Pkwy and Ashford Dunwoody Rd.
 6. Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections.



This image is a conceptual representation of how the recommended intersection improvements may look in the future. Specific design and details will be worked out during the design phase of the project(s).

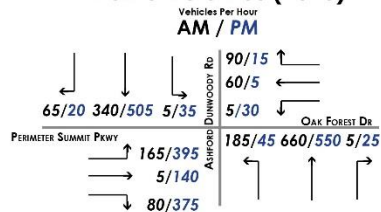
Potential Benefits

- Reduce congestion on Ashford Dunwoody Rd
- Reduce confusion and last-minute lane changes among southbound vehicles north of Perimeter Summit Pkwy
- Enhance recognition of the entrance to the City of Brookhaven
- Improve safety of non-motorized travel

Potential Impacts

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

Traffic Volumes (2016)



Capacity Analysis

Level of Service (LOS)	Existing (2016)		Future No-Build (2040)		Future Build (2040)	
	AM	PM	AM	PM	AM	PM
Delay (seconds)	18.3	36.1	21.9	41.3	18.5	27.3

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).

November 29, 2016
Public Open House

Prepared by Gresham, Smith and Partners Prepared for The City of Brookhaven

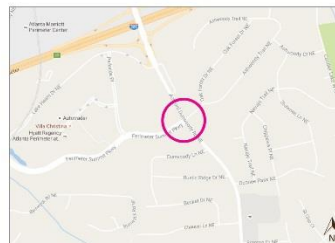


Figure 16. Recommended concept for intersection improvements at Perimeter Summit Parkway/Oak Forest Drive

APPENDIX A. COMMENTS RECEIVED

The following are comment forms collected during the Public Open House on 11/29/16 and via email from 11/29/16 through 12/14/16.



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

THE EASIER YOU MAKE TRAFFIC FLOW
THE MORE CARS WILL USE THE ROUTE
ANY RELIEF WILL BE SHORT LIVED
I SAY LET TRAFFIC CHOKE AND
CARS WILL GO TO SOME OTHER PATH
ANY

Name: Phone or E-mail:



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

1 ~~Winder/Ashford Dunwoody - Recommended round about perfect location for~~
Ashford Dunwoody / Johnson Ferry - I like the full redesign
re-route of roads plan. See this
Supporting the traffic as well as the
neighborhoods
Winder / Ashford Dunwoody - Recommended round about, this is perfect for
Location

Name: Ben Wilson Phone or E-mail:



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

(called to get opinion)
Do not vote for this. Negatively impacts all residents of the corridor.
-tax paying residents don't deserve to have home values destroyed to benefit people who don't live here.

Name: Aaron Bartore Phone or E-mail: [Redacted]



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

I do not see the traffic capacity (and backing of traffic) on Ash. Dun. Road reducing much with the modification of just moving the lights further apart. Yes, there will be some improvement but we should not expect any capacity increase. I still feel that running one-way traffic with the new roads and keeping the existing roads would increase the capacity. But we need to build overpasses or roundabouts to avoid extra traffic lights.

Name: Mami Subramanian Phone or E-mail: [Redacted]



Pt 2.

COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

Additionally, the proposed plan will take at a ~~minimum~~ 30 feet out of my yard.
 Please call me + let me know why that's acceptable
 We do not want this. Two lane sidewalk/
 turn lane is not needed.

Name: DeBarbre Phone or E-mail: [REDACTED]



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

As a resident of Ashford Dunwoody [REDACTED] I implore you to stop this project. It only serves to benefit those who use our neighborhood as a cut-through - is that really what we want?! This proposal will destroy the integrity of the area, destroy our property values, and is untenable.

PLEASE DON'T DO THIS!
 Name: Rachel Barlowe Phone or E-mail: [REDACTED]



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

I DON'T LIKE ANY OF THE RECOMMENDATIONS.
THERE IS NO REAL JUSTIFICATION TO SPEND MY TAX DOLLARS ON UNNECESSARY STUFF LIKE 10' WIDE MULTIMODAL TRAILS

Name: [Signature] Phone or E-mail: _____



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

At AD Southbound around Perimeter area the twin lane should have a barrier the length of the turn lane to prevent the turn lane continuing as an additional lane. The barrier at the end of the turn lane will not prevent the 3 lanes to 2 issues

Name: Linda Alexander (Linda Alexander) Phone or E-mail: [Redacted]

6



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

*DR - DONALDSON - Required to be right in / right out ?
Kadleston culdesac is a problem - do not support at all
Cambridge Park has to go to south entrance
to get to publix
Multuse trail - what does it connect to? ILLOGICAL*

Name: Denise Starling Phone or E-mail:



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

I'm concerned about increasing cut-through traffic through Hampton Hall - Cambridge Park if the Johnson Ferry road through behind Krogers is done. People will turn off JF into Hampton Hall to cut over to Ashford Dunwoody to avoid the whole behind Kroger section.

Name: Aheik Morarty Phone or E-mail:



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

NOT POSSIBLE TO TAKE A LEFT AT JO'S OR GAS STATION IN
CURRENT PLAN - ACCESS SHOULD BE MADE

Name: Don Richards Phone or E-mail: [Redacted]



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

PLS. DO NOT REMOVE DONALDSON LIGHT.
FOR YOUR DISTANCE BETWEEN LIGHTS TO
BE SUFFICIENT, FROM DONALDSON TO NEW KROGER
LIGHT IS ALMOST 4X AS MUCH AS NOW,
CERTAINLY ENOUGH

USE THE SMART LIGHTS 10 MIL GRANT FROM THE STATE
ALREADY IN USE IN BROOKHAVEN & WANT TO SEE
Name: GARY MESH Phone or E-mail: [Redacted] results after 400 project



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

DONALDSON CLOSURE AND LIGHT REMOVAL WOULD BE DANGEROUS FOR FOOT AND BIKE AND BABY STROLLER TRAFFIC TO BLACKBURN. NO CHANGES EXCEPT SMART LIGHTS WE DON'T WANT MORE TRAFFIC IN OUR NEIGHBORHOOD. IT WILL LOWER OUR HOUSE VALUES TO CHANGE ANY ZONING OR ROADS.

Name: [Redacted] Phone or E-mail: [Redacted]



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

I SUPPORT ALL PLANS. TRAFFIC CIRCLE AT WINDSOR IS A GREAT SOLUTION. I AM CONCERNED ABOUT CUT THRU TRAFFIC IN CAMBRIDGE PARK. ELIMINATING THE MEDIAN TO ALLOW BUSINESS ACCESS WILL APEASE MANY BUSINESS OWNERS. SPEED UP THE LONG TERM PLAN. SWAP SOME ROW TO ENCOURAGE KROGER DEVELOPMENT.

Name: JIM GALLO Phone or E-mail: [Redacted]

④ who maintains planted signage?



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

① NARROWING A-D lanes at Peachtree Industrial will inhibit tractor trailers & other large trucks making that turn.

② like the cross over ped. walk ways at Montgomery School

③ like turn lane at Nancy Creek

④ like additional lane past Perimeter Summit

⑤ Please delay final approval until N. Brookhaven established

Name: Marie Cole Phone or E-mail:



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until Wednesday December 14, 2016.

1) Please do the roundabout at WINDSOR

2) Yes, yes and yes on "long term" Ash/Johnson Ferry plan - make this plan the immediate plan -

3) Make entry to Montgomery from Brenton - Drop off car care thru neighborhood. Gives long buffer in the parking lot. Close middle entrance.

Name: Cortadt Minnich Phone or E-mail:





COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

The recommendation to widen the sidewalk and to add large bike lanes in Segment 1 are not needed. I live here and I run every week on the sidewalk. I am usually the only one that uses the sidewalk. The width of the sidewalk is fine as is today. I heard tonight that the City already has the right of way to take my property without regard to the families that live on this property. I am very concerned and disappointed.

Name: Michele Madison Phone or E-mail: [REDACTED]



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

Some of these "improvements" do not address expected number of future cars. 2016 vs. 2040 Future build delays increase, which would indicate unsustainable "improvements". I was told the project was not meant to encourage driving but that is the primary means of travel in ATL.

Please answer: What is the likelihood of increased bike traffic? →

Name: Tanya Huggler Phone or E-mail: [REDACTED]

MORE LANES ARE NEEDED! YES! IT WILL HELP TRAFFIC CONGESTION. PLEASE EXPLAIN THE LOGIC BEHIND NOT INCREASING LANES?

The bike lanes take up significant space which could be used to move additional traffic thru Brookhaven.

The 1% growth rate used is significantly lower than the historical average. Why was that rate used?

Why ~~is~~ didn't the current infrastructure project on (recently finished) Johnson Ferry & Ashford Dunwoody solve the problem? Will this effort have the same results?



COMMENT CARD
Ashford Dunwoody Road Corridor Study
Public Open House 11/29/16

The City of Brookhaven is interested in your thoughts about the draft recommendations for the Ashford Dunwoody Road Corridor. After viewing the displays, please share your thoughts and feedback using the space below. Make sure to hand in this comment form at the sign-in table before you leave.

Materials will also be available on the City's website following the Open House, www.BrookhavenGA.gov. Comments may be submitted via email to ADCorridorStudy@BrookhavenGA.gov until **Wednesday December 14, 2016**.

PLEASE DO NOT REMOVE ~~ACCESS TO DONALDSON~~ DONALDSON
LIGHT. IT DIMINISHES ACCESS TO ALL BUSINESSES
NEARBY AND WILL NEGATIVELY EFFECT THEIR BUSINESS.
IF YOU DO REMOVE THE LIGHT YOU MUST ADD A
TWO WAY CENTER TURN LANE TO ATLEAST PROVIDE
ACCESS ~~TO~~ TURNING IN WOULD BE SO MUCH SAFER
WITH A LIGHT. THIS WOULD EFFECT CORNER ^{OVER}

Name: Eugenie Viener Phone or E-mail: [REDACTED]

PIZZA, WALGREENS, THE PEACH PIT, THE BAT & BALL PUB,
SUSHI YOSHINO, HOVANS, WINGRANCH, MOON INDIAN CUISINE
RIGHTEOUS ROOM, DUNWOODY DRY CLEANERS, TEXACO, JO'S, &
VALERO.

MY TENANTS WERE ALL ABSOLUTELY DISMAYED
AND DISTRAUGHT BY THE MERE IDEA OF RIGHT
TURN IN & RIGHT TURN OUT ACCESS ONLY.
THIS CUTS ACCESS IN HALF. IN A BUSINESS OF
CONVENIENCE, PEOPLE RARELY MAKE U-TURNS OR
BLOCKS TO ~~STOP~~ DROP IN FOR A BITE TO EAT OR GET
THEIR DRY CLEANING. PLEASE MAINTAIN OUR ACCESS

Young, Megha

From: Nancy Chambers [REDACTED]
Sent: Thursday, December 15, 2016 4:45 PM
To: Thoresen, Erin
Cc: ADCorridorStudy@BrookhavenGA.gov; Gomez, Nithin
Subject: Re: Ashford Dunwoody Resident Comment

Thank you. Just wanted to be sure it was received.

From: Thoresen, Erin [REDACTED]
Sent: Thursday, December 15, 2016 4:40 PM
To: Nancy Chambers
Cc: ADCorridorStudy@BrookhavenGA.gov; Gomez, Nithin
Subject: Re: Ashford Dunwoody Resident Comment

Nancy,
We did in fact receive your response. Apologies for the delay in getting back to you. Your comments have been recorded along with all the others and will be submitted to the city and documented as part of the study.

Erin L. Thoresen, AICP
Transportation Planner
Gresham, Smith and Partners
[REDACTED]

On Dec 15, 2016, at 3:39 PM, Nancy Chambers [REDACTED] wrote:

We submitted this email on 12/12/16 and did not get a response. Please confirm that you received it?

From: Nancy Chambers [REDACTED]
Sent: Monday, December 12, 2016 3:15 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody Resident Comment

My husband and I live on Ashford Dunwoody between Nancy Creek and Montgomery Elementary. We built our home in 1998. We attended both sessions presenting the corridor changes to Ashford Dunwoody at Marist and City Hall. The plans appear to be very well done and it would improve the looks on Ashford Dunwoody; however, we cannot take the front yards of residents as proposed. Nor, do we believe the traffic will improve. It will only get worse. We can't take front yards of homeowners with kids that play in their front yard. We have had cars land in our yard twice over the past 20 years. Our neighbors have also lost mail boxes. And, the increase in the speed limit to 40 has given the drivers the opportunity to go even faster. Imagine the fear of parents when you take 30+ feet from their front yards of

allowing their kids to play in the yard. At the meetings, I invited anyone from the city that wants to come to sit on our front porch and observe the traffic. You are welcome to do that any time. Come observe the traffic and think what will happen when you improve the drive.

Please listen to the homeowners. We want to work with you on this project, but you do not appear to be listening. Please arrange a meeting that would have you listen to our concerns and together work with us to reach a compromise. We are not asking you to not do the project. We are asking you to listen and make appropriate changes that will lesson the traffic and not take land from homeowners.

Work together as our elected officials to change the proposal to meet all needs -- City and Homeowners.

Nancy and Richard Chambers

This E-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain proprietary, legally privileged, confidential or copyrighted information belonging to the sender. If you are not the intended recipient of this E-mail, you are hereby notified that any use of, reliance on, disclosure, dissemination, distribution or copying of the contents of this email, and any attachments thereto, in whole or in part, is strictly prohibited. If you have received this E-mail in error, please immediately notify me by phone or by return E-mail and permanently delete the original and any copy of any E-mail and any printout thereof. Mail delivered by Gresham, Smith and Partners mail system.

Young, Megha

From: Michael Southern [REDACTED]
Sent: Wednesday, December 14, 2016 11:04 PM
To: ADCorridorStudy@Brookhavenga.gov [REDACTED]
[REDACTED]
Subject: Ashford Dunwoody Road Corridor Study
Attachments: Ashford Dunwoody Corridor Study 12-14-2016.docx

Brookhaven City Officials,

Attached are my comments in opposition to the proposals in the Ashford Dunwoody Corridor Study. We formed the City of Brookhaven for such a time as this, to protect us from these types of unwise and unnecessary proposals. We need you to protect the citizens of Brookhaven who live on and directly off Ashford Dunwoody Road.

Sincerely,

Michael W. Southern
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Ashford Dunwoody Corridor Study

To: City of Brookhaven Officials

From: Michael W. Southern

[REDACTED]

[REDACTED]

[REDACTED] live directly off Ashford Dunwoody Road, [REDACTED]. All the proposed plans will directly impact us every day. We oppose these plans, which we believe will have a very negative impact on our quality of life and our property values. I am very surprised that our newly formed City of Brookhaven would initiate this type of change to Ashford Dunwoody Road. We strongly supported the formation of the City of Brookhaven, because we feared that DeKalb County would attempt this very type of change to our area.

Segment 1: Better synchronization of the traffic light at Ashford Dunwoody Road (ADR) and Peachtree Road will accomplish most of the desired improvements. Better use of the right turn arrow for Ashford Dunwoody and south bound Peachtree Rd will improve traffic flow. I drive this path every day, and I have seen improvements in the last 6 months. We strongly oppose any additional lanes on ADR at Windsor Pkwy, and at ADR and St Martin's. St. Martin's has an entrance off Lanier Drive. St. Martin has worked to improve their traffic flow. We do not need any additional lanes on ADR. We do not need a traffic light on ADR at Windsor. In addition, a roundabout on ADR at Windsor is a very bad idea and would create more traffic problems. There are plenty of side streets to help move traffic north and south.

Segment 2: This massive proposal to create new streets, close existing streets, and create medians and pedestrian walkways is totally unnecessary. This is a drastic overreach by the consulting firm. This will harm existing businesses and negatively impact the very people who live in the City of Brookhaven. We strongly oppose these changes. We need to continue with the small incremental improvements like have been made over the last 5 years. These massive changes are not needed.

Segment 3: We do not need any additional lanes on ADR at Marist, or on Harts Mill Rd. We absolutely do not need to add bike or pedestrian lanes on ADR. Have changes to the Marist starting and dismissal schedules been analyzed? Well-designed schedule changes should improve the traffic flow in this area.

Segment 4: We do not need dedicated turning lanes on south bound ADR at Perimeter Summit. The vast majority of the traffic stays on ADR. Merging more lanes into fewer lanes on ADR south of Perimeter Summit will inhibit traffic flow, not improve it. This proposal should not be approved. We strongly oppose any proposals that would add lanes to ADR.

Pedestrian and Bike Lanes: We do not need any pedestrian or bike paths or lanes anywhere along ADR. Sidewalks already exist where they are needed. The idea of taking someone's property to create a pedestrian or bike lane is wrong. We do not need them and we do not want them.

General Comments: We live in the middle of all 4 proposals. We travel north and south on ADR every day. These proposals will harm our quality of life and will negatively impact our property values. We strongly supported and campaigned for the City of Brookhaven, in order to protect us from these types of proposals. Our fear was that DeKalb County would push through these types of proposals. We now expect the City of Brookhaven to protect us from these types of unwise changes.

We should not be burdened to solve the problems of the commuters who use ADR as a cut through from Perimeter Mall/I-285 to Peachtree Road. Please focus your attention on the Brookhaven citizens who live on or directly off ADR. These citizens, which include me, are the most impacted by these proposals.

We need to look out for Brookhaven First!!

Young, Megha

From: Ea Vie [REDACTED]
Sent: Wednesday, December 14, 2016 10:16 PM
To: ADCorridorStudy@brookhavenga.gov; [REDACTED]
[REDACTED]
Subject: Ashford-Dunwoody Corridor Study Petition Signature
Attachments: AD Corridor Study Petition All Physical Signatures to date 12.14.16.pdf; AD Corridor Study Petition All Change.org Electronic Signatures to date 12.14.16.pdf; AD Corridor Change.org Petition Comments from Signers as of 12.14.16.pdf

To whom it may concern:

I have collected 656 physical petition signatures and 246 electronic Change.org petition signatures, a total of 902 petition signatures to date for your consideration. We will continue collecting signatures until Brookhaven City Council votes on this study's concept plan. Please, let us know when that will be. Here is a link to our Change.org [petition](#).

We, the undersigned, respectfully request of the contract engineers of the Ashford-Dunwoody Corridor Study, Mayor John Ernst, Councilwoman Linley Jones, Councilman John Park, Councilman Joe Gebbia, and Councilman Bates Mattison:

- 1.** Please do not remove or change the Donaldson Drive traffic light to only right-turns in and out,
- 2.** Make a middle turn-lane instead of the planned solid median between the intersections of Ashford-Dunwoody and Johnson Ferry Roads. Please remove the solid median from your concept plan and do maintain the existing left turn in and out access our businesses presently have because:

a) A solid median would stop emergency vehicles from getting to hospitals and fires in a timely manner as EMS vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled,

b) A solid median blocks all left turns in and out. The customers and stores of Old Five Points need access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat & Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room North, The Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Dry Cleaners, and

c) A solid median makes access prohibitively difficult for customers, employees, business owners and delivery trucks. Creating a road that necessitates U-turns and making-the-block for access to our local businesses cannot be considered by us as improvements to this intersection. Increased stacking of vehicles waiting to make U-

turns would only increase travel times for the local residents who use this intersection the most.

3. Our neighborhood businesses have said they cannot stay in business with 50% reduction of access. Before destroying our neighborhood businesses, please wait to measure the effects of:

a) The almost \$1 Billion I-285/400 Project already started (Completion Date: 2019) which that study projects will eliminate morning traffic,

b) Smart Lights, already in use on Buford Highway, which would improve afternoon traffic if utilized at the Ashford-Dunwoody/Johnson Ferry/Donaldson Intersections, and

c) The "temporary" changes also proposed in this plan which include making two long lanes on Ashford-Dunwoody Rd along Corner Pizza and Publix

all of which we believe will improve traffic in this intersections without the expense and negative effects of moving the roads as proposed in the concept plan presented at the 11/29 public meeting.

5. The proposed changes to the intersection of Ashford-Dunwoody/Johnson Ferry/Donaldson Drive intersections as a whole have a negligible improvement on traffic in the 2040 Build vs. 2040 No Build, a difference of 6.7 seconds in the morning and 9.7 seconds in the evening. Do not destroy our neighborhood and businesses for so little improvement in traffic.

6. The final draft of this study presented at the 11/29 public meeting helps outside commuters while hindering neighborhood convenience and decreasing access to local stores and services. This plan's design and negligible projected improvement on traffic flow likely will lead to increased "cut through" traffic through Bubbling Creek and Hampton Hall/Cambridge neighborhoods.

Please do not change or remove the Donaldson Drive traffic light, do not have a solid median, and do allow left-turns in and out of our local stores between the intersections of Ashford-Dunwoody/Johnson Ferry Roads.

Wishing you Happy Holidays, a Merry Christmas and Happy New Year, I remain

Very truly yours,

Eugenie Viener, [REDACTED]
Brookhaven Resident and Business Owner

Comments

Name	Location	Date	Comment
Diane McMahon	Atlanta, GA	2016-12-08	I do not want to live in Buckhead, high density bldgs. Proposal is highly undesirable, nothing should be passed that leads to that.
Soren Ludwig	Atlanta, GA	2016-12-08	This plan will make traffic the same they say but it will be worse. and I don't want my property value to drop because of wider roads which means more mixed use and apartments and high density townhomes crime and traffic taxes and less convenience.
susan Tasse	Atlanta, GA	2016-12-08	I do not want to see the businesses have to close.
Thomas Bohannon	Atlanta, GA	2016-12-08	This will negatively impact me as a nearby resident and user of the local businesses on Ashford Dunwoody and Johnson Ferry Roads.
jeff bryan	atl, GA	2016-12-08	save our businesses in our city be more open and honest to our citizens. it takes integrity to do the right job.
Rosemary Scalessa	Atlanta, GA	2016-12-08	Do not want solid medians
Carol Allen	Atlanta, GA	2016-12-08	Please don't remove the light at Donaldson and put in a median. This will ruin access to the stores I use. It doesn't make sense to ruin the accessibility for the community. I live less than 1/2 mile from this intersection and understand the dynamic of what works and what doesn't. This will ruin our access to the businesses there.
Mary Lane Tunno	Atlanta, GA	2016-12-09	A solid median would impede traffic to businesses. It would need to have access points and that would mean more lanes to use these access points. It would encourage more cutting through neighborhoods. It would look good but doesn't seem really helpful.
Cindy Coleman	Atlanta, GA	2016-12-09	Please do not change the Donaldson Drive traffic light, do not have a solid median and do allow left-turns in and out of our local stores between the intersections of Ashford-Dunwoody/Johnson Ferry Roads."
Lesley Bowman	Atlanta, GA	2016-12-09	I think a median will make getting to the local stores very inconvenient. Please do not do this!
Diane Griffin	Atlanta, GA	2016-12-09	The extra traffic this will bring for cut through traffic. Keep Donaldson Dr. traffic light.
A Light	Atlanta, GA	2016-12-09	I agree with the petition!
kathryn gable	Atlanta, GA	2016-12-09	The intersection at Johnson Fy Rd and Ashford Dunwoody has enough problems as it stands now. The proposed changes will only create more havoc as well as further diminish the serenity of a close-knit neighborhood ambience. Go back to the drawing boards, PLEASE
Andrew Simpson	Atlanta, GA	2016-12-10	I don't want outside commuters having a voice in the direction of our neighborhood.
Diane Allers	Atlanta, GA	2016-12-10	There should not be a solid median preventing access to businesses. emergency vehicle access is essential to that intersection
Robert Schmidt	Atlanta, GA	2016-12-10	Robert A Schmidt
CR Connor	Atlanta, GA	2016-12-10	The benefits of the changes are negligible. I favor reevaluating once the 285/400 work is completed.
Ron Stoppenhagen	Brookhaven, GA	2016-12-10	I would hate for the unique small businesses near our home to be hurt.
Judy Brooks	Atlanta, GA	2016-12-10	I am signing in support of the local business owners and the citizens.
Andra Galtieri	Atlanta, GA	2016-12-10	Owner of the Bat and Ball Pub

Name	Location	Date	Comment
Robert Fusillo	Atlanta, GA	2016-12-10	The list of "8 reasons seems quite serious, and suggests a severe blow to what is our major local shopping center. Ms Mesh suggests that you have given her no reply to her plaint. Why? Will there be any recompense for the many group that will be negatively impacted by this?
Marjorie Reilly	Atlanta, GA	2016-12-10	Limiting access to Ashford Dunwoody and Johnson Ferry Rd from Donaldson with right turns only will lead traffic through Blair Circle and Bubbling Creek. Are Sexton Wood residents to drive to HartMills to get to Ashford Dunwoody to go to Publix/CVS ?? or drive to P'ree Blvd to get on Johnson Ferry ?? This makes no sense!!
Daniel Nadolny	Atlanta, GA	2016-12-10	6 and 9 seconds isn't enough of an improvement to justify this plan.
Noemi Espinoza	Kennesaw, GA	2016-12-10	Supporting small businesses
Nancy Robinson	Atlanta, GA	2016-12-10	As a neighborhood resident, I want to be able to turn left off Donaldson and I love and support the businesses that will be impacted. Please don't proceed with this plan.
Ted Robinson	Brookhaven, GA	2016-12-10	Impact on neighborhood and personal access to local stores. This is a wonderful mobile neighborhood let's keep it that way.
Jane Jenkins	Atlanta, GA	2016-12-10	I do not see anything positive about this plan. It would make things worse and close many of our favorite businesses.
Kelly Yount	Atlanta, GA	2016-12-11	I love these restaurants and they are the only ones like this in the neighborhood. It would be a shame to see this road change happen and take out these businesses who's owners are amazing and dedicated to the better good. I would hate for the feeling of buckhead to be introduced into this area...how will that benefit any of us who live here. Please reconsider!
Michael Viener	Roswell, GA	2016-12-11	Increases neighborhood traffic flow and does nothing to help reduce traffic problems in this area. It is a waste of money.
Arlys Belcher	Roswell, GA	2016-12-11	This will hurt the small businessman
Shea Geeslin	Atlanta, GA	2016-12-11	I feel this plan is making an even bigger mess of traffic. As a Cambridge Park resident, I am very concerned with even more cut through traffic with this plan. It also isn't fair to the businesses in the area. I feel the biggest problem is the timing of lights (at Ashford Dunwoody and Donaldson) going south on Johnson Ferry. Also, most commuters are staying on Johnson Ferry, so the lane going south on Ashford Dunwoody is wasted and commuters use this lane to pass others who are actually obeying the traffic laws. Please fix it, but NOT with this plan.
Jim Geeslin	Atlanta, GA	2016-12-11	This proposal is highly premature and potentially significant waste of taxpayer money. The new 400-285 exchange has a good chance to solve our problems. Furthermore, this proposal will destroy small businesses and significantly devalue properties in Cambridge Park by creating significant cut-through traffic. Please do not approve this proposal!
maria garcia garcia	Atlanta, GA	2016-12-11	Please do not change the Donaldson Drive traffic light, do not have a solid median and allow left-turns in and out of our local stores between the intersections of Ashford-Dunwoody/Johnson Ferry Roads."
Joh Morrow	Atlanta, GA	2016-12-11	I don't believe that the proposed changes are in the best interest of the business owners or the people who live in Cambridge Park. Waiting until the I285/400 project is completed to see the effect on traffic in the area seems prudent.

Name	Location	Date	Comment
Tom Wessling	Atlanta, GA	2016-12-11	Negative impact on the small businesses nearby and increased cut-through traffic in residential ares.
Matt Chimento	Brookhaven, GA	2016-12-11	No way this will happen. Such a bad idea.
Patti Pasch	Atlanta, GA	2016-12-11	Because I live locally and this will force me to turn around somewhere to come back to the local businesses at the Donaldson, Johnson Ferry, Ashfordunwoody intersection.
martin youngleson	atlanta, GA	2016-12-11	A superior solution needs to be found without destroying the comercial establishments or changing the solitude of the neighborhoods.
Lillian Woolf	Atlanta, GA	2016-12-11	I do not want to see local businesses suffer. I prefer to see smart lights installed to help with traffic flow, and prefer that the northbound lane at the J-F/Ashford Dunwoody Rds intersection have a DEDICATED left turn from JF to Ashford, the way it used to be.
Anne Stephens	Atlanta, GA	2016-12-11	I live off of Donaldson Drive and this directly affects me
William Maguire	Atlanta, GA	2016-12-11	Im signing because Intdo not want Donaldson Drive traffics lights changed, I do not want a solid median and i DO want in-out turns for the shops at the intersection of Ashford Dunwoody and Johnson Ferry Roads.
mia fancher	Atlanta, GA	2016-12-11	Brookhaven City Council: listen to your residents
Mary Shannon Ridgeway	Atlanta, GA	2016-12-12	I'm signing because I live on this street and think it's a horrible idea. I would hate to lose the business around here that we love.
Savita nair	Atlanta, GA	2016-12-12	We are staunch supporters of local business
Cheng-Lin Tsao	Atlanta, GA	2016-12-12	The plan blocks access from Donaldson Dr to Ashford-Dunwoody Rd, which I take for commute.
Christy Errico-Abrams	Atlanta, GA	2016-12-12	I live on Bubbling Creek with 2 small children and there is already way too much cut through traffic! I don't feel comfortable for my boys to play out in their front yard because Tyne cars fly through so fast. Forget riding a bike.
Chris Holmes	Atlanta, GA	2016-12-12	Brookhaven City Council, Let's support small business and not encourage cut through traffic through Cambridge Park
Rachel Bartlone	Atlanta, GA	2016-12-12	I'm a concerned citizen
Thomas Hedges	Avon, OH	2016-12-12	My daughter will lose her home if this project proceds
Charles Dixon	Atlanta, GA	2016-12-12	Bad Plan !!!
Megan Madison	Chamblee, GA	2016-12-12	I am not convinced this will improve traffic in the area.
Thais Diaz	Atlanta, GA	2016-12-12	I believe in this cause.
Patricia Hicks	Atlanta, GA	2016-12-12	I protest the removal of the Donaldson Drive traffic light. I frequently access this dining and shoppin area from multiple directions. This plan impedes access and will adversely affect the neighborhood access and harm businesses.
Alexander Walthall	Atlanta, GA	2016-12-12	This is a poorly conceived plan that will effect my neighborhood and use of local businesses.
Ryan Starks	Atlanta, GA	2016-12-12	This traffic plan is solely to help non Brookhaven commuters and ignores our local businesses.
Christina Fiorillo	Atlanta, GA	2016-12-12	I do not want to see local business negatively impacted and I don't want emergency vehicles to have difficulties to reach the destinations of emergency and immediate need.

Name	Location	Date	Comment
Kirt Lattanze	Atlanta, GA	2016-12-12	DOT dept need to examine the entire affect of their decisions. They are trained in school to look at traffic safety. If this is the criteria. I have seen many DOT decisions put businesses out of business while a plnning commissioner in Roswell. Only to change design later in order to save businesses still left. We don't need another empty shopping center.
Lowell Ramsey	Atlanta, GA	2016-12-12	solid medians hurt businesses, and cause excessive and dangerous u-turns.
Leza Young	Chamblee, GA	2016-12-12	I'm signing because I live in Sexton Woods and use the area in question several times a week. These changes will negatively impact my ability to frequent the businesses in the area.
Carole Turner	Atlanta, GA	2016-12-12	It appears that traffic will still be a problem. No improvement in congestion.
Curtis Davis	Atlanta, GA	2016-12-12	This will destroy the businesses.
Sarah Winterstein	Atlanta, GA	2016-12-12	Not a good solution.
Charles Hill	Atlanta, GA	2016-12-12	I am signing because I agree the measures proposed are for the commuters and not for residents of the area. We already avoid driving during rush hour in our area due to the commuters clogging our streets. Increasing the flow of that traffic will not occur because it will be off-set by increased commuters trying to take advantage of the 6-10 second alleviation of traffic. Sounds like a lot of work and cost for little benefit to commuters and many detriments to residents!
Robert Osburn	Brookhaven, GA	2016-12-12	this would greatly hurt our local businesses and make the left hand turn onto Ashford Dunwoody & Johnson Ferry back up for blocks. The Traffic study is flawed. A "round about" to allow continuous flow would be better.
Faye Skillen	Atlanta, GA	2016-12-12	My family frequents many of the businesses in this area. This plan hurts those businesses.
Lisa Pinson	Atlanta, GA	2016-12-12	I am signing because the proposal will limit my access to the stores I frequent each day, drive traffic through Cambridge park and makes no sense. Eliminate the solid median and allow patrons that live in this neighborhood the ability to turn right and left instead of catering to those who commute between 7-10, 4-7M-F
Mary Ellen Brigham	Atlanta, GA	2016-12-12	I think a solid median destroys access. A middle turning lane like on Roswell Road makes more sense.
Bonnie Gibert	Atlanta, GA	2016-12-12	The traffic light at Donaldson needs to stay!
Linda Lovejoy	Atlanta, GA	2016-12-12	This does not make sense. It looks convoluted and will ADD time to go through this set of intersections. Consider the local residents, please!
John Cogan	Atlanta, GA	2016-12-12	Too much new development in Brookhaven too fast!
Robin Yorks	Atlanta, GA	2016-12-12	This will increase cut through traffic! Also hurt local business! Don't want solid median.
mark richman	Atlanta, GA	2016-12-12	I agree with some of Mr. Viener's concerns and believe we need to rethink the median.
John Cohen	Atlanta, GA	2016-12-12	"Please do not change the Donaldson Drive traffic light, do not have a solid median and allow left-turns in and out of our local stores between the intersections of Ashford-Dunwoody/Johnson Ferry Roads."
Bruce Madden	Atlanta, GA	2016-12-12	Having seen the map plans just yesterday, I am NOT convinced at all this is a fiscally smart idea. I realize changes are inevitable, but this appears to be not cost effective. The local businesses will locally be affected adversely and the slight decrease in traffic delays will be trivial. This DEFINITELY needs to "go back to the drawing board".

Name	Location	Date	Comment
Dean Jones	Atlanta, GA	2016-12-12	This will increase commuter traffic and hinder local traffic to the restaurants and retail. There have to be better ways than what is on this plan.
Maria Adamczyk	Atlanta, GA	2016-12-12	I'm signing this petition because we use Ashford Dunwoody intersection to commute and this will greatly complicate it.
Patricia Apple	Atlanta, GA	2016-12-13	I don't want these changes. Not beneficial to those living in area only those passing thru
Allan Apple	Atlanta, GA	2016-12-13	Totally against U will isolate our sub division
Grover Price	Atlanta, GA	2016-12-13	What Brookhaven is proposing is wrong.
Timothy Mercer	Atlanta, GA	2016-12-13	I bought my house here because of the neighborhood feel in the middle of the city convenience. Not being able to cross over adds significant time to my commute. People passing through only have to put up with slow traffic during commute. I will be stuck with decision all of the rest of the time I want to visit the local businesses that brought me to this area. My question is, does anyone making this decision live in the immediate affected area? Is anyone potentially profiting from this?
DAvid Bugg	Atlanta, GA	2016-12-13	Will affect and may close Property restaurants and cleaners that a vital part of the history of this area.
J Turnage	Atlanta, GA	2016-12-13	This entire plan caters to commuter traffic that shouldn't even be on ADR to begin with and hurts the people who live in this area. I disagree with 95% of the proposed changes, including most of the ones for this specific segment.
Robert Messner	Atlanta, GA	2016-12-13	It isolates the neighborhood.
Janis Niese	Atlanta, GA	2016-12-13	I do not want Donaldson Dr. traffic light changed to right turn only. Would make it difficult to get onto Ashford-Dunwoody or Johnson Ferry. I do not want businesses negatively effected. Solid median does not sound like a good idea.
Matt Bredemeier	Atlanta, GA	2016-12-13	There are many issues still to be worked out concerning the Ashford Dunwoody Corridor. One being the medians proposed that would impact local business, neighborhoods and emergency vehicles. Has anyone maybe considered golf carts. This would give back to the residents and cut down a ton of local traffic. They are already talking about adding separate side walks , bike lanes and mixed path. Why not a path everyone can use?
Walter Davis	Atlanta, GA	2016-12-13	This will significantly reduce our access to Publix and Kroger. This slow drain of quality of life from long time residents is right out of Babbitt. How ironic, when viewed in effective terms, that DeKalb County government did a much better job representing our evolving growth, safety, and welfare.
Mary Davis	Atlanta, GA	2016-12-13	It appears that once the Johnson Ferry -Ashford Dunwoody interchange has been modified according to this plan, there will be efforts to redevelop all the commercial property in the area into the God-awful "mixed use" amalgam, creating more congestion than we already have. This is no longer a family friendly community.
Faye Bell	Atlanta, GA	2016-12-13	My street and my favorite businesses will be directly and negatively impacted by the removal of this light.

Name	Location	Date	Comment
Lance McCain	Atlanta, GA	2016-12-13	I am signing because I am opposed overall to the Ashford Dunwoody Corridor Project. To me it is a waste of taxpayer money that will benefit cut through commuters and property developers and not benefit the residents of the neighborhoods along Ashford Dunwoody. Segment 2 is particularly odious to residents and businesses of the area and the multi-use paths are an expensive infringement of properties along Ashford Dunwoody for a very limited 'special interest' group - primarily cyclists who should join a gym for their exercise and not hit taxpayers to subsidize their interests.
Lawrence Coulter	Atlanta, GA	2016-12-13	I do not want the changes because of the reasons stated.
Lawrence Coulter	Atlanta, GA	2016-12-13	It will not improve traffic flow and could hinder it.
Ashley Haberman	Atlanta, GA	2016-12-13	I'm a Manager at the Bat & Ball Pub. This solid Median will prevent not only our delivery trucks coming from Ashford Dunwoody to be able to turn in but all of our clients from that side of town from turning in. Everyone is now going to have to make U-turns at the light or pull into the Publix lot and turn around to make a left at the light. DO NOT DO THIS! I don't understand why you are trying to destroy the businesses around here. Senseless
Mike & Kim Porter	Atlanta, GA	2016-12-13	We agree this is not a good idea. It seems to be a real pipe dream.
DM Kelleher	Atlanta, GA	2016-12-13	The unbridled activism of the Brookhaven Mayor and City Council needs to be reined in. We signed up for Brookhaven to get reduced size and scope, less costly, less intrusive and more responsive government and we get this initiative, architectural review boards, and more. City Council: Take an appetite suppressant pill and let things settle. The low cost improvements to the AD-JF mixing bowl seem to work just fine --- LEAVE IT ALONE!
Jason Marshall	Atlanta, GA	2016-12-14	The planned changes will be significantly detrimental to the existing businesses.
Matthew Christian	Atlanta, GA	2016-12-14	I do not want to ruin our local businesses. I love the Dunwoody Organic Cleaners.
paul johnson	Atlanta, GA	2016-12-14	I'm a 38 year veteran of commercial real estate transactions - this is one of the most anti business, in your face half baked plan to harm residents that I have witnessed. citizens
Terry Pack	Atlanta, GA	2016-12-14	The plan as I have seen is nonsensical. This plan does not make improvements worth the money expenditure and causes the residents and businesses in this area more problems than it claims to fix.
Kathy Southern	Atlanta, GA	2016-12-14	These proposed recommendations Segment 2, long and short-term, will increase commute and errand time for our local residents, and will therefore increase traffic congestion. Sending traffic behind Kroger and Publix would lengthen the route to get to each and would create great frustration. They will make our situation worse, not better. Few bikers or pedestrians would need or use a lane, and a "safe" island would clutter the street and be unnecessarily costly. These proposals are unacceptable.

Name	Location	Date	Comment
Kathy Southern	Atlanta, GA	2016-12-14	Segment 2 long-term and short-term proposals would cause greater traffic backup and longer commutes and errand time for local residents as well as non-resident traffic, especially by sending traffic in a longer route behind Kroger and Publix. Segments 1 and 2 regarding Ashford-Dunwoody: A round-about at Windsor Parkway or any other area would greatly slow traffic and back it up to I-285. No lanes are needed for the few pedestrians or bikers in this area, and "safe" islands would clutter the street unnecessarily, and no land should be taken for such unnecessary changes. Brookhaven lifestyle in this area does not include biking or walking to work. I strongly oppose these changes. I encourage our leaders to realize that we residents understand that we must be patient with some traffic at rush hour, and there will never be any design that will eliminate it. We prefer the simplicity and beauty of the current quality of Brookhaven lifestyle that led us to live here. We thought the area was protected from unnecessary and negative changes, especially when we supported cityhood.
Luann Miller	Atlanta, GA	2016-12-15	I think this whole traffic and street plan needs to be re-thought
Teresa Ely	Norcross, GA	2016-12-15	We need a middle turning lane not a solid median. We need the light on Donaldson Drive to remain unchanged. No Grass ways needed.
Dwight Ford	Fort Worth, TX	2016-12-15	I visit Brookhaven and love the restaurants in this center

Signatures

Name	Location	Date
Eugenie Viener	Atlanta, GA, United States	2016-12-08
Laurenthia Mesh	Atlanta, GA, United States	2016-12-08
Diane McMahon	Atlanta, GA, United States	2016-12-08
SOREN LUDWIG	Brookhaven, GA, United States	2016-12-08
Michael Garry McMahon	Atlanta, GA, United States	2016-12-08
Jannell Knox	Atlanta, GA, United States	2016-12-08
susan Tasse	Atlanta, GA, United States	2016-12-08
Marc Gordan	Atlanta, GA, United States	2016-12-08
Thomas Bohannon	Atlanta, GA, United States	2016-12-08
jeff bryan	Atlanta, GA, United States	2016-12-08
Tom Reilly	Atlanta, GA, United States	2016-12-08
Rosemary Scalessa	Atlanta, GA, United States	2016-12-08
Rosemary Catanesi	Atlanta, GA, United States	2016-12-08
Carol Allen	Atlanta, GA, United States	2016-12-08
Judy Mitchwll	Atlanta, GA, United States	2016-12-08
Bryant Mitchell	Atlanta, GA, United States	2016-12-08
Cynthia Leonard	Atlanta, GA, United States	2016-12-09
Susan Ellis	Atlanta, GA, United States	2016-12-09
Mary Lane Tunno	Atlanta, GA, United States	2016-12-09
Cindy Coleman	Atlanta, GA, United States	2016-12-09
Sigrid Economou	Decatur, GA, United States	2016-12-09
Catherine Lesley Bowman	Brookhaven, GA, United States	2016-12-09
Diane Griffin	Atlanta, GA, United States	2016-12-09
A Light	Atlanta, GA, United States	2016-12-09
kathryn gable	Atlanta, GA, United States	2016-12-09
Abbe Wiesenthal	Atlanta, GA, United States	2016-12-09
Sally Eppstein	Atlanta, GA, United States	2016-12-09
Greg Holcomb	Doraville, GA, United States	2016-12-09
Kathryn Irby	Gulfport, MS, United States	2016-12-09
Andrew Simpson	Atlanta, GA, United States	2016-12-10

Name	Location	Date
Christian Cherniak	Atlanta, GA, United States	2016-12-10
Diane Allers	Atlanta, GA, United States	2016-12-10
Robert Watson	Atlanta, GA, United States	2016-12-10
Robert Schmidt	Atlanta, GA, United States	2016-12-10
Cass Connor	Atlanta, GA, United States	2016-12-10
Ron Stoppenhagen	Brookhaven, GA, United States	2016-12-10
Sowers John	Atlanta, GA, United States	2016-12-10
Judy Brooks	Atlanta, GA, United States	2016-12-10
Andra Galtieri	Atlanta, GA, United States	2016-12-10
Robert Fusillo	Atlanta, GA, United States	2016-12-10
Sung min Park	Atlanta, GA, United States	2016-12-10
Amanda Rofe	Atlanta, GA, United States	2016-12-10
Marjorie Reilly	Atlanta, GA, United States	2016-12-10
Daniel Nadolny	Atlanta, GA, United States	2016-12-10
Vincenzo Di Pietro	Italy	2016-12-10
Catherine Bernard	Atlanta, GA, United States	2016-12-10
Noemi Espinoza	Kennesaw, GA, United States	2016-12-10
Nancy Robinson	Atlanta, GA, United States	2016-12-10
Ted Robinson	Atlanta, GA, United States	2016-12-10
Jane Jenkins	Atlanta, GA, United States	2016-12-10
R Thomas Eidson	Atlanta, GA, United States	2016-12-10
Madeleine Fleagle	Atlanta, GA, United States	2016-12-10
Kelly Yount	Atlanta, GA, United States	2016-12-11
Nuria Wing	Atlanta, GA, United States	2016-12-11
Lynn Cogan	Atlanta, GA, United States	2016-12-11
Luis Angel	Marietta, GA, United States	2016-12-11
Michael Viener	Atlanta, GA, United States	2016-12-11
Arlys Belcher	Roswell, GA, United States	2016-12-11
Shea Geeslin	Atlanta, GA, United States	2016-12-11
Jim Geeslin	Atlanta, GA, United States	2016-12-11
Margaret Bravick	Atlanta, GA, United States	2016-12-11
maria garcia garcia	Atlanta, GA, United States	2016-12-11

Name	Location	Date
Joh Morrow	Atlanta, GA, United States	2016-12-11
Margaret Morrow	Atlanta, GA, United States	2016-12-11
Brenda Wessling	Atlanta, GA, United States	2016-12-11
Tom Wessling	Atlanta, GA, United States	2016-12-11
Ann Marie Ellenburg	Atlanta, GA, United States	2016-12-11
Karoline Brennan	Tucker, GA, United States	2016-12-11
Matt Chimento	Brookhaven, GA, United States	2016-12-11
Alicia Chimento	Brookhaven, GA, United States	2016-12-11
Linda Huyett	atlanta, GA, United States	2016-12-11
Randy Huyett	atlanta, GA, United States	2016-12-11
Jann Blanton	Atlanta, GA, United States	2016-12-11
Patti Pasch	Atlanta, GA, United States	2016-12-11
Jerome Quinn	Atlanta, GA, United States	2016-12-11
Judi Ison	Atlanta, GA, United States	2016-12-11
martin youngleson	Atlanta, GA, United States	2016-12-11
Lillian Woolf	Atlanta, GA, United States	2016-12-11
Anne Stephens	Atlanta, GA, United States	2016-12-11
Kassandra Solsrud	Atlanta, GA, United States	2016-12-11
Gregory Solsrud	Atlanta, GA, United States	2016-12-11
Haibo Qi	Atlanta, GA, United States	2016-12-11
Ge Wu	Atlanta, GA, United States	2016-12-11
James Townsend	Atlanta, GA, United States	2016-12-11
Mary Anne Valdecanas	Atlanta, GA, United States	2016-12-11
Peggy Helm	Brookhaven, GA, United States	2016-12-11
William Maguire	Atlanta, GA, United States	2016-12-11
mia fancher	Atlanta, GA, United States	2016-12-11
Jennifer Lennon	Atlanta, GA, United States	2016-12-12
Mary shannon Ridgeway	Atlanta, GA, United States	2016-12-12
Paul nair	Atlanta, GA, United States	2016-12-12
Michael Santiana	Atlanta, GA, United States	2016-12-12
Sabrina Thomas	Atlanta, GA, United States	2016-12-12
Cheng-Lin Tsao	Atlanta, GA, United States	2016-12-12

Name	Location	Date
Tam'ra Powell	Atlanta, GA, United States	2016-12-12
M Bothwell	Atlanta, GA, United States	2016-12-12
Chris Holmes	Atlanta, GA, United States	2016-12-12
Pam Boland	Grovetown, GA, United States	2016-12-12
Rachel Bartlone	Atlanta, GA, United States	2016-12-12
Thomas Hedges	Avon, OH, United States	2016-12-12
Mario Campuzano	Marietta, GA, United States	2016-12-12
Susan Dunn	Atlanta, GA, United States	2016-12-12
Charles Dixon	Atlanta, GA, United States	2016-12-12
Megan Madison	Atlanta, GA, United States	2016-12-12
Antoinette Moura	Atlanta, GA, United States	2016-12-12
Martha Turner	Atlanta, GA, United States	2016-12-12
Thais Diaz	Atlanta, GA, United States	2016-12-12
Patricia Hicks	Atlanta, GA, United States	2016-12-12
Germaine Ehlinger	Atlanta, GA, United States	2016-12-12
Alexander Walthall	Atlanta, GA, United States	2016-12-12
RUDOLPH DALONZO	Atlanta, GA, United States	2016-12-12
Riina Paavilainen	Atlanta, GA, United States	2016-12-12
Maureen Waindle	Atlanta, GA, United States	2016-12-12
Brandon Schust	Atlanta, GA, United States	2016-12-12
Kyle Glave	Atlanta, GA, United States	2016-12-12
Mark Urbano	Atlanta, GA, United States	2016-12-12
Ryan Starks	Atlanta, GA, United States	2016-12-12
Christina Fiorillo	Atlanta, GA, United States	2016-12-12
Kirt Lattanze	Atlanta, GA, United States	2016-12-12
Lowell Ramsey	Atlanta, GA, United States	2016-12-12
Peter Bernstein	Atlanta, GA, United States	2016-12-12
Lesley Ropp	Atlanta, GA, United States	2016-12-12
Amy Johnson	Atlanta, GA, United States	2016-12-12
Angie Richards	Atlanta, GA, United States	2016-12-12
Leza Young	Atlanta, GA, United States	2016-12-12
Carole Turner	Atlanta, GA, United States	2016-12-12

Name	Location	Date
Curtis Davis	Atlanta, GA, United States	2016-12-12
Diane Josey	Atlanta, GA, United States	2016-12-12
Sarah Winterstein	Atlanta, GA, United States	2016-12-12
Charles Hill	Atlanta, GA, United States	2016-12-12
Angela Weiss	Atlanta, GA, United States	2016-12-12
robert osburn	Brookhaven, GA, United States	2016-12-12
Heather Mansfield	Atlanta, GA, United States	2016-12-12
Pauline YU	Brookhaven, GA, United States	2016-12-12
Faye Skillen	Atlanta, GA, United States	2016-12-12
Katie Egan	Atlanta, GA, United States	2016-12-12
Rae Ann Heenan	Atlanta, GA, United States	2016-12-12
Lisa Pinson	Atlanta, GA, United States	2016-12-12
Walter Whiting Jr	Atlanta, GA, United States	2016-12-12
Mary Ellen Brigham	Atlanta, GA, United States	2016-12-12
Shirley Townsend	Atlanta, GA, United States	2016-12-12
Bonnie Gibert	Atlanta, GA, United States	2016-12-12
Calvin Allen Jr.	Brookhaven, GA, United States	2016-12-12
Paul and Barbara Timmerman	Atlanta, GA, United States	2016-12-12
Matt Christopher	Atlanta, GA, United States	2016-12-12
Linda Lovejoy	Atlanta, GA, United States	2016-12-12
John Cogan	Atlanta, GA, United States	2016-12-12
Robin Yorks	Atlanta, GA, United States	2016-12-12
Margaret Lathen	Atlanta, GA, United States	2016-12-12
Lynda Salley	Atlanta, GA, United States	2016-12-12
Mark Richman	Atlanta, GA, United States	2016-12-12
John Cohen	Atlanta, GA, United States	2016-12-12
Edward Copeland	Atlanta, GA, United States	2016-12-12
Helena Balga	Atlanta, GA, United States	2016-12-12
manley stockton	Atlanta, GA, United States	2016-12-12
teresa Hotard	Atlanta, GA, United States	2016-12-12
Bruce Madden	Atlanta, GA, United States	2016-12-12
Lynn Epstein	Atlanta, GA, United States	2016-12-12

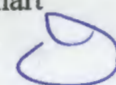

Name	Location	Date
Dean Jones	Atlanta, GA, United States	2016-12-12
M. Maree	Atlanta, GA, United States	2016-12-12
Maria Adamczyk	Atlanta, GA, United States	2016-12-12
Michal Adamczyk	Atlanta, GA, United States	2016-12-12
Stephen Boda	Atlanta, GA, United States	2016-12-12
Jimmie Turnage	Atlanta, GA, United States	2016-12-12
Patricia Apple	Atlanta, GA, United States	2016-12-13
Allan Apple	Atlanta, GA, United States	2016-12-13
Grover Price	Atlanta, GA, United States	2016-12-13
Sonya Dossett	Atlanta, GA, United States	2016-12-13
Timothy Mercer	Atlanta, GA, United States	2016-12-13
Emily Simpson	Atlanta, GA, United States	2016-12-13
DAvid Bugg	Atlanta, GA, United States	2016-12-13
J Turnage	Atlanta, GA, United States	2016-12-13
Robert Messner	Atlanta, GA, United States	2016-12-13
Janis Niese	Atlanta, GA, United States	2016-12-13
Chau Clamp	Atlanta, GA, United States	2016-12-13
Brent Jackson	Atlanta, GA, United States	2016-12-13
Matt Bredemeier	Atlanta, GA, United States	2016-12-13
Walter Davis	Atlanta, GA, United States	2016-12-13
Warren Neel	Atlanta, GA, United States	2016-12-13
Richard Chambers	Atlanta, GA, United States	2016-12-13
Nancy Chambers	Atlanta, GA, United States	2016-12-13
KATRINA PATTERSON	Atlanta, GA, United States	2016-12-13
Mary Davis	Atlanta, GA, United States	2016-12-13
Faye Bell	Atlanta, GA, United States	2016-12-13
Hadley Recor	Atlanta, GA, United States	2016-12-13
Lori Parkman	Riverdale, GA, United States	2016-12-13
Whitney Drennan	Atlanta, GA, United States	2016-12-13
Lance McCain	Atlanta, GA, United States	2016-12-13
Nancy Berlin	Atlanta, GA, United States	2016-12-13
Lawrence Coulter	Atlanta, GA, United States	2016-12-13


Name	Location	Date
Ashley Haberman	Atlanta, GA, United States	2016-12-13
Matt O'Neal	Atlanta, GA, United States	2016-12-13
Mike & Kim Porter	Atlanta, GA, United States	2016-12-13
Joan Hedges	Avon, OH, United States	2016-12-13
DM Kelleher	Atlanta, GA, United States	2016-12-13
Jill Asrael	Atlanta, GA, United States	2016-12-13
James Moore	Atlanta, GA, United States	2016-12-13
Karen O'Connor	Atlanta, GA, United States	2016-12-13
Beth Hendry-Jones	Atlanta, GA, United States	2016-12-13
Carolyn Talley	Atlanta, GA, United States	2016-12-13
Scott (of Brookhaven)	Atlanta, GA, United States	2016-12-14
Derek Porter	Atlanta, GA, United States	2016-12-14
Jane Wier	BROOKHAVEN, GA, United States	2016-12-14
Renee Loope	Atlanta, GA, United States	2016-12-14
Jason Marshall	Atlanta, GA, United States	2016-12-14
Matthew Christian	Atlanta, GA, United States	2016-12-14
Luke and Cindy Kelley	Atlanta, GA, United States	2016-12-14
Sandra Gain	Atlanta, GA, United States	2016-12-14
Anne Tomolo	Atlanta, GA, United States	2016-12-14
Michael Bilus	Decatur, GA, United States	2016-12-14
Samuel Beckwith	Atlanta, GA, United States	2016-12-14
Joseph Tomolo	Atlanta, GA, United States	2016-12-14
Sandra Petrakis	Atlanta, GA, United States	2016-12-14
Rhonda Kalantari	Atlanta, GA, United States	2016-12-14
Tobi Chambers	Norcross, GA, United States	2016-12-14
Joanna Marshall	Atlanta, GA, United States	2016-12-14
Jennifer Porter	Atlanta, GA, United States	2016-12-14
Karen Reid	Brookhaven, GA, United States	2016-12-14
Sherry Jackson	Atlanta, GA, United States	2016-12-14
Barbara Hill	Atlanta, GA, United States	2016-12-14
D Morgan	Atlanta, GA, United States	2016-12-14
Jennifer Thurmond	Atlanta, GA, United States	2016-12-14

Name	Location	Date
Judy Flores	Atlanta, GA, United States	2016-12-14
Douglas Flores	Atlanta, GA, United States	2016-12-14
Agatha Loh Nee	Atlanta, GA, United States	2016-12-14

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

We, the undersigned, respectfully request:

1. Do not remove the Donaldson Drive traffic light and do not change it to only right-turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put access/egress through the solid median so customers and delivery trucks can continue to safely make left turns in/out to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, The Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco, Valero.** They say they cannot survive a 50% loss of business and will close.
4. Before destroying our businesses, why not wait to see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study, 
5. These detrimental changes only save 6 seconds in the morning and 10 seconds in the afternoon in Year 2040 (See chart at bottom-left of "Final" Plan). 

Sign and PRINT name	Address	Phone 	Email
1. Clay Dudley			
2. Emma Anne Dudley			
3. John Jari			
4. Brent Humphrey			
5. Janet Lund			
6. Colin Lund			
7. Hadley Lund			
8. Michael Hama			
9. DOUG FACKENREATH			
10. CORY TRUITT			
11. STEPHEN STARUCH			
12. ALGAY			
13. Laura Deupree			
14. Stephen Thomas			
15. Robert Bedell			
16. Sean Hyatt			
17.			
18.			
19.			
20.			

**PETITION
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN**

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Anthony J. Flamm	[REDACTED]	[REDACTED]	[REDACTED]
2. David Dukes	[REDACTED]	[REDACTED]	[REDACTED]
3. Kevin Pope	[REDACTED]	[REDACTED]	[REDACTED]
4. Brent Hickman	[REDACTED]	[REDACTED]	[REDACTED]
5. Jessica Gibson	[REDACTED]	[REDACTED]	[REDACTED]
6. Blake Smith	[REDACTED]	[REDACTED]	[REDACTED]
7. David Green	[REDACTED]	[REDACTED]	[REDACTED]
8. Vanetta Abunoms	[REDACTED]	[REDACTED]	[REDACTED]
9. Joshua Masters	[REDACTED]	[REDACTED]	[REDACTED]
10. Bradley Brown	[REDACTED]	[REDACTED]	[REDACTED]
11. Natasha Stewart	[REDACTED]	[REDACTED]	[REDACTED]
12. Elizabeth Fowler	[REDACTED]	[REDACTED]	[REDACTED]
13. Tiffany Townsend	[REDACTED]	[REDACTED]	[REDACTED]
14. Janice Thomas	[REDACTED]	[REDACTED]	[REDACTED]
15. Tiffany Harris	[REDACTED]	[REDACTED]	[REDACTED]
16. Percy Young	[REDACTED]	[REDACTED]	[REDACTED]
17. Chase Wallace	[REDACTED]	[REDACTED]	[REDACTED]
18. JEANNE BIAH	[REDACTED]	[REDACTED]	[REDACTED]
19. Melonia Valeriu	[REDACTED]	[REDACTED]	[REDACTED]
20. Gary Morgan	[REDACTED]	[REDACTED]	[REDACTED]
21. Phil Kinsella Phil Anse	[REDACTED]	[REDACTED]	[REDACTED]
22. Pamela Greph	[REDACTED]	[REDACTED]	[REDACTED]
23. IODD BUTH	[REDACTED]	[REDACTED]	[REDACTED]
24. Kadesia Walker	[REDACTED]	[REDACTED]	[REDACTED]
25. Rennie Edwards	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. <i>[Signature]</i> SEHYUN NAM	[Redacted]	[Redacted]	[Redacted]
2. <i>[Signature]</i> Scott Parke	[Redacted]	[Redacted]	[Redacted]
3. <i>[Signature]</i> melissamartin	[Redacted]	[Redacted]	[Redacted]
4. <i>[Signature]</i> JAMES SWARTZ	[Redacted]	[Redacted]	[Redacted]
5. Brad Bell	[Redacted]	[Redacted]	[Redacted]
6. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
7. <i>[Signature]</i> SALLY COOPER	[Redacted]	[Redacted]	[Redacted]
8. <i>[Signature]</i> Radul Braun	[Redacted]	[Redacted]	[Redacted]
9. <i>[Signature]</i> GEORGE HELMS	[Redacted]	[Redacted]	[Redacted]
10.	[Redacted]	[Redacted]	[Redacted]
11. <i>[Signature]</i> Chaz Aliff	[Redacted]	[Redacted]	[Redacted]
12. <i>[Signature]</i> Sheron Costas	[Redacted]	[Redacted]	[Redacted]
13. <i>[Signature]</i> K. P. Katz	[Redacted]	[Redacted]	[Redacted]
14. <i>[Signature]</i> Stephanie Moddoy	[Redacted]	[Redacted]	[Redacted]
15. <i>[Signature]</i> James Lomax	[Redacted]	[Redacted]	[Redacted]
16. <i>[Signature]</i> MIKE BOWDEN	[Redacted]	[Redacted]	[Redacted]
17. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
18. <i>[Signature]</i> Bahette Jurenbauer	[Redacted]	[Redacted]	[Redacted]
19. <i>[Signature]</i> Mitch Goldstein	[Redacted]	[Redacted]	[Redacted]
20. <i>[Signature]</i> Chris Cabelli	[Redacted]	[Redacted]	[Redacted]
21. CHRIS CABRELLI	[Redacted]	[Redacted]	[Redacted]
22. J R McAiley III	[Redacted]	[Redacted]	[Redacted]
23.	[Redacted]	[Redacted]	[Redacted]
24. <i>[Signature]</i> Terry L. Scott	[Redacted]	[Redacted]	[Redacted]
25. <i>[Signature]</i> Annely Colantoni	[Redacted]	[Redacted]	[Redacted]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Danny Wingfield			
2. Andrew McFarland			
3. Matt Fox			
4. D.A. Brannen			
5. Will Frankum			
6. Michael Garity			
7. Joel CASARICH			
8. Annabelle Carr			
9. Ayer Ryden			
10. Teesa Waters			
11. Matt Kobialka			
12. Megan O'Neil			
13. David Markham			
14. TED SULLIVAN			
15. Jeff Carlsoe			
16. Bob STRECKANSKY			
17. Wendy LEVISON			
18. David Mezz			
19. Jonathan Bradburn			
20. LARRY Lightfoot			
21. Barry King			
22. Ali Patton			
23. Susan Kurtz			
24. Elyse DeFoor			
25. M. Morgan			

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. JERRY ALBERT	[REDACTED]	[REDACTED]	[REDACTED]
2. ROBERT FOLLETT	[REDACTED]	[REDACTED]	[REDACTED]
3. Remington Pollina	[REDACTED]	[REDACTED]	[REDACTED]
4. X X X X	[REDACTED]	[REDACTED]	[REDACTED]
5. John Wafford	[REDACTED]	[REDACTED]	[REDACTED]
6. ANIKA GILE	[REDACTED]	[REDACTED]	[REDACTED]
7. SANDEEP SHARMA	[REDACTED]	[REDACTED]	[REDACTED]
8. Gregory Hall	[REDACTED]	[REDACTED]	[REDACTED]
9. DAVID & HODGES	[REDACTED]	[REDACTED]	[REDACTED]
10. Cecile Marks	[REDACTED]	[REDACTED]	[REDACTED]
11. Tanya Cain	[REDACTED]	[REDACTED]	[REDACTED]
12. Nicole Ferguson	[REDACTED]	[REDACTED]	[REDACTED]
13. Anne McGrath	[REDACTED]	[REDACTED]	[REDACTED]
14. Darlene Shutey	[REDACTED]	[REDACTED]	[REDACTED]
15. Will Katz	[REDACTED]	[REDACTED]	[REDACTED]
16. Terry Murillo (Jerry Mu)	[REDACTED]	[REDACTED]	[REDACTED]
17. Jeff Suits	[REDACTED]	[REDACTED]	[REDACTED]
18. Josh Billings	[REDACTED]	[REDACTED]	[REDACTED]
19. Ron Zimmerman	[REDACTED]	[REDACTED]	[REDACTED]
20. Ken Nichols	[REDACTED]	[REDACTED]	[REDACTED]
21. Jeremiah King	[REDACTED]	[REDACTED]	[REDACTED]
22. Adam Gerald	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. John GIRLY NICOLASOBA			
2. Sally Siege			
3. R. J. ...			
4. Dianna Dwyer			
5. X. Thomas			
6. Mark ...			
7. Casey Hillander			
8. Sarah Taylor			
9. Mary Hayes			
10. Taylor ...			
11. CANDIP SINGH			
12. Eddie Macchia			
13. ... FULLERTON			
14. Dan ...			
15. T.C. White			
16. Carson Powell			
17. Joe ...			
18. ... HARRISON			
19. Mech Meider			
20. Patrick ...			

**PETITION
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN**

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. <u>Tim Costlow</u>			
2. <u>Colin Edwards</u>			
3. <u>Eric Yorn</u>			
4. <u>M. Roussau M. Rousseau</u>			
5. <u>Scott Rousseau</u>			
6. <u>Terrence Ezold</u>			
7. <u>Tristan Raab</u>			
8. <u>ARDEYS</u>			
9. <u>Jason Wells</u>			
10. <u>Elan Brooks</u>			
11. <u>Ryan D. Richards</u>			
12. <u>Gregory K. Hambrick</u>			
13. <u>MERRI ANNE GUFFER</u>			
14. <u>Michelle Lee</u>			
15. <u>KASSA W-SELLASSIE</u>			
16. <u>Bob Walter</u>			
17. <u>Priscilla Walter</u>			
18. <u>Kathrina Aydin</u>			
19. <u>Jesse Beckham</u>			
20. <u>Lisa Kelly</u>			
21. <u>Danitzia Rokovich</u>			
22. <u>Mark Kiefert</u>			
23. <u>Natale Codelli</u>			
24. <u>Aaron Danzell</u>			

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. EVAN CRONWELL			
2. Ian Holloman			
3. Sergio Hurtado			
4. Indy Paul			
5. Carole Weil			
6. Don Richard			
7. Adriana Richard			
8. Rae Benedict			
9. Jeff Mullan			
10. Meredith Cantrell			
11. Mark Osborne			
12. Larry Hanson			
13. Pam Hanson			
14. Glen Nadel			
15. Jacqueline Ditz			
16. Victor Pellegrino			
17. Teri Diekroeger			
18. Samantha Mathis			
19. Elaine Holliday			
20. Adam Holtz			

PETITION TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
2. <i>[Signature]</i> AMITY STEVENS	[Redacted]	[Redacted]	[Redacted]
3. <i>[Signature]</i> Mary Grisard	[Redacted]	[Redacted]	[Redacted]
4. <i>[Signature]</i> Katy Harrison	[Redacted]	[Redacted]	[Redacted]
5. <i>[Signature]</i> Steve Trombino	[Redacted]	[Redacted]	[Redacted]
6. <i>[Signature]</i> Aaron Weiler	[Redacted]	[Redacted]	[Redacted]
7. <i>[Signature]</i> Jane Stagers	[Redacted]	[Redacted]	[Redacted]
8. <i>[Signature]</i> Eddie Vedder	[Redacted]	[Redacted]	[Redacted]
9. <i>[Signature]</i> John Farrell	[Redacted]	[Redacted]	[Redacted]
10. <i>[Signature]</i> Ashley Haberman	[Redacted]	[Redacted]	[Redacted]
11. <i>[Signature]</i> Joseph Perez	[Redacted]	[Redacted]	[Redacted]
12. <i>[Signature]</i> THOMAS FULTZ	[Redacted]	[Redacted]	[Redacted]
13. <i>[Signature]</i> PAUL ADAMS	[Redacted]	[Redacted]	[Redacted]
14. <i>[Signature]</i> Yannick Monye	[Redacted]	[Redacted]	[Redacted]
15. <i>[Signature]</i> Richard Evelyn	[Redacted]	[Redacted]	[Redacted]
16. <i>[Signature]</i> Stanley Butz	[Redacted]	[Redacted]	[Redacted]
17. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
18. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
19. <i>[Signature]</i> F. DARTL WA	[Redacted]	[Redacted]	[Redacted]
20. <i>[Signature]</i> SEAN PERRY	[Redacted]	[Redacted]	[Redacted]
21. <i>[Signature]</i> Hunter Brad	[Redacted]	[Redacted]	[Redacted]
22. <i>[Signature]</i> Steve Smith	[Redacted]	[Redacted]	[Redacted]
23. <i>[Signature]</i> John Johnson	[Redacted]	[Redacted]	[Redacted]
24. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
25. <i>[Signature]</i> Jeff Bredemeier	[Redacted]	[Redacted]	[Redacted]

PETITION
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. <i>Jo B Patach GALVIN</i>	[REDACTED]	[REDACTED]	[REDACTED]
2. <i>Jeff G. Collier Alex L. MESH</i>	[REDACTED]	[REDACTED]	[REDACTED]
3. <i>Paul Daniel Cummins</i>	[REDACTED]	[REDACTED]	[REDACTED]
4. <i>Griffin Mackay</i>	[REDACTED]	[REDACTED]	[REDACTED]
5. <i>Donald Akene</i>	[REDACTED]	[REDACTED]	[REDACTED]
6. <i>Michael Granoff</i>	[REDACTED]	[REDACTED]	[REDACTED]
7. <i>Judy C Moore JUDY C MOORE</i>	[REDACTED]	[REDACTED]	[REDACTED]
8. <i>Gary S. Davis</i>	[REDACTED]	[REDACTED]	[REDACTED]
9. <i>Rebecca Page</i>	[REDACTED]	[REDACTED]	[REDACTED]
10. <i>Camden Page</i>	[REDACTED]	[REDACTED]	[REDACTED]
11. <i>Charles</i>	[REDACTED]	[REDACTED]	[REDACTED]
12. <i>Ami Cifon</i>	[REDACTED]	[REDACTED]	[REDACTED]
13. <i>THOMAS GWIN</i>	[REDACTED]	[REDACTED]	[REDACTED]
14. <i>Cathy</i>	[REDACTED]	[REDACTED]	[REDACTED]
15. <i>Ally</i>	[REDACTED]	[REDACTED]	[REDACTED]
16. <i>Charlotte Zabel</i>	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18. <i>Jerl C. Van Hoogen</i>	[REDACTED]	[REDACTED]	[REDACTED]
19. <i>Jan Tawler</i>	[REDACTED]	[REDACTED]	[REDACTED]
20. <i>Glenn Collins</i>	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

PETITION TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

0

Sign and PRINT name	Address	Phone	Email
1. Debi Campbell			
2. Elizabeth Tucker			
3. Cesar Moreno			
4. Robert Jason Bandy			
5. Cade Jones			
6. David Thatcher			
7. EIKEN DIEHL			
8. BRETT MADISON			
9. Jason Ray			
10. William Johnson			
11. Steve Borer			
12. X X			
13. Cristina Cope			
14. JoBeth Lane Hale			
15. MONT BAKER			
16. MATT GOFF			
17. ROBERT RIVERS			
18. Matthew Steinberg			
19. Brandi Steinberg			
20. Jay Hladisly			
21. Jim Thurmond			
22. STACY ARMISTEAD			
23.			
24.			
25.			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. <i>[Signature]</i> Keston Tart	[Redacted]	[Redacted]	[Redacted]
2. <i>[Signature]</i> Charlton Trumbull	[Redacted]	[Redacted]	[Redacted]
3. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
4. <i>[Signature]</i> Blue	[Redacted]	[Redacted]	[Redacted]
5. JANET REID	[Redacted]	[Redacted]	[Redacted]
6. Sidney Barker	[Redacted]	[Redacted]	[Redacted]
7. JOHN WAGGAL	[Redacted]	[Redacted]	[Redacted]
8. Terri Lee	[Redacted]	[Redacted]	[Redacted]
9. <i>[Signature]</i> Monica	[Redacted]	[Redacted]	[Redacted]
10. Jorge Lopez	[Redacted]	[Redacted]	[Redacted]
11. Beatrice Guyeni	[Redacted]	[Redacted]	[Redacted]
12. Jahessia Petersen	[Redacted]	[Redacted]	[Redacted]
13. Isedenia Webb	[Redacted]	[Redacted]	[Redacted]
14. Kesia Lee	[Redacted]	[Redacted]	[Redacted]
15. <i>[Signature]</i>	[Redacted]	[Redacted]	[Redacted]
16. Sierra Kano	[Redacted]	[Redacted]	[Redacted]
17. Jasmine McDaniels	[Redacted]	[Redacted]	[Redacted]
18. Gabriela Muscosa	[Redacted]	[Redacted]	[Redacted]
19.	[Redacted]	[Redacted]	[Redacted]
20.	[Redacted]	[Redacted]	[Redacted]

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Dawn Clayton	[REDACTED]		
2. Michelle Huddleston	[REDACTED]		
3. Dawn Clayton	[REDACTED]		
4. Bill Bridges	[REDACTED]		
5. Melonie Harris	[REDACTED]		
6. Jason Henry	[REDACTED]		
7. Leslie Walker	[REDACTED]		
8. Patricia Hamm	[REDACTED]		
9. Nicole Hamm	[REDACTED]		
10. Donna Gnapo, Jefe	[REDACTED]		
11. T. Elrod	[REDACTED]		
12. Mike Stefferman	[REDACTED]		
13. Mark Jesterle	[REDACTED]		
14. Chris G. Capps	[REDACTED]		
15. Julia Neal	[REDACTED]		
16. Interres Edwards	[REDACTED]		
17.	[REDACTED]		
18.	[REDACTED]		
19.	[REDACTED]		
20.	[REDACTED]		

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

14

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. RHONG NGUYEN			
2. Kristi Thelen			
3. Aike McBreenity			
4. Patricia Wolf			
5. BILL KIRSCHBAUM			
6. Trevor Thelen			
7. Stephanie Gonthier			
8. Matt FERGUSON			
9. Miran W. Miller			
10. Mark W. Desterle			
11. Tom JOHNSON			
12. Patty McHugh			
13. Steve Petros			
14. Hope Henson			
15. Lauren Cousart			
16. Mark Holloway			
17. Janice M. Smith			
18. David M. Smith			
19. [Signature]			
20. [Signature]			
21. RICHARD JAYNES			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Egg F. Horn			
2. Virginia Horn			
3. Kristin Williamson			
4. Sean Hyatt			
5. Lisa Steele ^{Roberts}			
6. William Steele			
7. James Coda			
8. CHRIS HOUSE			
9. Kay Damerow			
10. Scott Shatter			
11. Chris Hagearty			
12. Tall Green			
13. Larry Fish			
14. Mike Roach			
15. Adam Morrill			
16. Diana Gallagher			
17. Korita Coules			
18. Edwilef			
19. The [unclear]			
20. ROBERT COWLE			
21. Mark Wisor			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. GLADYS DELEMOS			
2. Jean Cohen			
3. Julie Ohnstad			
4. Julie Ohnstad			
5. William Arsen			
6. Kim Adcock			
7. Margaret Riley			
8. Haylee Wagner			
9. Nick Blake			
10. ANDREA Jovic			
11. Mona Davis			
12. Patrick Davis			
13. Brian Point			
14. Brian Rock			
15. JOSE BURNS			
16. Neil Schwab			
17. Danielle Kunkle			
18. Brent Jaworski			
19. Bret Grund			
20. Chelsea Grund			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Alden Lukasiak			
2. Ashley Salinas			
3. Andrew Light			
4. Tom Kaufman			
5. Brian Antonelli			
6. Deepak			
7. Nathan Tenbrink			
8. Francis Ryles			
9. Eric Pierce			
10. Chad Polikov			
11. JAMES J HEADLEE			
12. Ji BAE			
13. Squarros Goodman			
14. PETER J HORNSBY			
15. DWG Nelson			
16. Jon D. Mills			
17. Terry Williams			
18. Dorothy Watz			
19. Mike Porsch			
20. Shaun Commons			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

We, the undersigned, respectfully request:

1. Do not remove the Donaldson Drive traffic light and do not change it to only right-turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put access/egress through the solid median so customers and delivery trucks can continue to safely make left turns in/out to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, The Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco, Valero.** They say they cannot survive a 50% loss of business and will close.
4. Before destroying our businesses, why not wait to see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes only save 6 seconds in the morning and 10 seconds in the afternoon in Year 2040 (See chart at bottom-left of "Final" Plan).

Sign and PRINT name	Address	Phone	Email
1. <i>Melinda Lee</i>	[REDACTED]	[REDACTED]	[REDACTED]
2. <i>Liana Lee</i>	[REDACTED]	[REDACTED]	[REDACTED]
3. <i>T. Brockton</i>	[REDACTED]	[REDACTED]	[REDACTED]
4. <i>Benjamin Miller</i>	[REDACTED]	[REDACTED]	[REDACTED]
5. <i>THOMAS & SHENAVAN EVERETT</i>	[REDACTED]	[REDACTED]	[REDACTED]
6. <i>Jared Tench</i>	[REDACTED]	[REDACTED]	[REDACTED]
7. <i>Jessie Bragg</i>	[REDACTED]	[REDACTED]	[REDACTED]
8. <i>Sheldon Cobb</i>	[REDACTED]	[REDACTED]	[REDACTED]
9. <i>Tabitha Council</i>	[REDACTED]	[REDACTED]	[REDACTED]
10. <i>Amanda King</i>	[REDACTED]	[REDACTED]	[REDACTED]
11. <i>Valerie Hagen</i>	[REDACTED]	[REDACTED]	[REDACTED]
12. <i>Crystal Holmes</i>	[REDACTED]	[REDACTED]	[REDACTED]
13. <i>Britt A. Rogers</i>	[REDACTED]	[REDACTED]	[REDACTED]
14. <i>FIONNA EDWARDS</i>	[REDACTED]	[REDACTED]	[REDACTED]
15. <i>Alex Redman</i>	[REDACTED]	[REDACTED]	[REDACTED]
16. <i>Darlene Ford</i>	[REDACTED]	[REDACTED]	[REDACTED]
17. <i>Jessie Ann Rogers</i>	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Chapman Daren D Chapman	[REDACTED]	[REDACTED]	[REDACTED]
2. Carol Vazquez CARROLL VAZQUEZ	[REDACTED]	[REDACTED]	[REDACTED]
3. Anthony Donaldson Anthony Donaldson	[REDACTED]	[REDACTED]	[REDACTED]
4. Steve Spears	[REDACTED]	[REDACTED]	[REDACTED]
5. Peter Bister	[REDACTED]	[REDACTED]	[REDACTED]
6. Shannon Reilly	[REDACTED]	[REDACTED]	[REDACTED]
7. Kevin Megginson	[REDACTED]	[REDACTED]	[REDACTED]
8. Kevin Megginson	[REDACTED]	[REDACTED]	[REDACTED]
9. Chester Cravey	[REDACTED]	[REDACTED]	[REDACTED]
10. Laura Pittman	[REDACTED]	[REDACTED]	[REDACTED]
11. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. Ella Colicchio	[REDACTED]	[REDACTED]	[REDACTED]
13. Brian Haron	[REDACTED]	[REDACTED]	[REDACTED]
14. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
15. Pat Thomas	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. <i>(TAPCO)</i> Aq. pad Aikesh			
2. JOYCE TWINSEN			
3. Nestor Hinojosa			
4. Margaret Corbin			
5. Scott Hostrop			
6. Edwore Hargis			
7. [Signature]			
8. [Signature]			
9. M. Lehmann			
10. THANK HANAWAY			
11. ALBERT HEUSER			
12. GARY M. HICKS			
13. HARRY PATTERSON			
14. Richard Cruise			
15. Steven Shaw			
16. KIRK CUNNINGHAM			
17. Stephanie Cunningham			
18. Chaitanya Gutthala			
19. DOMINIC WILLIAMS			
20. Dan Upton			
21. BRENDA O'BRIEN			
22.			
23.			
24.			
25.			

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Jan Simpson			
2. Nate G... ..			
3. Mara Mooney			
4. Melissa Simpson			
5. Danny York			
6. Ed maa			
7. West / Cagle			
8. Mike Smith			
9. Stacey Cheatham			
10. Lorne Coleman			
11. KALISH SAPUR			
12. Biley Bryan			
13. Suzanne Smith			
14. Mollie McKinney			
15. Lesley Rocchiarri			
16. ELYSE TAPPEN			
17. LESLYE KANTO			
18. Richard Epting			
19. Elizabeth McIntyre			
20. Mita Epting			
21. Callie Straka			
22. Kayi Green			
23. Nichelle Smith			
24. Katherine Goodwin			
25.			

[Handwritten mark]

PETITION TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Dale V. Reiner			
2. Gabby Gramugli			
3. Tamika Stokes			
4. Samuel Bruce			
5. Johnny Ash			
6. Lewis Patton			
7. Kelley Bensch			
8. Amy Hut Amy Lut			
9. Adam Miller Adam Mi			
10. Bob Kelly Barky			
11. WILLIAM SPAIN			
12. Nelda Shaw			
13. SPACY SEEBODE			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Beverly Jane Martin	Beverly Jane Martin		
2. ROBERT S. MARTIN			
3. Courney Strong			
4. Subhadaya Karki			
5. Ricardo Martinez			
6. James page			
7. Debbie Guilbeau			
8. Diane Tagliare			
9. Thomas Staur			
10. MICLANE			
11. Toby Cortez			
12. Chris Sikorski			
13. Liz Perdomo			
14. Cayla Estep			
15. Clinton Chavez			
16. Ted Murphy			
17. Josh M. Miller			
18. Heidi S. Perdomo			
19. Hugh Head			
20. Elizabeth Hall			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

We, the undersigned, respectfully request:

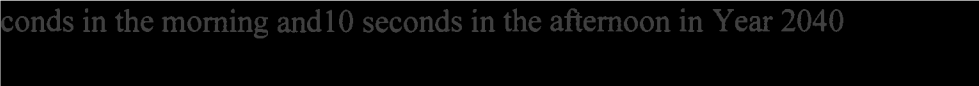
1. Do not remove the Donaldson Drive traffic light and do not change it to only right-turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put access/egress through the solid median so customers and delivery trucks can continue to safely make left turns in/out to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, The Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco, Valero.** They say they cannot survive a 50% loss of business and will close.
4. Before destroying our businesses, why not wait to see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes only save 6 seconds in the morning and 10 seconds in the afternoon in Year 2040 (See chart at bottom-left of "Final" Plan).

Sign and PRINT name	Address	Phone	Email
1. Elizabeth Lockhart			
2. Deane Stokes			
3. Brian Dunwoody			
4. Scott Pitts			
5. Lance Pitts			
6. Lon Gross			
7. Row Carr			
8. Dean Secker			
9. Bill Walsh			
10. Jon Walsh			
11. Aaron Moses			
12. Joel Rubin			
13. Virginia Horen			
14. Pamela Eganston			
15. Mandy Forman			
16. Nicky Chapman			
17. Michelle Hamme			
18. Robert Akers			
19. Cole Adams			
20. Sara Dudley			

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

We, the undersigned, respectfully request:

1. Do not remove the Donaldson Drive traffic light and do not change it to only right-turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put access/egress through the solid median so customers and delivery trucks can continue to safely make left turns in/out to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, The Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco, Valero.** They say they cannot survive a 50% loss of business and will close.
4. Before destroying our businesses, why not wait to see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes only save 6 seconds in the morning and 10 seconds in the afternoon in Year 2040 (See chart at bottom-left of "Final" Plan).



Sign and PRINT name	Address	Phone	Email
1. Jeff Reed	[Redacted]	[Redacted]	[Redacted]
2. Tom TEVES	[Redacted]	[Redacted]	[Redacted]
3. Derrick ANTHONY	[Redacted]	[Redacted]	[Redacted]
4. Justin ANTHONY	[Redacted]	[Redacted]	[Redacted]
5. William Wolf	[Redacted]	[Redacted]	[Redacted]
6. JOHN CYPHERS	[Redacted]	[Redacted]	[Redacted]
7. Russell Bradley	[Redacted]	[Redacted]	[Redacted]
8.	[Redacted]	[Redacted]	[Redacted]
9.	[Redacted]	[Redacted]	[Redacted]
10.	[Redacted]	[Redacted]	[Redacted]
11.	[Redacted]	[Redacted]	[Redacted]
12.	[Redacted]	[Redacted]	[Redacted]
13.	[Redacted]	[Redacted]	[Redacted]
14.	[Redacted]	[Redacted]	[Redacted]
15.	[Redacted]	[Redacted]	[Redacted]
16.	[Redacted]	[Redacted]	[Redacted]
17.	[Redacted]	[Redacted]	[Redacted]
18.	[Redacted]	[Redacted]	[Redacted]
19.	[Redacted]	[Redacted]	[Redacted]
20.	[Redacted]	[Redacted]	[Redacted]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Carl Fusco			
2. Brian Gonzales			
3. Amy Dowhey			
4. Sam Byrum			
5. M.H.			
6. Tatic Sheats			
7. Ricardo Benitez			
8. Brenna Stickland			
9. Robert Puler			
10. Nancy Martin			
11. Jimmy Carr			
12. Cardel Turner			
13. Ken Gualtieri			
14. Derek Black			
15. Silly Bryant			
16. Lauren D'Amico			
17. Michael Lyons			
18. Dom Palermo			
19. Lisa Jeffcoat			
20. Stacy Jeffcoat			
21. Kelley Bullman			
22. Justen Licker			
23. Karen Lupton			
24.			
25.			

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Mary Minchew	[REDACTED]	[REDACTED]	[REDACTED]
2. Charles McLean	[REDACTED]	[REDACTED]	[REDACTED]
3. Harrison Mitchell	[REDACTED]	[REDACTED]	[REDACTED]
4. Ramon Saffell Jeff	[REDACTED]	[REDACTED]	[REDACTED]
5. BIG OUTLET	[REDACTED]	[REDACTED]	[REDACTED]
6. Eric Gudwin	[REDACTED]	[REDACTED]	[REDACTED]
7. Sean Bishop O'Brien	[REDACTED]	[REDACTED]	[REDACTED]
8. Anthony Pappadakis	[REDACTED]	[REDACTED]	[REDACTED]
9. David Galt	[REDACTED]	[REDACTED]	[REDACTED]
10. David M. <small>DIANA MITCHELL</small>	[REDACTED]	[REDACTED]	[REDACTED]
11. Kristina Lappin	[REDACTED]	[REDACTED]	[REDACTED]
12. Jeff Covert	[REDACTED]	[REDACTED]	[REDACTED]
13. Kristin Ayala	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

Deadline
Dec 14

P E T I T I O N TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:


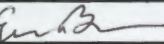
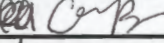

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median or put turning lanes through the solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, The Wing Ranch, Moon Indian Cuisine, The Righteous Room, The Peach Pit Cheerleading and Gymnastics Studio, Jo's and Texaco.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. They couldn't maneuver over a solid median to get around traffic as they do when both lanes are filled. Make a middle turning-lane instead.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 project already started (Completion Date: 2019) that according to the study will eliminate outsider morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic .
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. <i>Ch</i> JAMES COLEMAN			
2. <i>Andam</i> JEFFREY			
3. <i>Greg</i> GREG HOLMAN			
4. <i>Rachel</i> RACHEL LEWIS			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

PETITION TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1.  Sungmin Park	[REDACTED]	[REDACTED]	[REDACTED]
2. Odete O. Souza Odete Souza	[REDACTED]	[REDACTED]	[REDACTED]
3.  Ernie Bushers	[REDACTED]	[REDACTED]	[REDACTED]
4.  Caitie Boshers	[REDACTED]	[REDACTED]	[REDACTED]
5. Melanie Horan Melanie Horan?	[REDACTED]	[REDACTED]	[REDACTED]
6. Kristen Schuster & Scott	[REDACTED]	[REDACTED]	[REDACTED]
7. Renee Bledsoe	[REDACTED]	[REDACTED]	[REDACTED]
8. Steven Bledsoe	[REDACTED]	[REDACTED]	[REDACTED]
9. Amber Smith	[REDACTED]	[REDACTED]	[REDACTED]
10.  Guemaine Ehinger	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Diane McMahon	DIANE McMAHON		
2. Jessal Jessica Sanford			
3. Badger Bell			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Erin Scussel	Erin C Scussel		
2. Andi Tomaras			
3. Lela Spencer			
4. Renee Williams			
5. Kaiti Arkery			
6. Kathy Flomson			
7. Isaiah Gayle			
8. Keith Lewis			
9. Bob Charnoff			
10. Bob Souza			
11. Amy Buchsbaum			
12. David Buchsbaum			
13. Jo Ann Ludin			
14. Shonda Stewart			
15. Jasleen			
16. Blanca Rodriguez			
17. Richard Beallin			
18. Frank Scherer			
19. Krista Bond			
20. Amy Mckee			

**PETITION
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN**

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. John Adams	[REDACTED]	[REDACTED]	[REDACTED]
2. Eric Cavallini	[REDACTED]	[REDACTED]	[REDACTED]
3. Alex Dalbo	[REDACTED]	[REDACTED]	[REDACTED]
4. Ellen [unclear]	[REDACTED]	[REDACTED]	[REDACTED]
5. James H. Samblam	[REDACTED]	[REDACTED]	[REDACTED]
6. Brian O'Connor	[REDACTED]	[REDACTED]	[REDACTED]
7. Phil Steiff	[REDACTED]	[REDACTED]	[REDACTED]
8. Kelly Manning	[REDACTED]	[REDACTED]	[REDACTED]
9. Steve Anthony	[REDACTED]	[REDACTED]	[REDACTED]
10. Debbie MacDonell	[REDACTED]	[REDACTED]	[REDACTED]
11. GLENN H. MOORE	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13. Mitchell FUGH	[REDACTED]	[REDACTED]	[REDACTED]
14. R. Cam Brown	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. <i>Jessica Roebuck</i>			
2. <i>Chris Pearsa</i>			
3. <i>Rochelle Collier Rochelle</i>			
4. <i>Christopher Angerson</i>			
5. <i>Taylor Johnston</i>			
6. <i>Belinda Bunick</i>			
7. <i>CATHERINE COLMAN</i>			
8. <i>STEPHEN COLMAN</i>			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. <i>C.G. Attebery</i> CURIS ATTEBERY	[REDACTED]	[REDACTED]	[REDACTED]
2. <i>Roberto Napoli</i> ROBERTO NAPOLI	[REDACTED]	[REDACTED]	[REDACTED]
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only-right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. <i>Jennifer Sobel</i>	[REDACTED]	[REDACTED]	[REDACTED]
2. <i>Gabriel Miller</i>	[REDACTED]	[REDACTED]	[REDACTED]
3.	[REDACTED]	[REDACTED]	[REDACTED]
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turn: in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Euni OLIVER			
2. MEL ISABELLA			
3. Robin Stifanick			
4. MARY PRIDE			
5. Amanda Bell			
6. Jessie Bragg			
7. Paul King			
8. Tami Keim			
9. Brian Johnson			
10. Doug Carlier			
11. Tom Reilly			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. PARKER ALEXANDER	[REDACTED]	[REDACTED]	[REDACTED]
2.	[REDACTED]	[REDACTED]	[REDACTED]
3.	[REDACTED]	[REDACTED]	[REDACTED]
4.	[REDACTED]	[REDACTED]	[REDACTED]
5.	[REDACTED]	[REDACTED]	[REDACTED]
6.	[REDACTED]	[REDACTED]	[REDACTED]
7.	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Charles Tanner	[REDACTED]	[REDACTED]	[REDACTED]
2.	[REDACTED]	[REDACTED]	[REDACTED]
3.	[REDACTED]	[REDACTED]	[REDACTED]
4.	[REDACTED]	[REDACTED]	[REDACTED]
5.	[REDACTED]	[REDACTED]	[REDACTED]
6.	[REDACTED]	[REDACTED]	[REDACTED]
7.	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

We, the undersigned, respectfully request:

1. Do not remove the Donaldson Drive traffic light and do not change it to only right-turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put access/egress through the solid median so customers and delivery trucks can continue to safely make left turns in/out to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, The Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco, Valero.** They say they cannot survive a 50% loss of business and will close.
4. Before destroying our businesses, why not wait to see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes only save 6 seconds in the morning and 10 seconds in the afternoon in Year 2040 (See chart at bottom-left of "Final" Plan).

Sign and PRINT name	Address	Phone	Email
1. Martha Williams	[REDACTED]	[REDACTED]	[REDACTED]
2. Clagm Williams	[REDACTED]	[REDACTED]	[REDACTED]
3. Louis Profamo	[REDACTED]	[REDACTED]	[REDACTED]
4. Casey Flor	[REDACTED]	[REDACTED]	[REDACTED]
5.	[REDACTED]	[REDACTED]	[REDACTED]
6.	[REDACTED]	[REDACTED]	[REDACTED]
7.	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

2.

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Curi Stephens			
2. Archana Narula			
3. Yenifer Medina			
4. Jacki Zogheb Aldula			
5. Ed Chapman			
6. Cameron Pearce			
7. Calishea Lockett			
8. Larissa Kay King			
9. Shannon Smith			
10. Natalie Pinner			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not remove the Donaldson Dr. traffic light and do not change it to only right turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access and egress through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco, Valero and The Peach Pit Cheerleading and Gymnastics Studio,**
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes have only a negligible effect on traffic (6 seconds saved in the morning /10 seconds saved in the afternoon) in the 2040 Build vs. 2040 No Build (See chart bottom-left of "Final" Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. Marc Heilwell	[REDACTED]	[REDACTED]	[REDACTED]
2. Marc Heilwell	[REDACTED]	[REDACTED]	[REDACTED]
3. Lisa Miller	[REDACTED]	[REDACTED]	[REDACTED]
4. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. JANET MARSHALL	[REDACTED]	[REDACTED]	[REDACTED]
6. Stephanie Greene	[REDACTED]	[REDACTED]	[REDACTED]
7. Christine LaTain	[REDACTED]	[REDACTED]	[REDACTED]
8. Michael Conley	[REDACTED]	[REDACTED]	[REDACTED]
9. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
10. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
13. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
14. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
15. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
16. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
17. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
18. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
19. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
20. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. Dannelle Williams			
2. Bob Gonzalez			
3. Catherine Kerus			
4. Cymone Lyons			
5. Nashella Nash			
6. Payman Touliat			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

We, the undersigned, respectfully request of the Brookhaven Council:


1. Do not remove the Donaldson Dr. traffic light and do not change it to only right turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access and egress through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco, Valero and The Peach Pit Cheerleading and Gymnastics Studio,**
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes have only a negligible effect on traffic (6 seconds saved in the morning /10 seconds saved in the afternoon) in the 2040 Build vs. 2040 No Build (See chart bottom-left of "Final" Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. <i>[Signature]</i> MARIA WHITE			
2. <i>[Signature]</i> Lindsey Smith			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not remove the Donaldson Dr. traffic light and do not change it to only right turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access and egress through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco, Valero and The Peach Pit Cheerleading and Gymnastics Studio,**
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes have only a negligible effect on traffic (6 seconds saved in the morning /10 seconds saved in the afternoon) in the 2040 Build vs. 2040 No Build (See chart bottom-left of "Final" Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. 	.		
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not remove the Donaldson Dr. traffic light and do not change it to only right turns in and out,
2. Do not make a solid median that would prevent emergency vehicles from maneuvering around stopped traffic to get to fires and/or the 4 regional hospitals,
3. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access and egress through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco, Valero and The Peach Pit Cheerleading and Gymnastics Studio,**
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study,
5. These detrimental changes have only a negligible effect on traffic (6 seconds saved in the morning /10 seconds saved in the afternoon) in the 2040 Build vs. 2040 No Build (See chart bottom-left of "Final" Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. TIFFANY LANE	[REDACTED]	[REDACTED]	[REDACTED]
2. Nora C. White	[REDACTED]	[REDACTED]	[REDACTED]
3. Megan Colley	[REDACTED]	[REDACTED]	[REDACTED]
4. Cheryl [unclear]	[REDACTED]	[REDACTED]	[REDACTED]
5. Dawn Adamson	[REDACTED]	[REDACTED]	[REDACTED]
6. Jason B. Jones	[REDACTED]	[REDACTED]	[REDACTED]
7. [unclear]	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.



Sign and PRINT name	Address	Phone	Email
1. Mark Hariden	[REDACTED]	[REDACTED]	[REDACTED]
2. LILU OTTIMA	[REDACTED]	[REDACTED]	[REDACTED]
3. JIM RYMONDS	[REDACTED]	[REDACTED]	[REDACTED]
4. [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5. MUMARTIN MUMARTIN	[REDACTED]	[REDACTED]	[REDACTED]
6. Lauren Teich	[REDACTED]	[REDACTED]	[REDACTED]
7. Madelyn Bedalla	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

P E T I T I O N
TO BROOKHAVEN COUNCILWOMAN LYNLEY JONES AND COUNCILMEN

We, the undersigned, respectfully request of Brookhaven Councilwoman Lynley Jones and Councilmen:

1. Do not change the Donaldson Drive traffic light to only right-turns in and out.
2. Make a middle turn-lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put turning lanes through the solid median. The solid median blocks all left turns in and out. The customers and stores of Old Five Points want to keep access from both directions to the best restaurants and shops in Atlanta, namely: Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, Righteous Room, Peach Pit Cheerleading and Gymnastics Studio, Jo's, Texaco and Dunwoody Organic Cleaners.
3. A solid median would stop emergency vehicles from getting to hospitals or fires. Emergency vehicles couldn't maneuver over a solid median to get around traffic as they do now over the double yellow line when both lanes are filled. Make a middle turning-lane instead, like Peachtree Road.
4. Before destroying our neighborhood businesses, why not wait and see the effects of the I-285/400 Project already started (Completion Date: 2019) that according to the study will eliminate morning traffic and Smart Lights, already used on Buford Highway, that will improve afternoon traffic.
5. Please do not destroy our neighborhood businesses. They cannot survive with 50% less ingress.
6. This proposal shows less than a 5-second improvement in traffic in year 2040.

Sign and PRINT name	Address	Phone	Email
1. PAUL DIEHL	[REDACTED]	[REDACTED]	[REDACTED]
2.	[REDACTED]	[REDACTED]	[REDACTED]
3.	[REDACTED]	[REDACTED]	[REDACTED]
4.	[REDACTED]	[REDACTED]	[REDACTED]
5.	[REDACTED]	[REDACTED]	[REDACTED]
6.	[REDACTED]	[REDACTED]	[REDACTED]
7.	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED]	[REDACTED]	[REDACTED]
11.	[REDACTED]	[REDACTED]	[REDACTED]
12.	[REDACTED]	[REDACTED]	[REDACTED]
13.	[REDACTED]	[REDACTED]	[REDACTED]
14.	[REDACTED]	[REDACTED]	[REDACTED]
15.	[REDACTED]	[REDACTED]	[REDACTED]
16.	[REDACTED]	[REDACTED]	[REDACTED]
17.	[REDACTED]	[REDACTED]	[REDACTED]
18.	[REDACTED]	[REDACTED]	[REDACTED]
19.	[REDACTED]	[REDACTED]	[REDACTED]
20.	[REDACTED]	[REDACTED]	[REDACTED]
21.	[REDACTED]	[REDACTED]	[REDACTED]
22.	[REDACTED]	[REDACTED]	[REDACTED]
23.	[REDACTED]	[REDACTED]	[REDACTED]
24.	[REDACTED]	[REDACTED]	[REDACTED]
25.	[REDACTED]	[REDACTED]	[REDACTED]

**ASHFORD-DUNWOODY CORRIDOR STUDY PETITION
To Brookhaven Councilwoman Linley Jones and Councilmen**

The Ashford-Dunwoody Corridor Study presented 29 November with final comment **Deadline December 16** cuts off customers and delivery trucks to the stores at Old Five Points (misnamed on plan as Oglethorpe Crossing). They cannot survive with 50% ingress equal to a loss of 50% or more of business. A Councilperson said, "We are bringing Buckhead to Brookhaven!" but most neighbors do not want Buckhead in their backyard.

We, the undersigned, respectfully request of the Brookhaven Council:

1. Do not change the Donaldson Drive traffic light to only right turns in and out.
2. Make a middle turning lane instead of the planned solid median between the forks of Ashford-Dunwoody/Johnson Ferry Roads or put a turning lane access through the solid median so our customers and delivery trucks can continue to make left turns in/out safely to our favorite eateries and businesses, namely: **Walgreens, Corner Pizza, Hovan's Mediterranean Cuisine, The Bat and Ball Pub, Sushi Yoshino, Wing Ranch, Moon Indian Cuisine, The Righteous Room, Dunwoody Organic Cleaners, Jo's, Texaco and The Peach Pit Cheerleading and Gymnastics Studio.**
3. A solid median would prevent emergency vehicles going to hospitals or fires from maneuvering around traffic-filled lanes. Emergency vehicles could not get over the solid median. They presently are able to maneuver around stopped traffic because there is no solid median. Please make a middle turning lane for them.
4. Before destroying our businesses, why not wait and see the effects of (1) The I-285/400 project already started (Completion Date: 2019) that will eliminate morning outsider traffic, according to the City, (2) The Smart Lights that will improve afternoon traffic and (3) the "temporary" road changes proposed in the Study.
5. These detrimental changes have a negligible effect on traffic (6 seconds a.m./10 seconds p.m.) in the 2040 Build vs. 2040 No Build (See chart bottom-left of 'Final' Plan). Why destroy our neighborhood businesses?

Sign and PRINT name	Address	Phone	Email
1. KAMULETE KAPENA CERIC	[REDACTED]		
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Young, Megha

From: Matt (new) [REDACTED]
Sent: Wednesday, December 14, 2016 9:41 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Resident Feedback

Hello, my name is Matt Ritchey, and I live at [REDACTED] in Brookhaven.

I was not able to attend your resident feedback session, but was able to review your materials on the Brookhaven.gov website. Thank you for making these available. Overall, the plan looks very well thought out. A couple of points I would like to comment on:

- Regarding Segment 2, I am concerned that there will be a planted median throughout with no/minimal left turn lanes. While I think this strategy will improve traffic flow through the area, I do believe it will be at the detriment of the stores/etc. within this area. I believe you should consider ways to incorporate areas to turn left at key points along this segment. Also, the re-routing of Johnson Ferry and Ashford Dunwoody roads makes sense and the greenways that will be created would be optimal for pedestrian/bike traffic, however I have two thoughts: 1) if this plan happens, as is, there should be limitations on how the land along the greenways is able to be developed so not to just create more congestion in the area; 2) would it be possible to maintain one lane of traffic in the designated Johnson Ferry greenway to help unload the main road? For example, people traveling south on Johnson Ferry can either go north of the Kroger using the new road if they want to go north on Ashford Dunwoody, or, if they desire to go south on Ashford Dunwoody or Johnston Ferry, they could just stay to the right and travel along the current Johnson Ferry Rd.
- There was some mention of improving the timing of the lights. This seems to be an opportunity to leverage new technology (e.g., Smart Lights) that should be explored.
- If additional right-of-way is required, the city should work with the affected residents to make sure the impact is minimized and that physical barriers that were in place to reduce road noise, etc. be re-establish in an optimal way.

Thank you,

Matt Ritchey
[REDACTED]

Young, Megha

From: Kris Miller [REDACTED]
Sent: Wednesday, December 14, 2016 8:31 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: input for Ashford Dunwoody Corridor Study

My name is Kris Miller

[REDACTED]
Brookhaven, [REDACTED]
[REDACTED]

My input on the proposed changes to Ashford Dunwoody Corridor.

1. Under no circumstances should you reroute Ashford Dunwoody behind Publix and Johnson Ferry behind Kroger. It would be better to do nothing. the adjacent neighborhoods do not support that under any circumstances. Better yet, take property to the North or South of existing right of way to create a through lane from JF southbound to AD southbound and take a through lane from JF north to AD north. Also increase queuing distances on turn lanes wherever possible.
2. the primary problem is AM JF north to JF north and PM is JF south to JF south. these are through travelers who should be taking 285 but don't because of congestion.
3. force Montgomery school to provide for its drop off queuing within its own property. A private school or business could never get away with this. they are using a public street for the back up created by their drop off. Stop them.

Young, Megha

From: Luann M [REDACTED]
Sent: Wednesday, December 14, 2016 8:15 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: AD/JF Intersections

Hello,

I think the whole plan needs to be re-thought and again presented to the neighborhoods, as there very many dissenting opinions on this.

I personally have many suggestions:

- Fix Montgomery Elementary School cue line carpool cue line to cue onto a side street, not AD.
- Make Marist School build and open a back gate onto Old Johnson Ferry, like all other similar schools and high schools of this size do (see Westminster and Lovett maps)
- No more solid medians
- No to Kadleston cul-de-sac
- No more restriction and cut-thoughts, less regulations (we do not want to become like Lenox Rd when they cut out all cut though's)
- Stop the No-turn lanes, solid medians(hate no-turn lanes, get rid of turn restrictions, don't like the ones at Publix)
- Get rid of speed humps/bumps on Stratfielda, as they are too high, hurt car suspension. I do not believe these speed humps are the correct heights at all.

I have many more comments, but I think this needs much more neighborhood thought and discussion.

Thank you.

Luann Miller

Young, Megha

From: Southern Family [REDACTED]
Sent: Wednesday, December 14, 2016 6:49 PM
To: ADCorridorStudy@BrookhavenGA.gov; [REDACTED]
[REDACTED]
[REDACTED]
Subject: Ashford Dunwoody Road Corridor Study--Opposed

From: Kathy Southern

[REDACTED]
Brookhaven, [REDACTED]
[REDACTED]

Dear Mayor, City Council, and Corridor Study:

Our family lives off Ashford-Dunwoody Road one block north of Windsor Parkway, on [REDACTED]. We **oppose the proposed Ashford Dunwoody Road Corridor Study proposals** because they will **increase traffic backup** at rush hour and 24/7, **increase commute and errand time**, and **take land unnecessarily for bike and pedestrian lanes and islands**. **We are happy with our area of Ashford Dunwoody**. No proposals can eliminate all rush hour traffic. We residents understand why you studied it, but we are realistic enough to pack a little patience for the minor traffic of our city. Changes would make it worse.

Segment 1:

- No roundabout or traffic light is needed at Ashford Dunwoody and Windsor Parkway.**
- A roundabout would back traffic up to I-285.** Emergency vehicles would be dangerously impeded.
- Either one would cause traffic to back up tremendously on Ashford Dunwoody by stopping it completely or slowing it ridiculously.
- Traffic moves well in both directions at morning and evening rush hours between Sanctuary apartments near Peachtree Road, and Publix. Let's keep it that way.
- Few cars ever have to wait on Windsor Parkway to turn left onto Ashford Dunwoody, even at afternoon rush hour. It would not be worth the backup that a light or roundabout would cause on Ashford Dunwoody.
- No pedestrian and bike paths** are needed. Few people in this area walk or bike. It is not the lifestyle of this area of Brookhaven to walk or bike to work. So, such paths would not reduce vehicle traffic. It would be dangerous to encourage such vulnerable activity right beside the busy Ashford Dunwoody Road. They could be hit by vehicle collisions, even though there seldom are any collisions on Ashford Dunwoody.
- Peachtree Road does not need a right turn lane southbound at Ashford Dunwoody Road** for the few cars that ever turn there, because it never backs up, and such a lane would cause traffic on Peachtree Road to back up. No Marta bus stop or cover is needed there. People from this area do not ride the bus.

Segment 2: Long-term and Short-term

- Please **do not route traffic behind Kroger and Publix**. That would make traffic back up worse, sending it in a longer route than in the current efficient straight lines.
- It would increase commute and errand time for local residents as well as non-resident thru traffic.
- It would decrease business for those stores and restaurants.
- No median is needed.** It would cause frustration, cost, and unnecessary limitations.
- No multi-use path is needed. It would be wrong to take land for such a waste. It would seldom be used and would be dangerous for the few who might use it.**

Segment 3:

—We do **not need any additional lanes on Ashford Dunwoody at Marist, or on Harts Mill Road.** That traffic moves fine.

Segment 4:

—**No change is needed southbound on Ashford Dunwoody at Perimeter Summit.**

Diverging Diamond on Ashford Dunwood over I-285:

—Please work with the leaders who created that mess to restore the original configuration.

—**Traffic southbound in front of Perimeter Mall has at least doubled** since it was built, because it only allows traffic to flow in one direction at a time (north or south).

—It is **dangerous**, because we have experienced a confused **vehicle heading toward us in our lane.**

Thank you for stopping these proposals.

Blessings,
Kathy Southern



Young, Megha

From: Melissa Smith [REDACTED]
Sent: Wednesday, December 14, 2016 5:39 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comments on Ashford Dunwoody Corridor Proposal

We all agree traffic is a major issue for our growing area so I am glad to see it being addressed. I find the proposal presented for the Ashford-Dunwoody Corridor falls short for the Ashford-Dunwoody/Johnson-Ferry intersection. The materials provided to the community do not even mention costs for saving commuters 6-10 seconds on average at the A-D/J-F intersection. I do not support the solid median down J-F because it shifts the balance from local community access to local shopping and services to benefit the 1000's of cut-thru commuters trying to shave time off of their I-285 commute. I also fail to see how spacing the intersections between the two major roads a few hundred feet would be anything more than a bandaid to an inadequate road network for the volume of traffic experienced only during commute times in the morning and evening.

Thank you,
-Melissa Smith

Young, Megha

From: Lyonnette Davis [REDACTED]
Sent: Wednesday, December 14, 2016 5:07 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comments on the Ashford Dunwoody Road Project

I think that before any of the homeowners' property is disturbed, the GA 400/285 project should be completed and a reasonable time period allowed to determine whether, as projected, all of the cut-through traffic will disappear.

I oppose putting left turn lanes on West Nancy Creek because that would encourage more cut-through traffic on that street and cause us homeowners to lose value on our property.

Thanks,

Lyonnette M. Davis

[REDACTED]
Atlanta, [REDACTED]

Young, Megha

From: Ted Sandler [REDACTED]
Sent: Wednesday, December 14, 2016 4:48 PM
To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Ashford Dunwoody/Johnson Ferry Intersection Improvements
Attachments: Letter to City of Brookhaven for Golden Triangle (12-14).doc
Follow Up Flag: Follow up
Flag Status: Flagged

Please see attached letter regarding the City’s proposed improvements to the Ashford Dunwoody/Johnson Ferry Intersection. I am available to discuss at your convenience.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



December 14, 2016

To the Addresses Listed Below

Re: Proposed Ashford Dunwoody Rd./Johnson Ferry Rd. Intersection Improvements

Dear Ladies and Gentlemen:

Please be advised that this law firm represents Golden Triangle Holdings, LLC, Owner of the shopping center at 2140 Johnson Ferry Road, 2154 Johnson Ferry Road, 2163 Johnson Ferry Road and 3474 Donaldson Drive. Tenants at these properties include Corner Pizza, The Righteous Room, Moon Indian Cuisine, Wing Ranch, Hovan Mediterranean Cuisine, Sushi Yoshino, The Bat and Ball Pub, Dunwoody Organic Cleaners, and DH-Johnson Ferry, LLC (ground lessor for Walgreens). My client, these Tenants and many of their patrons are opposed to the long-range redesign proposed for the Ashford Dunwoody Road - Johnson Ferry Road intersection. In support of our collective opposition we will be submitting shortly a petition, which to date includes over 800 signatures.

Our opposition to the long-term design being considered by the City of Brookhaven is based on the following:

- Traffic analyses prepared by the City for the Year 2040 shows only a 6.7-second improvement in the morning peak hour and 9.7-seconds in the afternoon peak hour. The detrimental impact on existing businesses is significant when compared to the time savings for vehicular traffic, many of which are non-residents of the City;
- The rerouting of both Ashford Dunwoody Road and Johnson Ferry Road will result in increased "cut-through" traffic through Bubbling Creek and Hampton Hall/Cambridge neighborhoods;
- The proposed median will require emergency vehicles to rely on less direct routings to serve residents in the immediate area;
- The State is investing multi-millions of dollars to improve the I-285/Ga. 400 interchange. This work will be commencing shortly and when complete, this project is anticipated to minimize the existing problem with cut-through traffic that results from the significant daily backups associated with this interchange. A decision on a major City investment to

improve the Ashford Dunwoody/Johnson Ferry intersection should be delayed until the impacts of the I-285/Ga. 400 on cut-through traffic can be recognized;

- The State of Georgia has allocated \$18 million for “Smart Lights”. These types of traffic signals adjust their timings based on traffic conditions. The long term implications of changing to Smart Lights vs. “timed” signalization will save money based on less traffic delay, reduced need for costly construction and be less disruptive. Improved signalization should be installed and analyzed before more costly alternatives are decided upon;
- The proposed long-term plan will severely restrict access to existing businesses in the vicinity of this intersection, including our client’s properties, the Kroger Shopping Center and the Publix Shopping Center. The patronage for these businesses will be reduced and it is anticipated some will not be able to stay in business. Currently tenants at our client’s property employ approximately 85 individuals and pay over \$52,000 annually in real property taxes. Jobs and tax revenues will be reduced, all in an effort catered to non-resident commuters. The business community in the City should be given greater weight than non-resident commuters when considering a decision of this magnitude;
- The long-term plan calls for the widening of Johnson Ferry Road and the addition of a sidewalk and multi-use trail. These improvements will reduce the off-street parking for Corner Pizza by approximately 50%. This loss of parking will reduce business and may result in the closing of this currently successful business.
- The situation for pedestrian traffic at the Donaldson Dr./Johnson Ferry Rd. intersection would be less safe if the existing traffic signal is removed. Having no traffic light at his location would make it more dangerous for people to cross the street from Blackburn Park to the stores and homes across Donaldson Drive. Many people use this cross walk;

A final point worth noting; the designs presented by City officials at the most recent public hearing did not accurately reflect the total impact proposed. It is our understanding that these plans did not show the removal of traffic signal at Donaldson Drive, did not identify that Donaldson Drive would be restricted to right turn in/right turn out only and did not reflect the elimination of parking along Donaldson Drive.

In summary, we respectfully request that the City reconsider its current plan for the long-term modification of the Johnson Ferry Road/Ashford Dunwoody Road intersection. We believe that the current plan has been developed prematurely given other improvements being contemplated including the reliance on “Smart” traffic signals, the benefit of the short term improvements being considered by the City, and the I-285/Ga. 400 interchange improvements. In addition, we also believe alternative designs should be developed and presented to the public including a more traditional widening project with added or extended turn lanes and a no-build option.

December 14, 2016

Page 3

We appreciate the opportunity to comment on the City's current road program for this area and look forward to providing additional comments on our client's and its tenants' behalf in the future. As mentioned above, we will be submitting a petition regarding this project shortly.

Sincerely;



Ted Sandler,
Attorney for Golden Triangle Holdings, LLC

Addresses:

ADCorridorStudy@brookhavenGA.gov

Mayor Ernst ([REDACTED])
Councilwoman Jones ([REDACTED])
Councilman Gebbia ([REDACTED])
Councilman Park ([REDACTED])
Councilman Mattison ([REDACTED])

Cc: Richard Meehan ([REDACTED])
Ben Song ([REDACTED])
Laurenthia Mesh ([REDACTED])

[REDACTED] [REDACTED] [REDACTED]

Young, Megha

From: Heather Tevendale [REDACTED]
Sent: Wednesday, December 14, 2016 4:45 PM
To: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Ashford Dunwoody Road Corridor Study, segment 2

I am writing to voice my appreciation for an attempt to address traffic issues in my neighborhood. I live on [REDACTED] in Cambridge Park. I think that the plan to separate the two major intersections is a good one. I am also excited about the idea of a more walkable neighborhood, assuming that I will be able to walk through the end of Kaddleston Way once it's a cul de sac and on to the new green space to access shops and restaurants and take my 3 year old to the park. I do hope that we won't be promised green space only to find that the space is developed.

I do, however, strongly object to the plan to place a solid median on Ashford-Dunwoody and Johnson Ferry Roads that prevents turns across the road. This will obviously harm our neighborhood shops and restaurants by reducing access and thus business. These local businesses are an essential part of our neighborhood and should not be damaged and possibly put out of business as part of a plan to slightly decrease wait time at the nearby stop lights. As an example (and if I'm understanding the plan correctly), for my husband and I to get to Corner Pizza from Stratfield Drive we will need to drive through Cambridge Park and Hampton Hall (increasing traffic in the neighborhood) and then drive behind Kroger and then come back up the road to be able to make a right into Corner Pizza. As much as we love and support Corner Pizza, we will not do that just to get a pizza on a weeknight when we don't feel like cooking. And we are just one small example.

I live in this neighborhood which means that I don't just drive during rush hour. However, the plans to improve drivability during rush hour will mean that it is harder for the people who actually live here to drive around in this area 24 hours/day, seven days per week. I would much rather have cut through traffic in front of my house on Stratfield during rush hour than see the solid medians put in place. I think that the no right turn out of Donaldson may have similarly negative impacts but do not have a good enough sense of that to make a strong argument against that change.

Thank you for your consideration.

Sincerely,
Heather Tevendale
[REDACTED]

Young, Megha

From: N Perk [REDACTED]
Sent: Wednesday, December 14, 2016 4:24 PM
To: ADCorridorStudy@brookhavenga.gov; [REDACTED]
Subject: Re: Ashford Dunwoody Corridor proposals

I am adding another comment to my email after reading Linley's response to Steve Peters' email this morning that was forwarded to me another member of the North Brookhaven Neighborhood Coalition.

Whether or not the **I285/GA400** will provide any relief for surface streets and neighborhoods, **Brookhaven should NOT move forward with any road changes or construction until that project is completed.** During the I285/GA400 construction, we will likely see an increase in traffic looking for alternate routes to avoid the freeways. If our streets are torn up at the same time, it will be a nightmare.

I understand there have been traffic studies done in conjunction with the I285/GA400 interchange plans that show relief will occur regarding cut through traffic and I personally believe that it will help prevent some of the back ups that occur on I285 eastbound which results in traffic using Brookhaven roads to avoid the top end Perimeter. If traffic moves smoothly on I285, the traffic on West Nancy Creek, Ashford-Dunwoody and Johnson's Ferry decreases dramatically during rush hour. The rest of the time heavy traffic in this area only occurs occasionally.

The best improvement that could be made is to remove the right turn signal on Johnson's Ferry at Ashford-Dunwoody that allows that traffic to fill up the merge area which only allows a few cars on southbound Ashford-Dunwoody to move past the light and into the merge area.

Thank you,
Nancy Perk

On Mon, Dec 12, 2016 at 8:00 PM, N Perk <nnperk@gmail.com> wrote:

As a citizen of Brookhaven and a staunch supporter of our City, **I strongly urge you to table any proposed changes until after the I-285/GA400 project is completed as it is designed to improve traffic using I285 east and west and GA400 north and south which should result in less cut through traffic in our neighborhoods.**

Any widening, reconfiguring of intersections, addition of turn lanes, etc. will only encourage more cut through traffic. The proposal regarding medians around Donaldson Drive could put some of our small businesses out of business as it will be more difficult to get to them. I have been in favor of Brookhaven becoming a city from the beginning so that we would have more control over what happens in our part of the county and this proposal is not good for Brookhaven.

Please do not let this proposal move forward.

Thank you,
Nancy Perk

Young, Megha

From: John Knudsen [REDACTED]
Sent: Wednesday, December 14, 2016 4:01 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford-Dunwoody Corridor Study Input

Good Afternoon,

I have an observation about the Ashford-Dunwoody Corridor Study and proposals. While I do not have a strong opinion either way on this project at this time I do see one glaring problem.

The glaring problem I see is the proposed road behind Kroger (and this situation may also apply to Publix however I do not know what is behind Publix). Simply there is no room for a road! The back of the shopping center is where all the stores loading docks are in addition to their dumpsters and ancillary structures. The loading docks can not be moved and the trash being moved would be a major issue from an appearance and health standpoint. As important there is an apartment/townhome community behind Kroger and there is no room for a road. To build a road would require buying (or taking) land from the apartment/townhouse community which would be very expensive and could draw out for years with legal challenges and the ill will of using eminent domain for the project. All of this when there already exists a road way, the current one with enough right away area and potential land from the Kroger parking lot (which could be offset with some parking on land on the west end of the lot. It appears that someone put together this plan without a true understanding of the space required for a road or the legal process to acquire high value private land.

Also with so much construction going on with the 285/400 project and ongoing construction off Peachtree Industrial I think making phase one improvements and waiting for the traffic patterns to stabilize before engaging in a costly and disruptive project would be prudent.

Thank You,
John Knudsen

[REDACTED]
[REDACTED]

Young, Megha

From: Terry Pack [REDACTED]
Sent: Wednesday, December 14, 2016 3:29 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Planned ADCorridor changes

The changes as shown on the handout are ludicrous. The changes would only benefit the thru traffic to the detriment of the residents and businesses who make this area their home. If this plan is the best plan they can come up with then no plan would be the better option. This plan should be discarded.

Terry & Sandy Pack

[REDACTED]
(40 year residents)

Brookhaven, [REDACTED]

Sent from my iPhone

Young, Megha

From: Greg Adams [REDACTED]
Sent: Wednesday, December 14, 2016 2:24 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Rerouting of Ashford Dunwoody/Johnson Ferry Roads

Hi,

I have lived off Johnson Ferry for over ten years and have seen traffic get worse over that time. It seems to me that a less disruptive approach than what is currently planned would be to build an over pass for Johnson Ferry Road where it converges with Ashford Dunwoody Road, or build an overpass for Ashford Dunwoody Road where it converges with Johnson Ferry Road. This may even be less expensive than what is depicted on the current plan where the streets are rerouted and a median installed on Johnson Ferry Road, and would be less likely to promote higher density development at the Kroger and Publix sites. Please let me know if something like this has been considered.

Thanks,
Greg Adams
[REDACTED]

Young, Megha

From: Howard Chang [REDACTED]
Sent: Wednesday, December 14, 2016 2:24 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody Road Corridor Study

Dear Mayor and Council,

As a 39-year resident of Brookhaven, Cross Keys alumni and current owner of Jo's Grille, I am writing to express my opposition to the study's long-term recommendations to Johnson Ferry Road at Ashford Dunwoody Road, specifically the proposed solid median along Ashford Dunwoody Road.

Jo's Grille (2120 Johnson Ferry Road) is a family owned restaurant which has been serving the Brookhaven community since 2003. Many of the patrons that visit our grill come from Blackburn Park, north-end businesses and the surrounding neighborhoods. The concept of a solid median would severely impact our patrons' ability to access our restaurant. Also, widening the road in keeping with the proposed plan could potentially remove most, if not all, of our parking lot. Jo's Grille would cease to exist.

Currently, many of the vehicles which use the Ashford Dunwoody Road corridor are "cut-through" travelers. I believe the long-term recommendations would add to the "cut-through" traffic thereby giving non-residents freer access to the roads which are supported and maintained by Brookhaven residents.

Lastly, the Transform 285/400 Project, which will certainly impact Ashford Dunwoody Road, has just begun. Brookhaven might be wise to sit back and watch how this project and the major changes to these interstates affect our City before we go making plans to realign our roads, reduce business values, and spend large of sums of money.

My parents moved to Brookhaven because it was not a metropolis. My family and I have remained residents and built our business here because it was not a metropolis. It's my hope the future does not change this. Yes, traffic may be a problem. But, restricting access or eliminating entirely the small businesses in the heart of our City is not the answer.

Sincerely,

Howard Chang

Jo's Grille

Young, Megha

From: Joe Gennette [REDACTED]
Sent: Wednesday, December 14, 2016 1:41 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody Corridor

General – The alternatives presented, especially the “Long Term Alternative” for Segment 2, do not appear to offer attractive “Benefit Cost Ratios” to justify such expenditure. Most notably, the right-of-way, 19.5’ additional along the westerly shoulder, depicted in the recommended Typical Cross-Sections appears excessive. Essentially, the 10’ multi-use path terminates at each end of the propose project. The right-of-way expansion appears to serve one purpose, to increase right-of-way width for future lane expansion.

Every effort should be made to utilize the existing right-of-way, maximizing existing turn lanes and synchronizing signal timing/phasing to reflect normal daily traffic variance. Neither the City of Brookhaven, nor its Citizens benefit if Ashford Dunwoody is transformed into a Peachtree Industrial Boulevard-like 4-Lane Highway.

Segment 1: The consideration of an urban roundabout to reduce vehicular speed will obviously increase delays, counter to the intended purpose of this proposal.

Segment 2: The short term alternative for the Johnson Ferry/ Ashford Dunwoody appears practical; the long term recommendation does not. The long term option is a good example an alternative failing to offer an attractive “Benefit Cost Ratios” to justify the expense.

Segment 3: Plans to optimize signal timing/phasing discussed in Alternative 4 for the Perimeter Summit/Oak Forest Segment Short term alternative appears to offer the most benefit. Left turn lane extensions, both directions, at Perimeter Summit/Oak Forest, would be helpful if done with minimum right-of-way expansion.

Plans to improve safety at the Montgomery Elementary School, traffic signal/ pedestrian crossing improvements look attractive along with turn lane improvements that are possible without excessive right-of-way width increase.

Segment 4: Adding left turn signals to the traffic light at West Nancy Creek/ Ashford Dunwoody, both directions, and optimize signal timing/phasing would offer more improvement than turn lanes on West Nancy Creek.

The lack of left turn signals at this light is a SAFETY ISSUE that should be corrected NOW!

Optimizing signal timing/phasing and minor changes to the northbound turn lanes to Marist at Harts Mills/ Ashford Dunwoody could offer major improvements. Can this be addressed by better utilization of the existing center turn lane south of this intersection?

The Community along Ashford Dunwoody is a Jewel of the new city of Brookhaven. I’m sure that the City Council is getting comments from many affected citizens in the neighborhood. Please listen. Brookhaven became a city because the DeKalb County politicians did not listen to the citizens they represented.

Sincerely,

Joseph M. Gennette, P.E.

[REDACTED]
Brookhaven, [REDACTED]

Young, Megha

From: Judi Ison [REDACTED]
Sent: Wednesday, December 14, 2016 12:08 PM
To: adcorridorstudy@brookhavenga.gov
Subject: Feedback Ashdun study

1. Perimeter Summit South to Nancy Creek, Ash-Dun from 5 Points to PIB and Johnson Ferry from Publix to PIB - too much space taken into residents yards, bringing construction variance access, tree removal and overall more traffic and potentially faster speeds into a residential area. Safety issues have deteriorated in each of these areas already, and these do not improve that basic requirement.
2. The cut-thru volume and the speeds from commuters bailing off of I-285 needs to be addressed and this study does not address that concern.
3. slow the process, review the section details with the local residents/businesses again and , proceed with caution. Especially, with the news of I-285 / GA 400 improvements breaking ground and helping the overall cut-thru impact.

Young, Megha

From: Webb Cochran [REDACTED]
Sent: Wednesday, December 14, 2016 11:24 AM
To: ADCorridorStudy@BrookhavenGA.gov
Cc: [REDACTED]
Subject: Ashford Dunwoody Road Corridor Study: Support

All,

As a Brookhaven resident living along the Ashford Dunwoody Rd. corridor I want to voice my support for the recommended projects.

In particular, the proposed projects to improve traffic flow along Ashford Dunwoody Rd. between Marist and Perimeter Summit Parkway are much needed and seem to me to be innovative. Montgomery Elementary traffic flow requires a creative approach that the proposal addresses. The school is a gem for the area and must be respected as such.

The other projects that address traffic flow at the intersections of Johnson Ferry and Ashford Dunwoody Roads are also badly needed and have my support.

Thank you.

Webb Cochran
[REDACTED]

Brookhaven, [REDACTED]
[REDACTED]

Young, Megha

From: Laurenthia Mesh [REDACTED]
Sent: Wednesday, December 14, 2016 11:05 AM
To: John and Monica Ernst; Linley and Greg Jones; John Park; Bates and Stephanie Mattison; Joe Gebbia; ADcorridorstudy@brookhavenGA.gov
Subject: Fw: Proposed traffic Improvement PLAN

On Tue, Dec 13, 2016 at 11:06 PM, Liane Levetan

[REDACTED] wrote:

Let me share my thoughts regarding the proposed traffic improvement plan.

I am very familiar with this area. This includes the residential area and the adjacent old and newly developed commercial area.

After reviewing the plan it appears that this would be very detrimental to the commercial pieces.

The Ashford Dunwoody/Johnson Ferry properties provide vital services not only to the adjacent area but to many, such as myself, that have enjoyed the many restaurants and businesses for over 30 years.

If the current plan is adopted it will make it virtually impossible for easy ingress into these locations. It is my opinion, this would cut business dramatically for these many businesses that have made great investments.

The older properties have a history behind them and with the more recent new developments provide services for literally hundreds of residents and visitors to this area, They also provide for a strong tax base for the City of Brookhaven.

While traffic is an issue, one should not destroy businesses, that have made investments in this vibrant area and provided so much for its citizens.

I am confident that after carefully reviewing this plan and evaluating the tax base it provides you can come up with a modified plan that will not destroy business.

Regards,
Liane Levetan

[REDACTED]
[REDACTED]

Young, Megha

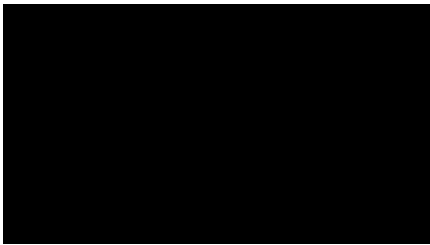
From: Linley Jones [REDACTED]
Sent: Wednesday, December 14, 2016 10:55 AM
To: Joe Pallad
Cc: AD Corridor Study
Subject: RE: Proposed Concept for the Ashford Dunwoody Road Corridor

Thank you for your email on the Ashford Dunwoody Corridor Study. I am forwarding it, by copy, to the traffic consultants to meet today's deadline for input in order to ensure that it is considered.

Preserving and protecting neighborhoods and local businesses are top priorities to me and were the impetus for this study. I will work hard toward those goals in this process.



Linley Jones
City Councilperson, District 1



From: Joseph Palladi [REDACTED]
Sent: Sunday, December 11, 2016 12:13 PM
Cc: Linley Jones; Bates Mattison; John Ernst; Richard Meehan
Subject: Proposed Concept for the Ashford Dunwoody Road Corridor

Enclosed are my comments for the above noted proposal. Please respond in writing addressing my concerns.

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.

December 9, 2016

To: City of Brookhaven

Subject: Response to the Proposed Ashford Dunwoody Concept

I attended the public meeting held on November 29th at City Hall. I realize the community is concerned about traffic from other locations using Brookhaven's streets and wants as small a footprint and impact to the community as possible, especially the community immediately adjacent to this corridor. But the improvements must be at a scale that improve operations and safety for all users.

My comments are based on 40 years of experience in transportation planning and design. It appears that many well-founded engineering principles have been ignored to appease a certain segment of the community. I will start at the southern terminus at Peachtree Road and move north on Ashford Dunwoody Road (ADR). I will also assume the same directional criteria as shown on the displays (ADR heads north at all locations). My comments are:

ADR @ Peachtree Rd (PR): The laneage appears to be satisfactory, but the angle of the intersection should be addressed. The movement from southbound (SB) PR to NB ADR is acute and should be made closer to 90 degrees. The right turn is difficult to make at a reasonable speed, especially for trucks and vehicles towing trailers. These vehicles now come almost to a stop, impeding the SB movements on P'tree. The intersection sight distance for this movement is nil.

I see that the radius is proposed to be enlarged for this movement and a "pork chop" island proposed for delineation and pedestrian refuge, but the Golf Course is historic and the right of way would be expensive at best. No signal is shown but I'll assume one would be needed. In addition, additional right of way will be required on the east side to build the multi-use path on the east side of ADR.

There is vacant property located to the west which could be purchased to bring the road into P'tree at near 90 degrees. This would shift the road further away from the historic Golf Course property and would provide them better sight distances at their driveways and provide an area for the multiuse path on that side of the road proposed on the typical section for this section of ADR. This shift may affect the tailor shop in the NW quadrant; if the shop is eliminated, the remaining land could be turned into a pocket park "announcing" entering Brookhaven from the north on P'tree.

ADR @ Windsor Parkway (WP): The alternate shown seems reasonable except for issues below. The proposed left turn lane NB at the school drive should be extended up to WP without narrowing (no hour-glassing). The proposed storage length and decal length at WP seems minimal for this left turn lane. It could also be used by vehicles exiting the church/school parking area headed north as a refuge area before merging into the thru lane. Also, eliminate the SB decel lane into the school unless you intend this to store vehicles during peak times. If so this lane is too short based on observed demand. You do not show a SB right turn lane at WP, so why is one needed at the school?

An alternate was suggested, but not shown as to its affects, impacts and costs. Why not show the results of a comparable traffic analysis so the public and the COB can make an educated decision?

ADR @ Johnson Ferry Road (JFR) east: The “initial” design appears to be adequate to extend the storage length for WB JFR bound cars. Presently this is woefully inadequate and unsafe, leading to its underperformance. Also, a right turn lane NB should be added with a larger right turn radius and intermediate “pork chop” island for delineation and pedestrian safety in crossing ADR and JFR. This right turn lane would reduce if not eliminate the cut-thru traffic at Publix which now occurs. Your traffic counts for this movement are very low since I doubt you also counted cars using the Publix lot for these turns. I have observed many vehicles doing this in the past.

If the Corner Pizza is impacted, remove the business and place a pocket park there or allow Publix to “trade” the property needed for the right turn lane for the remainder. At least narrow the driveways for Corner Pizza to ensure better and safer access.

Donaldson Drive and its signal will remain as is under this alternative.

Under the “future” design, rerouting WP to the east to align with Blair Circle is problematic. The golf course and Publix will not allow this to be done unless Publix is redeveloped. Access to the present Publix loading docks as well as the flow to service them would be unworkable. The golf course is historic, I believe, and getting environmental approval would be difficult at best, let alone the cost to purchase.

Your design eliminates the portion of ADR from south of Publix’s to JFR. How will Publix be accessed here? Will the only access be from JFR? Granted, if Publix redevelops, it could “trade” its back property to the City for the abandoned R/W along this stretch of ADR; how would the neighborhood feel about that? Placing more traffic on Blair Circle with its elderly facilities seems absurd.

I understand why this is being proposed. It would establish longer spacing of subsequent signals along both JFR and ADR. No signal was shown or described as “retained” in the narrative on the displays at Donaldson for this alternative, but twin exiting lanes were shown for WB traffic. How do you propose a left turn be made across 3 lanes of NB Traffic into EB JFR without a signal???? If a signal is to be placed there, it defeats your desire for better signal spacing, doesn’t it?

Publix just upgraded its facility; are you proposing a complete rebuild of that site?

ADR @ Johnson Ferry Road (JFR) west- Existing : There were no improvements at this existing intersection proposed at this location. Really? Have you not seen the backup and delay created when the queue of WB to NB traffic blocks the lane intended to access JFR EB? While the recent changes have helped reduce delay and improve safety, this was an oversight of that design. A left turn lane with greater storage is needed there now, and most certainly in the future. Would the path along the west side be built under this plan and along western JFR??

ADR @ Johnson Ferry Road (JFR) west- Future: This is shown under the “future” plan which must rely on the Cambridge Square shopping center to redevelop. Otherwise this is not feasible due to new construction in the area.

There is proposed in the future/ultimate plan a median from this location to the relocated ADR to the east. How do vehicles access the park east and the businesses to the east (Jo’s Grille, gas station)? Will U- turns be allowed at Donaldson Drive? Will the COB purchase an easement for Jo’s to gain “legal” access to Donaldson? This is assuming a signal is placed at Donaldson. Also, the display states that “directional” left turns into businesses would be designed. You do not have the space or the demand for these dedicated intermediate lanes to be built!

ADR @ Harts Mill Road/Marist: It appears you are only extending the NB left turn lane here. But the LOS improved from a E/F for the No Build to C/D for the Build. Really?

ADR @ N. Nancy Creek Road: No improvements on ADR are shown besides the shoulder/ped area construction. Are the left turn lanes at this intersection, especially the decel and storage lengths, adequate for both the NB and SB approach? It should be noted that the delay is only reduced by 2 seconds for this intersection by adding lanes on WNC. Is that cost effective?

ADR @ Montgomery Elementary School: How does a vehicle turn left into or out of the driveways of homes on the west side? Safe? Why does Chaucer Lane deserve a NB left turn lane? Why not make continuous the left turn lane from WNCR to Chaucer Lane and beyond? Can these residents get in and out of their drives w/o stopping throughput on ADR?

What is being done to address the poor vertical sight distance on ADR just north of this location? Both Oconee Pass and the school driveway has terrible sight distances for SB traffic. Is this not a safety problem, especially for children crossing the road and vehicles turning left for southbound travel?

Also, what is the purpose of the right turn decel lane NB at the southern school driveway? Decel/accel lanes for right turns are not recommended in urban areas. If the purpose is to allow for parents to queue there to turn right, then extend the lane down to the first side street. That street could be where cars queue before picking up their children.

ADR @ Perimeter Summit Drive: Is the NB left turn long enough based on design year traffic? Decel length? Adequate taper?

The SB taper from two lanes to one SB from the PSD intersection is too short. First vehicles traveling south enter/ leave that intersection and about 600 feet south would be the first taper ahead sign, then further south, the lane could taper down to one lane. What is shown is below minimum based on AASHTO and MUTCD acceptable criteria.

General:

The lane width proposed at all locations is 10 ft. This is a major arterial in this area and many delivery trucks use it, while a few tractor trailers use it to access businesses nearby. I know narrower lanes help reduce speeds, but 11 foot lanes are suggested for safer operations.

There were no right of way limits shown in regards to the existing property lines to not only gauge impacts but also costs. I'm not asking for construction limits and easements to be shown, but basic property impacts need to be shown.

There were no cost estimates, for alternative analysis and prioritization of implementation, especially at Windsor Parkway.

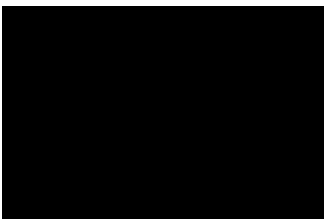
No approach overhead signs were shown to define the lanes intent downstream, especially in the ADR JFR segments and approaches. This is a huge problem now with vehicles being in the wrong lane wanting to move into an adjacent lane, stopping traffic as they await a gap.

Have any funding questions been posed to DeKalb County or GDOT for participating in the costs? If not, why not? Is the COB going to fund the Design, Right of Way, Construction, and Utility relocation costs all by itself?

If I can be of further assistance in discussing these comments, please contact me. I would like a written response to my comments.

Sincerely,

Joseph P. Palladi, P.E.



Young, Megha

From: Linley Jones [REDACTED]
Sent: Wednesday, December 14, 2016 10:51 AM
To: M B
Cc: AD Corridor Study
Subject: RE: Ashford Dunwoody Corridor Study and Possible Solutions

Thank you for your email on the Ashford Dunwoody Corridor Study. I am forwarding it, by copy, to the traffic consultants to meet today's deadline for input in order to ensure that it is considered.

Preserving and protecting neighborhoods and local businesses are top priorities to me and were the impetus for this study. I will work hard toward those goals in this process.



Linley Jones
City Councilperson, District 1

From: M B [REDACTED]
Sent: Tuesday, December 13, 2016 10:59 AM
To: John Ernst; Linley Jones; Joe Gebbia; John Park; Bates Mattison
Subject: Ashford Dunwoody Corridor Study and Possible Solutions

Dear Council Members and Mayor Ernst,

I am sure you are getting inundated with emails concerning the Ashford Dunwoody Corridor study so I will try not to take up too much of your time.

While I understand the need for some changes due to the growth in traffic, I can't say I agree with all the proposed options. One on the top of the list is the addition of medians. It is true in some case studies they have proven to restrict turns and lane changes. This is also their downfall as with heavy traffic and the need for emergency vehicles to move freely through traffic is restricted. This is a weekly if not daily occurrence as we are so close to Pill Hill and surrounding assisted living facilities. This also poses a problem when there is an accident as traffic can't move around it freely. If this happens to affect both lanes it makes it close to impossible for police and tow trucks to access and clear the vehicles. I also see that they can be used to increase curb appeal as green space but they do need to be maintained which puts an extra cost to the city and maintenance works will be put in harms way while blocking traffic. Besides also blocking turns into business that the community have been using for years. I can speak to all of these issues because I work in Buckhead and have seen these medians installed and cause all of these issues.

The second is the long term solutions proposed for the greenway and new cut through streets behind Kroger/Publix. The list is long when it comes to what is wrong with these proposals.

-Increased emergency vehicle time by cutting the shorts route / not being able to cross median.

- Cutting the in/out to Kroger from Johnson Ferry and making one entrance from Ashford Dunwoody.
- The map doesn't even show an entrance or exit from diverted Johnson Ferry Rd into Kroger and since there is median on Ashford Dunwoody there is no left turn.
- Even is there was an enter/exit on J/F this would mean all traffic would have to cut through the parking lots to use a 10' turning lane at the new proposed light.
- If we cannot fix the current solution what make us think moving it a few hundred feet will make a difference.
- Who gets the greenway? How can it be developed in the future or will it be protected from development?

I only see adding more problems to the current situation by diverting these roads and adding the greenways. If anything have both roads with an entrance to the back side of Kroger/Publix and this will cut down on right/left turns that slow the flow on Ashford Dunwoody and Old Johnson Ferry.

Possible Solution

After reading many comments on local messaging boards and petitions there seems to be a common thread about commuters vs residence. The truth is they and myself included feel that our way of life changes do to the many that commute through our city and not the for the ones that pay taxes to it. Many of these changes would make us go out of our way, making cuts throughs, preventing turns making us go roundabout ways to get to the places we have been visiting for years. Many of us have altered our lives because we can get to local establishments like restaurants, YMCA, and parks.

I noticed we are proposing a lot of extra sidewalks, bike lanes and mix paths. I don't know if the option was considered but what about golf carts? I grew up for the better part of my life in Peachtree City and it was an amazing way to get around and meet your community. The paths were shared by walks, bikes and carts. That brings me back to the commuters vs the residence as it might give a solution to both. There would be less local traffic on the road while allowing the residence to get around locally. Imagine being able to go to the food trucks, soccer fields, cherry blossom festival or even the super market with out the need to jump in your car. I only figured I would offer a solution that I have seen work rather than just email you all and complain about what I don't like. I truly hope we can find a compromise as a community to keep Brookhaven to city we elected to to be.

Thanks
Matt Bredemeier

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.

Young, Megha

From: Linley Jones [REDACTED]
Sent: Wednesday, December 14, 2016 10:46 AM
To: Luke and Cindy Kelley; John Ernst
Cc: AD Corridor Study
Subject: RE: Segment 2 of the Ashford Dunwoody Road Corridor Study

Luke & Cindy,

Thank you for your email on the Ashford Dunwoody Corridor Study. I am forwarding it, by copy, to the traffic consultants to meet today's deadline for input in order to ensure that it is considered.

Preserving and protecting neighborhoods and local businesses are top priorities to me and were the impetus for this study. I will work hard toward those goals in this process.



Linley Jones
City Councilperson, District 1

From: Luke and Cindy Kelley [REDACTED]
Sent: Tuesday, December 13, 2016 6:34 PM
To: John Ernst; Linley Jones
Subject: Segment 2 of the Ashford Dunwoody Road Corridor Study

From: Luke and Cindy Kelley [REDACTED]
Sent: Monday, December 12, 2016 7:41 PM
To: 'ADCorridorStudy@BrookhavenGA.gov' <ADCorridorStudy@BrookhavenGA.gov>; [REDACTED]

Subject: Segment 2 of the Ashford Dunwoody Road Corridor Study

We, my wife Cindy and I think we should reject this proposal and look into the smart traffic signals and see what happens after the GA 400 interchange overhaul is completed.

This will not reduce traffic on Donaldson or Bubbling Creek this would make it worse. Thanks

Luke and Cindy Kelley
[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.

Young, Megha

From: Linley Jones [REDACTED]
Sent: Wednesday, December 14, 2016 10:46 AM
To: Scott Braley
Cc: AD Corridor Study
Subject: RE: Ashford Dunwoody Corridor Study - PLEASE REJECT SEGMENT 2 OF THE PROPOSED STUDY/IMPLEMENTATION - This proposal is FATALLY FLAWED

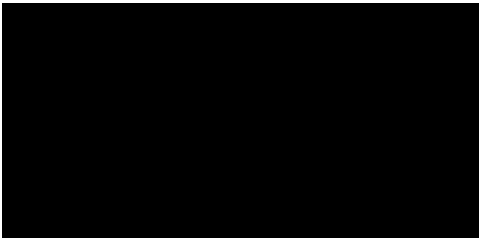
Scott,

Thank you for your email on the Ashford Dunwoody Corridor Study. I am forwarding it, by copy, to the traffic consultants to meet today's deadline for input in order to ensure that it is considered.

Preserving and protecting neighborhoods and local businesses are top priorities to me and were the impetus for this study. I will work hard toward those goals in this process.



Linley Jones
City Councilperson, District 1



From: Scott Braley [REDACTED]
Sent: Tuesday, December 13, 2016 7:25 PM
To: Linley Jones
Subject: Ashford Dunwoody Corridor Study - PLEASE REJECT SEGMENT 2 OF THE PROPOSED STUDY/IMPLEMENTATION - This proposal is FATALLY FLAWED

Hello Ms. Linley:

As one of your constituents in your district, I strongly and deeply express my request that you REJECT THE SEGMENT 2 PROPOSAL FOR ASHFORD-DUNWOODY AND JOHNSON FERRY corridor study (i.e., the intersection of Ashford-Dunwoody and Johnson Ferry).

As proposed, the planned changes are FATALLY FLAWED. I do not use that term lightly. Based on my experience as a design professional (architect for 45+ years, resident of DeKalb County for 44 years, resident in this Brookhaven area (your district) for 30 years) I do believe this plan if implemented will kill the fabric and nature of our residential areas, kill local businesses upon which we rely for sustenance (e.g., groceries,

churches, fuel, restaurants, etc.), and cause incredible “cut through” and “drive in circles” to get where we are going.

This intersection is approximately 1+ miles from our residence of 30 years. We do not intend to move. This plan would literally change the way we have to live - FOR THE WORSE!

It is far better to DO NOTHING / LEAVE EXISTING ALONE than to implement this fatally flawed and ill-conceived plan.

More specifically this plan calls for -

- **Impedes and degrades public safety** - physical barriers and elimination of roadways literally impedes/prevents public safety vehicles from maneuvering through traffic - this could literally mean life or death/saving or loss of property in a fire, etc.
- **Negative impact on residents and residential areas** - loss of access, drive in circles to get to what are not “straight shot” schools, groceries, etc.
- **Negative / fatal impact on existing businesses** - reducing access to businesses (i.e., eliminates 50% of existing access) will literally put these establishments out of business
- **Cut through traffic will make our neighborhoods unsafe and uncomfortable/unlivable** - this plan will surely create circuitous “cut through” and “find a better route” traffic that will create unsafe amounts of traffic moving at rapid speeds, increase noise and pollution
- **Greenways are ideological misfits in practical solution to this problem** - the use of “greenway” seems to be a magic bullet for this plan. Somehow by eliminating/reducing existing roadways and traffic flow, adding physical barriers to further impede traffic, and eliminate access to businesses will all be “made ok” by calling abandoned roadways “greenways.” WE HAVE BLACKBURN PARK LITERALLY ACROSS THE STREET - WE DO NOT NEED OR WANT A GREENWAY.

I could go on ... the point is THIS IS A FLAWED PLAN THAT DOES US - THE LOCAL/NEARBY RESIDENTS - ABSOLUTELY MORE HARM THAT SIMPLY DOING NOTHING/LEAVING THE EXISTING UNCHANGED.

PLEASE REJECT THIS PROPOSAL BECAUSE OF THE HARM IT DOES, AND THE FACT THAT IT TRULY DOES NOT MAKE THINGS BETTER IN ANY MEANINGFUL WAY AT PRESENT AND ONLY ACADEMICALLY BETTER IN YEAR 2040.

My wife and I live right here .. and this proposal simply does not work!

I am happy to discuss further with anyone who may wish.

Thank you.

Scott Braley

████████████████████
Brookhaven, ██████████
████████████████████

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.

Young, Megha

From: Linley Jones [REDACTED]
Sent: Wednesday, December 14, 2016 10:45 AM
To: Doug Ammon
Cc: AD Corridor Study
Subject: RE: ADR/JFR study

Col. Ammon,

Thank you for your email on the Ashford Dunwoody Corridor Study. I am forwarding it, by copy, to the traffic consultants to meet today's deadline for input in order to ensure that it is considered.

Preserving and protecting neighborhoods and local businesses are top priorities to me and were the impetus for this study. I will work hard toward those goals in this process.



Linley Jones
City Councilperson, District 1
City of Brookhaven

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

From: Doug Ammon [REDACTED]
Sent: Tuesday, December 13, 2016 8:12 PM
To: Linley Jones
Subject: ADR/JFR study

The proposed plan, as distributed, punishes the neighborhood rather than rewards the Transients. Saving them 6-9 seconds a day doesn't compensate me for the many, many additional minutes I wait to get out of my subdivision, or the loss of privilege to enjoy the new dining opportunities along the AD/JFR frontage.

The main problem with traffic flow is the inability to "time" the light at ADD/JFR and the light at Donaldson Drive. I believe the first order of business should be incorporation of the Smart Lights. The second would be create a Traffic Circle at the Donaldson drive. Then create the continuation of Blair Circle Rd. behind Publix, with two way traffic between north bound AD and left turn lanes off JFR to ADR.

Our goal should be to ease the impact of traffic on the community life in Brookhaven, not to encourage transients to take short cuts. Twice a day, getting out of the Hampton Hall subdivision onto JFR is a life threatening adventure.

Thank you for your consideration.

R.D. Ammon, Colonel USMC(Ret)
[REDACTED]
Brookhaven, [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.

Young, Megha

From: [REDACTED]
Sent: Wednesday, December 14, 2016 10:36 AM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Questions about the proposal

Looking at the site plan, how will cars traveling west bound from the Cambridge Square shopping center travel? I can see what it is possible for cars wanting to travel north and east on ADR can make a right, although it will be pretty impossible for cars that want to go north on ADR entering onto the new JFR at ADR. How do they make the left turn. I think there will be a big back up in the shipping center for cars waiting to get on to the "new" JFR" but get into the left turn lane. Same thing applies to cars leaving the shopping center to go west bound on JFR. How do they make a left from the shopping center to go west? There is a proposed median on ADR right up to the traffic signal, so cars could not turn left from the shopping center except to cross the lanes on the new JFR. Same applies to cars wanting to go west on JFR from the shopping center. I see a big back up there.

How do cars exit Publix center to go south on ADR?

I see big backups of traffic for cars trying to exit both shopping centers? Don't see exits.

Kathy Glenn
[REDACTED]

Young, Megha

From: Greg Hammen [REDACTED]
Sent: Wednesday, December 14, 2016 10:29 AM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Study Feedback from Chaucer Woods

Hello,

I am a resident at [REDACTED]. Of all of the neighborhoods in the area, we are the only pocket without a light to exit our neighborhood and we do not have any way out other than Ashford Dunwoody.

My feedback is that I have no objection to what is being proposed here. I think the goal of improving traffic flow through the area is a good one vs. overall abatement, widening, etc. I think it is wise of the city to take these things a little at a time so that we can assess the benefits after completion vs. simply assuming that Ashford-Dunwoody needs to be widened, which I know that all of us oppose.

Regarding the AshDun/JohnsonFry corridor merge - I have seen the petition of modifications proposed by Eugenie Venier and I have not signed it. I do not think that local businesses will be adversely affected by the changes, especially given the density of population expected only to increase with Ashford Green and continued development of Peachtree Industrial blvd. I would only ask that you help to make ingress and egress as easy as possible with minor changes for Gary Mesh Corner and Corner Pizza. I think that improving thru traffic as proposed actually would only help them - their biggest barrier to doing business is parking in my view.

Lastly - I would appreciate consideration of traffic light timing for Ash Dun here in front of Chaucer Lane. Ex: When we try to make a left turn out of our neighborhood today, the northbound traffic slows when the southbound traffic increases, and vice versa. The timing is completely off to give us a gap to make a left out of our pocket. It's terrible. Please help us as we have no light.

Thanks,

Greg Hammen

[REDACTED]
Atlanta, [REDACTED]
[REDACTED]

Young, Megha

From: Linley Jones [REDACTED]
Sent: Wednesday, December 14, 2016 10:12 AM
To: stevebp
Cc: Marie Cole; Alton Conway; Jane Wier; Pam Storm; WNCCA / Judi Ison; John Ernst; Christian Sigman; AD Corridor Study
Subject: RE: Initial Feedback prior to Ash-Dun comment deadline

Steve,

Great to talk to you this morning. I noticed this email with its important input was not sent to the consultants so I have copied them on this email to ensure the input is considered. I look forward to seeing the consultants' final presentation after all of the community input is considered and incorporated. In the meantime, the City is working on an approach to correct all of the misinformation and false statements that have been circulating so rapidly.

Above, all, it's important to remind citizens that this is just a study. Funding and implementation are very, very long-term for many portions, e.g., the Ashford-Dunwoody/Johnson Ferry re-routing. Any significant implementation of any portion of the plan would involve further community input and planning of the engineering specifics. Because this is just a "big picture" study, the specifics cannot be provided because they simply haven't been planned or engineered.

As for the I-285/400 improvements, I am not aware of any data showing significant cut-through relief, and the City's traffic consultants Gresham Smith Partners have advised the city that the impact, if any, will be negligible.

Preservation of our neighborhoods and our wonderful community businesses are a top priority to me. That's why I do this job, frankly. I have never heard "Let's bring Buckhead to Brookhaven" by anyone on Council. How about "Let's Keep Brookhaven Brookhaven!"

Many thanks for all the work you are doing. Happy holidays!



Linley Jones
City Councilperson, District 1
City of Brookhaven

From: stevebp [REDACTED]
Sent: Wednesday, December 14, 2016 8:35 AM
To: Linley Jones
Cc: Marie Cole; Alton Conway; Jane Wier; Pam Storm; WNCCA / Judi Ison
Subject: Initial Feedback prior to Ash-Dun comment deadline

Linley - I hope you are well.

I just wanted to pass the two primary areas of concern that keep coming up in conversations and social media.

Residential - 3 primary areas impacted all relay same concerns: Perimeter Summit South to Nancy Creek, Ash-Dun from 5 Points to PIB and Johnson Ferry from Publix to PIB - too much space taken into residents yards, bringing construction variance access, tree removal and overall more traffic and potentially faster speeds into a residential area. Safety issues have deteriorated in each of these areas already, and these do not improve that basic requirement.

Commercial - Cambridge and 5-Points - businesses all concerned about traffic flow for customers and access by pick-up/delivery trucks. Major efforts to prevent or modify plans with their quickly-created and well-described petitions.

The only positive feedback has been from people that want to get "something" started. The negatives far out-weigh the positives and there's simply too much force pushing for a slow-down and deep dig into each portion by the locally-impacted residents or businesses. The cut-thru volume and the speeds from commuters bailing off of I-285 draw the most ire.

The most common response - slow the process, review the section details with the local residents/businesses, proceed with caution. Especially, with the news of I-285 / GA 400 improvements breaking ground and helping the overall cut-thru impact.

Also, I believe the quick sound-bites that may or may not be true are pushing emotions:

- Something WILL happen
- Let's bring Buckhead to Brookhaven

We are trying to canvas more details or specifics from the impacted neighborhoods and District overall, but as we discussed, we are also trying to establish a sensible, long-range coalition that works off of facts and the needs of your constituents. What they want, and what they don't want.

As the feedback period closes today, all of our neighborhood leaders will be trying to gain better insight with the project feedback

Thanks,
Steve Peters
North Brookhaven Neighborhood Coalition
West Nancy Creek Civic Association
[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.

Young, Megha

From: Jo Ann Lydic [REDACTED]
Sent: Wednesday, December 14, 2016 9:55 AM
To: ADCorridorstudy@BrookhavenGa.gov
Cc: joannlydic001@comcast.net
Subject: Ashford Dunwoody/Johnson Ferry

I am completely shocked and wholly opposed to the proposed changes to “ease traffic on Ashford Dunwoody and Johnson Ferry”.

These changes won't help traffic flow, and will negatively effect so many neighborhoods and businesses, now and in the future.

I was out shopping yesterday and took pictures of both roads at 3:30. There was very little traffic. These proposals concern a 20 hour problem (2 hours in the morning and 2 in the evening, Monday thru Friday). The majority of the traffic on those roads in that time period are going thru to Peachtree Rd. They don't live in the neighborhoods that are going to be badly impacted by these changes. No matter what you do, cars on both roads have to stop at Peachtree Blvd. Moving traffic there will rectify the problem. A continuous right turn onto Peachtree at Ashford Dunwoody would make a major difference.

How hard (in comparison to the major proposals) would that be?

Please rethink this and don't approve the proposal.

Thank you.

Jo Ann Lydic
[REDACTED]
[REDACTED]

Young, Megha

From: Jane Wier [REDACTED]
Sent: Wednesday, December 14, 2016 9:22 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody Corridor Study

I am a resident living on [REDACTED] in Brookhaven, and I wanted to voice some of my concerns with the Ashford Dunwoody Corridor Study. My main concern is that an area that is already an alternative route to avoiding 285/400 will become even more of one...ie, if you build it, they will come! The cut-through traffic along Old Johnson Ferry Rd. at peak hours (those cars meandering to A-D), completely blocks my exit/entrance of my neighborhood. Homeowners/taxpayers will be greatly affected by the increase in traffic and the disturbance to our quaint neighborhood feel. I am very concerned about the homeowners along A-D and JFerry and the infringement to their property. The businesses along the intersection of A-D and JF could be decimated by a change in traffic flow - I frequent many of them! And the parks and schools - how safe will it become to walk the area without ingesting more exhaust fumes and worrying about getting run over!

I am not opposed to progress; however, I think more time and study needs to take place to further explore less-invasive solutions. Has there been in-depth traffic studies? Better timing of the traffic lights would be a proper first step. There is a finite amount of land inside the Perimeter, and the homeowners should have a say if you plan to bring an exponential increase in traffic to the area. We need to protect our neighborhood, our property values, and our families.

Regards,
Jane Wier

[REDACTED]
Brookhaven

Young, Megha

From: jfrieder [REDACTED]
Sent: Wednesday, December 14, 2016 8:53 AM
To: adcorridorstudy@brookhavenga.gov
Subject: Study

We are in Oak Forest Hills and are not in favor of the proposed changes. It will be a negative impact on traffic and businesses.

James and Judith Rieder

Young, Megha

From: TOBI CHAMBERS [REDACTED]
Sent: Wednesday, December 14, 2016 8:42 AM
To: ADCorridorStudy@BrookhavenGA.gov; [REDACTED]
Subject: Proposed Changes to the AD Corridor

I understand that you are currently accepting comments regarding the proposed changes to the AD corridor.

First, it clearly does not minimize the negative impact to property owners. From what I can see, there is really no guarantee that this will solve the problems. Yet, you are taking 30 feet from the front yards of multiple homes. That seems very harsh. I agree with one writer who said that you should wait to see how the new 400 interchange changes the traffic. That would seem to be reasonable due diligence before you permanently destroy trees and yards.

I actually believe widening the road will cause more problems. Speed is already a huge issue. I already fear for my life every time I have to turn in to my parents driveway when coming down the hill. I also rarely see anyone riding a bike on AD. Most bike riders travel on Nancy Creek and in Murphey Candler park. Again, with the speed factor, riding a bike on AD would not be safe.

I know it is difficult to make everyone happy. But there really just has to be a better way to solve this problem.

Thank you for your time.

Young, Megha

From: Bonnie Holler [REDACTED]
Sent: Wednesday, December 14, 2016 8:25 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: response

I agree with the intersection changes - turn lanes etc, but oppose the multi-use lanes along Ashford Dunwoody. They serve no purpose in helping the flow of traffic while greatly impacting the quality of living on Ashford Dunwoody. I also oppose the routing of Ashford Dunwoody traffic behind Publix and Johnson Ferry traffic behind Kroger. I feel that this will impact both commercial areas and only create bottle necks at different areas instead of solving the problem. Bonnie Holler

Young, Megha

From: Charles & Jane Wier [REDACTED]
Sent: Tuesday, December 13, 2016 10:40 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody Road Corridor Study

While I have not attended any of the prior open houses about the AD Road study, I have thoroughly reviewed the handouts, timeline, and plans presented and available on the study webpage. I am a resident living on Chelsea Crescent who travels the corridor daily and will be adversely impacted by the additional traffic that these proposed "improvements" will bring to the corridor.

I believe there are a few positive attributes to the plan, but there are many that I don't believe are beneficial to the residents or businesses of Brookhaven. There are many cases where excessive right-of-way infringements will be necessary to implement the plans as proposed, destroying the property values of many of our neighbors and the neighborhood attributes of the corridor, especially in the Montgomery Elementary area between Nancy Creek and Lake Hearn Drives.

There is clearly a need for more in depth traffic study and to consider alternate options for much of the corridor. Therefore, I request that a vote on the plan be deferred until a later date so that this critical additional information can be obtained.

Regards,
Charles Wier

[REDACTED]
Brookhaven, [REDACTED]

Young, Megha

From: Anne Tomolo [REDACTED]
Sent: Tuesday, December 13, 2016 10:39 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comments on segment 1 plans

After reviewing the plans and description I have concerns about the proposed changes that impact my neighborhood in Brookhaven Close:

- Addition of multi-use path along with sidewalk seems redundant and will undoubtedly encroach on current properties and has additional cost. The foot traffic on the sidewalk is very limited in the current state. Additional need is not clearly demonstrated by your assessment and plans.
- The addition of multi-use path and bus stop will increase/encourage traffic through private residence areas as opposed to decreasing traffic through the neighborhood and encouraging routing in commercial areas.
- While the lengthening turning lane at Ashford Dunwoody should increase throughput in peak times, the modifications of light at Windsor Parkway and potentially a roundabout are likely encourage increased traffic through the neighborhood as opposed to discouraging this traffic on the stretch of Ashford-Dunwoody to Johnson-Ferry and surrounding residential neighborhoods.

Please consider these concerns regarding the current plans.

Sincerely,

Anne Tomolo
[REDACTED]

Young, Megha

From: Matthew Frankel [REDACTED]
Sent: Tuesday, December 13, 2016 10:01 PM
To: adcorridorstudy@brookhavenga.gov
Subject: Ashford-Dunwoody @ Johnson Ferry

As a resident of Brookhaven and property owner just off Donaldson behind the Walgreen's shopping center, I am writing to express my intense opposition to the proposed median along this segment. The plan as laid out would have minimal impact on traffic, while having significant impact on our neighborhood businesses and our ingress/egress options as residents and patrons. Neither myself nor anyone in our neighborhood wants Brookhaven to be more like Buckhead. This proposed change is a step in the wrong direction for our community. I am asking the council to reject this option and vote "no".

Thank you,
Matt Frankel
Brookhaven resident since 2014

[Sent from Yahoo Mail on Android](#)

Young, Megha

From: judiparish <[REDACTED]>
Sent: Tuesday, December 13, 2016 9:20 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: AshDun Study

1. There are not any plans to help the neighborhoods that feed off of AshDunwoody between 285 and Johnson Ferry. The traffic pattern of commuters speeding through the Murphy Candler Park and Oak Forest neighborhoods has been a problem for over 20 years and is not just related to heavy traffic on Ashford Dunwoody. The changes in the study are not going to stop the cars from cutting through nor prevent the speeding on the residential streets which are intended as 25 mph only.

2. Streetscapes are not an appropriate use of the funds and are not going to alleviate traffic. Keep the focus on the primary issue.

Young, Megha

From: Sam [REDACTED]
Sent: Tuesday, December 13, 2016 8:52 PM
To: adcorridorstudy@brookhavenga.gov
Subject: Ashford-Dunwoody Corridor feedback to Brookhaven

Below are my comments about Brookhaven's recommended changes to the Ashford Dunwoody Corridor:

These are my comments regarding the Ashford Dunwoody Corridor Study recommendations. Some of the recommendation such as creating turning lanes to improve traffic flow at some intersections should help the traffic flow. It my understanding that the majority of the responses from the West Nancy Creek Civic Association have been to oppose many of the changes for the Johnson Ferry intersection plan. I agree with their opposition and I'm especially concerned about to the following recommendations: 1) realign Ashford Dunwoody Road so it runs between Publix and the Peachtree Golf Club and ties into Johnson Ferry Roads at Blair Circle and 2) realign Johnson Ferry Road so you travel behind the shopping center with the Kroger store (may be contingent upon redevelopment of shopping center). Many of our neighbors have used these two shopping centers for decades and cannot see any positive benefits to either recommendation. Many people are also opposed to the recommendations to widen some roads by more than double in order to create very wide sidewalks and bicycle lanes. I also agree with their opposition. We are suspicious about the long term plan for the very wide road recommendations and believe the additional width will be used later to add more auto lanes and increase traffic in the future. We already have significant cut through traffic in our neighborhoods and we don't need to encourage more traffic.

I would recommend that Brookhaven officials obtain more input from North Brookhaven neighborhoods before moving forward on any of the recommendations.

Thank you,
Sam White

Young, Megha

From: Andrea Burch [REDACTED]
Sent: Tuesday, December 13, 2016 8:34 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: AD Comments
Attachments: Doc2.doc

I have lived off of AD between Montgomery and Marist for 56 years, so I am quite familiar with traffic patterns in the area.

Here are a few of my comments on the corridor study.

Segment 1

Ashford Dunwoody @ Windsor Parkway

Item 4 – do not install light at WP

Item 5 – roundabout better than traffic light

Segment 2

Something missing: During peak hours, there should be no left turn from northbound AD into Cambridge shopping center.

Segment 3

Ashford Dunwoody @ W Nancy Creek

Item 1 – instead of adding left turn lane from eastbound WNC, **add right turn only lanes.**

As the traffic study plainly illustrates, significantly more vehicles turn **right** onto AD then left.

When the first car at the red signal is turning left or going straight, right turning vehicles are stuck and traffic gets backed up on WNC. By the same token, with a left turn only lane, right turn vehicles will still get stuck behind vehicles going straight.

95/220 vehicles turn right (south) onto AD and a combined 45/155 vehicles turn left or go straight. ***It only makes sense to keep right turn traffic moving.***

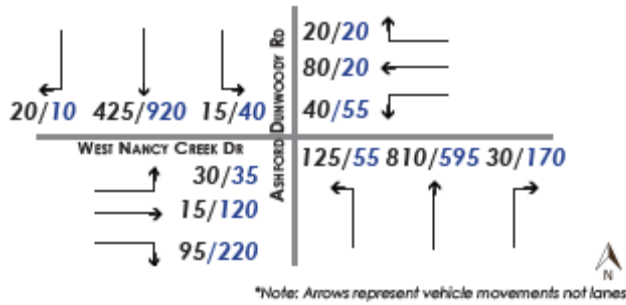
Segment 4

Item 1 - Why extend thru lane on southbound AD beyond Perimeter Summit? All that does is relocate the bottleneck a few hundred yards.

Thank you

Traffic Volumes (2016)

Vehicles Per Hour
AM / PM



Young, Megha

From: Kerry McBrayer [REDACTED]
Sent: Tuesday, December 13, 2016 5:54 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Feedback Ashford Dunwoody Corridor

- I would like to see Ashford-Dunwoody Road made 4 lanes from Peachtree Road to I-285.
- If that is not approved and we stick with two-lanes and put in multi-use paths, then we should have a provision for 5 years after completion, when we notice no one rides bikes or walks or multi uses the path, it can be made into an extra lane for vehicles.
- No stoplight at Windsor and Ashford-Dunwoody.
- Reconfigure Ashford-Dunwoody to run behind Publix and intersect Johnson Ferry at Blair.
- Close old AD route and keep as public land. It must not be developed for *anything* other than passive recreational, sidewalks, bike lanes, etc.
- Reconfigure Johnson Ferry to run behind Cambridge Square. Former roadway must not be developed for anything other than recreational, sidewalks, bike lanes, etc.
- No medians anywhere, or if they are used -reasonable accommodation for local business should be made.
- I recommend starting ASAP. Do not wait for the Interstate 285 project at Highway 400 to be done first.
- Smart stop lights should be implemented in addition to the 4 lanes as soon as they are available.
- Needs of the many outweigh the wants of the few.

Young, Megha

From: [REDACTED]
Sent: Tuesday, December 13, 2016 5:11 PM
To: adcorridorstudy@brookhavenga.gov
Cc: t
Subject: AD Plan

I live in Sexton Woods and nobody I talked to wants a highway with MEDIANS thru these parts of Brookhaven. Are you people seriously thinking that your electorate wants the chaotic mess of Gwinnett Co in our expensive backyard?? Any council member that approves this plan will have to be reelected by overcoming the loss of votes by everyone within 3 miles of AD road - add it up and your political careers hang in the balance.

Rob Branson

Sent from my Verizon Wireless BlackBerry

Young, Megha

From: Stephanie Carter [REDACTED]
Sent: Tuesday, December 13, 2016 4:55 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Proposed change to Ashford Dunwoody Road

As a resident on Bubbling Creek Road, I am opposed to any change that would increase cut-through traffic on my street. That traffic is heavy now and the city seems uninterested in helping solve the problem. Most of the cut-through traffic exceeds the 25mph speed limit.

Thank you,
Stephanie Carter

Sent from my iPad

Young, Megha

From: Adrianna Angeone [REDACTED]
Sent: Tuesday, December 13, 2016 4:25 PM
To: Thoresen, Erin
Cc: Gomez, Nithin; ADCorridorStudy@brookhavenga.gov
Subject: Re: ADC Improvements

Sounds good, I did want to share that I was at one of the local businesses for lunch today, Hovan Mediterranean, and there was a person there circulating a petition to be signed in opposition. She stated that all the businesses in that plaza would have to close? I didn't think that was entirely accurate, I know turning lanes are impacted. Anyway, just wanted to give you the heads up It may be worth while explaining how the shops will be affected going forward.

Thanks again!

> On Dec 13, 2016, at 2:48 PM, Thoresen, Erin [REDACTED] > wrote:

>

> Good afternoon, Adrianna:

>

> Thank you for taking the time to review and consider the materials presented for the Ashford Dunwoody Road Corridor Study, as well as for writing to share your comments and opinions with the project team and City. We are writing to let you know that we have received your comments. All comments are being reviewed and compiled to share with the City and will be documented as part of the study.

>

> The precise details and design of the recommendations will be worked out during the design and implementation of individual projects as they move forward in the future. It is important to the City to maintain access to businesses. As the design and implementation process advances, there will be additional opportunities for property owners and other stakeholders to provide input into the details of each project.

>

> -On behalf of the project team,

>

> Erin L. Thoresen, AICP

> Transportation Planner

>

> GRESHAM, SMITH AND PARTNERS

> Architecture, Engineering, Interiors, Planning

>

> 2325 Lakeview Pkwy., Suite 300

> Alpharetta, GA 30009-7940

>

>

> -----Original Message-----

> From: Adrianna Angeone [REDACTED]

> Sent: Monday, December 12, 2016 3:03 PM

> To: ADCorridorStudy@BrookhavenGA.gov

> Subject: ADC Improvements

>

> Just wanted to drop a note and say how exciting the proposed improvements are, I'm a homeowner at the Park at Ashford condos and absolutely love living in the area except for the congestion at times on Ashford Dunwoody. Your

plans address ALL the major concerns I've been seeing in the area, I'm looking forward to hopefully have the city move forward with all the great ideas and improve the quality of life for everyone in the affected areas.

>

> Sincerely,

>

> Adrianna Angelone

[REDACTED]

[REDACTED]

[REDACTED]

>

> _____
> This E-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain proprietary, legally privileged, confidential or copyrighted information belonging to the sender. If you are not the intended recipient of this E-mail, you are hereby notified that any use of, reliance on, disclosure, dissemination, distribution or copying of the contents of this email, and any attachments thereto, in whole or in part, is strictly prohibited. If you have received this E-mail in error, please immediately notify me by phone or by return E-mail and permanently delete the original and any copy of any E-mail and any printout thereof. Mail delivered by Gresham, Smith and Partners mail system.

Young, Megha

From: Richard Meehan [REDACTED]
Sent: Tuesday, December 13, 2016 1:56 PM
To: AD Corridor Study
Subject: FW: Ashford-Dunwoody

Richard J. Meehan, PE
City of Brookhaven

[REDACTED]



This email 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.

From: Christian Sigman
Sent: Tuesday, December 13, 2016 6:14 AM
To: Richard Meehan <[REDACTED]> Andrew Thompson
[REDACTED]
Subject: Fwd: Ashford-Dunwoody

For the record.

Sent from my iPhone

Begin forwarded message:

From: Brian Parkman [REDACTED]
Date: December 12, 2016 at 10:38:49 PM EST
To: [REDACTED]
Subject: Ashford-Dunwoody

To whom it may concern,

I am writing to let you know that I am opposed to the widening of Ashford-Duwoody Road. I think it will create greater traffic problems than it already has. My parents own a home directly on the road. It is completely unreasonable to destroy beautiful yards and old trees for bike lanes! It is also unreasonable to take property away from home owners who have worked hard to maintain their yards and who may have limited space in their back yards. You are accommodating for people who don't even live on Ashford-Dunwoody. There are parks close by that people can ride their bikes. Keeping the speed limits low and leaving the side walks and lanes as they are is my preference!

Thank you for protecting the home owners!
Lori C. Parkman

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.

Young, Megha

From: Dale Jowers [REDACTED]
Sent: Tuesday, December 13, 2016 1:56 PM
To: ADcorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody

Please do not change the Donaldson traffic light to only right-turns in and out, do not have a solid median and do allow left-turns in and out of the stores between the intersections of Ashford-Dunwoody/Johnson Ferry Roads.”

Thank you,

Dale S. Jowers

Young, Megha

From: Mark Miller [REDACTED]
Sent: Tuesday, December 13, 2016 1:04 PM
To: [REDACTED]
Subject: Ashford Dwoody/JF study Question/Comment

Only real question or observation relates to Stage 2, Long Term Recommendation;

-Traveling North on AD Road to JF Road North: LT Recommendation encourages use of Cambridge Park surface streets as cut-thru (L on Stratfield, L on Epping Forest, R on Waddeston Way, L on JF Road. Utilizing this traffic pattern would eliminate 3 to 4 lights when reconfigured

-Traveling South on JF Road to AD: even easier, just reverse above, all rights.

As a resident of area, majority of congestion seems to take place with lack of long L turn lane from JF south to AD North and resulting bottle neck. Most PM traffic is coming from Hospital area going to Peachtree, then reversed in AM. People turning left onto AD North, then block (due to back up) the traffic heading towards JF to Peachtree.

-Also, cost is large consideration, as appears would need to take Outparcel at Kroger SC, and back / truck court of SC. Kroger probably has relocation/shut down right if this occurs, so condemnation compensation would be very large

-Imagine the Cost / Benefit for "Future Build" would be difficult, given only 9 second AM gain, and 5 second PM gain.

Sincerely,
Mark Miller

[REDACTED]
Brookhaven, GA

Young, Megha

From: MCCAIN, LANCE [REDACTED]
Sent: Tuesday, December 13, 2016 11:57 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody Road

I am a long time resident of Chaucer Lane and have steadily seen loss of quality of life in the area because the use of Ashford Dunwoody as a commuter route is constantly being pursued rather than keeping Ashford Dunwoody as a road for residents to get in and out of our neighborhoods, access to 285, access grocery shopping and other local establishments. By and large the Ashford Dunwoody Corridor Study is an attempt to once and for all make Ashford Dunwoody a higher speed, higher traffic commuter 'corridor' and make room for unwanted development at the expense of the residents of the neighborhoods (many residents are long term) and very little benefit except for 'cut through' commuters and property developers.

Segment 2 of the Study is particularly odious to residents and local businesses as it very much inconveniences access by residents to local businesses and jeopardizes the viability of some of the businesses – the only advantage being those provided to people who do not live in the neighborhood and are using Ashford Dunwoody as a commuter 'corridor'. If anything, use of Ashford Dunwoody as a commuter corridor should be discouraged rather than promoted – prompting cut through traffic to find another alternative rather than to increase the volume and velocity of traffic on Ashford Dunwoody. I have read that the I285/400 Project is expected to significantly decrease cut through traffic – which makes me wonder why the Ashford Dunwoody Project is even being considered rather than eventually force cut through commuters to use the opportunities created by the I285/400 Project.

Another issue I have with the Ashford Dunwoody project is the installation of 'multi-use' paths which to me are a) a waste of taxpayer money to primarily provide cyclists with an avenue for them to get their exercise at taxpayer expense (these cyclists aren't commuting or shopping – they need to join a gym for their exercise) and b) will significantly (and unnecessarily) cut into the properties of my neighbors that are on Ashford Dunwoody which I imagine will negatively impact their property values and quality of life.

Part of the Ashford Dunwoody project includes additional sidewalks but as a long time resident I can tell you there is very little pedestrian foot traffic along Ashford Dunwoody – and this too looks to be a waste of taxpayer money. Just improve the existing sidewalks for the very limited number of people using them and do not cut into the properties of the homes on Ashford Dunwoody for very limited benefit.

There are some potential benefits to me of some of the proposals of the project but I am completely happy to not receive those benefits at the expense of what I see as an overall very negative impact to the neighborhoods and businesses as a result of this project. These negative impacts are the firm establishment of a higher volume, higher velocity Ashford Dunwoody primarily for a commuter 'corridor' and exercise venue for cyclists and opening the possibility of more (and unwanted by the community) high density development which does not fit into the character of the area or benefit the current residents of the area.

Sincerely,

Lance McCain
[REDACTED]

Young, Megha

From: Deborah Lazicki [REDACTED]
Sent: Tuesday, December 13, 2016 11:00 AM
To: ADCorridorStudy@brookhavenga.gov
Cc: Deborah Lazicki
Subject: Ashford-Dunwoody Corridor Study

Hello,

Sending a brief note to let you know my thoughts.

In general, it's an improvement over what we have now, but it does NOT go far enough. From 285 to Johnson Ferry, I would like to see:

- 2 lanes in each direction
- (Long) Turn lanes at intersections and schools
- Tree lined median
- WIDE sidewalks and Linear Parks!!!!

Please take a row of houses from one or both sides of AD to accomplish what we really need instead of sticking yet another band-aid on a 30 year problem! I've been in the neighborhood since 1987 and now find myself completely stuck most of the time, even during daytime. It's ridiculous. Many of us regularly cut through neighborhoods rather than staying on AD or Nancy Creek (thank you GPS apps). The AD blight is worsening as investors and/or homeowners speculate on what will come. So what is really accomplished with all the resistance and delay? An ugly, polluted, congested way to say "Welcome to Brookhaven".

I really do believe that people will warm to this "change" once it is finished. My neighborhood is full of complainers about everything! The city, the bridge in the park, the signs for the ducks, and now this. So let's do what's right and before long they will be singing praises.

Sincerely,
Deborah Lazicki

[REDACTED]
[REDACTED]

Young, Megha

From: al weidenmuller [REDACTED]
Sent: Tuesday, December 13, 2016 9:46 AM
To: adcorridorstudy@brookhavenga.gov
Subject: Ashford Dunwoody Road

I'm a resident of Brookhaven living just off Ashford Dunwoody Road, and travel through this corridor at least a couple times every day. I understand that there is a lot of traffic, and congestion at various times. However, the proposed realignment should make no sense to anyone who travels through this corridor or is familiar with the area. I'm not a traffic engineer, but I offer these comments as an architect, someone who on a daily basis needs to deal with planning.

Aside from the businesses affected by the proposed routing, this would do nothing to reduce the number of cars moving through the area. It would not reduce the number of traffic signals. It would only add turns that replace existing turn locations, with the net result that only very short differences in traffic times could be achieved. This would be "accomplished" as a result of spending significant dollars, without positive effect. In addition, it does not take a traffic planning genius to predict an increase in traffic through this corridor as a result of the housing growth in the immediate area.

Taken all together, this looks like the result of a study that was given the direction to "come up with something! Anything! Any change has to be better!" Well, all indications are that it would have little or no benefit.

The current configuration of this area, I'm sure, handles more traffic than it was designed for. To obtain improvement at this small section of the Ashford Dunwoody corridor, please consider how existing traffic signals can be upgraded or improved to obtain any improved traffic flow in the existing configuration. Please take this advice, as well as a much older piece of advice and "Do No Harm."

Al Weidenmuller
[REDACTED]
[REDACTED]

Young, Megha

From: Leon Levitt [REDACTED]
Sent: Tuesday, December 13, 2016 9:17 AM
To: [REDACTED]
[REDACTED] g [REDACTED]
[REDACTED]
Subject: Ashford-Dunwoody Corridor

I know there is a lot of conversation being driven by commercial interests regarding the proposed Ashford-Dunwoody Corridor project south of Johnson Ferry Road. In my opinion the changes will increase safety, provide better traffic flow, and improve the quality of life for those that live in the neighborhood. I am concerned that with the petition being aggressively pushed many don't understand the full plan, and those that oppose have a megaphone that outsizes true opinion.

I am in favor of the proposed changes to reroute Ashford-Dunwoody behind Publix and reroute Johnson Ferry behind Kroger, and to add walking and bike lanes on Ashford-Dunwoody between Johnson Ferry and Peachtree. I also am in favor of the left turn lanes at St Martin school and Windsor Parkway. If no left turns and hard medians are needed at the intersection of Ashford-Dunwoody and Johnson Ferry to make all this happen then so be it. I would NOT be in favor of adding any more auto lanes to Ashford-Dunwoody. I trust that the Brookhaven government will look out for Brookhaven residents and not do anything that would increase our streets being use as arteries for others to commute through our city. I realize with the proposed changes there may be some hardships to businesses at Ashford-Dunwoody and Johnson Ferry but dangerous traffic issues are more important. The number of yellow line violations by themselves are a key reason, and there is a serious traffic accident waiting to happen. I have seen so many close calls. Safety must outweigh retailer inconvenience. Plus making Brookhaven more walkable and adding green space greatly increases our quality of life. Perhaps I am misunderstanding something--but on balance--these changes seem to be a strong net positive.

Sincerely,

Leon Levitt

[REDACTED]
Brookhaven, GA.
[REDACTED]

Young, Megha

From: Brian Brown [REDACTED]
Sent: Tuesday, December 13, 2016 12:31 AM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: AD/JF intersection

I fully support the proposed plan(s). The AD/JF intersection is a “hot mess” and the proposed solution is pretty near brilliant. It would seem to solve a number of what I thought were intractable problems - cut thru traffic, just the general all around all day traffic jam, safety issues etc. Whatever I need to do to support this effort, please let me know. I would even travel door to door to discuss with folks in required to get this necessary and much needed improvement moving along.

Brian D. Brown
[REDACTED]
Brookhaven
[REDACTED]

Young, Megha

From: Brian Parkman [REDACTED]
Sent: Monday, December 12, 2016 10:37 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody

To whom it may concern,

I am writing to let you know that I am opposed to the widening of Ashford-Dunwoody Road. I think it will create greater traffic problems than it already has. My parents own a home directly on the road. It is completely unreasonable to destroy beautiful yards and old trees for bike lanes! It is also not reasonable to take property away from home owners who have worked hard to maintain their yards and who may have limited space in their back yards. You are accommodating for people who don't even live on Ashford-Dunwoody. There are parks close by that people can ride their bikes. Keeping the speed limits low and leaving the side walks and lanes as they are is my preference!

Thank you for protecting the home owners!
Lori C. Parkman

Young, Megha

From: Leon Personal [REDACTED]
Sent: Monday, December 12, 2016 10:12 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: I am in favor

I am in favor of the proposed changes to reroute Ashford Dunwoody behind Publix and reroute Johnson Ferry behind Kroger, and to add walking and bike lanes on Ashford Dunwoody between Johnson Ferry and Peachtree. I also am in favor of the left turn lanes at St Martin school and Windsor Parkway. I would NOT not be in favor of adding any more auto lanes to Ashford Dunwoody. I realize there may be some hardships to businesses at Ashford Dunwoody and Johnson Ferry but dangerous traffic issues are more important. The number of yellow line violations by themselves are a key reason. There is a serious traffic accident waiting to happen. Safety must outweigh retailer inconvenience. Plus making Brookhaven more walkable and adding green space increases our quality of life.

Sincerely,

Leon Levitt

[REDACTED]
Brookhaven, GA.

Sent from my iPad

Young, Megha

From: Nancy Newman [REDACTED]
Sent: Monday, December 12, 2016 9:11 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comment about West Nancy Creek proposal

Please include my comment in the email to Erin Thoresen below in the comments you collect about the Ashford Dunwoody Study. Thank you.

Nancy Newman

----- Forwarded Message -----

From: Nancy Newman [REDACTED]
To: "Thoresen, Erin" [REDACTED]
Sent: Wednesday, December 7, 2016 10:21 PM
Subject: Re: Question about West Nancy Creek proposal

Erin:

Thank you for your response. I am concerned that your proposal might impact my fence and all of the plantings I personally dug and placed along the fence, so I will pay close attention during the next phase of your project.

My comment about your proposed turn lane is that it will only encourage additional through traffic on our neighborhood street. I wish that everything possible would be done to divert through traffic away from our quiet neighborhood street. Instead, by making it easier for the through traffic, your proposal will encourage more of it. "If you build it they will come" is an appropriate statement about your proposal. I predict that if you speed up traffic for a while, the number of through cars will increase in the future and we will be back to the same traffic problem we have now.

Respectfully,
Nancy Newman

From: "Thoresen, Erin" [REDACTED]
To: [REDACTED]
Cc: "Gomez, Nithin" [REDACTED] "ADCorridorStudy@brookhavenga.gov"
<ADCorridorStudy@brookhavenga.gov>
Sent: Tuesday, December 6, 2016 4:19 PM
Subject: RE: Question about West Nancy Creek proposal

[Good afternoon, Nancy:](#)

Thank you for taking the time to review and consider the materials presented, as well as for writing to share your comments and opinions with the project team and City. We are writing to let you know that we have received your comments. All comments are being reviewed and compiled to share with the City and will be documented as part of the study.

The design details of recommendations from this first phase of the study, including precise location of specific improvements and the length of turn lanes, will be worked out during the planning and design of the individual projects, which will include the opportunity for the community to review and provide input and comment on the proposed detail designs.

Thank you again for providing your comments.

Regards,
Erin

Erin L. Thoresen, AICP

GRESHAM, SMITH AND PARTNERS
[REDACTED]

From: Nancy Newman [REDACTED]
Sent: Thursday, December 01, 2016 10:03 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Question about West Nancy Creek proposal

Unfortunately I could not attend your read-out meeting on November 29th, but I did review your document on the Brookhaven website. I want to know if you are proposing a change to the location of the sidewalk and curb on the north side of West Nancy Creek in order to fit in the new turn lane. My house [REDACTED] is the [REDACTED] on the [REDACTED] side of W Nancy Creek that faces that street, and my front yard is surrounded by a white picket fence. Between the fence and the sidewalk I have planted Liriope. Does your proposal impact my fence or the plantings between the fence and the existing sidewalk?

Nancy Newman
[REDACTED]

This E-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain proprietary, legally privileged, confidential or copyrighted information belonging to the sender. If you are not the intended recipient of this E-mail, you are hereby notified that any use of, reliance on, disclosure, dissemination, distribution or copying of the contents of this email, and any attachments thereto, in whole or in part, is strictly prohibited. If you have received this E-mail in error, please immediately notify me by phone or by return E-mail and permanently delete the original and any copy of any E-mail and any printout thereof. Mail delivered by Gresham, Smith and Partners mail system.

Young, Megha

From: Ed O'Connor [REDACTED]
Sent: Monday, December 12, 2016 7:50 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Kadelston way

Kadleston way needs to be culdusaced now. Don't wait until the long term phase. All day long people turn on to this street back into a driveway and turn around to cut into publix. People in Cambridge have two othe great entrances and this will cut down on cut through traffic

Sent from my iPad

Young, Megha

From: Rodney O. Russell [REDACTED]
Sent: Monday, December 12, 2016 4:53 PM
To: adcorridorstudy@brookhavenga.gov
Subject: Gotta be kiddin'

I don't think I can comment at length on the Ashford Dunwoody Road Segment 2 recommendations without using profanity. So, I'll just say this: Nope.

Young, Megha

From: Rachel Bartlone [REDACTED]
Sent: Monday, December 12, 2016 5:11 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Revision

I'm a resident near Montgomery. The plan as it takes the vast majority out of my yard, as west side has power lines.

Even this up, or have less west sidewalk/ bike lane/ paths. We don't need all 3. Please bear in mind all additions come out of east side.

Young, Megha

From: Peggy Jabaley [REDACTED]
Sent: Monday, December 12, 2016 4:12 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: No hard medians

Please do not put concrete medians in the middle of Johnson Ferry Road and Ashford Dunwoody Road. We need to be able to turn into our restaurants and stores. Also, please do not make Donaldson left turn only.

Thank you,
Peggy Jabaley

Sent from my iPad

Young, Megha

From: Barbara Arthur [REDACTED]
Sent: Monday, December 12, 2016 3:49 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: New traffic Plan Terrible

Traffic plan is terrible. the solid divider is not going to help any of us in this area... Get better PLAN If the traffic lites were timed it would allow a better flow of traffic in the roads that are now in use.

Barbara and Paul Timmerman
[REDACTED]

Young, Megha

From: Adrianna Angeone [REDACTED]
Sent: Monday, December 12, 2016 3:03 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: ADC Improvements

Just wanted to drop a note and say how exciting the proposed improvements are, I'm a homeowner at the Park at Ashford condos and absolutely love living in the area except for the congestion at times on Ashford Dunwoody. Your plans address ALL the major concerns I've been seeing in the area, I'm looking forward to hopefully have the city move forward with all the great ideas and improve the quality of life for everyone in the affected areas.

Sincerely,

Adrianna Angelone
[REDACTED]
[REDACTED]
[REDACTED]

Young, Megha

From: Bob Dupree [REDACTED]
Sent: Monday, December 12, 2016 2:54 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody Road

Over all I think this is a starting point for the issue.

I remember about 25 give or take years ago the DeKalb County suggested they purchase all the homes on Ashford Dunwoody to Peachtree Rd. and convert the two lane road to a four lane divided avenue landscaped much like it is in Dunwoody and in front of the Mall area.

I think this is actually the best solution, no one in their right mind should buy a house on a major thorough fair.

At the time it caused an uproar and the uproar was led buy State Rep Max Davis, not the former mayor his farther.

Thank you for moving this issue forward it is way over due.

If you buy a house on a runway expect the planes to land!!

Bob DuPree

[REDACTED]
Brookhaven, Ga [REDACTED]

Young, Megha

From: Kevin Moore [REDACTED]
Sent: Monday, December 12, 2016 9:21 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford corridor comments

As a resident of the Murphy Candler area ([REDACTED]) I would like to provide the following feedback.

Johnson Ferry

I like most of the suggestions, except the long term plan for the Ashford / Johnson ferry split. If it improves traffic flow, I suppose it is worth it, but I don't really see how that is being accomplished. That plan would create further issues of people wanting to turn Left into Kroger / McDonalds while going north on Ashford. It seems that it would impact the business there and the entry / exit to that complex.

Nancy Creek

I hope that the improvements to Nancy Creek / Ashford would allow traffic to flow smoother and allow vehicles to make turns safer, but I am a bit skeptical that it will prevent cut-through traffic on Parkcrest. The issue is not left turning (eastbound on Nancy Creek to North Ashford) traffic, it is that the cars back up on Nancy Creek, because the delay in the signal timing is set to allow more volume on Ashford. People get frustrated, and often enter the opposite lane on Nancy Creek to reach Parkcrest, then "gun it" up the hill. Then many drivers just end up turning right onto Ashford to avoid the back up. I think that we should still pursue traffic calming on Parkcrest or close off or restrict the entrance of Parkcrest / Ashford. One other issue, is that cars heading Southbound on Ashford cannot stop easily at the Nancy Creek intersection because of the grade. This is especially problematic for pedestrians crossing that intersection.

Lake Hearn

The plan for the changes at Lake Hearn are nice, by adding a divided planted median, but having a southbound merge past the light at Lake Hearn doesn't solve anything and that intersection will continue to clog. A Round About would be better. (going from a divergent interchange to a round about would be FUN!) I used to work at Summit off of Lake Hearn, and during peak hours, it would take 20 -30 minutes to go 1.4 miles from the office to my house (I would often walk...in the same amount of time).

--

Kevin Moore
[REDACTED]

Young, Megha

From: Bruce Madden [REDACTED]
Sent: Monday, December 12, 2016 8:49 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Kadleston Way

Rather than make Kadleston a cul-de-sac, why not a right turn only out of Kadleston going south only onto Ashford-Dunwoody Rd. This would free up more exit routes(similar to larger malls having more exits to move traffic faster and from becoming congested at one exit only) not to mention allowing the local residents, such as myself, to exit our area efficiently.
sincerely, bruce madden

Young, Megha

From: Jrfddf [REDACTED]
Sent: Sunday, December 11, 2016 5:15 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: comments on your study

Thank you for hosting the recent presentation at city hall.

1. Please do not place a traffic light at the intersection of Ashford-Dunwoody and Windsor Pkwy. Sitting on Windsor Parkway the resulting wait at a light would be longer than the wait at a stop sign. Widening Windsor to 2 lanes for left and right turns should be enough.
2. Please do not place planters in the median of Ashford-Dunwoody Rd. Maintaining the plants will result in more expense for the city, they will need irrigation, etc. The planters might delay emergency vehicles. Planters and trees on either side of the road would be very nice, and easier/cheaper to maintain.
3. Nothing you can do to redesign the intersection of Johnson Ferry and Ashford-Dunwoody will work in the long run. The volume of traffic will increase over time no matter what changes are made. Rerouting behind Publix and behind Kroger will be a lot of expense for no long-term benefit.
4. Bike lanes and pedestrian paths will not be used by enough people to justify the expense. Better to leave them out.

Diane Fitzpatrick
[REDACTED]

Young, Megha

From: [REDACTED]
Sent: Sunday, December 11, 2016 2:27 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody Corridor Study comment

I think the proposals to redirect traffic behind the Publix and Kroger are not reasonable long term solutions, and they do nothing to address the current safety problems. The most pressing current problem is the safe ingress/egress from the Kroger property!

In my 36 years of living in the immediate area, the biggest problem has been the entrance/exit north of where Ashford Dunwoody/Johnson Ferry cross - in front of the McDonalds. I have seen more accidents in front of the McDonalds (which didn't exist in 1980) where drivers try and take a left turn out of the shopping area to go north on Ashford Dunwoody. The intersection is equally disrupted by drivers heading north on Ashford Dunwoody turning left into the same entrance/exit - these cars trying to take a left also completely stop traffic going north. The only obvious solution is to put a traffic light where Woods Drive dead-ends into Ashford Dunwoody (where the food trucks park in Blackburn Park). This recommendation is also part of the proposed redirection of traffic behind the Kroger.

The situation is equally dangerous on the Johnson Ferry side of the Kroger property where drivers trying to take a left off the property onto Johnson Ferry. (I normally go right onto Johnson Ferry, take a left on Waddeston Way, make a U-turn on Waddeston, then try and squeeze back onto Johnson Ferry - which is the only safe way to get back onto Johnson Ferry.) A solution to this problem would be a traffic light where Waddeston Way dead-ends into Johnson Ferry.

Both of these proposed traffic lights would be exactly the same as the traffic light currently beside the CVS/Subway/Iberia Bank where Blair Circle dead-ends into Johnson Ferry.

Thank you for your consideration.
Please feel free to contact me at [REDACTED] for further explanation.
John O'Hara
[REDACTED]
Brookhaven, GA 30319

Young, Megha

From: deborah baker [REDACTED]
Sent: Sunday, December 11, 2016 2:09 PM
To: ADCorridorStudy@brookhavenga.gov; [REDACTED]; [REDACTED]
Subject: Corridor Proposal- Ashford Dunwoody Rd and Johnson Ferry Rd

I am writing to voice my opposition to the proposed Segment 2 of the AD Corridor Study. My concern is that there will be a corridor built which will stretch over 90 feet wide between the new proposed new intersections. This will then become an Alpharetta type area. We have loved our area because of the small roads and the neighborhood feel we have with our shops and restaurants. Don't destroy that.

Secondly, I am very concerned about the impact this will have to the neighborhood I live in, Hampton Hall. We will become a cut through.... really, who wants to drive up behind Kroger, then take a right to go back down Ashford Dunwoody to Peachtree? People will figure out it will be easier to turn on Hampton Hall Way and drive through our neighborhoods. We do not want that nor do we need that.

I drive every day in the traffic (to and from work) at prime traffic times, and if the choice is between this proposal and traffic, I am happy to sit and wait. It is only a short period of time that this occurs and is well worth it if we can keep the character of the neighborhood we have. However, I find it hard to believe that this proposal is the best option you can provide. We are a neighborhood, not a 4 lane highway.

Thank you

Deborah Baker
[REDACTED]
[REDACTED]

Young, Megha

From: rspjpp@[REDACTED]
Sent: Sunday, December 11, 2016 12:07 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comments of the Ashford Dunwoody Proposed Concept
Attachments: Comments on the Ashford Dunwoody Conceptual Plan- Nov 29th.docx

Attached hereto are my comments for the above conceptual plan. Please send me your response comments when available, including any changes made to the plan.

Sent from [Mail](#) for Windows 10

December 9, 2016

To: City of Brookhaven

Subject: Response to the Proposed Ashford Dunwoody Concept

I attended the public meeting held on November 29th at City Hall. I realize the community is concerned about traffic from other locations using Brookhaven's streets and wants as small a footprint and impact to the community as possible, especially the community immediately adjacent to this corridor. But the improvements must be at a scale that improve operations and safety for all users.

My comments are based on 40 years of experience in transportation planning and design. It appears that many well-founded engineering principles have been ignored to appease a certain segment of the community. I will start at the southern terminus at Peachtree Road and move north on Ashford Dunwoody Road (ADR). I will also assume the same directional criteria as shown on the displays (ADR heads north at all locations). My comments are:

ADR @ Peachtree Rd (PR): The laneage appears to be satisfactory, but the angle of the intersection should be addressed. The movement from southbound (SB) PR to NB ADR is acute and should be made closer to 90 degrees. The right turn is difficult to make at a reasonable speed, especially for trucks and vehicles towing trailers. These vehicles now come almost to a stop, impeding the SB movements on P'tree. The intersection sight distance for this movement is nil.

I see that the radius is proposed to be enlarged for this movement and a "pork chop" island proposed for delineation and pedestrian refuge, but the Golf Course is historic and the right of way would be expensive at best. No signal is shown but I'll assume one would be needed. In addition, additional right of way will be required on the east side to build the multi-use path on the east side of ADR.

There is vacant property located to the west which could be purchased to bring the road into P'tree at near 90 degrees. This would shift the road further away from the historic Golf Course property and would provide them better sight distances at their driveways and provide an area for the multiuse path on that side of the road proposed on the typical section for this section of ADR. This shift may affect the tailor shop in the NW quadrant; if the shop is eliminated, the remaining land could be turned into a pocket park "announcing" entering Brookhaven from the north on P'tree.

ADR @ Windsor Parkway (WP): The alternate shown seems reasonable except for issues below. The proposed left turn lane NB at the school drive should be extended up to WP without narrowing (no hour-glassing). The proposed storage length and decel length at WP seems minimal for this left turn lane. It could also be used by vehicles exiting the church/school parking area headed north as a refuge area before merging into the thru lane. Also, eliminate the SB decel lane into the school unless you intend this to store vehicles during peak times. If so this lane is too short based on observed demand. You do not show a SB right turn lane at WP, so why is one needed at the school?

An alternate was suggested, but not shown as to its affects, impacts and costs. Why not show the results of a comparable traffic analysis so the public and the COB can make an educated decision?

ADR @ Johnson Ferry Road (JFR) east: The “initial” design appears to be adequate to extend the storage length for WB JFR bound cars. Presently this is woefully inadequate and unsafe, leading to its underperformance. Also, a right turn lane NB should be added with a larger right turn radius and intermediate “pork chop” island for delineation and pedestrian safety in crossing ADR and JFR. This right turn lane would reduce if not eliminate the cut-thru traffic at Publix which now occurs. Your traffic counts for this movement are very low since I doubt you also counted cars using the Publix lot for these turns. I have observed many vehicles doing this in the past.

If the Corner Pizza is impacted, remove the business and place a pocket park there or allow Publix to “trade” the property needed for the right turn lane for the remainder. At least narrow the driveways for Corner Pizza to ensure better and safer access.

Donaldson Drive and its signal will remain as is under this alternative.

Under the “future” design, rerouting WP to the east to align with Blair Circle is problematic. The golf course and Publix will not allow this to be done unless Publix is redeveloped. Access to the present Publix loading docks as well as the flow to service them would be unworkable. The golf course is historic, I believe, and getting environmental approval would be difficult at best, let alone the cost to purchase.

Your design eliminates the portion of ADR from south of Publix’s to JFR. How will Publix be accessed here? Will the only access be from JFR? Granted, if Publix redevelops, it could “trade” its back property to the City for the abandoned R/W along this stretch of ADR; how would the neighborhood feel about that? Placing more traffic on Blair Circle with its elderly facilities seems absurd.

I understand why this is being proposed. It would establish longer spacing of subsequent signals along both JFR and ADR. No signal was shown or described as “retained” in the narrative on the displays at Donaldson for this alternative, but twin exiting lanes were shown for WB traffic. How do you propose a left turn be made across 3 lanes of NB Traffic into EB JFR without a signal???? If a signal is to be placed there, it defeats your desire for better signal spacing, doesn’t it?

Publix just upgraded its facility; are you proposing a complete rebuild of that site?

ADR @ Johnson Ferry Road (JFR) west- Existing : There were no improvements at this existing intersection proposed at this location. Really? Have you not seen the backup and delay created when the queue of WB to NB traffic blocks the lane intended to access JFR EB? While the recent changes have helped reduce delay and improve safety, this was an oversight of that design. A left turn lane with greater storage is needed there now, and most certainly in the future. Would the path along the west side be built under this plan and along western JFR??

ADR @ Johnson Ferry Road (JFR) west- Future: This is shown under the “future” plan which must rely on the Cambridge Square shopping center to redevelop. Otherwise this is not feasible due to new construction in the area.

There is proposed in the future/ultimate plan a median from this location to the relocated ADR to the east. How do vehicles access the park east and the businesses to the east (Jo’s Grille, gas station)? Will U- turns be allowed at Donaldson Drive? Will the COB purchase an easement for Jo’s to gain “legal” access to Donaldson? This is assuming a signal is placed at Donaldson. Also, the display states that “directional” left turns into businesses would be designed. You do not have the space or the demand for these dedicated intermediate lanes to be built!

ADR @ Harts Mill Road/Marist: It appears you are only extending the NB left turn lane here. But the LOS improved from a E/F for the No Build to C/D for the Build. Really?

ADR @ N. Nancy Creek Road: No improvements on ADR are shown besides the shoulder/ped area construction. Are the left turn lanes at this intersection, especially the decel and storage lengths, adequate for both the NB and SB approach? It should be noted that the delay is only reduced by 2 seconds for this intersection by adding lanes on WNC. Is that cost effective?

ADR @ Montgomery Elementary School: How does a vehicle turn left into or out of the driveways of homes on the west side? Safe? Why does Chaucer Lane deserve a NB left turn lane? Why not make continuous the left turn lane from WNCR to Chaucer Lane and beyond? Can these residents get in and out of their drives w/o stopping throughput on ADR?

What is being done to address the poor vertical sight distance on ADR just north of this location? Both Oconee Pass and the school driveway has terrible sight distances for SB traffic. Is this not a safety problem, especially for children crossing the road and vehicles turning left for southbound travel?

Also, what is the purpose of the right turn decel lane NB at the southern school driveway? Decel/accel lanes for right turns are not recommended in urban areas. If the purpose is to allow for parents to queue there to turn right, then extend the lane down to the first side street. That street could be where cars queue before picking up their children.

ADR @ Perimeter Summit Drive: Is the NB left turn long enough based on design year traffic? Decel length? Adequate taper?

The SB taper from two lanes to one SB from the PSD intersection is too short. First vehicles traveling south enter/ leave that intersection and about 600 feet south would be the first taper ahead sign, then further south, the lane could taper down to one lane. What is shown is below minimum based on AASHTO and MUTCD acceptable criteria.

General:

The lane width proposed at all locations is 10 ft. This is a major arterial in this area and many delivery trucks use it, while a few tractor trailers use it to access businesses nearby. I know narrower lanes help reduce speeds, but 11 foot lanes are suggested for safer operations.

There were no right of way limits shown in regards to the existing property lines to not only gauge impacts but also costs. I'm not asking for construction limits and easements to be shown, but basic property impacts need to be shown.

There were no cost estimates, for alternative analysis and prioritization of implementation, especially at Windsor Parkway.

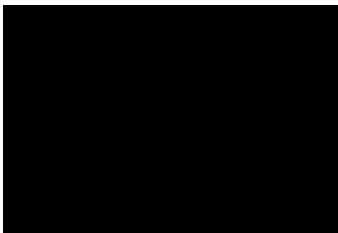
No approach overhead signs were shown to define the lanes intent downstream, especially in the ADR JFR segments and approaches. This is a huge problem now with vehicles being in the wrong lane wanting to move into an adjacent lane, stopping traffic as they await a gap.

Have any funding questions been posed to DeKalb County or GDOT for participating in the costs? If not, why not? Is the COB going to fund the Design, Right of Way, Construction, and Utility relocation costs all by itself?

If I can be of further assistance in discussing these comments, please contact me. I would like a written response to my comments.

Sincerely,

Joseph P. Palladi, P.E.



Young, Megha

From: [REDACTED]
Sent: Sunday, December 11, 2016 12:09 PM
To: adcorridorstudy@brookhavenga.gov
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: Re Donaldson drive traffic light

Please do not change the Donaldson drive light. We live near Marist and use many of the stores and dry cleaners that would be affected by changing this traffic pattern.

Thank you!

Anja Archer

Sent from AOL Mobile Mail

Young, Megha

From: Diane [REDACTED]
Sent: Sunday, December 11, 2016 8:41 AM
To: ADCorridorStudy@BrookhavenGA.gov

This plan is good for commuters who have no other interest in the area except to pass through it. It is very bad for local area residents and local businesses. Please do not go forward with this plan to remove the traffic light at Donaldson Drive, erect medians, and encourage cut-through traffic into Hampton Hall/Cambridge Park and Bubbling Creek neighborhoods.

Diane and Tony Jabaley
[REDACTED]

Young, Megha

From: Mary Lemberg [REDACTED]
Sent: Sunday, December 11, 2016 8:03 AM
To: adcorridorstudy@brookhavenga.gov
Subject: vote NO on proposed corridor

Dear Brookhaven,

Vote NO on the proposed changes to the Ashford Dunwoody-Johnsons Ferry road corridor.

My name is Mary Lemberg, and I am a resident of Brookhaven, and I travel through the Ashford Dunwoody-Johnsons Ferry corridor every day. I agree that something needs to be done about the traffic through this area, however cutting off the access to the businesses such as Walgreens, Corner Pizza, and Hovan from both sides of Ashford Dunwoody is not the answer. Access to these stores is one of the things that attracted us to Brookhaven, and making entering and exiting them will change the flavor of Brookhaven and make life more difficult for me as a resident.

Regards,
Mary Lemberg
[REDACTED]

Young, Megha

From: Lyonnette Davis [REDACTED]
Sent: Saturday, December 10, 2016 9:01 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Proposed Left Turning on West Nancy Creek Drive

I own the property located on the right at the intersection of W. Nancy Creek and Ashford Dunwoody Rd.
[REDACTED]

I wasn't able to attend the meeting on 11/29/16. Looking at the picture of the conceptual layout for installing the left turn lane on W. Nancy Creek, I can't tell whether we homeowners would lose part of our driveways.

Can you please tell me whether my driveway and the brick entrance of my driveway would be disturbed, and if so, who would be responsible for replacing it?

Thanks,

Lyonnette M. Davis
[REDACTED]

Young, Megha

From: Catherine Bernard [REDACTED]
Sent: Saturday, December 10, 2016 3:56 PM
To: adcorridorstudy@brookhavenga.gov
Subject: Changes to Ashford-Dunwoody

I don't support a solid median in the Ashford Dunwoody/Johnson Ferry intersection. It will reduce access to local businesses, and such a drastic rebuild of the area seems like it should wait until the effects of the 400/285 rebuild are known.

Thank you,
Catherine Bernard

[REDACTED]
[REDACTED]

Young, Megha

From: Leonard O'Neill [REDACTED]
Sent: Friday, December 09, 2016 9:27 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comments

The concept changes to Ashford Dunwoody north of Peachtree appear to be excessive.

No one lives on the east side of the street but, that is depicted to have a 5 foot buffer and then, a minimum 10 feet of multi use pathway (depicted as 2 way bicycle pathway).

All pedestrian traffic is located on the west side of the street. That will require any possible users to cross the street to get access.

This really appears to be a plan to cut down all of the vegetation along the golf course.

No, I have no connection with the golf course but, find the suggested design is inappropriate for the location.

Regards,
Leonard O'Neill

Young, Megha

From: Luke and Cindy Kelley [REDACTED]
Sent: Friday, December 09, 2016 5:33 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Concrete Median on Ashford Dunwoody/Johnson Ferry

This should not be done. We should wait until the GA400 project is completed. Thanks Luke and Cindy Kelley

Young, Megha

From: Kristin Williamson [REDACTED]
Sent: Friday, December 09, 2016 2:02 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Segment 2 - Johnson Ferry Rd. Intersections

Dear Sir or Madam,

Thank you for taking the time to read this email. I have a few questions/concerns about the Segment 2 long term proposal section of your study that I am hoping you can answer.

First let me commend you the green space you are creating. As someone who travels by foot around Brookhaven, I appreciate the addition of safer sidewalks and a bike path that is not in car traffic!

I live in Ashford Creek Townhomes and frequent this corridor multiples times daily. While I love to walk, it is necessary to take a car sometimes and I have some concerns about traffic flow.

1. It appears as if a medium would be constructed from "new Johnson Ferry" to the "new Ashford Dunwoody". It appears as if the only left turns that can be made are at Donaldson and Blair circle. As a local resident that frequents many of these businesses has this plan taken into account the number of U-turns that will be made to access local businesses?
2. If I am going north on Ashford Dunwoody from Blair circle towards "new johnson ferry" road it appears as if I can not access any businesses on the left hand side of the medium unless I make a u-turn at Donaldson. (As I understand Donaldson will be a right hand turn only so I can not turn down Donaldson and turn around to make a left turn). I do not see the room that may be needed to make this u-turn. I say this has Chris Haggerty, the owner of Corner Pizza, is a friend and I am a frequent customer. I am afraid that this medium could greatly influence his business if folks that are used to entering multiple ways will not be able to enter the establishment without having to turn around at the "new Johnson Ferry" or Blair circle.
3. Will there be breaks in medium for foot traffic to cross beyond ones at Blairs Circle and 'new Johnson Ferry'?

Thank you again for your hard work and for answering my questions.

Warmest Regards,
Kristin Williamson

[REDACTED]
[REDACTED]
[REDACTED]

Young, Megha

From: Stern, Stephen [REDACTED]
Sent: Friday, December 09, 2016 8:35 AM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody/Windsor Intersection

Hello,

I own the house at the corner of Ashford Dunwoody and Windsor Parkway [REDACTED] Seeing the drawings of the plans and having experience living at that corner, I believe a stoplight is a much better idea for the following reasons:

1. People cross Windsor and a light is a much better way to make sure they do that more efficiently.
2. That intersection rarely has any real traffic issues. It does from time to time but a roundabout may make it worse if it functions like the one by town brookhaven.
3. It will not take minimal/if any property which I am against and will pursue all legal remedies to prevent you from taking an inch of my property.

I am curious about how the decision will be made so please let me know who makes the decision on this.

Stephen P. Stern, J.D.

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

Please remember that insurance coverage cannot be bound or changed by leaving an electronic message or voice mail message. Thank you.

CONFIDENTIALITY NOTICE

The information contained in this communication, including attachments is privileged and confidential. It is intended only for the exclusive use of the addressee. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us by telephone immediately. Thank you.

Young, Megha

From: Christina Stern [REDACTED]
Sent: Friday, December 09, 2016 8:14 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody/Windsor Parkway study

To whom it may concern,

My name is Christina Stern and I live on that corner of Ashford Dunwoody and Windsor Parkway [REDACTED]. I have 3 small children and we are looking to stay in this area for a long time. I am writing you since this project directly effects my property. I am worried about having a roundabout placed in that area for several reasons. One it would place us much closer to the busy street on the Windsor Parkway side. Also and more importantly with traffic never stopping at that corner it would make it almost impossible to take a left turn out of my driveway since I would not have a break in traffic or know which directions the cars are headed (meaning leaving to go on Windsor or heading straight on Ashford Dunwoody). My children attend OLA school and we are constantly turning left out of my drive and I am very concerned about this. I do worry about the potential back up in front of my house if there was a light there, but at least if there was a traffic light car traffic would stop and most people would be kind enough to let us out. I ask you to please consider this recommendation in your review and ultimate decision. Thank you, Christina Stern

Sent from my iPhone

Young, Megha

From: Linley Jones [REDACTED]
Sent: Friday, December 09, 2016 5:42 AM
To: s.ellis
Cc: AD Corridor Study
Subject: Re: proposal

Susan,

I am forwarding your email to the consultants regarding the file. The consultants are still gathering feedback so I encourage you to express your feedback in specific comments or areas of support or opposition that can be considered. Thank you for participating.

Linley Jones

City Council District 1
City of Brookhaven

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

On Dec 8, 2016, at 9:00 PM, s.ellis <mizellis@bellsouth.net> wrote:

Hi, Linley,

Is there a better gif of the proposed Ash Dun/John Fry changes? From the little bit I can distinguish, I do not think I want this. I signed the petition, but my mother who wants to sign the petition cannot access a computer. I am her I T person... we live together. Is there some way to override so I can allow her to sign the petition?

Thank you,

Susan Ellis

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.

Young, Megha

From: Ted Gordon [REDACTED]
Sent: Thursday, December 08, 2016 11:38 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody Corridor Study

Hello,

I approve of the final design except for the width of the bike paths. I don't see a need to make it so wide. I think a multiuse path near the road would suffice for the section north of West Nancy Creek Drive.

Thanks

Ted Gordon

[REDACTED]
Brookhaven, GA 30319

Young, Megha

From: Charles Dixon [REDACTED]
Sent: Tuesday, December 06, 2016 4:22 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: A/D improvements !!!

Every 2-3 years the politicos trot this out, waste a lot of money, tie up things for months and provide no (nada, none) improvements. Why go to the effort to help Gwittitions get home earlier ? Let them find another neighborhood to cut thru and ruin.

CED

--

Sent From Postbox by :

Charles "Buddy" Dixon , [REDACTED]

Young, Megha

From: Charles Gerrick [REDACTED]
Sent: Tuesday, December 06, 2016 8:56 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: comments

1. A roundabout should be preferred to a traffic light at Windsor Pkwy/Ashford Dunwoody Rd. Outside of peak times, the traffic there is light and a traffic light would be unnecessarily cumbersome to navigate. A roundabout is the way to go in this location.
2. Going North on Ashford Dunwoody in front of Montgomery. The right turn lane should extend south as far as possible, south to Brenton Drive.
3. There appears to be no viable access to the Kroger shopping center going north on Ashford Dunwoody Rd or coming East on Johnson Ferry Rd and then no viable means to exit the shopping center to go anywhere other than east on ashford dunwoody road. This is a big problem.

Thank you for your consideration.

--

Charles Gerrick



Young, Megha

From: Paul Zarian [REDACTED]
Sent: Sunday, December 04, 2016 3:19 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Comments on Final Draft Recommendations

Dear A-D Corridor Study Team,

First, thank you for your hard work on the Ashford Dunwoody project. I can imagine the difficulty of balancing various opinions and trying to do what's best for the city. You've done a good job of keeping the public informed and soliciting comments on the proposal.

I am a Brookhaven resident who lives near [REDACTED] and commutes to work in the Perimeter via Ashford-Dunwoody Road (when possible; otherwise I take alternate roads like Peachtree Dunwoody when A-D is too congested). I recently moved to Brookhaven from Colorado and love the area, especially the mixed-use development along Dresden Drive.

My biggest surprise when moving to Brookhaven was the fact that a two-lane road, Ashford Dunwoody, was the main connection point from the city to a significant retail and employment area (Perimeter) while also serving two schools. In Colorado, this road would have been six lanes, if not four, with dedicated right and left turn lanes.

After reviewing the final draft proposal, I am disheartened that there is no plan to widen the road to four lanes. Although adding features like a multi-purpose path are nice (and being from Colorado, we benefit from many of those), they do not alleviate traffic congestion, which is the problem that led to the commencement of this study in the first place. Gresham, Smith and Partners' own analysis says that congestion will be at "E" levels in front of Montgomery Elementary – even if their plans are adopted.

"E" congestion, on a scale of "A" to "F", is unacceptable when there is a clear alternative: widen the road. Congestion increases commute times, which decreases the amount of time that Brookhaven residents spend with their families. It reduces the quality of life in our city, which indirectly discourages people from moving here, which lowers property values and our tax base.

I understand that widening the road could displace a handful of homes along the route. This is unfortunate. However, if the homeowners are compensated fairly, they too will be better off. A small group of homeowners should not be able to block an effort to improve the quality of life for the entire city and the hundreds, if not thousands, of residents who use this public road every single day.

Widening the road – and solving the congestion problem – would also reduce cut-through traffic through established neighborhoods. Nobody wants to cut through neighborhoods, but people do it to get around congestion. Once congestion is solved, the cut-through problem will be solved, too. Surrounding neighborhoods will benefit accordingly.

I urge you to reconsider the final draft recommendations and pursue a solution that will be best for the city as a whole: solve the congestion problem once and for all by widening the road.

Once again, thank you for your efforts.

Sincerely,
Paul Zarian

Young, Megha

From: Judy Kern [REDACTED]
Sent: Saturday, December 03, 2016 2:34 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Remarks on ADCorridor Study

I like the new streetscape with bike paths, sidewalks, and landscaping suggested for most of the street and the additional turn lanes.

I do not like the "solution" for the business district. Surely there are better options that would accommodate traffic and not disrupt or isolate this area. Diverting traffic behind grocery stores seems very impractical. My first thought is - what about deliveries to these stores? Large delivery trucks need space to maneuver and there just doesn't seem to be that room without taking it from some place else, like the golf club behind Publix. Don't know where it would come from Kroger.

My biggest concern is making [REDACTED] (Kadleston Way) a closed culdesac. This street is used by many of our neighbors in Cambridge Park to get to Publix, CVS and other area stores. It would reduce access of emergency vehicles to our neighborhood as well. I envision even more frustrated drivers cutting through Cambridge Park on Stratfield Dr and Epping Forest, as they do now, to avoid the lights and traffic on Ashford Dunwoody/Johnson Ferry.

Realizing some changes need to be made because of increasing traffic generated by more and more dense housing projects, I am not wholly in favor of these plans.

Thank you.

Judith Kern

Sent from my iPad

Young, Megha

From: Linley Jones [REDACTED]
Sent: Friday, December 02, 2016 3:22 PM
To: johara20011@comcast.net
Cc: AD Corridor Study
Subject: Re: Ashford Dunwoody Corridor Study

Thank you, John. I have copied your suggestion to the consultants for consideration and appreciate your input.

Linley Jones
City Council District 1
City of Brookhaven

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

On Dec 2, 2016, at 11:24 AM, "[REDACTED]"

Dear Council Representative Jones, thank you for speaking with me the other night at the ADR Corridor presentation at City Hall. I just wanted to express some concern regarding the plans for the Ashford Dunwoody / Johnson Ferry intersection. I can't say I agree with the re-direction of traffic behind the Kroger and Publix - I think that proposal might be a very long term solution maybe - but I believe there are some immediate solutions that must be addressed regardless of the proposal to redirect the traffic. My concern is for a safe ingress/egress from the Kroger property, which a lot of us do regularly. An immediate solution would be traffic lights at where Waddeston Way dead-ends into Johnson Ferry and another light where Woods Drive dead-ends into Ashford Dunwoody (where the food trucks park in Blackburn Park). Taking lefts out of both of these streets is currently next to impossible throughout most of the day. These proposed traffic lights would be very similar to the one currently where Blair Circle dead-ends into Johnson Ferry. Please consider these proposals for the safety of residents who drive these routes everyday.

Thank you very much for your time and efforts,
John O'Hara

[REDACTED]
Brookhaven, GA 30319

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.

Young, Megha

From: Linley Jones [REDACTED]
Sent: Friday, December 02, 2016 8:52 AM
To: Andrew Simpson
Cc: John Ernst; Joe Gebbia; Bates Mattison; John Park; Emily Simpson; AD Corridor Study
Subject: Re: Follow-up to corridor study

Andrew,

I was glad to speak to you and Emily at the meeting on Tuesday night and share your concerns about any excessive, unnecessary encroachment onto your or other resident's property or any unnecessary tree removal. Achieving improvements while preserving our residential neighborhoods and without damaging our local businesses is a top priority of the city. Thank you for following up by email.

Linley Jones

City Council District 1
City of Brookhaven

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

On Dec 1, 2016, at 11:09 PM, Andrew Simpson <[REDACTED]> wrote:

Brookhaven elected officials,

After attending the last meeting on Tuesday night, there are several points I would like to make. Unfortunately I wasn't able to speak with all of you at the meeting because our 2 young kids were getting antsy, potentially because these corridor changes will completely eliminate their ability to play in their front yard safely.

I am extremely frustrated with the way this study has played out. I am consistently hearing from the engineering firm (who is literally useless at these meetings and can give us no hard answers to any of our questions) that the survey results points to a majority of people wanting to see these changes take place. Do you think that could have anything to do with the fact that the survey was open to anyone and everyone that wanted to take it, not just the residents of Brookhaven? OF COURSE commuters want the changes to happen! They don't give a damn about me losing my front yard (or my children's safety for that matter), they don't give a damn about the Johnson Ferry Texaco owner telling me at the meeting that these changes will force him to close his store. You need to listen to your tax paying constituents, because I have not talked to one person who thinks these changes are a good thing. Two of my neighbors talked with everyone they could at the meeting and couldn't find anyone there who supported this plan either.

As an aside, I love the double standard of having a guy come out to look at taking my trees down that create the canopy on AD (to create a circular driveway), and him telling me that I need to get approval from the city before doing that because "the city likes having the canopy." Then I find

out through this study that the canopy could literally not be worth less to the people voting on these proposed changes. But I digress.

What's funny is I could potentially get behind the expanded sidewalk idea if someone could explain to me where these new sidewalks are going to lead people. This isn't Dresden or Town Brookhaven. Besides my family there are very few people that use these sidewalks at all. You know why? THERE'S NOWHERE TO WALK TO!

Speaking of my neighbor, she also told me that she spoke with several of you, and when asked if you had received an email from her outlining some of her concerns, one of you (a man) actually admitted that you opened her email but didn't bother to read it because it was obvious it wasn't written in a positive tone. I really, really hope this isn't true. News flash, this isn't NYC. You have a small number of constituents here, and if they take the time to voice their concerns you need to respect them enough to listen.

I can't stress enough how seriously I take this threat to my family's home. I will literally call each of you every day until I get my point across, if that's what it takes. I will file petitions. I will stand in my front yard on the first day the construction crew shows up at my house and force the Brookhaven police to arrest me ON MY OWN PROPERTY.

I urge you to get out and talk to people who live our neighborhoods. Hopefully you're doing that already. Your vote could have serious negative ramifications for a ton of tax paying Brookhaven residents.

I appreciate you taking the time to read and I hope you take my concerns seriously. I look forward to speaking with you soon.

--

Andrew Simpson

[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.

Young, Megha

From: Nancy Newman [REDACTED]
Sent: Thursday, December 01, 2016 10:03 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Question about West Nancy Creek proposal

Unfortunately I could not attend your read-out meeting on November 29th, but I did review your document on the Brookhaven website. I want to know if you are proposing a change to the location of the sidewalk and curb on the north side of West Nancy Creek in order to fit in the new turn lane. My house [REDACTED] is the first house on the north side of W Nancy Creek that faces that street, and my front yard is surrounded by a white picket fence. Between the fence and the sidewalk I have planted Liriope. Does your proposal impact my fence or the plantings between the fence and the existing sidewalk?

Nancy Newman
[REDACTED]

Young, Megha

From: Steve Simonsen [REDACTED]
Sent: Thursday, December 01, 2016 9:29 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Comments on Corridor Study

Hi,

I am a homeowner in the Ashford Park neighborhood, and travel along the Ashford Dunwoody/Johnson Ferry corridor daily, going to work, to the Y, and taking my son to school at Kittredge Magnet. I am very encouraged by the study that was just released. As an avid cyclist, I am excited to see the design place an emphasis on the safety of pedestrians and cyclists, as I feel that is the primary concern of people who might otherwise be open to using something besides an automobile. The multi-use path and streetscaping elements look to give the street a signature look, befitting the main corridor of our city (while I'm sure Peachtree has more volume, it is more of an Atlanta road, not Brookhaven).

My one comment concerns the Johnson Ferry/Ashford Dunwoody long-term recommendation. I see from the traffic volumes most of the southbound vehicle trips are to go to Johnson Ferry, and the proposed radical realignment would serve this well. However, was any consideration given to maintaining some lanes along the current footprint, providing a bypass for the traffic that would be going south on Johnson Ferry and on to Ashford Dunwoody? It seems like that would be a way to siphon even more cars out of the two intersections, and maintain some continuity with the existing network (for Marta purposes, etc).

Thank you,

Steve Simonsen

Young, Megha

From: [REDACTED]
Sent: Thursday, December 01, 2016 2:15 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Comments for Corridor Study

While we all know that the intersection at JFR and ADR needs to be corrected (again). ADR and JFR are the only "east/west connectors" when 285 is stopped. We all know when there's an accident on 285 east bound in the afternoon. The large majority of these cars do not live in Brookhaven and are just passing through. The mornings are getting as bad as the evenings. I'm not sure that the proposal to put JFR behind Kroger will work? Is there room between the back of Kroger and the new townhouses? Where will the Kroger trucks unload? Same comment with running ADR around behind the Publix - where would those trucks unload? I think that many of the cars heading east on JFR and wanting to go south on ADR would turn right into Waddeston and cut through Cambridge Park instead of driving around Kroger and then driving around Publix. Most of the cars want to go east to Peachtree Blvd and south on Clairmont Road. Many cars do this today trying to avoid the intersection. Conversely many cars would cut through Sexton Woods up Donaldson Drive - many cars do that today.

If there is room between Kroger and the new townhouses (can those new homeowners of the townhouses sue the City for these changes? It would greatly diminish their homes value.) Also the left turn lane on JFR to ADR north can only hold one small car, which delays the east bound JFR traffic more. At any time of the day you can see at least two cars run the red light on ADR going south and east on JFR. In some ways it is a more dangerous intersection than the last improved intersection.

I believe the traffic heading east on JFR would take longer to go through this new intersection and this intersection will be over loaded almost immediately and then there certainly isn't any room to expand unless you take most of the Cambridge Square Shopping Center.

JFR is the main artery for the emergency vehicles heading to pill hill. This will delay them and even worse with a median - the ambulance has no where to go. In most cases they drive on the wrong side of the road now, because the traffic has no where to open up for them. Of course closing Kadelson also delays emergency vehicles.

I regret that the committee wouldn't meet with the adjacent residents on ADR and part of JFR so that they could have some input. I'm sure you're only looking out for the "greater good". DeKalb County learned years ago that widening roads didn't give more room for your car, but attracted more traffic instead. Sorry.

Some of your pictures were very ingenious depicting older trees lining the "new street/bike routes". These trees will not survive the changes and it will be years before we see trees that big along ADR again. Who are all these bikers that we're giving lanes to? I've lived on JFR for 36 years and seen less than a hand full of bikers in all that time. Dunwoody sure messed up their tree lined/tree filled median street adding a bike lane - Never saw anyone riding through there either.

Also, no where in your proposals/information do you give any estimates on time saved, time travelled and expected vehicle count. You are ruining the value of all the houses on ADR and JFR with your plans, except the houses on ADR south of JFR where you have the "green space". That's needed so close to Blackburn Park.

Young, Megha

From: [REDACTED]
Sent: Thursday, December 01, 2016 12:47 PM
To: ADCorridorStudy@BrookhavenGA.gov; rxdoc2011
Subject: Cross Section Recommendation - No Bike Lanes

To Whom It May Concern:

I 100% disagree with the typical cross section that is described. I don't see any advantages of taking up a major portion of the road and possibly frontage on many homes lining Ashford Dunwoody Rd? Why would we need a 2 LANE bike path? Makes no sense to over build on this project and dismantle properties in the process? We have sidewalks that will handle any walkers or bikers. We don't have pedestrian and bike traffic jams, just cars. Make necessary improvements minus the 2 lane bike lanes.

Needed improvements at Nancy Creek/Ash DW, Windsor Pkwy, Perimeter Summit are agreeable .

Marc Rutherford
[REDACTED]

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

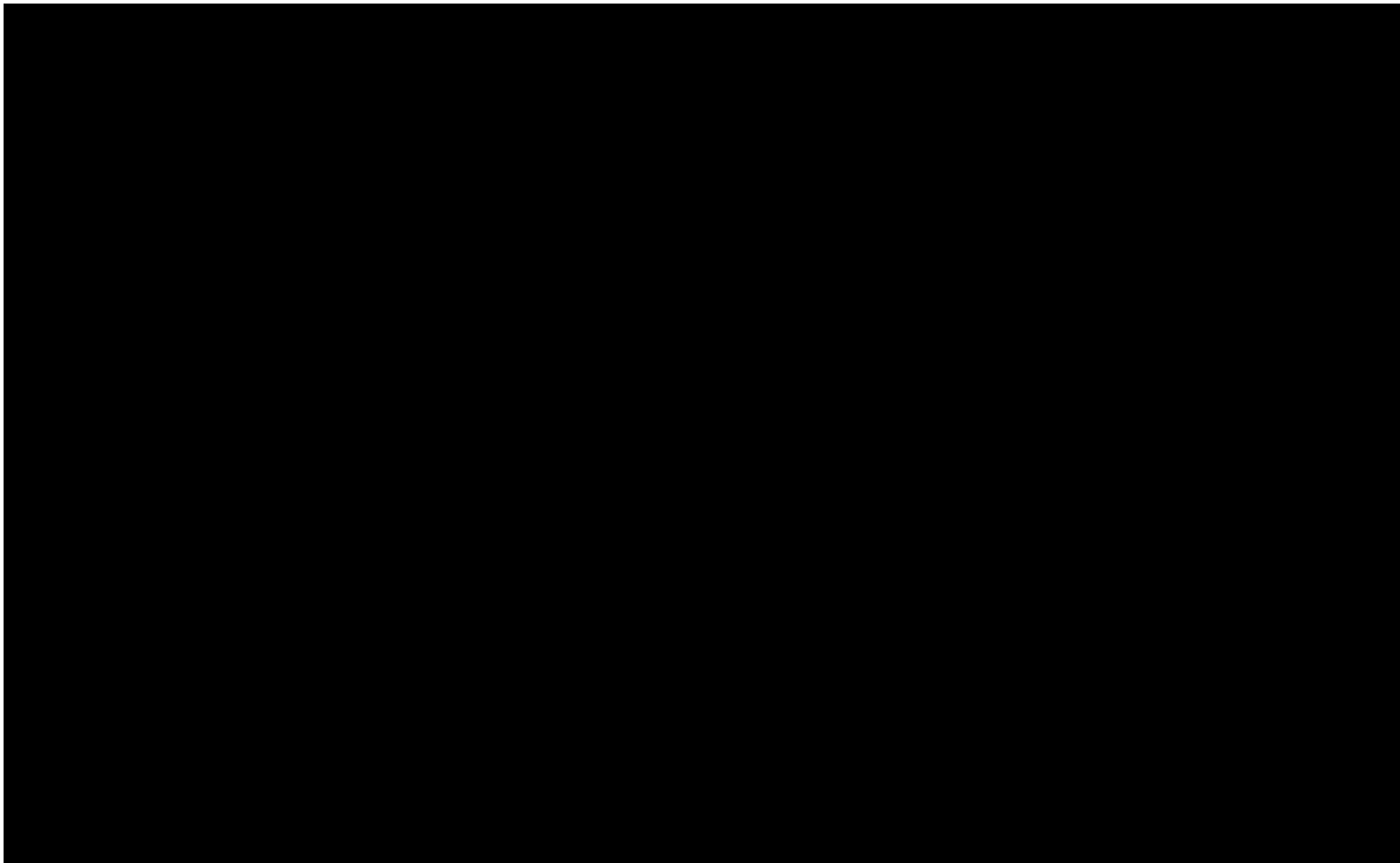
Young, Megha

From: Steve Damerow [REDACTED]
Sent: Thursday, December 01, 2016 9:58 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: where can I find the proposal to Ashford Dunwoody?



CEO

[REDACTED]
[REDACTED]
[REDACTED]



Young, Megha

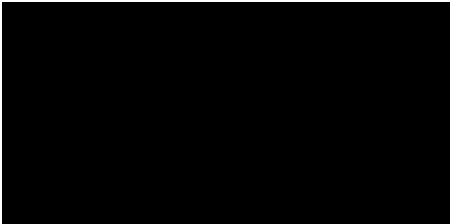
From: Linley Jones [REDACTED]
Sent: Thursday, December 01, 2016 8:49 AM
To: Lisa Thule; AD Corridor Study
Subject: RE: A-D Road Corridor Recommendations for West Nancy Creek Drive (Segment 3)

Lisa,

I appreciate you considering the proposal so carefully. Thank you for your input on this and for providing it to the consultants and City.



Linley Jones
City Councilperson, District 1



From: Lisa Thule [REDACTED]
Sent: Wednesday, November 30, 2016 9:32 PM
To: AD Corridor Study; Linley Jones
Subject: A-D Road Corridor Recommendations for West Nancy Creek Drive (Segment 3)

I would like to register my opposition to the proposed changes for the intersection of Ashford Dunwoody Road and West Nancy Creek Drive.

Adding turn lanes on West Nancy Creek Drive will only encourage more cut through traffic in our neighborhoods. The very first stated benefit - *“Reduce congestion and improve traffic flow by allowing through-traffic to get around turning vehicles”* directly contradicts the second potential benefit - *“Reduce cut-through traffic in adjacent neighborhoods by improving flow on Ashford Dunwoody Road.”* Adding turn lanes on West Nancy Creek Drive does not improve flow on Ashford Dunwoody Road. The only place it will improve flow is on West Nancy Creek Road to the benefit of cut-through traffic.

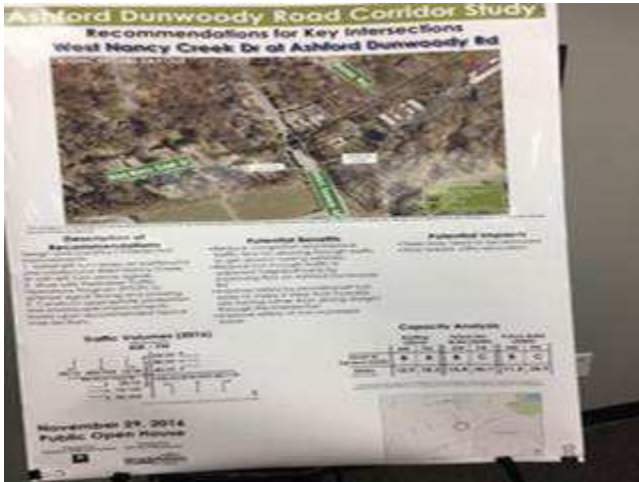
I do not want to make it easier or more convenient for people to cut-through our neighborhood and in my assessment, that is all this will do. I do not see how this particular intersection change can be viewed or purported to be consistent with the vision statement for the future of the corridor. Is this about Ashford Dunwoody or about Pill Hill and Murphey Candler Park access?

I am puzzled by the Capacity Analysis presented for this section which seems to show negligible delay differences between the Future No-Build (2040) and Future Build (2040) projections. Please look at these numbers on the poster below. Spending money to create turn lanes is a waste of money. Alternatively, adding

delayed turn arrows to the existing traffic light would generally improve the safety and flow in the intersection making the expense of adding turn lanes totally unnecessary.

Thank you for your attention to this matter.

Lisa Thulé
President, Murphey Candler Neighborhood Association



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.

Young, Megha

From: rxdoc97 [REDACTED]
Sent: Thursday, December 01, 2016 8:18 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Drafts

How do I access the final drafts of the Ashford Dunwoody Corridor study?

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

Young, Megha

From: Rich von Biberstein [REDACTED]
Sent: Thursday, December 01, 2016 8:01 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford Dunwoody Road...

Although I have attended previous meetings on this project, I was unable to attend the 11/29/16 open house meeting to review the final draft recommendations for the future of Ashford Dunwoody Road. Is there a PDF that you can send me, or point me to a file that is uploaded, that can be reviewed? Would love to see that info and voice my opinion once again.

Thanks for your help as any future work on A-D Road effects a large amount of people.

Rich von Biberstein
[REDACTED]
[REDACTED]

Young, Megha

From: Thomas Daniel [REDACTED]
Sent: Thursday, December 01, 2016 7:46 AM
To: adcorridorstudy@brookhavenga.gov
Subject: Input From a 30-Year Resident of the Vicinity

Hi,

I have lived on Durden Circle, and then Blair Circle, since 1986. I own no property, and am far enough from the A-D-JF intersection that street noise is never going to be a problem for me, no matter what is done. I estimate that I have been through that intersection one way or another, over 10,000 times by automobile, MARTA bus, bicycle, and on foot. It has never been friendly to heavy traffic and I am happy that an effort is being made to correct and improve it.

I enjoyed meeting and speaking to members of your team and other interested parties at the Open House, and sharing my views and opinions with all of those who listened. What I offer is completely objective, based on my understanding of the goals of the project, a reasonable idea of the differential in construction and acquisition costs between one plan and another, a thorough walking tour of the A-D-JF intersection area, and 58 years of driving experience. I will do the same as you did at the Open House, and start at the south end of A-D and move north, using your "Key Intersections". Although there is no explanation of the traffic volume numbers, and no breakdown other than AM/PM, I know that the primary congestion problems occur between 7-9 AM and 4-7 PM on weekdays. The rest of the time, traffic flow is generally smooth. I believe if my recommendations are embraced, the entire corridor will score all "A's" until 2040.

Here goes:

Before anything else, A-D should be basically 3 lanes for its entire run through Brookhaven, much like it is alongside Blackburn Park and Marist, with bike lanes, and no curbs, unless there is a sidewalk. A cyclist does not like curbs, pedestrians do. If the roadway is 3 lanes, traffic has a little room to give the cyclists more space when passing, and the bike lane can be a little narrower, without compromising safety.

1. A-D/Peachtree Rd: Widen the A-D SB approach to P'tree to 2 SB lanes just after the apartment entrance south of St. Martin's, and 3 lanes SB after the entrance to the Golf Club, with 2 left turn lanes to P'tree, and the free-flow right turn. I like improving the right turn radius from P'tree, also.

2. Moving north, now 3 lanes, the middle lane is SB left turn onto the Golf Club, then NB left turn into those apartments, St. M's, and then, WP. I like your plan for the A-D/WP intersection. For the entire distance from WP to the first Publix entrance, A-D should be 3 lanes with a bike lane and no curb or sidewalk on the east side.

3. The A-D/JF intersection is the major bottleneck in the whole corridor, and its proper modification is the key. A-D should widen from 3 to 4 lanes just after Kadleston, with the center turn lane becoming for traffic headed to JF WB, the NB lane for traffic continuing NB on A-D, or going straight to Donaldson or LT to JF EB, and the right lane for RT's into Publix only, keeping the current island blocking through traffic, to allow smooth NB exit from Publix, and continuing as a RT onto JF, rather than ending at the Corner Pizza parking lot. A-D NB to continue alongside BB Park as it is now, with the first

LT entrance into CS either closed, or No LT during heavy traffic hours, and the next entrance accessible from the center turn lane. The leftmost SB lane, beginning in front of the UPS Store, gives its traffic options of either EB LT onto Donaldson or JF EB. The main A-D SB lane traffic becomes either JF EB or A-D SB. A new, longer A-D SB RT lane begins in front of McDonald's, going to JF WB or RT into CS. JF EB should come from the city limits as 2 lanes, widening to 3 lanes at Mill Creek, continuing to the top of the hill, with the center turn lane continuing to the CS entrance nearest the Wells Fargo ATM and ending there. The main EB lane splits into 4 options: 1. LT to A-D NB, 2. Straight, to either be LT onto Donaldson or JF EB, 3. Straight to JF EB or RT into Publix, 4. A-D SB only. At the Donaldson light, JF EB is 6 lanes wide, with the right lane A-D SB only. Across the light, JF is 7 lanes wide; 1. RT to Donaldson, ending there, 2. WB to A-D NB, 3. WB to RT into CS, 4. WB to Sandy Springs, 5. LT to A-D SB, 6. EB to P'tree Ind., 7. EB to PI or RT into Publix. JF should be 5 lanes from Blair Circle to PI, with a bike lane, but no curb or sidewalk on the golf course side. Donaldson, meeting 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. This is all diagramed in the attachment. Please forgive my amateurish drafting skills. An additional alternative here would be flyover ramps for JF WB LT to A-D SB and JF EB LT to A-D NB.

4. I agree with the plan for A-D/Hart's Mill intersection.

5. I agree with the plan for A-D/Nancy Creek, with the exception that A-D also needs a short NB RT/braking lane onto NC. It is very inefficient for 20 or more NB cars in flowing traffic to all have to slow down and then re-accelerate on the uphill, just for one car turning right.

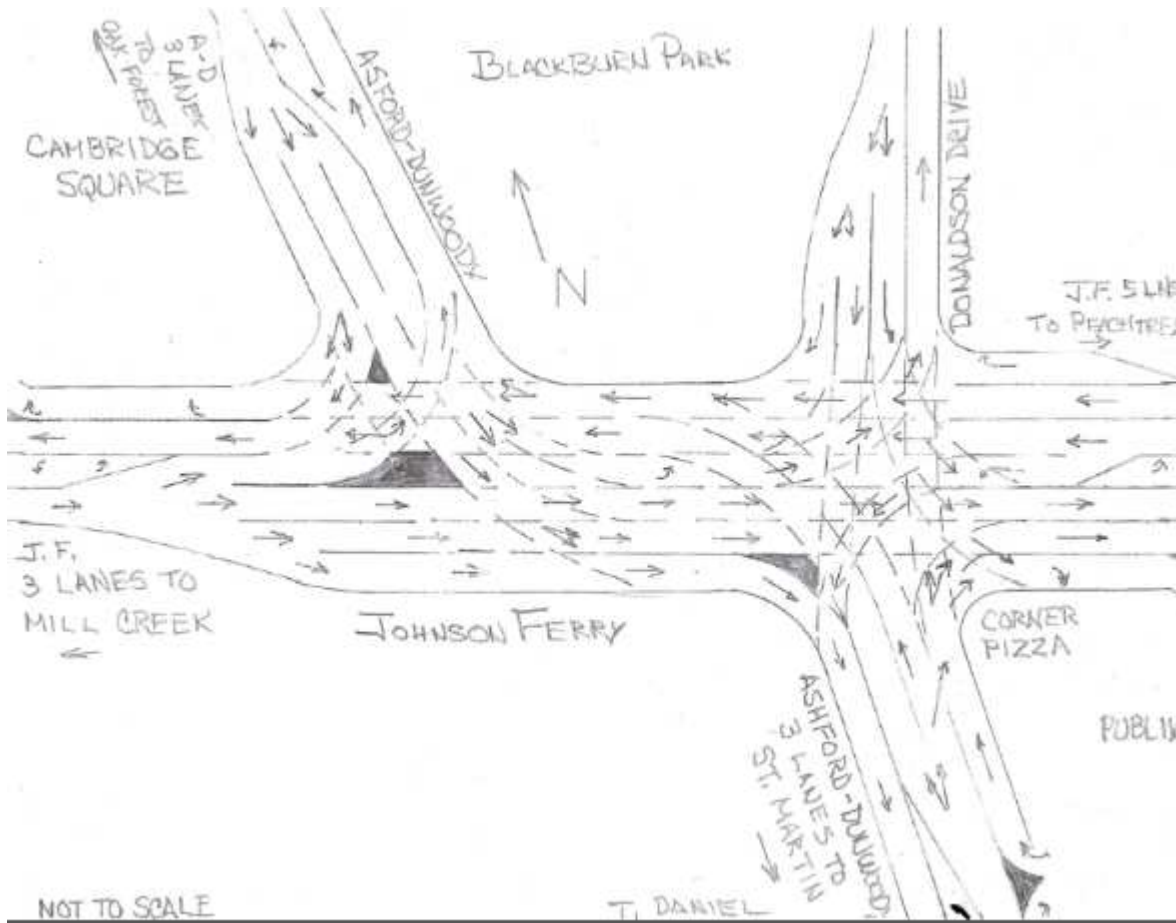
6. Making A-D 3 lanes all the way to Oak Forest would solve the same problems at Montgomery Sch., as well as facilitating smoother traffic flow.

7. I agree with the plan for A-D/Oak Forest.

I sincerely hope that serious consideration will be given to these suggestions.

Tom Daniel

████████████████████
Brookhaven ██████████
████████████████████



Young, Megha

From: Frank Ringle [REDACTED]
Sent: Wednesday, November 30, 2016 4:35 PM
To: ADCorridorStudy@BrookhavenGA.gov
Subject: Ashford Dunwoody Corridor

To whom it may concern,

Has any consideration been given to extending the parking lot in front of Montgomery School to the first street south of the school, Brenton Way. This would take a bunch of traffic off of Ashford Dunwoody Road, especially at the time of pick up and drop off of students. At a minimum, this could be used for school buses only or for all traffic going to the school.

Frank Ringle

Young, Megha

From: Joseph Albert [REDACTED]
Sent: Wednesday, November 30, 2016 4:12 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Brookhaven Corridor

Hello,

Can I please receive the final recommendations draft document?

Thank you,

Joseph W. Albert

[REDACTED] Brookhaven, [REDACTED]

This message may contain confidential information and is intended for specific recipients unless explicitly noted otherwise. If you have reason to believe you are not an intended recipient of this message, please delete it and notify the sender. This message may not represent the opinion of Intercontinental Exchange, Inc. (ICE), its subsidiaries or affiliates, and does not constitute a contract or guarantee. Unencrypted electronic mail is not secure and the recipient of this message is expected to provide safeguards from viruses and pursue alternate means of communication where privacy or a binding message is desired.

Young, Megha

From: Susan Breunig [REDACTED]
Sent: Wednesday, November 30, 2016 10:35 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: 11/29 meeting

Good morning.

I missed the meeting last night and am wondering if the materials are still available somewhere. I'd like to get a recap or have someone call me to bring me up to date.

My numbers are:

[REDACTED]
[REDACTED]

Thank you for taking the time.

Susan Breunig

--

[REDACTED]
[REDACTED]
[REDACTED]

Young, Megha

From: Brett Madison [REDACTED]
Sent: Tuesday, November 29, 2016 8:44 PM
To: ADCorridorStudy@brookhavenga.gov
Cc: Brett Madison
Subject: Ashford Dunwoody Corridor Study

Dear Sir,

I am a concerned citizen in the City of Brookhaven. I attended the Open House this evening and my Husband has attended previous meetings about this study and the proposed plans. I have genuine concerns about the proposed plans for Section 1 (Peachtree to Johnson Ferry heading North). I would welcome the opportunity to discuss our concerns with someone on the Committee.

In reviewing the proposed plan for our stretch of Ashford Dunwoody, the proposed plan to add biking paths, narrowing the lanes and expanding the sidewalks with buffers raises significant concerns for me and my family. First, we use the sidewalks in this area and they are not high traffic areas for walking or biking. In fact in the last 2 years, I have never seen a biker on our stretch. I understand from the lady at the Open House that someone expressed that they would use the sidewalks and biking paths if developed, but adding more bikes and walkers on our stretch of the road appears to add more people on foot, increasing the risk to pedestrians, without lessening the road traffic. The number of cars on this stretch will not decrease by adding walkers or bikers in our area. Moreover, adding more people on foot and bikes in a residential area coming from areas that are not part of this neighborhood could add more of a security risk to the homeowners.

I have two children and we moved here because of the schools that my children attend and proximity to my office. It was our desire to be in Brookhaven. This plan adds risk to my children, risk to the security of my property and it will take our property compromising my children's safety when they try to play outside. In fact, they will not be able to play outside in our side yard, if this plan passes.

I would be happy to discuss the plan with the Committee. I do not believe this plan addresses the overall needs of the community for the future and compromises the residential neighborhoods that our family purposefully moved to Brookhaven to enjoy. I am requesting reconsideration of this plan. I welcome the opportunity to discuss the plan and its impact on our home, residential area and the families that live here.

Thank you for your time and consideration.

Sincerely yours,

Michele Madison

Young, Megha

From: [REDACTED]
Sent: Tuesday, November 29, 2016 2:53 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Traffic light removal on Donaldson dr.

Hi, this is Dunwoody Dry Cleaners located interception of Donaldson dr and Johnson Ferry Rd.

I heard about project that is removing traffic light on Donaldson dr, I want to ask to cancel that project. We have drive through right next to Donaldson Dr, so if traffic light is removed then my business will get serious effect.

I understand the project was built for heavy traffic, however that is what happening all over the metro area about 4-7 o'clock. Also removing traffic light on Donaldson Dr. to next to Kroger will just shift heavy traffic area to next to Kroger. It will not resolve the problem, but just remove the area little bit.

As one of the small business man on that area, i really do not want that project to be happened. Please cancel the project so business on this area could not get any effect.

Thanks

Dunwoody Dry Cleaners
[REDACTED]

Young, Megha

From: Steve Damerow [REDACTED]
Sent: Tuesday, November 29, 2016 10:46 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: please send the Corridor info. Thank you



CEO

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]



PEACHTREE GOLF CLUB

4600 PEACHTREE ROAD, N.E. • ATLANTA, GEORGIA 30319

PRESIDENT

City Manager's Office

Received by: *Faz*

Date: *12/29/16*

December 20, 2016

Mayor & City Council
City of Brookhaven
4362 Peachtree Road
Brookhaven, GA 30319

Dear Mr. Mayor & Council,

Thank you for the opportunity to provide feedback on the proposed Ashford Dunwoody Corridor Study. The historical legacy of Peachtree Golf Club ("PGC") is a great asset to the City of Brookhaven, the Atlanta region and the State of Georgia, and preservation of that legacy is of foremost importance as we review the information that has been provided to the public on this study. Accordingly, on behalf of PGC, we offer the following comments:

- Ashford Dunwoody Road & Peachtree Road
 - Consider realignment of the intersection of Ashford Dunwoody and Peachtree Road to intersect at a 90 degree angle. Peachtree Golf Club owns an undeveloped parcel on the west side of Ashford Dunwoody Road and would be willing to discuss realignment options for this intersection with the City.
 - Consider placing the proposed ten (10) foot multi-use path on the west side of Ashford Dunwoody Road. The existing utility lines and mature landscape buffer located on the east side of the roadway will be challenging to integrate with the proposed path. Also, the traffic generation for this multi-use path will predominantly come from the land-uses that are on the west side of Ashford Dunwoody Road. These include:
 - St. Martin Episcopal Church
 - St. Martin Episcopal School
 - Sanctuary Apartment Homes
 - Single Family Residential Homes north of Windsor Parkway

Placing the multi-use path on the west side of the road would substantially eliminate vehicular/pedestrian conflicts.
- Windsor Parkway and Ashford Dunwoody Road
 - The right of way impacts of the roundabout option for this intersection would significantly and negatively impact the No. 1 Green. As such, Peachtree Golf Club would prefer the signalization option for this intersection.

- Additionally, the proposed roundabout would negatively impact the residential property on northwest corner of the intersection by encroaching into the property.
- The existing pond on No. 2 Hole has buffers and setbacks of seventy-five (75) feet that will impact any land disturbance on the east side of Ashford Dunwoody Road.
- The existing utilities on the east side of Ashford Dunwoody Road would be pushed further into the Peachtree Golf Club property which would negatively impact the Club and Course.
- Ashford Dunwoody Road and Johnson Ferry Road Intersection Realignment
 - The proposed realignment would negatively impact the No. 4 Green and No. 5 Tee Box by encroaching into these areas and by removing the vegetative buffer between Peachtree Golf Club and the retail development along Johnson Ferry Road.
 - The existing pond on No. 5 Tee Box has buffers and setbacks that total seventy-five (75) feet that will impact any proposed land disturbance in this area.
 - Peachtree Golf Club would request that the City consider relocating the proposed realignment farther to the north and consider a roundabout on Ashford Dunwoody Road near the southern property line on the existing Publix retail center. This realignment would minimize the impacts to Peachtree Golf Club and allow for the realignment of the Ashford Dunwoody Road intersection at Johnson Ferry Road.

Again, thank you for the opportunity to provide the comments on this study. If there are any additional opportunities to provide comments or discuss the proposed study, Peachtree Golf Club would welcome the opportunity to meet with the City to continue this discussion. Please contact Wiley Haab, General Manager, at [REDACTED] with any questions.

Respectfully,

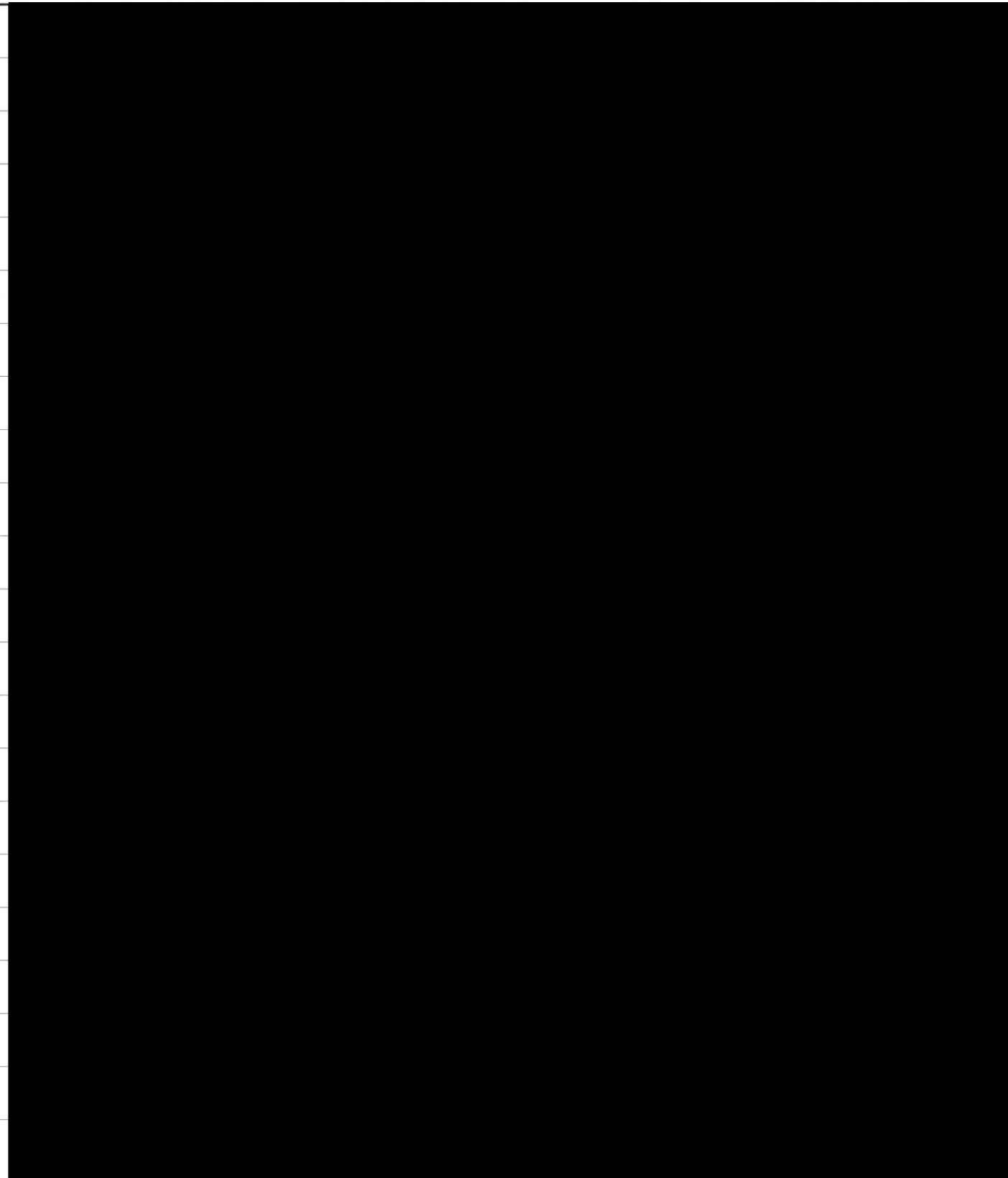


Peachtree Golf Club

**Ashford Dunwoody Road Corridor Study
Public Open House**

**November 29, 2016
Brookhaven City Hall**

NAME	AFFILIATION	TITLE	PHONE	EMAIL
Jim + Sue Gallo	Resident			
RICHARD LATHAM	RESIDENT			
Sheila + Howard Benson	Resident			
JOHN DICHIARCHI	"			
Steve Perros	Resident			
ED O'CONNOR	Resident			
Alkesh Poter	store owner	Texaco gas station		
Eugenie Viener	Resident & business owner			
John O'HARA	Resident			
CHRIST AQUILINO	RESIDENT			
SANDY MURRAY	Resident			
Tom + Mary Cartwright	Resident			
Moni + Ruth Subramanian	"			
Locke Fagan	Resident			
Michele Madison	Resident			
Tanya Bennett	Resident			
Michele Rutherford	Resident			
Beth + Rudy Fernandez	Resident			
Wes Scpp	"			
Wes Scpp	Resident			
LAURENTIA MESH	Resident			



25

**Ashford Dunwoody Road Corridor Study
Public Open House**

**November 29, 2016
Brookhaven City Hall**

NAME	AFFILIATION	TITLE	PHONE	EMAIL
• Marie Colo	Oak Forest HOA			
• Nancy Chambers	Resident			
• Drew Davidson	Resident			
• KATHY GLENN	Hampton Hall HOA			
• Mildred + Marty Kluksnitz	Resident			
• LISA THULE	MURPHY CANDLER NEIGHBORHOOD ASSOC.	PRESIDENT		
• Ben Wilcox	Cambridge Park			
• Denise + Michael Starling	Cambridge Park			
• Bonnie Hoelen	Byemuck			
• JOE Lucido	Resident Cambridge Park			
• SKIP FULTON	Byemuck			
• Jo Chang	Business (Sosville)			
• Bob Huttman	Resident			
• Brent Brown	DeKalb Neighbor			
• Mike Glut	human			
• Rachel Bartlone	Resident ADRD			
• Joy McGraw	Resident			
• Andrew Simpson	Resident			
• Judith WERD	RESIDENT			
• Robert Iders	"			
• Dyana Bagley	Brook. Reporter			



**Ashford Dunwoody Road Corridor Study
Public Open House**

**November 29, 2016
Brookhaven City Hall**

NAME	AFFILIATION	TITLE	PHONE	EMAIL
• Tom DANIEL	SELF	BOSS		
• Trey Benton	The Brookhaven Post	Editor		
• Pat Williams	Self	"Me"		
• Tanya Huggler	Resident			
• Terrell Carstens	Resident			
• Bebe Schneider	Resident			
• John + Diane Fitzpatrick	residents			
• SAM WHITE	RESIDENT			
• Dee Lozynsky	Resident			
• Joe Pellaci	Resident			
• Brian Brown	Resident			
• HARRY CARDILE	Resident			
• Jimmie Turnage	live on AD Road			
• Cortland Minich	1472 STRATFIELD Cir			
• Semih Genculu	Resident			
• Linde Alexander	Resident			
• Jeff Turnage	Resident			
• Suzette Snell	Abi Bel Member Byrnowyck			
• Sheila Morant	Resident			
• Hovanes Kabbenjian	HOVAN Gourmet Restaurant			
• Don Richards				

