

APPENDIX F

Public Stakeholder Meeting Materials – From March 21 and March 23, 2016 Meetings

1. Summary
2. Agenda
3. Vision exercise results
4. Completed activity worksheets
5. Mapping activity results
6. Comments received during meetings
7. Sign-in sheets
8. Project overview handout
9. Comments received via email

Summary of Stakeholder Meeting Input

Ashford Dunwoody Road Corridor Study

March 21 and March 23, 2016

OVERVIEW

The Ashford Dunwoody Road Corridor Study project team organized two public meetings designed to gather input about issues and opportunities to address issues and improve the corridor for all users. The meetings were held on March 21, 2016 at Marist School and on March 23, 2016 at St. Martin’s Episcopal School. The meetings were open to residents, property owners, groups and organizations, and other stakeholders, and were attended by the project team (City of Brookhaven and project consultant) as well as Corridor Advisory Committee (CAC) members. The meeting on March 21st was attended by 66 individuals and the March 23rd meeting was attended by 62 individuals. Attendees represent a range of residents and stakeholders including property owners, business owners, schools, Brookhaven City Council, Perimeter Community Improvement Districts (PCIDs), Peachtree Golf Club, Ashford/Cowart YMCA, and Ashford Lake Condominium Association.



Figure 1. Participants at the March 23, 2016 meeting.

The meetings were advertised through a series of emails to the CAC and a list of stakeholders developed in conjunction with the City and CAC. The list of stakeholders also included individuals and organizations who participated in the City’s Comprehensive Transportation Plan effort in 2014. Members of the CAC were encouraged to help spread the word in order to ensure participation by a broad range of stakeholders. The meeting notifications were posted on the City of Brookhaven’s website and calendar, and were shared on social media via the CAC and interested citizens. Notifications were also mailed to owners of more than 100 parcels along the study corridor and flyers were distributed to local businesses and activity centers, such as shops, restaurants, and other businesses,

In total, the project team received **188 sets of comments** through **questionnaires, comment cards, and mailed or emailed comments**. In total, the team received nearly **250 responses for the visioning activity** and **more than 230 comments on maps**. The following is a breakdown of meeting results.

March 21, 2016 Marist School	March 23, 2016 St. Martin’s Episcopal School	Mail and Email Comments Received after Meetings
66 attendees	62 attendees	16 sets of comments
44 comment cards	34 comment cards	2 comment cards
51 completed questionnaires	39 completed questionnaires	2 completed questionnaires

Activities

Upon arriving, attendees were asked to sign-in and were given packets containing an overview of the meeting that described each of the stations and activities, along with a project fact sheet, and a comment card. First, attendees were directed to view a brief presentation that provided an overview of the corridor study and a description of the activities at the meeting. The next station was an interactive activity in which attendees were asked to write down key words or phrases that represent their vision for the future of the corridor or how it can be improved to accommodate all users. Finally, participants were asked to identify location-specific concerns and opportunities on large printed maps. Project team members were on-hand to answer any questions and help clarify comments. The following is a summary of the input and comments gathered during the two meetings.

SUMMARY OF COMMENTS

Corridor Vision

More than 250 individual comments were submitted in response to the visioning activity. Comments ranged from the general to the very specific, including descriptions of the type of corridor people would like to experience (safe, quiet, efficient, etc.) to suggestions for improvements to segments of Ashford Dunwoody Road (more or longer turn lanes, improved sidewalks, reduced speed, etc.). Common themes among the vision elements include:

- Improved bicycle access through the corridor via trails or protected paths;
- Improved turning movements throughout the corridor;
- Efficient flow of traffic and reduced congestion throughout the corridor;
- Preserved residential neighborhoods along and adjacent to the corridor;
- Increased public transportation service to help reduce traffic congestion;
- Improved traffic patterns at schools to reduce congestion on Ashford Dunwoody Road;
- Better coordinated or synchronized traffic signals to improve flow of traffic;
- Reduced vehicle speed;
- Maintained or enhanced greenery (keep trees and green space); and
- Improved safety for people walking through continuous sidewalks and improved crossings.



Figure 2. Corridor Vision Display Board at March 23, 2016 meeting.

Numerous participants addressed the potential future width of the road in their vision statements. Based on the comments, there is a mix of opinions on whether to widen the road or not.

Vision elements that addressed specific locations or intersections within the corridor are generally as follows:

- Enhanced operations and efficiency at the intersection of Ashford Dunwoody Road and Johnson Ferry Road through improved signal timing and lane configuration or traffic patterns;
- Improved lane configuration at Perimeter Summit to reduce congestion and merge issues;
- Longer turn lanes at Peachtree Road and Ashford Dunwoody Road;
- Address congestion and traffic patterns at West Nancy Creek Drive; and
- Improved management of traffic at Windsor Parkway and Ashford Dunwoody Road.

The project team will work with the Corridor Advisory Committee to refine a corridor vision statement for Ashford Dunwoody Road, which will help guide development of recommendations for the future of the corridor.

Corridor Issues

Following the visioning activity, attendees were asked to complete a one-page questionnaire that was designed to help identify and confirm issues along the study corridor. Participants rated a list of potential issues on a scale of one (1) to five (5), in which one (1) represented “Not at all Important” and five (5) represented “Extremely Important.” To tabulate results, the project team assigned a corresponding weight to each answer. The choice one (1) was given a weight of one (1) point and the choice five (5) was assigned a weight of five points. The team then took an average of all the weighted scores for each potential issue. Intermediate levels of importance were weighted with two, three, or four points.

In total, 92 worksheets were completed, including several that were mailed to the project team following the stakeholder meetings. The results of the issue identification questionnaire revealed that residents and stakeholders are more concerned with pedestrian safety, signal timing, and congestion than they are with bicycle safety, cut-through traffic, and special event traffic. All issues received a score higher than 3.0 (neutral). About half of the issues were rated between 3.0 and 4.0, somewhere between “neutral” and “important.” The other half were rated between 4.0 and 5.0, between “important” and “extremely important” (shown in orange in Figure 3).

Overall, pedestrian safety and traffic signal timing were rated highest and received a score of 4.53. Special event traffic was the lowest rated potential issue. It received a score of 3.14. Participants also had the option of writing in their own issues and rating them as well. These “other” issues received the overall highest score, 4.89, in part because this option allowed people to comment upon the issues most concerning to them. The issues described in the “other” category were wide-ranging and are summarized below.

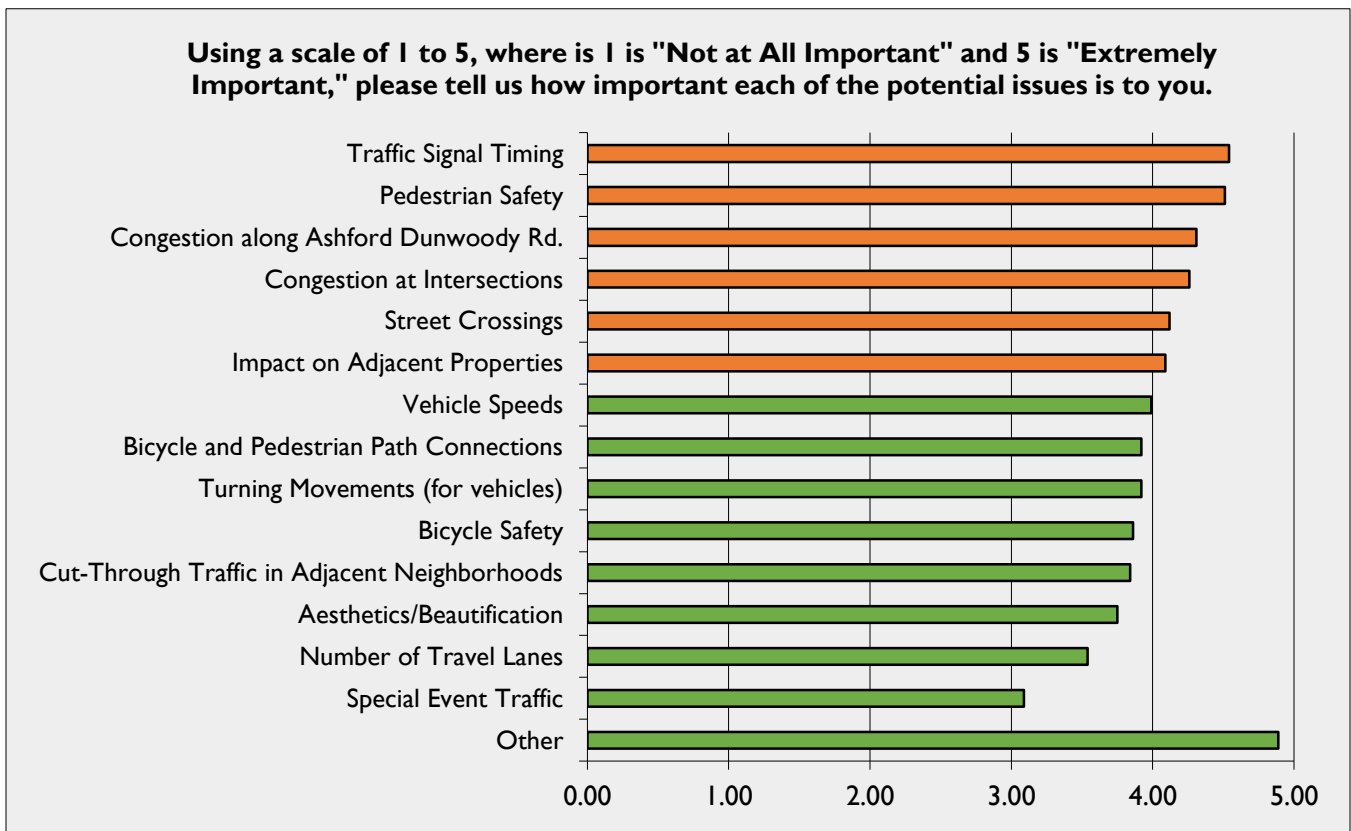


Figure 3. Issues rated on a scale of one (1) to five (5).

Issues and concerns cited in the “Other” comments from questionnaires:

- Volume of traffic on West Nancy Creek.
- Drivers running yellow and red lights and the need for turning lanes at West Nancy Creek intersection.
- Pedestrian safety and inconsistent sidewalks; desire for more continuous sidewalks and safer crossings.
- Cut-through traffic on Harts Mill Road and Bubbling Creek Road, as well as in the Hampton Hall and Cambridge Park neighborhoods.
- Separate bicycle facilities.
- Better synchronized or better timed traffic signals.



Figure 4. Attendees participate in various activities at the March 21, 2016 meeting.

- Excessive speeds on Ashford Dunwoody Road, especially in school zones. If changes are made, speed limit should be lowered, not increased.
- Traffic patterns and volumes at intersection of Johnson Ferry Road and Ashford Dunwoody Road, including Donaldson Drive.
- Limited sight distance when turning from Windsor Parkway onto Ashford Dunwoody Road, and lack of visibility around the curve near Brookhaven Trace, Stratfield Drive, and Kadleston Way.
- Support for additional bus or shuttle service to help alleviate congestion.
- Extend Johnson Ferry Road across Peachtree Industrial Boulevard to Peachtree Road to help alleviate other area roads.
- Eliminate left-turns into/out of Cambridge Square, at least during rush hours.
- Opposition to widening Ashford Dunwoody Road and a feeling that more lanes or a wider road will only invite more traffic and congestion.
- Support for widening Ashford Dunwoody to four lanes in some areas.
- School drop-off and pick-up traffic.
- Consider additional buses or shuttles for off-site school pick-up and drop-off.
- Support for turning options into subdivisions and more or longer turn lanes in some locations.
- Support for more police enforcement of traffic regulations, including speed limit and stopping for pedestrians in crosswalks.
- Support for preserving the character of the area.
- More precisely define the problem this study is trying to solve.
- Need to coordinate with nearby cities to manage traffic and development and consider limiting development to minimize future traffic volume increases.

General Comments

The project team reviewed, categorized, and summarized all comments received from all sources during and in the time since the stakeholder meetings. Comments were divided into categories based on the nature of the comment or part of the corridor they addressed: (1) general comments; (2) corridor-wide; (3) individual intersections; or (4) segments (Peachtree Road to south of Johnson Ferry Road; just south and north of Johnson Ferry Road; and north of Johnson Ferry to I-285/Brookhaven city limits). Within these categories, comments were grouped according to topic or subject as needed, including but not limited to pedestrian safety/access, bicycle safety/access, turning movements, lane configurations, vehicle speeds, school traffic, and traffic signals.

Table 1. Common Topics Addressed in Comments

Bicycle Safety, Lanes, and Paths	Speeding Traffic/Speed Limit
Transit Services	Stormwater Runoff
Congestion and Traffic Volume	Purpose of the Study
General/Overall Safety	Truck Traffic in Neighborhoods
Pedestrian Safety, Sidewalks, and Crossings	Turn Lanes/Turning Movements
Preservation of Natural Areas and Features	Width of the Corridor/Number of Lanes
School Traffic	

Bicycle and Pedestrian Facilities

Attendees commented on the lack of continuous and often narrow sidewalk and a desire for safer pedestrian crossings across various sections of Ashford Dunwoody Road. Flashing lights and better enforcement were suggested. People also commented on the need for more continuous and connected bike facilities. Comments indicate a preference for off-road or protected bicycle facilities, acknowledging that the roadway may be dangerous for cyclists given the hills and curves. Some comments opposed any bicycle facilities.

Transit Services

Several comments identified the lack of bus or shuttle service in the area and suggested that additional bus or shuttle service may help to alleviate congestion by giving people options other than their cars. It was suggested that service should connect to existing rail stations and provide service to regional destinations, such as Perimeter Mall.

School Traffic

Traffic generated by parents and buses dropping off and picking up students at the beginning and end of the day was one of the topics about which attendees expressed strong opinions. Suggestions for how to address this issue ranged from off-site parking or pick-up/drop-off to additional lanes or rerouting vehicles.

Turn Lanes/Turning Movements

The lack of turn lanes in key locations and a desire for improvements to allow more or better turns onto and off of Ashford Dunwoody Road were common concerns among participants. More than 100 comments mentioned turn lanes in one way or another. Many comments called for turn lanes to be added on Ashford Dunwoody Road at key intersections or on certain side streets to



Figure 5. Attendees and a team member discuss one of the map segments at the March 23, 2016 meeting.

improve access to/from Ashford Dunwoody Road. A few attendees expressed support for a center turn lane in some areas (particularly into subdivisions), while others opposed such a lane. A longer turn lane was suggested on southbound Ashford Dunwoody Road approaching Peachtree Road and it was also suggested to lengthen the left-most turn lane on Ashford Dunwoody Road northbound at Johnson Ferry Road to allow more cars to get through the green light.

Traffic Signals

Cited by many attendees as one of the top issues, the coordination and timing of traffic signals was a common subject of comments. Attendees expressed a desire to better synchronize or better program traffic signals at intersections to allow for more efficient flow of traffic throughout the corridor. Several comments made reference to “smart” signals that are more responsive to traffic volumes or increasing the length of green signals at key intersections during peak hours. A few people commented about the length of green signals during non-peak hours, indicating that drivers have to sit and wait when there is little or no cross traffic.

Vehicle Speeds

Many participants commented on the high speeds at which drivers travel when the road is not congested. In fact, 74 individual comments mentioned vehicle speeds. This was a concern throughout the corridor, but particularly in and near school zones and in the southern portion of the corridor where the speed limit is now 40 miles per hour. Several people expressed support for a reduction in the posted speed limit, while others suggested more enforcement. Increasing the length of school speed zones was also suggested. Speeding is also a concern on nearby side streets where drivers cut through neighborhoods to avoid congestion on Ashford Dunwoody Road. Bubbling Creek Road, Harts Mill Road, West Nancy Creek Road, and Kadleston Way were specifically identified, among others.

Roadway Width

It is perhaps not surprising that comments about whether or not to widen Ashford Dunwoody Road were common throughout the comments. Comments were made both in favor or and in opposition to widening the road. Arguments in favor of widening touched upon capacity to handle current and future volumes and the need to get around turning vehicles. Attendees who oppose widening the road generally argue that a wider road will bring more traffic and congestion, as well as disruptions to the residential communities on and adjacent to the corridor.

Comments about Specific Intersections

Some intersections were mentioned more frequently than others. Below is a summary of comments at the most commonly discussed intersections with Ashford Dunwoody Road. Note that the Johnson Ferry Road and Ashford Dunwoody Road intersection is covered in the segment comments below.

Peachtree Road

- The angle of the right turn from Peachtree Road to Ashford Dunwoody Road is narrow and trucks regularly drive on the curb in the northeast corner of the intersection.
- Visibility is limited due to hedges and overhanging vegetation.
- It was suggested that the southbound lanes be reconfigured to accommodate more vehicles, particularly those turning right.
- It was suggested to look at the possibility of creating a protected right-turn lane that allows vehicles to continually turn right without having to stop for southbound traffic on Peachtree Road.

Windsor Parkway

- Turning from Windsor Parkway onto Ashford Dunwoody Road is difficult due to limited sight distance.
- Suggestions were made to consider the possibility of some type of traffic signal or other mechanism to allow vehicles to turn onto Ashford Dunwoody more easily, including several suggestions for a roundabout.

Brookhaven Trace

- Visibility is limited in this area (including from side streets north and south of Brookhaven Trace) due to the curvilinear nature of Ashford Dunwoody Road in this area.

Kadleston Way

- It is confusing and difficult for pedestrians to cross this intersection and visibility is limited.
- There was support offered for studying the feasibility of a pedestrian-operated crossing (like the one at the YMCA) at this intersection.
- Better enforcement was requested.
- It was suggested to time the lights to allow more vehicles to get through the intersection after church lets out on Sundays and in the mornings between 8:00 AM and 9:00 AM.

Donaldson Drive

- Better lighting is needed.
- Safer pedestrian crossings should be provided.
- It is difficult to turn onto Johnson Ferry Road from Donaldson Drive generally due to backed up traffic.



Figure 6. Attendees discuss corridor segments on March 21, 2016.

Cambridge Square/Woods Drive

- It was suggested that left-turns into and out of Cambridge Square (and perhaps Woods Drive) should be eliminated, especially during rush hours.
- The “Stop Here for Pedestrians” sign blocks the flashing pedestrian crosswalk signal.
- Drivers regularly cut into adjacent lanes at the last minute because of congestion at Ashford Dunwoody and Johnson Ferry Road.
- It was suggested that a study should look into an additional road just to the north of Cambridge Square.

Harts Mill Road

- The crosswalk does not function as it should. Drivers do not stop for pedestrians.
- Comments were made about the length and timing of the signal, particularly the low number of vehicles that are able to turn left onto Harts Mill Road (southbound) during evening peak periods.
- Some comments indicate a longer turn lane is needed on Harts Mill Road.

West Nancy Creek Drive

- Some comments described the need to consider turn lanes or turn signals on West Nancy Creek Drive (eastbound and westbound).

- It was suggested that right turn lanes are needed on Ashford Dunwoody Road (northbound and southbound) at West Nancy Creek Drive.
- Some comments suggested something should be done about the timing of the traffic signal. It was suggested to look at the length of the green signal for West Nancy Creek Drive and consider extending it to allow more vehicles to get through each cycle.
- Concerns were expressed about speeding vehicles on West Nancy Creek Drive.
- Some comments opposed center or turn lanes on West Nancy Creek Drive, citing concerns about inviting or encouraging additional traffic and impact on property values.
- Drivers reportedly run yellow and red lights at this intersection. One car was reported to veer around the vehicle in front of it (which had stopped at the light) and raced through the red light.

Perimeter Summit Parkway/Oak Forest Drive

- An outbound turn lane is needed from Oak Forest Drive for vehicles turning north onto Ashford Dunwoody Road.
- More left turn storage is needed on Ashford Dunwoody Road.
- The lane that becomes right-turn only (southbound) catches people off-guard and people end up cutting in to the through-lane, cutting off drivers.

Segment Comments

For the purposes of sorting and tracking comments, the team divided the corridor into three segments. The southern segment covers the area from Peachtree Road to just south of Johnson Ferry Road; the middle segment covers the area just south and just north of the intersection at Johnson Ferry Road and Ashford Dunwoody Road; and the northern segment covers the area from just north of Johnson Ferry Road to the City limits near I-285. Below is a brief summary of comments for each segment.

Peachtree Road to South of Johnson Ferry Road

- Concerns were expressed about the speed at which vehicles travel in this segment. Drivers go too fast through this area when it is not congested.
- More enforcement of speed limits was suggested.
- Johnson Ferry Road should be extended across Peachtree Industrial Boulevard to Peachtree Road to take pressure off of Ashford Dunwoody Road and perhaps alleviate traffic on West Nancy Creek Drive.
- An observation was made that there are fewer pedestrians in this segment than in other areas of the corridor.
- Bicycle access should connect Ashford Dunwoody Road to Johnson Ferry Road via a separate path north of Peachtree Golf Club rather than through the intersection.
- The road should remain two lanes through this segment.
- Ashford Dunwoody Road should be widened in this area.
- Police officers should help direct traffic at St. Martin's Episcopal School during drop-off and pick-up times. It was also stated that the school zone signs are confusing near St. Martin's.
- The curved road between Kadleston Way and Windsor Parkway results in limited visibility, high vehicle speeds, and the need for turn lanes into subdivisions.
- This area is mostly residential in nature.

Around Johnson Ferry Road

- Identifying a way to move vehicles through this intersection was one of the most common concerns or desires. General comments about the need to “transform” or “overhaul” the intersection were made, along with a half-dozen suggestions to consider a roundabout or using a portion of adjacent properties, especially in the south part of the intersection, to improve traffic patterns.

- Comments expressed concern about motorists who cut into lanes at the last minute (especially on Ashford Dunwoody Road northbound and southbound) or who block driveways and intersecting roads.
- It was suggested that better police enforcement may help address some of the common issues.
- Overhead lane assignment signs (telling drivers where their lane leads to) were suggested for Johnson Ferry Road approaching Ashford Dunwoody Road from the east (near Blair Circle and Donaldson Drive) and from the west.
- Attendees commented on the insufficient length of turn lanes and the need for additional turn lanes, especially on northbound Ashford Dunwoody approaching Johnson Ferry Road, and turning left from eastbound Johnson Ferry Road to northbound Ashford Dunwoody Road. Suggestions were made to restripe or add another through-lane to draw traffic through eastbound on Johnson Ferry Road, while still providing enough room for left-turn (northbound) traffic on Ashford Dunwoody Road.
- Some participants opposed additional lanes or roundabouts at this intersection.
- Timing of the traffic signals was also a common concern. Suggestions were made to re-examine the timing of the signals and synchronize them to allow better flow of traffic through both ends of the intersection.
- It was suggested to improve the right-turn radius from northbound Ashford Dunwoody Road to eastbound Johnson Ferry Road.
- Curbs and gutters are not present throughout much of the intersection.

North of Johnson Ferry Road to City Limit/I-285

- Speeding was cited as an issue on Harts Mill Road, as well as in the section of Ashford Dunwoody Road between Perimeter Summit Parkway and Johnson Ferry Road.
- There are many pedestrians in this segment of Ashford Dunwoody Road, particularly from Marist School to Cambridge Square.
- School traffic was mentioned by many participants, with specific comments addressing issues at both Marist School and Montgomery Elementary School.
- It was suggested that Marist School: (1) consider buses or shuttles to off-site parking; (2) the traffic signal should be retimed to be more responsive to traffic volumes; or (3) potentially consider widening the road north of Marist School.
- For the area near Montgomery Elementary School, it was suggested that a right-turn lane is needed into the driveway and that a study be done to see if carpool traffic can be rerouted behind the school in some way. It was also suggested that the traffic signal at Montgomery Elementary School be turned off during non-school hours.
- Traffic congestion, especially southbound in the afternoons/evenings, was among the

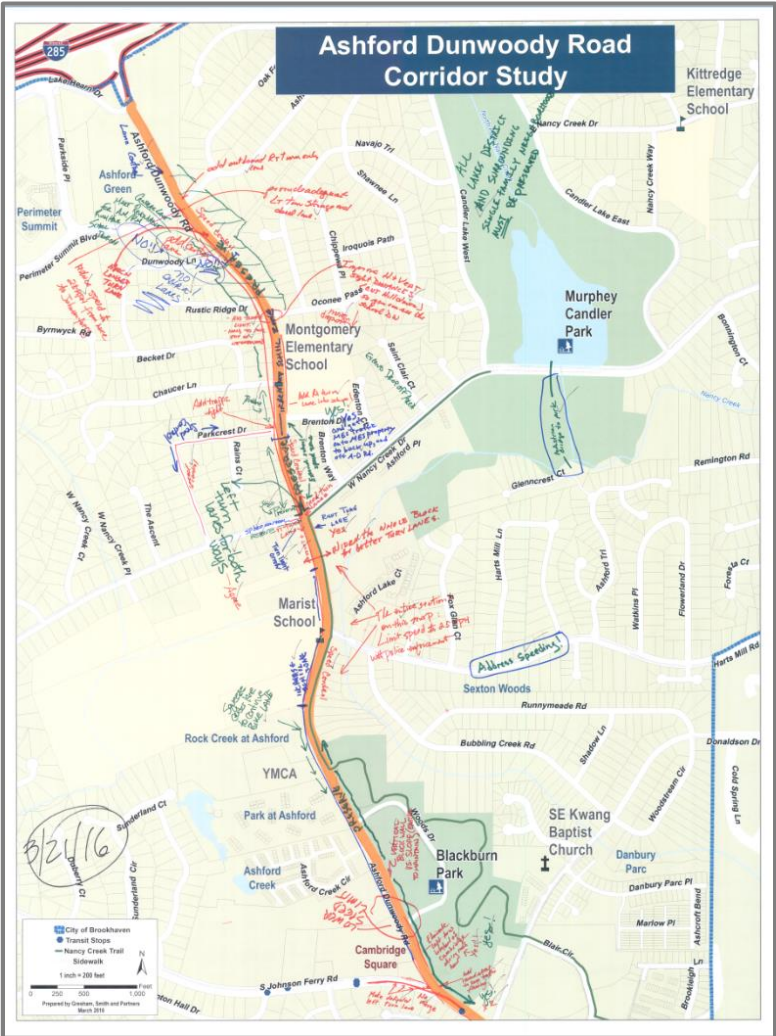


Figure 7. Map of the northern corridor segment with attendee comments from March 21, 2016 meeting.

most common comments. Several suggestions were put forth for adding a two-way center left turn lane, widening Ashford Dunwoody in this area, or to consider a reversible center lane to accommodate rush hour traffic. Some comments indicate strong opposition to any additional lanes or widening.

- Cut-through traffic in the Bubbling Creek and West Nancy Creek neighborhoods was also a common concern. Residents of these areas are very concerned about the amount and speed of cut-through traffic and do not believe that speed bumps are or would be sufficient to address the issue.
- Suggestions were also offered to reroute traffic from I-285 and the hospital in other ways to reduce congestion on Ashford Dunwoody Road.
- Clearer lane assignments and lane control were suggested for the area between Perimeter Summit Parkway and I-285.

Next Steps

The public and stakeholder input received at the March 2016 meetings will be reviewed by the project team and CAC. This information will be used to refine the corridor vision statement and the selection of potential corridor improvement strategies. A community-wide charrette, or interactive workshop, is planned for the summer of 2016 to receive additional public and stakeholder input on the overall future vision of the corridor for this section of Ashford Dunwoody Road within the City of Brookhaven.

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS MARCH 21 AND 23, 2016

AGENDA

Welcome to the Stakeholder Meetings for the Ashford Dunwoody Road Corridor Study. Thank you for coming. The meetings are structured as open houses, so you are free to walk around and participate in activities and speak with members of the project team at your leisure.

Please make sure to fill out a comment card and complete the “Issue Identification” worksheet before you leave. They may be turned in at the registration table.

Members of the project team are available to talk with you or answer your questions about the study.

Station 1: Sign-In and Registration

- Please sign in, make a nametag for yourself, and collect handouts including an agenda, project fact sheet, and a comment card.

Station 2: Project Overview Presentation

- A brief (3-5 minute) presentation is available for viewing at any time. The presentation will provide background information about the study and the activities that are part of today's meeting.

Station 3: Corridor Vision

- The project team seeks your input on the vision for how to improve Ashford Dunwoody Road in the future to meet the needs of all users.
- Think of **up to five (5) key words or phrases** that represent **your vision for the future of the corridor**, write them on sticky notes, and stick them on the display board.

Station 4: Issue Identification

- This station is an individual activity that asks for your input about key issues and potential solutions for the Ashford Dunwoody Road corridor.
- Please complete the worksheets provided and don't forget to write your comments on the back.
- Place completed worksheets in the box provided or turn it in at the sign-in table.

Station 5: Areas to Preserve, Enhance, or Transform

- Using color markers on large maps of three segments of the corridor, please indicate which areas you believe should be “**Preserved**” (mark in green); “**Enhanced**” (mark in blue); or “**Transformed**” (mark in orange).
 - Areas to **preserve**: those you believe should be kept as-is (no changes)
 - Areas to **enhance**: those you believe need some improvements and/or minor changes
 - Areas to **transform**: those you believe need to be changed entirely
- Provide any additional comments as needed to help explain your input.

Watch for information coming soon about a community design charrette in mid-2016!

PLEASE RETURN COMPLETED COMMENT CARDS AND WORKSHEETS
TO THE SIGN-IN TABLE BEFORE YOU LEAVE



March 21, 2016 – Marist School

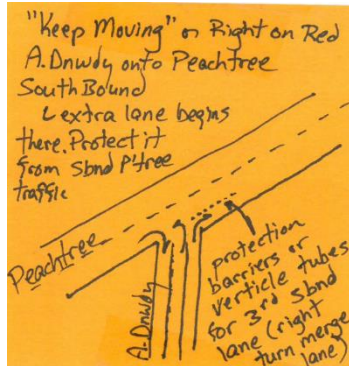
Vision Elements

Key words, phrases, and ideas for the vision of the future of the corridor

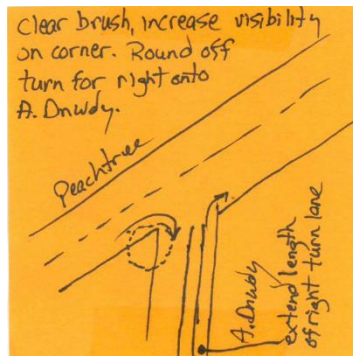
Efficient traffic flow	Less apartments	Reduce traffic congestion
Pedestrian friendly	Police traffic control during rush hour so people don't block lanes trying to get through a red light – like Marist does in the morning	Volume of 1,000 vehicles per day
Bicycle friendly		Bike trail
Paths connecting neighborhoods		Keeping lanes as-current
Connecting sidewalks	Get MES traffic off ADR and onto MES property	ADR and Perimeter Summit Pkwy at PM rush hour is a horror show. Solve that congestion before Ashford Green expands.
Stop “developments”	Protect pedestrians – walkers, school children	
Evaluate new development before permit to build	Preserve property values/neighborhood	Parkway style road with great landscaping
Smart traffic controls	Limit speed to <25MPH with police enforcement	Small shuttles
Effective light timing	Preserve green space	Pedestrian crosswalks on ADR all need red lights. Traffic must stop for peds., but doesn't happen now
Traffic circles at key intersections (Marist, Johnson Ferry, Perimeter Summit)	Work with adjoining cities to connect trails and paths to MARTA and commercial districts	Connect Ashford Glen to Murphey Candler Park over Nancy Creek with pedestrian bridge
Adjust ADR-JF intersection – traffic does not flow due to blocking of intersection (just north of McDonald's)	Fix choke point where 2 lanes merge south of I-285	More trails for walkers and bikers
Pedestrian and bicycle lanes	Dog park	Rather than blinking yellow at crosswalks, have light turn RED. See city of Suwanee for example. Very effective.
Fill in sidewalk voids between JF and Peachtree	Green grass	“Keep moving” on right-on-red ADR onto Peachtree Rd. southbound – extra lane begins there. Protect it from southbound Peachtree traffic
Wide walk/bike path along corridor	Include traffic calming devices on Parkcrest	
Lower speed limits	Add a traffic light at ADR and Parkcrest	
Safe bike lanes, preferably off-road	Address speeds on tertiary roads feeding into ADR – Harts Mill too fast	
Stop having food truck Wednesdays at Blackburn Park – the traffic gets terrible	Safe speed limits	
Add/expand corridor to allow (one-way) middle lane which can switch directions during AM/PM rush hours	No more apartments	
Wider sidewalk north of MES	Reduce speed limit to 30MPH	
More parks and green space	Make this corridor beautiful with trees and shrubs that compliment	

Ashford Dunwoody Road Corridor Study - Stakeholder Meeting

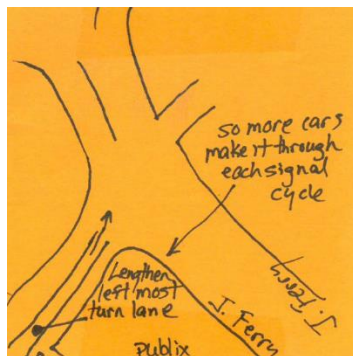
(see diagram)



Clear brush, increase visibility on corner of ADR and Peachtree Rd. Round off turn for right onto ADR northbound from Peachtree Rd. (see diagram)



Lengthen left-most left turn lane at ADR-JF (at Publix) so more cars make it through each signal cycle. (see diagram)



Constrain transit travel to drive people to other routes (slow speed or uncomfortable travel)

“unconstrain” transit travel (more lanes) to invite even more traffic but improve flow

Leave us alone

Slow down development (commercial)

NO expansion of ADR on the residential side south of JF – many children walk to school here

Increase recreation area awareness

Control speed at Nancy Creek and ADR – High pedestrian use, accident prone

Movement

Logical

Access

Safe

No widening of ADR **anywhere!!**

Safer bike access – the bike lane no wider than my shoulders which begins/ends in 1/2 mile on uneven pavement where traffic is doing 35-55 is only for the suicidal

Enhance safety of pedestrians/cyclists/drivers

Reduce speed

Add cameras

Widen! Even if it takes some of my yard

Get the 53' trucks, fuel trucks, car carriers, loaded down dump trucks off our road.

Keep 2 lane

Transit stops along corridor (bus or some type of smaller shuttle)

Clean up and repair sidewalks to make it more walkable (cut back brush, etc.)

Widen but without losing too much of our yards

Widen northbound ADR at Publix

Don't allow merging from outside lane of Johnson Ferry (east) to ADR south.

More blinking crosswalks

Stop cut-through traffic

Need coordinated plan to address cut through traffic coming north and south on Peachtree and using local streets to go to Pill Hill

Do **NOT** widen ADR – instead fix the problem, don't just manage it

Stop adding apartments

More turn lanes

If you build more lanes, it will get worse!

No additional auto traffic

Bike lanes

Sidewalks

Two police officers directing traffic at ADR-JF 4pm-7pm

Sidewalks everywhere

Walk (safely) to restaurants

Maintain width

Improve sidewalk conditions

Leave trees on ADR and W. Nancy Creek alone

Unattractive for driving through

Great place

Ashford Dunwoody Road Corridor Study - Stakeholder Meeting

Put stripe on Nancy Creek Rd. (to demarcate lanes)	through 5 miles of N. Hollywood (CA) every morning faster than I can get past Perimeter Mall from here!)	Encourage elementary school and Marist to have flexible schedules
Put striping on Old Johnson Rd		
Walkability	Inevitable future growth at Perimeter	Ensure traffic lights are synched to support traffic
Bike lanes		Keep trees – don't clear more areas
Close Bubbling Creek at one end	Help Nancy Creek Drive Grand Boulevard	No trucks except local deliveries
No 5:00PM parking lot	Help alleviate cut-through traffic on neighborhood streets – especially W. Nancy Creek	Density = traffic
Get Bubbling Creek Road off the GPD – check it out		New developments should be lower density and more like neighborhoods
Residential continuity	Plan should address cut-through traffic on Bubbling Creek	Activity corridor
Safe and efficient for all modes.	Easier walking & handicapped access	Clear “cross areas” of extra signs that block the blinking yellow. If people can see the blinking yellow well in advance they will stop
Adequate turn lane storage and approaches	Continue sidewalks both sides so people don't HAVE to change sides to go one mile	
Improve horizontal and vertical sight distances	Widen sidewalks with lighting	Food trucks on weekends only
Move traffic especially from I-285 to West Nancy Creek (add middle lane – turn and emergency lanes)	Stop overbuilding	
Lengthen turn lanes... and their access at almost every intersection.	More lanes = more traffic	
ADR-JF (Viener's corner) is BETTER but still needs MORE.	Maintain residential areas of ADR	
Make it safer to bike and walk on ADR	Need MARTA bus transport along entire corridor to connect to rail stations	
Add reversible middle lane on ADR like on Roswell Rd.	Lack of tertiary roads	
Traffic study where are cars coming from and their destination – then provide alternate routes	Put a traffic light at Windsor Pkwy.	
Maintain integrity of neighborhoods	Improve surrounding road infrastructure to reduce traffic on ADR	
Walkability	Alternative access to corridors – Chamblee Dunwoody and Peachtree Dunwoody	
Smart traffic lights every corner. Dump the 50-year old traffic light controllers (I drove	Better/wider pedestrian path from I-285 down to JF	
	Minimal delay while driving from I-285 to Peachtree Road	

Ashford Dunwoody Road Corridor Study - Stakeholder Meeting

March 23, 2016 – St. Martin’s Episcopal School

Vision Elements

Key words, phrases, and ideas for the vision of the future of the corridor

Leading green during rush hours for West Nancy Creek traffic to turn onto ADR south	Noise abatement for “the hood”	Right turn lanes into subdivisions
Turn lanes and arrows West Nancy Creek	Eliminate merge issues and backup south of I-285	Welcoming to families
Do not widen ADR	Stop cut-through traffic	Make ADR 4 lanes
Somewhere to walk and bike	4 lanes	Make ADR 4 lanes
Maybe a change-direction middle lane if no widening of ADR	Longer turn bays approaching Peachtree Rd.	More lanes => more congestion
Do not widen ADR	Make it more walkable and easier to cross	Multi-use trails
Add islands to divide bike lanes from traffic lanes	No bike lanes	No 4 lanes
Improve JF-ADR signal timing	Sidewalks to allow access from Ashford Park	Stop trucks from cutting through on Bubbling Creek
Tear down the blight (run down houses)	Access from one end of ADR to the other	Eliminate “poachers” (who cut into lanes at last minute) and people who block intersections
Stop cut-throughs in neighborhoods	Bicycle lanes	Turn off Montgomery School traffic signal except during school zone hours
Light at Windsor Pkwy. and ADR	Eliminate bike lanes	Ability to enter ADR from side roads
Bike paths	More/longer turn lanes	Make ADR 4 lanes
Sidewalks	Safe crossing for schools, parks, shopping centers	Abernathy Road
Preserved residential	Consider pedestrian bridges	Linear Parks
Bike lanes	Left turn lanes into subdivisions	Quiet street where traffic moves
Traffic timing	Safe crosswalks	Do not make ADR 4 lanes
Residential	Safe school corridors	Nice landscape to hide the ugly fences
Bicycle safety	Crosswalks	Sidewalks from Cambridge Park
Wider shoulders	Pedestrian safety	
Protected bike lanes	MARTA bus please	

Ashford Dunwoody Road Corridor Study - Stakeholder Meeting

Bus alternatives to more cars	from side streets will help the situation now.	Keep residential
Efficient flow of traffic		Traffic management at Windsor Pkwy. and ADR
Middle lane that changes direction	Place mobility and safety of existing residents <u>first</u>	Widening ADR = more traffic (not less)
No more lanes	Increase sidewalk width, resurface (cracks/gaps)	
Walkable	More lighting	
Bike-able	Change light at Donaldson Dr. and ADR and JF so you can turn onto JF from Donaldson Dr.	
Crosswalks		
Improve flow at intersections		
Turn signals	Curb and gutter	
MARTA bus please	Sidewalks	
From JF intersection time lights to let more cars through	Complete sidewalk access	
Sidewalks	MARTA bus	
Dedicated bike trails	Increase capacity	
Let bikes on sidewalks	Widen ADR-JF intersection	
Walk and bike safely	Buses for Marist School	
Center two-way left-turn lane	Sidewalks to Peachtree Rd.	
Long term solutions require loss of property owners' use of government ROW as roads and intersections expand. Sad but necessary.	Bicycle safe access	
Quiet as possible	Stop semi trucks from entering Bubbling Creek especially	
Intersection lighting – too dark at night	Don't widen ADR	
Sidewalk buffer from travel lanes	Restruct or eliminate cut-throughs (Harts Mill to Bubbling Creek)	
Improve ADR-JF intersection	Sidewalks on Bubbling Creek	
Simple turn lanes and longer lights for resident traffic	Get Google/GPS to remove Harts mill to Bubbling Creek as route to JF	
	Improve traffic flow (this will reduce cut-through traffic Harts Mill to Bubbling Creek)	

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

ACTIVITY WORKSHEET: IDENTIFY AND CONFIRM ISSUES

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B) Vehicle Speeds	1	2	3	4	5
C) Bicycle and Pedestrian Path Connections	1	2	3	4	5
D) Street Crossings	1	2	3	4	5
E) Bicycle Safety <i>Bicyclists don't follow road rules - key to safety</i>	1	2	3	4	5
F) Pedestrian Safety <i>stop signs</i>	1	2	3	4	5
G) Aesthetics / Beautification	1	2	3	4	5
H) Number of Travel Lanes	1	2	3	4	5
I) Special Event Traffic	1	2	3	4	5
J) Impact on Adjacent Properties	1	2	3	4	5
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Bicycles don't follow road rules increasing danger for everyone. Hate to spend money for people who don't act right.

Sidewalks all bad. Broken/crumbled
need to widen & repair

Idea

Widen AD to 4 lanes

Buy out ~~per~~ adjacent properties

Turn remaining land into
green space
parks
bicycle area

If traffic pushed to tertiary roads, need to
add calming (speed bumps, etc) to control
flow and speed

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B) Vehicle Speeds	1	2	3	4	5 <i>Harts Mill</i>
C) Bicycle and Pedestrian Path Connections	1	2	3	4 <i>ped not bike</i>	5
D) Street Crossings	1	2	3	4	5
E) Bicycle Safety <i>obey traffic rules!</i>	1	2	3	4	5
F) Pedestrian Safety	1	2	3	4	5
G) Aesthetics / Beautification	1	2	3	4	5
H) Number of Travel Lanes	1	2	3	4	5
I) Special Event Traffic	1	2	3	4	5
J) Impact on Adjacent Properties <i>Greater Good</i>	1	2	3	4	5
K) Traffic Signal Timing	1	2	3	4	5
L) Congestion along Ashford Dunwoody Rd.	1	2	3	4	5
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Sidewalks on A/D + connecting roads
are terrible. uneven, only ~~one~~ one
side of the road, no street lights.

they are also only 3 ft wide w/ sometimes
No buffer to road.

Very dangerous for people / pets.

Speeding is a big problem on Harts Mill.

Crosswalk was a disastrous "solution"

nobody slows down

very very dangerous

Ashford Dunwoody Road Corridor Study

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Are we sure that the issue is Ashford Dunwoody Rd.?

The biggest problem is traffic volume.

Traffic volume drives all of these other issues.

So the correct question that we need to be asking is

"How can we reduce the traffic volume?" Also, what exactly is the problem the study is trying to solve?

Can the result be because there is no eastbound exit via 285 for Peachtree Dunwoody? In order to fix the problem, the first step is to clearly define what the problem is. Example "The traffic volume on Ashford Dunwoody is too high during the hour of 5 p.m. - 6 p.m. M-F as a result of pass-thru traffic for people that reside ~~at~~ on the southside of Peachtree Rd between Ashford & Chamblee Dunwoody." Also, what is the standard? What is the standard that we are looking for? Example: "During the hour of 5 p.m. - 6 p.m., ~~no vehicle~~ vehicles should be able to travel the corridor in no more than 20 minutes." - what would need to be done, so this can happen?

Thank you,

-Kevin Hasty

hastykevin@hotmail.com

Ashford Dunwoody Road Corridor Study

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1. Ridiculous that there is incomplete marta bus transport along Ashford Dunwoody. Buses should run the entire corridor, connecting to the 2 marta Stations. Bus service is absent along the most congested section

2. need to limit high density housing develops in the area. It already exceeds our capacity

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

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Cut through traffic on neighborhood streets is horrendous

- Nancy Creek, Parkcrest Drive

- Need to minimize the desire for ~~these~~ cars to enter our neighborhoods.

- Eliminate Left turns into/out of Cambridge on A-D Rd. during rush hour. There is no reason these vehicles can't enter/exit from Johnson Ferry.

- Add a Rt turn lane into Montgomery Elementary going NB. There is plenty of room to add a very lengthy lane to hold excess traffic for cars going to the school. This is the major source of morning delays.

- Speed Bumps/Tables on Parkcrest Dr. Even school buses are using our street to bypass the light at Nancy Creek/A-D Rd.

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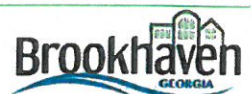
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It is extremely important to me, as a landowner
on Ashford Dunwoody Road that none of my
yard be taken to add lanes.

Ashford Dunwoody Road Corridor Study

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• The city approves high density projects and then looks for a solution later.

There should be a moratorium on all high density development in Brookhaven until real solutions are implemented.

Ashford Dunwoody Road Corridor Study

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SEE REVERSE

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I have lived on Ashford Dunwoody Rd Since 1999.

4089 Ashford Dunwoody Rd NE Atlanta GA 30319

I work @ Emory St Joes. My children go to Montgomery and Chamblee Middle. In the mornings traveling north on Ashford Dunwoody, The school needs a dedicated Rt turn lane. Cut in the hill and throw up a wall to support above parking lot. In the afternoon/Evenings

4pm - 8pm

Monday - Friday traveling south, the turn lane to turn left onto Harts Mill only allows 3-4 cars to turn left on to Harts Mill. This is unacceptable! It should let no less than 12-15 cars turn left @ one time. Because that left turn lane is so short, and short timed, it backs up to the single lane which backs up the feeder streets W. Nancy both directions

(We are a HEAVY Sports community 9 months of the year between 4pm and 8pm) It also backs up Ashford Dunwoody to 285. The lane changes @ the intersection of

Ashford Dunwoody and Johnson Ferry were an improvement but the light @ Corner Pizza is out of sync w/ the other lights and it is still a problem area. It takes

me 35 mins from my house on Thursday nights to travel to Gallas pizza on Peachtree Rd. Absolutely Ridiculous. I truly feel that if the lights were

programmed correctly we would see Big changes.

Another Big Needed Change is for the light @ W. Nancy and Ashford Dunwoody to take turns letting each side out just like the light @ corner pizza does.

Thank You, Michele Rutherford

404-405-1014 Pell

Ashford Dunwoody Road Corridor Study

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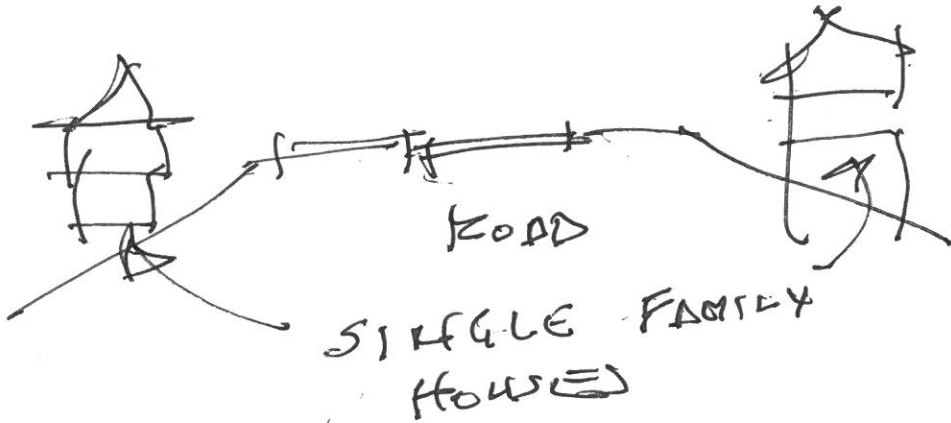
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THIS SHOULD BE CONVERTED TO A GREAT CORRIDOR / A GREAT BWA.



EXISTING CONDITIONS



PROJECTS REMAINING RESIDED BEHIND TOWNHOMES

PROPOSED CONDITIONS

PUBLIC / PRIVATE PARTNERSHIP

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

ACTIVITY WORKSHEET: IDENTIFY AND CONFIRM ISSUES

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1. ELIMINATE LEFT TURNS INTO CAMBRIDGE
AT THE ENTRANCES ACROSS FROM
BLACKBURN PARK.

2. ENFORCE SIGNED & SIGNALLED PED
CROSSINGS. I OBSERVE PEOPLE DRIVING
THRU THESE ON A DAILY BASIS. NEVER
HAVE SEEN ANYONE TICKETED.

3. CUT THRU TRAFFIC GETTING WORSE.
CAN'T LEAVE NEIGHBORHOOD IN A.M.
RUSH.

4. NEIGHBORHOOD ADJACENT TO MONTGOMERY
WOULD BE DESTROYED BY WIDENING.

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EXPANDING TRAFFIC LANES IS OF NO USE IF RESIDENTIAL
DEVELOPMENT CONTINUES AT IT CURRENT PACE. STOP DEVELOPMENT!

DO NOT CUT DOWN TREES TO ADD LANES ON ASFORD DUNWOODY.

Fix the back-ups due to light-timing, schools AND cut through
traffic. Add police to direct traffic at the busy
intersections. ADDING LANES IS NOT THE SOLUTION

Ashford Dunwoody Road Corridor Study

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Please look at doing something about
traffic speed as it comes down
AD to West Nancy Creek on
a steep hill - causes traffic
and accidents at AD/Nancy Creek
intersection which has many
pedestrians crossing.

Ashford Dunwoody Road Corridor Study

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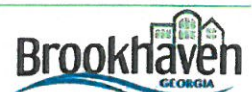
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Ashford Dunwoody shares much in common with Peachtree-Dunwoody and Chamblee-Dunwoody. All three roads should have the same speeds, travel lanes, etc.

Only A-D is under Brookhaven control but maybe work with Sandy Spgs and Chamblee?

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I do not want to see an increase in the number of thru-lanes. ~~increased~~
I believe most of this is not local traffic and feel these cars should fund alternate routes to work.

Intersections should be improved to improve flow along w/ longer light timing at appropriate intersections.

I believe traffic police i.e. only compound the problem by slowing traffic

Ashford Dunwoody Road Corridor Study

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Ashford Dunwoody

Should remain 2 lane from 285 to corner of Nancy Creek for safety of walkers as well as to slow speeders. More turn lanes & traffic lights could help with congestion. It is extremely important to preserve the existing neighborhoods!!

Re-timing traffic lights to keep the traffic moving may help? We want to insure safety. Why did DOT want to increase speed limit to 40 mph? How can we encourage drivers to take another route? Are all the trucks traveling on Ashford Dunwoody legally traveling on the road?

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

MARCH 21ST

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The Interchange
at
JOHNSON
FERRY

to
A Dunwoody
↑

? Keep to
turning (A&K)
thru -

ALSO
Traffic need to be
lights synchronized

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H) Number of Travel Lanes <i>AS FEW AS POSSIBLE</i>	1	2	3	4	5
I) Special Event Traffic	1	2	3	4	5
J) Impact on Adjacent Properties	1	2	3	4	5
K) Traffic Signal Timing <i>CURRENTLY RIDICULOUS -- YOU "COLLECT" TRAFFIC VS. GENERATING TRAFFIC MOVEMENT / FLOW</i>	1	2	3	4	5
L) Congestion along Ashford Dunwoody Rd.	1	2	3	4	5
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TRANSFORM ASKE-DUNWOY/JOHNSON FERRY INTERSECTION.

This intersection lacks organization & the concept of traffic Flow → it currently collects traffic. This issue is the primary cause of all other congestion.

During A.M./P.M. rush hours there will be congestion. But the intersection exacerbates it by at least a factor of 10.

Great opportunity.

Thank you for this?

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It's sad to hear any comments about widening A-D Rd.
It won't really do much to solve the traffic congestion
coming our way — it will be a very small ~~bandaid~~ bandaid
to a ~~big~~ bigger problem: a severe lack of public transit
to serve a New York City-type of development being
pushed here. This will be a drop in the bucket to
solve congestion. More — many more — train stations
are needed throughout the area, or multiple smaller
shuttles in the neighborhoods. Widening one artery
isn't going to make a dent in the traffic, and the
loss of tree canopy will be tragic.

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B - CREATE Lower SPEED Limit
In Congested AREA.

C Sidewalks TOO NARROW

D - Flashing Signals NOT enforced
BY POLICE

E - - NO BIKE LANES

F - Clean up Right of way
AND UN. for LANDSCAPE from
Public to Kroger

H - NO NEW LANES

I - Food trucks ARE the worst.

J KEEP Single Family Homes AND
Buffers

L. ITS LIMITED TO A Few Hours A DAY
Don't Kill the Neighborhood to Help COBB...

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I agree that major improvements are necessary for this corridor. Currently, the largest issue I see is the 100 ft section of Ash DW / JF Rd.

I would like to see consideration for a roundabout at this intersection ~~§~~ amongst other intersections in the area. Consistent movement of traffic is crucial. Bike and walking paths that are inter-connected would be ideal for all surrounding neighborhoods. Preserving the character of area is also a major concern as well.

Ashford Dunwoody Road Corridor Study

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Negative impact to residential areas discouraged.

Preserve trees and natural areas along corridor.

Consider community events, such as food truck nights, to occur on weekends — not weekday rush hour.

Lower speed limits!

Continue improving pedestrian sidewalks. People don't stop, particularly by Publix. Safety concerns increased with higher speed limit. Enforcement! Poor visibility also

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(Reverse side)

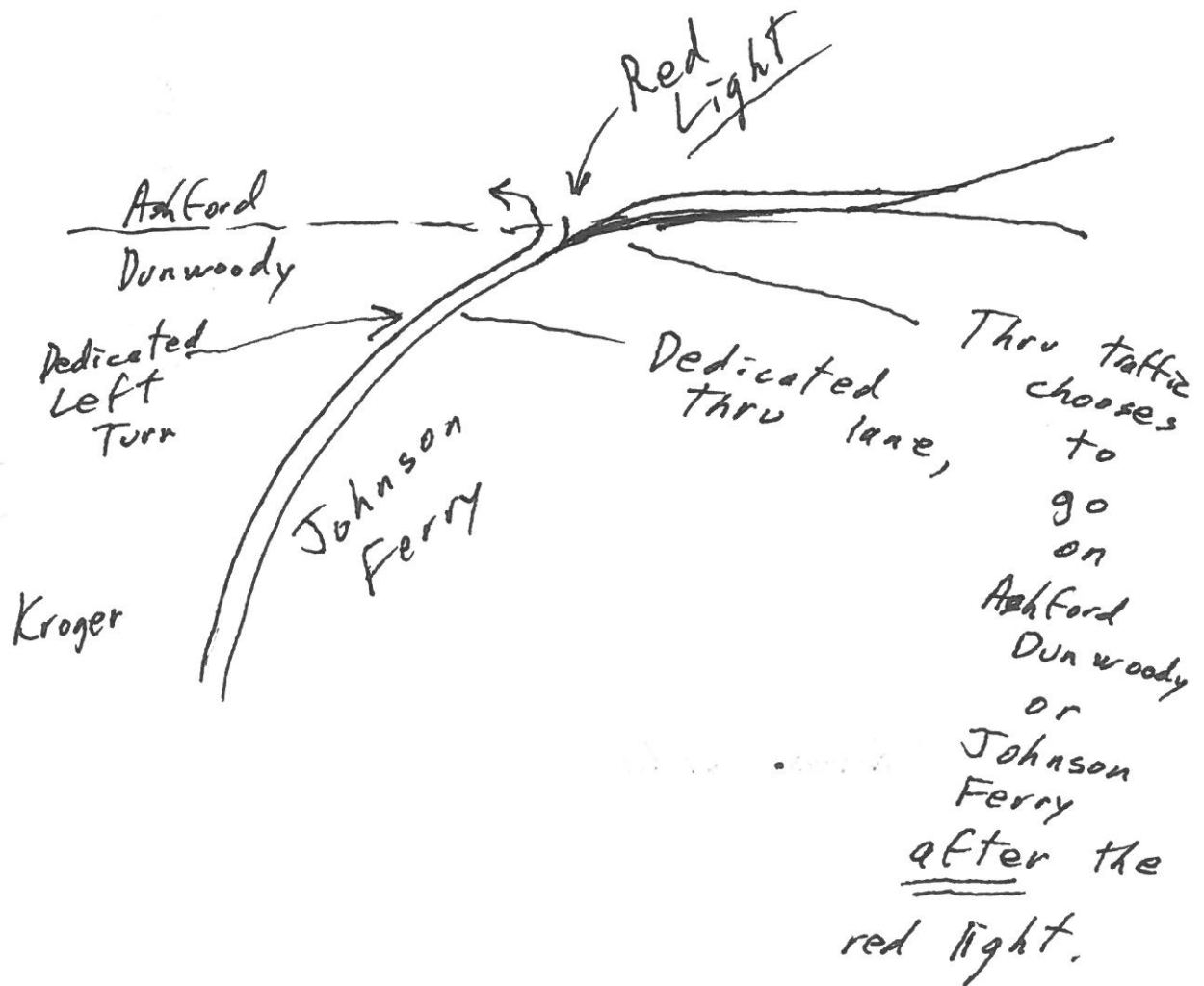
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On Johnson Ferry Road, heading East towards the intersection with Ashford Dunwoody Road, when turning left at light to go on Ashford Dunwoody Road, northbound, there is no room for more than one vehicle waiting to turn when the light is red. Causes traffic to get out of the lane and "go around" the car(s) waiting to turn.

Solution: Add another lane for cars proceeding straight thru the light and make the left turn lane "left-only." See diagram!



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- 1) Traffic will be a given. Establishing alternate, parallel paths would distribute traffic away from Ash/Dun road. Even small improvements like extending Johns Ferry across Peachtree to new Peachtree would split traffic.
- 2) A commuter will follow the most attractive expedient route using WAZE or other apps without regard for local traffic loads.
- 3) Ashford/Dun dead-ends into Peachtree & Johns Ferry dead-ends into the same road - Both of these roads should be connected to a through route across R&R tracks & Peachtree.
- 4) ~~the traf~~ Imagine if Masset Parking was at 285 and a shuttle ran to the school.
- 5) ~~A constant flow of a low speed is more efficient than a road full of traffic lights.~~

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Improve Hory and vertical sight distances, esp SB/NB just north of school.

Provide adequate turn lane storage and approaches to actually get into the turn lane and get by queued traffic in the ~~turn~~ thru lane.

Provide offset / buffer between road and sidewalk.

Bike lanes?

Low width (low truck $\%$ & low bus $\%$)

Better intersection handling at ADR and Windsor Pkwy

1) Signal?

2) Roundabout

Place median at Blackham Park from Donaldson to YMCA.

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MAIST / MONTGOMERY ELEMENTARY MORNINGS!

NEED SOLUTION TO HAVE PARENTS DROPPING OFF KIDS B/C
THE CORRIDOR IS AT STANDSTILL FROM 7:20-8:00

9:00 AM / RUSH HOUR
AFTERNOON

SMART TIMED LIGHTS & ADDITIONAL - REVERSIBLE
TRAFFIC LANE (SIMILAR TO ROSWELL RD / R-9 BY
THE RIVER TO HELP REGULATE TRAFFIC.

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#1 PRIORITY

GET Intelligent traffic lights - not
JUST @ ^{SCHEM'Y} SCHOOL & POST PROPERTIES.

Will improve traffic flow, pollution &
frustration at all times & costs orders of
magnitude less than road improvements.

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① The corridor is obviously overloaded. It will only get worse with new development that has been approved or already underway in Brookhaven and adjacent jurisdictions. Brookhaven cannot plan and act in a vacuum, it's imperative to coordinate with Chamblee, SS and Dunwoody. For example, the State Farm Building is sure to impact the already congested intersection at Perimeter Summit and AD at rush hour.

② Consider delays in already approved developments at Ashford Green and others until traffic plan is adopted.

③ Detailed, Regional Traffic Study.

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- * slower speed limits 30mph. Residential Street
- * more flashing cross walks.
- * possible turn arrow lights for Nancy creek
- * ~~city~~ ~~to~~
possible speed bumps near school zones.
- * bike lanes continue along Ashford & Johnson Ferry
- * enhance lights near park
- * montgomery traffic can be moved to Brenton Dr
if school opened border to allow drop off
area near playground - plenty of land unused.

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Adding lanes to or widening AFD Ashford Dunwoody Rd will create more traffic congestion, making the neighborhood unsafe. A walkable city means fewer drivable streets. Please use the reverse side of this sheet to provide additional comments about issues on Ashford Dunwoody Road. but more streets that limit the # of vehicles.

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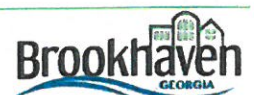
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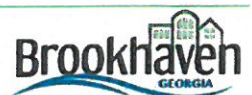
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people driving way too fast in school zones

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Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

ACTIVITY WORKSHEET: IDENTIFY AND CONFIRM ISSUES

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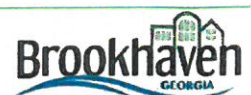
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<i>MORE SPEED BUMPS IN CAMBRIDGE PARK & HAMPTON HALL</i>					

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The divergent diamond intersection at 285 pumps too much traffic too quickly onto Ashford Downway.

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Thank you for the re-design of the Arthur-Dunwoody + Johnson Ferry intersection. As a traveler South bound to St. Mark's Episcopal School in the afternoon, this re-design has significantly improved my health as a stress reducer. I'm sad to see some of the improvements to efficient traffic flow lost to "Poachers" and "Blockers." Poachers ride in one lane then slow traffic as they attempt to cut into an adjacent lane. Blockers fill an intersection and block the flow of traffic when the light changes.

Please direct police to penalize poachers + blockers! Correctly this behavior will reduce congestion (and reduce human stress from competitive traffic) with little expense.

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In my opinion:

- More lanes on A-D will only equal MORE TRAFFIC!

- Too much feeder traffic from hospital area feeding onto A-D. west wany creek is closed from 4pm - 7pm!

- Better job of syncing signals at A-D Johnson Ferry intersection. Go to that major intersection at 5pm and watch traffic!

- Look at adding a left turn signal on west wany creek onto A-D. Too much traffic closed due to left turning cars.

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Specifically, ^(cut through) traffic
on Bubbling Creek Rd., Cars travel
too fast through this neighborhood.
we have a large # of deer, walkers, &
Families that cross this road
and walk this road everyday.
This traffic is messy up the
peaceful quality of this
neighborhood. It is a big
Safety issue.

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Turning ~~left~~^{right} from Donaldson Dr onto Johnson Ferry is impossible in the morning because the light has been changed so that when Donaldson Dr. gets a green light there is no place to turn onto Johnson Ferry.

~~There should be three lanes instead~~

From Clairmont Rd, there should be 3 Johnson Ferry lanes, 2 lanes ~~crossing~~ ~~Ashford~~ turning left when J. F. & Ashford Dunwoody separate. At that point Johnson Ferry should have an additional lane.

There should be a light at Windsor and Ashford Dunwoody.

No Bike Paths Non motorized vehicles should not be on the road. They are too slow. Cars have to get around them. Bikes go 2 to 5 miles per hr. Bikes should not be ridden ~~at~~ when its dark

I live at the corner of Bubbling Creek & Donaldson Drive. When I am on Bubbling Creek, most of the time ~~is~~ I am the only car on the Road. The most cars I have ever seen ~~are~~ two.

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

ACTIVITY WORKSHEET: IDENTIFY AND CONFIRM ISSUES

OVERVIEW

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H) Number of Travel Lanes	1	2	3	4	5
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K) Traffic Signal Timing	1	2	3	4	5
L) Congestion along Ashford Dunwoody Rd.	1	2	3	4	5
M) Congestion at Intersections	1	2	3	4	5
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Other (please write in below or on reverse side of this page)	1	2	3	4	5

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Cut thru on Bubbling Creek is getting worse
This is a neighborhood not a speedway.

Ashford Dunwoody Road Corridor Study

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Would like to see all of Ashford Dumwoody
pedestrian sidewalks to Peachtree Rd.

Ashford Dunwoody Road Corridor Study

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- Right Turn lanes into Subdivisions
- Left Turn Lanes into Subdivisions

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

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	Not at All Important	Somewhat Important	Neutral	Important	Extremely Important
A) Turning Movements (for vehicles)		2	3	4	5
B) Vehicle Speeds	1	2	3	4	5
C) Bicycle and Pedestrian Path Connections	1	2	3	4	5
D) Street Crossings	1	2	3	4	5
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Handwritten notes in blue ink:
 - "I think people have speculated for years & let them turn into blight"
 - "6/20/19 #2209/9"
 - "PLEASE RETURN COMPLETED WORKSHEET TO THE SIGN-IN TABLE BEFORE YOU LEAVE"
 - "PLEASE RETURN COMPLETED WORKSHEET TO THE SIGN-IN TABLE BEFORE YOU LEAVE"
 - "PLEASE RETURN COMPLETED WORKSHEET TO THE SIGN-IN TABLE BEFORE YOU LEAVE"

SO HAPPY AD may finally be addressed.

My concerns are

① Beautification

② walk paths

③ linear parks

④ removal of blighted
homes/areas

⑤ congestion

* Please * give us an urban
masterpiece like Aberrathy Road
in Sandy Springs! let's walk & play

Ashford Dunwoody Road Corridor Study

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I WAS THRILLED WHEN THE AD-JF INTERSECTION WAS REDESIGNED; HOWEVER, THERE'S STILL ROOM FOR TRAFFIC SIGNAL IMPROVEMENT - TO PREVENT STOPPED TRAFFIC ON THE "COMMON" SECTION OF THE ROAD FROM BACKING UP FROM THE DONALDSON INTERSECTION AND PREVENTING TRAFFIC BEHIND FROM MOVING.

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I live on Brookhaven Trace (located on curve of A-D Road between Stratfield Drive & Kadleston/Brookhaven Hill). We are located on a curve that allows almost no visibility of our entrance to Drivers on A-D Road and limited visibility for those of us turning out of Brookhaven Trace. At that spot on the road drivers often speed because they are unaware that there is a potential for drivers entering the road. Turning out of our neighborhood is a frightening prospect. We ~~have~~ cannot see drivers approaching until they are around the curves & at that point you are about to get T-boned. I literally pull out of my neighborhood at the fastest speed possible out of fear of getting hit if I turn out at a more reasonable speed. We need a mirror or a flashing light that indicates oncoming traffic for Brookhaven Trace motorists and I would love to see maybe blinking lights(?) - something to remind drivers they are in a residential area. The Hidden drives sign up by Kadleston doesn't include our area.

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FY - THIS IS A PROBLEM !!

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DURING SCHOOL YEAR TRAFFIC IN THE MORNING IS VERY MUCH IMPACTED BY THE PARENTS DROPPING THEIR CHILDREN OFF! THE BUSES; PERHAPS REQUIRE BOTH TO TURN DOWN THE SIDE STREET THAT RUNS NEXT TO THE SCHOOL; CREATE A DROP OFF AREA BEHIND THE SCHOOL AND/OR ON THE SIDE. ALSO CREATE SPECIAL TURN LINES NEAR THE SCHOOL FOR BUSES; PARENTS.

INCREDIBLE AMOUNTS OF CUT-THROUGH TRAFFIC GOES DOWN WART MILL TO BUBBLING CREEK TO DOWNTOWN. THE CARS ARE GOING 50-60 MILES/HOUR AND NOT STOPPING AT STOP SIGNS.

SOMEONE IS GOING TO GET SERIOUSLY INJURED OR KILLED. I HAVE MANY DOCUMENTED COMPLAINTS ABOUT THIS. SHOULD (OR WHEH) SOMETHING HAPPENS I WILL PROVIDE ALL OF THIS DOCUMENTATION TO THE UNFORTUNATE FAMILY.

THANK YOU FOR LISTENING
CHERYL STUKEY
1560 BUBBLING CREEK RD
(19+ year resident)

PS I HAVE HAD TO LITERALLY JUMP INTO NEIGHBORS YARDS WHEN WALKING MY DOGS TO AVOID BEING HIT BY SPEEDING / TOTTING DRIVERS.

Ashford Dunwoody Road Corridor Study

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G) Aesthetics / Beautification	1	2	3	4	5
H) Number of Travel Lanes <i>do not need more lanes</i>	1	2	3	4	5
I) Special Event Traffic	1	2	3	4	5
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Do not widen Ashford Downwoody!

Ashford Dunwoody Road Corridor Study

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1. It is difficult to turn onto Ashford Dunwoody from Windsor Pkwy... especially a left turn. Limited sight.
2. The intersection of AD and Johnson Ferry is a bottle neck in both directions.
3. Traffic signal timing changes from time to time. It seems to be malfunctioning sometimes especially at AD & Peachtree and takes a long time to fix.
4. Cut through driving ^{in Hampton Hall & Cambridge Park} is a problem as traffic on Johnson Ferry and AD backs up at rush hour and drivers want to avoid the bottleneck at AD & Johnson Ferry. These drivers often drive very fast.

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1. Difficult to enter Ash-Dun from Windsor Quay,
2. Solid back up 8:00 to 9:00 and 4:00 on.
3. Need continuous sidewalks
4. Need bicycle path
5. Need mini buses from shopping center that go back and forth to Perimeter Mall.
6. Need landscaping along Ash-Dun.
7. Please set traffic signal to change faster in the early morning hours (5:00 AM to 6:30 AM)

Traffic circle at intersection
with J-Ferry would be fine.

Do not want road widening!

Ashford Dunwoody Road Corridor Study

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B) Vehicle Speeds — <i>If speed means slow</i>	1	2	3	4	5
C) Bicycle and Pedestrian Path Connections	1	2	3	4	5
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F) Pedestrian Safety	1	2	3	4	5
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H) Number of Travel Lanes <i>if keeping low # of lanes!</i>	1	2	3	4	5
I) Special Event Traffic	1	2	3	4	5
J) Impact on Adjacent Properties	1	2	3	4	5
K) Traffic Signal Timing	1	2	3	4	5
L) Congestion along Ashford Dunwoody Rd.	1	2	3	4	5
M) Congestion at Intersections	1	2	3	4	5
N) Cut-through Traffic in Adjacent Neighborhoods <i>This should be allowed but w/ speed humps</i>	1	2	3	4	5
Other (please write in below or on reverse side of this page)	1	2	3	4	5

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(1) Keep speeds as is → not faster

(2) Keep number of lanes as is →
only add turn lanes
and add left turn lights

(3) Cut through traffic should still be allowed
alternate routes are few & far between, but
speed humps are essential to keep speeds down

(4) Add bike paths & improve sidewalks

There is little that can be done to remove cars, but adding
bike paths & sidewalks will make it more friendly & safe. Widening
the road will only bring more cars. Please do not add more
lanes.

Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

ACTIVITY WORKSHEET: IDENTIFY AND CONFIRM ISSUES

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traffic is too fast on Ashford Dunwoody -
flashing light at - A D + Windsor

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* My biggest concern is the cut through traffic
to my street on Bubbling Creek Rd.

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people don't like change BUT showing options of how alternatives could improve the current conditions (both large scale \rightleftharpoons small scale) speak volumes!

so much is changing in Brookhaven, we need smart growth!

Ashford Dunwoody Road Corridor Study

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Very important to avoid putting any more traffic on West Nancy Creek Dr between Old Johnson Ferry and Ashford Dunwoody. I cannot get down my own street (W. Nancy Creek) to my own driveway while the hospital people cut through. Very important to reduce this W. Nancy Creek traffic as well as the traffic down Johnson Ferry from Peachtree Dunwoody to Ashford Dunwoody. Stop building high density housing and businesses where roads cannot hold the traffic. People who live on W. Nancy Creek do not want our road widened. It is a residential street and should not be considered a corridor for through traffic.

After 9pm (or so) turn many traffic signals to flashing red in both directions. Many times at night I sit and wait for a light to turn green when no traffic is coming. The flashing red was done when I lived in Texas and worked very well.

Cars run through the Ashford-Dunwoody - W. Nancy Creek light after it has turned red. When the light turns yellow and then red they speed up!

Sidewalks keep switching the sides of the road, making people cross the street.

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G) Aesthetics / Beautification	1	2	3	4	5
H) Number of Travel Lanes <i>FEWER IS GOOD. MORE IS BAD -</i>	1	2	3	4	5
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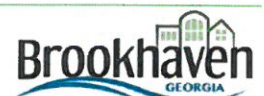
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Other (please write in below or on reverse side of this page) <i>LIGHTING AT INTERSECTIONS / TOO DARK</i>	1	2	3	4	5

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Increased ^{cut thru} traffic on Hampton Hall Dr. Need speed breakers.

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Ashford Dunwoody Road Corridor Study

STAKEHOLDER MEETINGS | MARCH 21 AND 23, 2016

ACTIVITY WORKSHEET: IDENTIFY AND CONFIRM ISSUES

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NOISE ABATEMENT FOR ADJACENT NEIGHBORHOODS					

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NEED Side Walks for Access From Ashford Park across Peachtree

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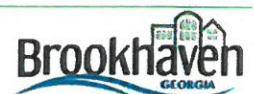
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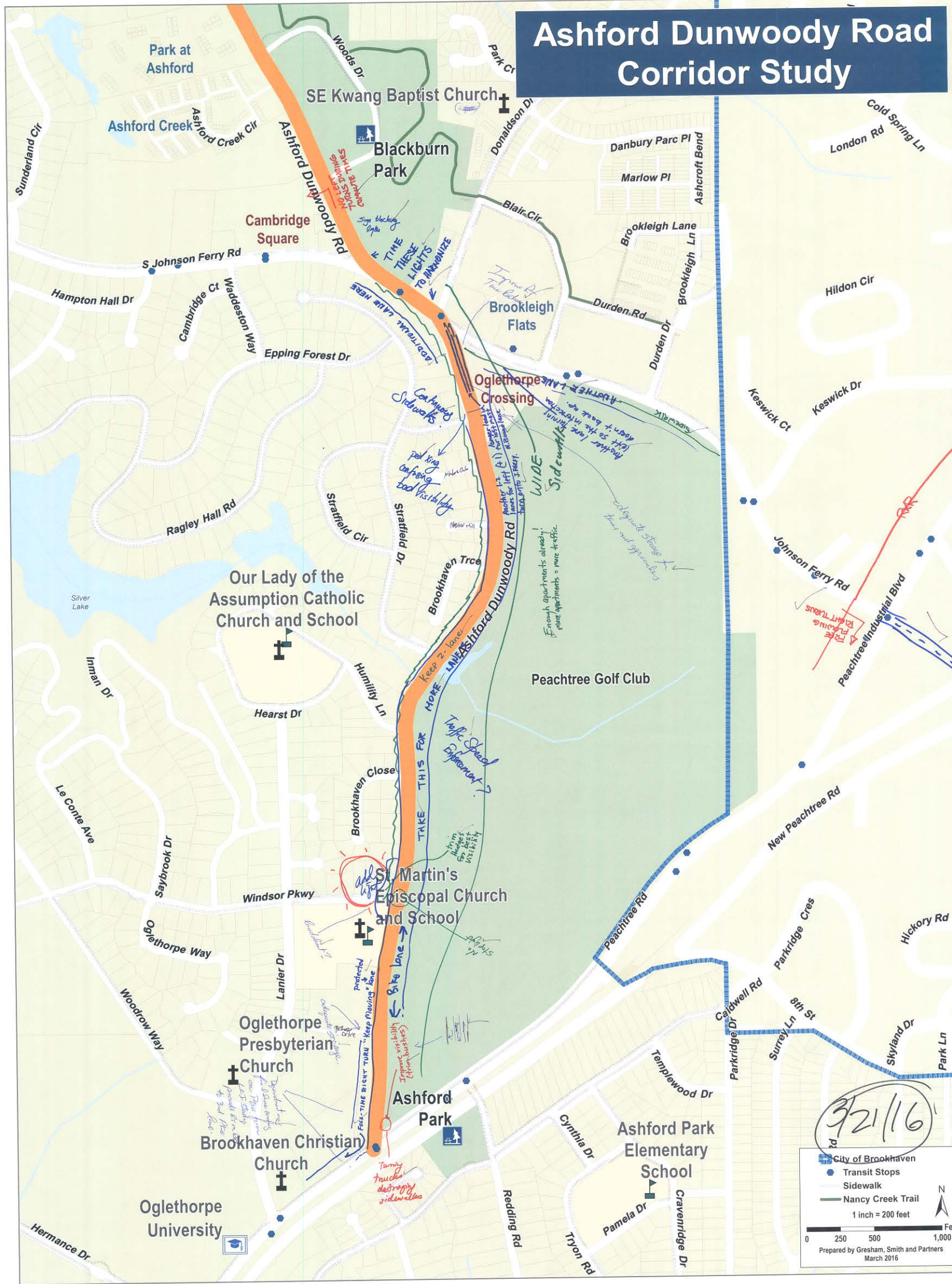
Marist basketball + football are problems

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Ashford Dunwoody Road Corridor Study



3/21/16

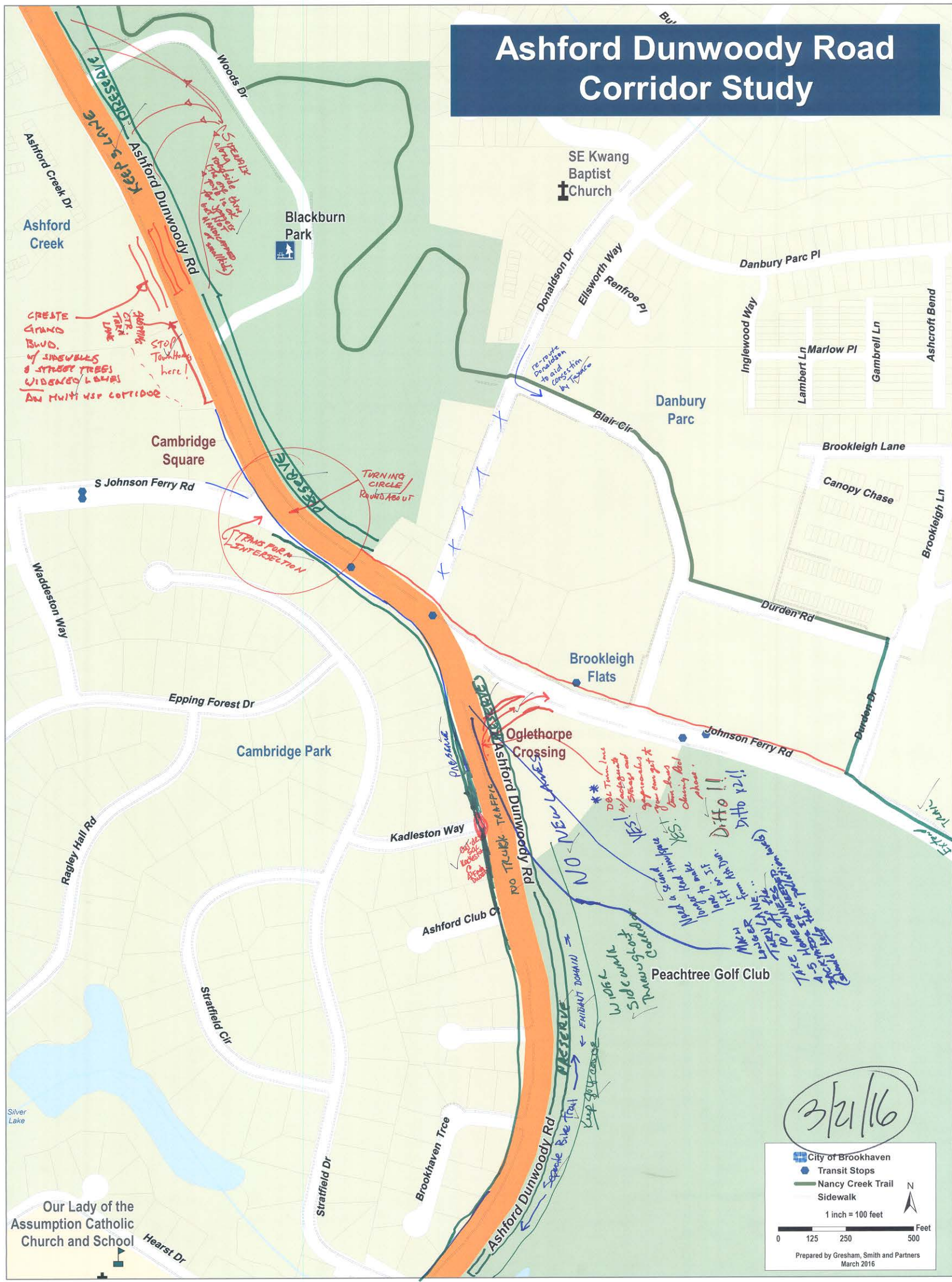
- City of Brookhaven
- Transit Stops
- Sidewalk
- Nancy Creek Trail

1 inch = 200 feet

0 250 500 1,000 Feet

Prepared by Gresham, Smith and Partners
March 2016

Ashford Dunwoody Road Corridor Study



3/21/16

City of Brookhaven
 Transit Stops
 Nancy Creek Trail
 Sidewalk
 1 inch = 100 feet
 Feet
 0 125 250 500
 Prepared by Gresham, Smith and Partners
 March 2016

Ashford Dunwoody Road Corridor Study

Kittredge Elementary School



B/2/1/16

Legend

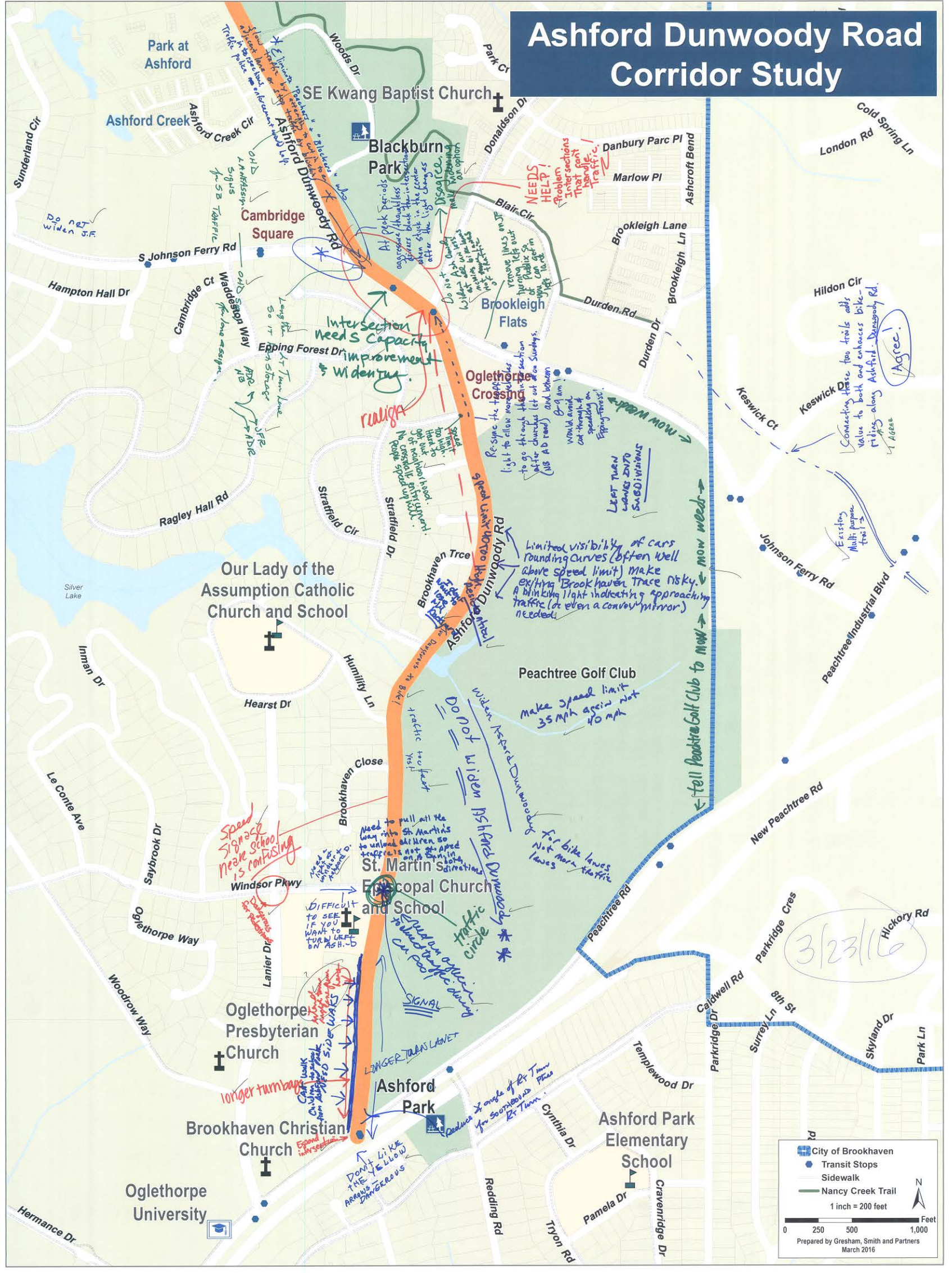
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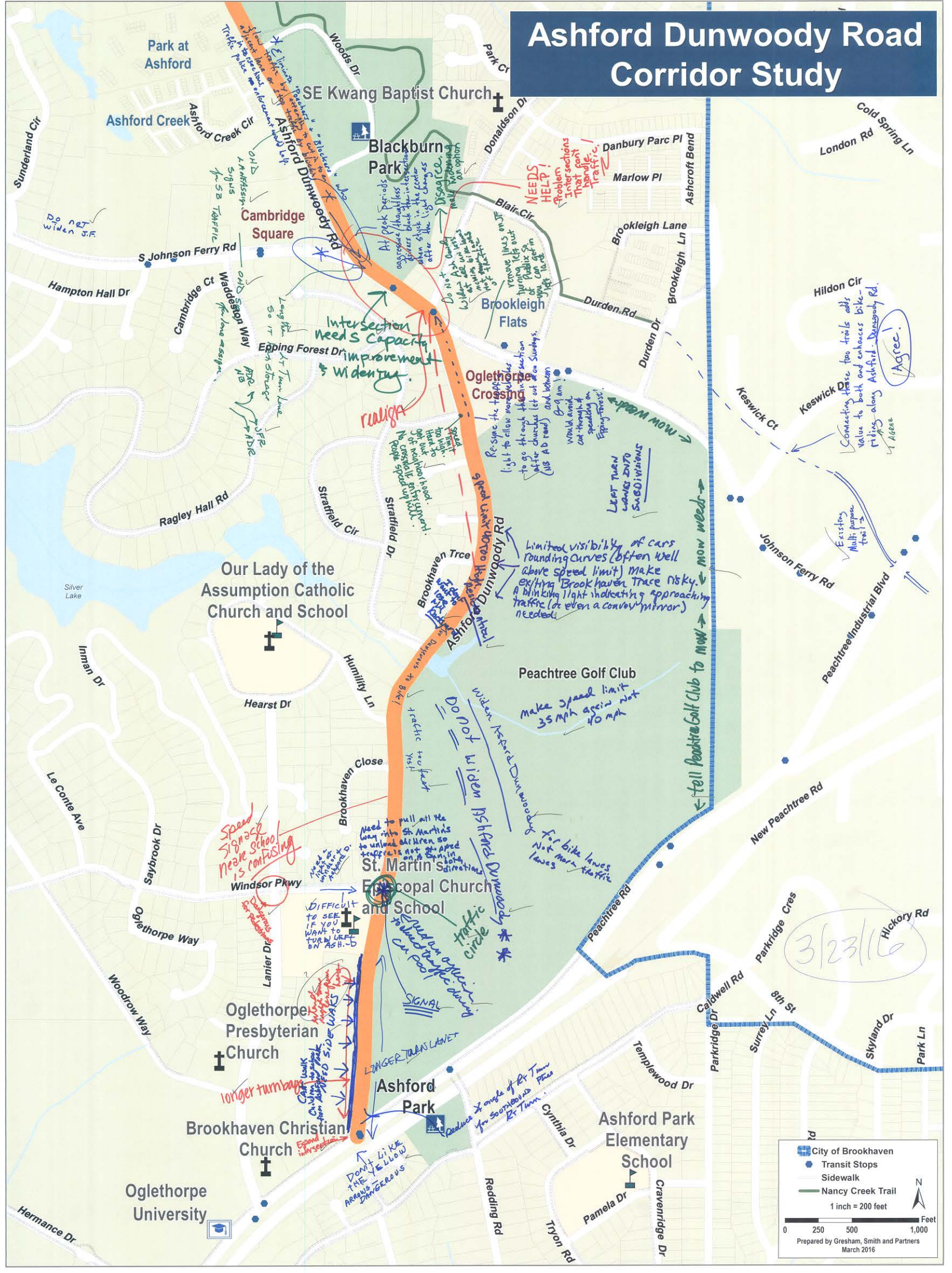
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City of Brookhaven
 Transit Stops
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 1 inch = 200 feet

 Prepared by Gresham, Smith and Partners
 March 2016

3/23/16

NEEDS HELP!
 Problem intersections that can't handle traffic.

Intersection needs Capacity improvement & Widening.

Limited visibility of cars rounding curves (often well above speed limit) make exiting Brookhaven Trace risky. A blinking light indicating approaching traffic (or even a convex mirror) needed.

Do not widen Peachtree Dunwoody
 widen instead Dunwoody for bike lanes

Speed signage near school is confusing

Need to pull all the way into St. Martin's to unload all when so trucks not so spaced on a Dunwoody at a traffic circle

Signal on approach to traffic circle

Longer turnbays

Longer turn lanes

Don't like the way the arrows are - Dunwoody

Connecting these two trails adds value to both and enhances bike-riding along Ashford-Dunwoody Rd. (Adrec!)

Let them have into subdivisions

Reshape the intersection light to allow vehicles to go through the main section after churches let out on Sundays (US A.D. read) and between 8-9 am!

Would avoid cut-through of speeding on Epping Forest

Realize the intersection is a bottleneck

Reshape the intersection light to allow vehicles to go through the main section after churches let out on Sundays (US A.D. read) and between 8-9 am!

Would avoid cut-through of speeding on Epping Forest

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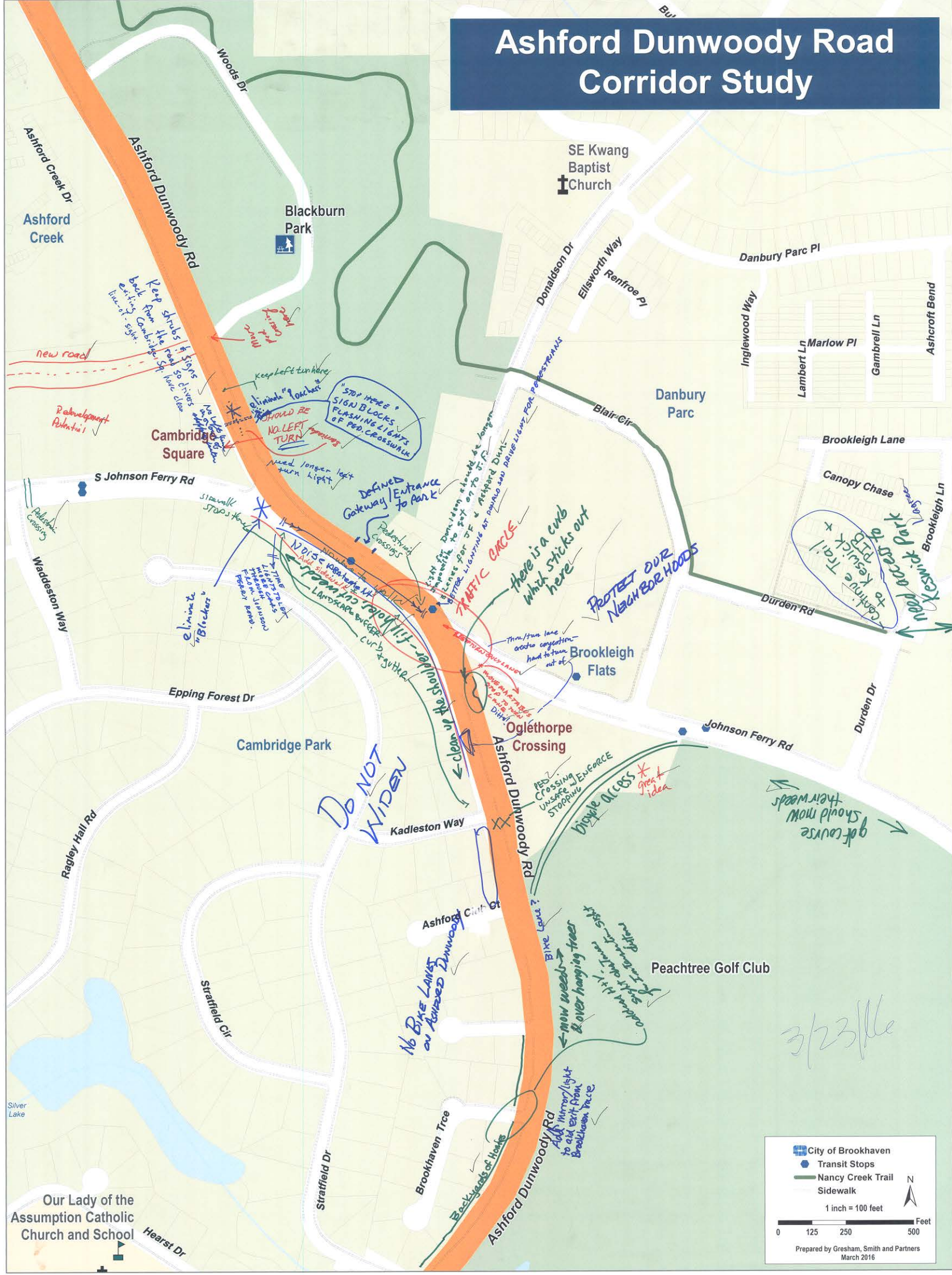
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Ashford Dunwoody Road Corridor Study



City of Brookhaven
● Transit Stops
— Nancy Creek Trail
— Sidewalk
1 inch = 100 feet
0 125 250 500 Feet
Prepared by Gresham, Smith and Partners
March 2016

Ashford Dunwoody Road Corridor Study



Kittredge Elementary School

Murphey Candler Park

Marist School

Park at Ashford

Blackburn Park

SE Kwang Baptist Church

Danbury Parc

Cambridge Square

City of Brookhaven

- Transit Stops
- Nancy Creek Trail
- Sidewalk

1 inch = 200 feet

0 250 500 1,000 Feet

Prepared by Gresham, Smith and Partners
March 2016

Make lights flashing red in both directions after 9 or 10pm if possible

Ashford Dunwoody Road Corridor Study

Map Comments 3/21/16

(Comments recorded moving from south to north)

Segment 3: Peachtree Road to North of Johnson Ferry Road

Peachtree & ADR

- Trucks turning right from Peachtree onto northbound ADR destroying sidewalks
- Improve visibility (trim bushes) along Peachtree Golf Club, especially at the corner of Peachtree Road and ADR
- Would like to see two southbound ADR lanes (left turn, right turn) and one northbound ADR lane
- Would like to see full-time protected right turn lane from southbound ADR to southbound Peachtree Road with “Keep Moving” signs
- Depending on final lane configuration on Peachtree Road from LCI study, provide right-turn on red to 3rd Peachtree lane

Oglethorpe Drive

- Adequate lane storage

Windsor Parkway & ADR

- Add light
- Roundabout?
- No stop light

Windsor Parkway to Johnson Ferry Road

- Trim hedges for better visibility

Kadleston Way

- Pedestrian crossing confusing – bad visibility
- Continuous sidewalks

Johnson Ferry Road

- Sidewalks southbound side east of ADR (north end of Golf Club)
- Add another lane (use Golf Course)
- Extend Johnson Ferry east across Peachtree Industrial Blvd. to Peachtree Road

Johnson Ferry at ADR

- Adequate storage for turns and approaches (northbound ADR approaching JF)
- Another lane turning left so the intersection doesn't back up (northbound ADR approaching JF)
- Another 1-2 lanes for left turn onto JF (from northbound ADR)
- Longer lead-in (lane storage) for left-most northbound lane
- Additional lane in intersection of ADR and JF

- Improve right-turn radius from northbound ADR to eastbound JF
- Time the lights at ADR and JF intersection to harmonize with those at ADR/JF/Donaldson Drive
- Signs at the intersection block other signs

Johnson Ferry at Peachtree Industrial Blvd.

- Allow free-flowing right turns (southbound)

Woods Drive at ADR

- Prevent left turns from Woods Drive during commute times

Trails/Bike Lanes

- Bike lane on southern portion of ADR (south of Windsor Parkway)

General

- Take property from Golf Club for more lanes
- Traffic speed enforcement?
- Keep ADR 2 lanes
- Enough apartments already. More apartments = more traffic!
- Wider sidewalk Peachtree Road to Johnson Ferry

Segment 2: South of Johnson Ferry to North of Johnson Ferry

Peachtree Golf Club

- Separate bike trail alongside ADR
- Eminent domain
- Preserve Golf Club
- Keep golf course

South of Johnson Ferry Road

- No truck traffic
- No new lanes
- Preserve

Kadleston Way

- Cul-de-sac Kadleston at ADR

Johnson Ferry Road at ADR (south end, near Donaldson Dr)

- Increase right-turn radius (to eastbound JF), cutting through Oglethorpe Crossing
- Double turn lane with adequate storage and approaches you can get to during red phase.
 - Yes!
 - Yes!
 - Ditto!
 - Ditto X2

- Need a second longer lead time/space lane to make left on JF from ADR
- Much longer turn lane... take 10' off the 4-5 homeowners backyards if needed (it should help their pollution levels)

Donaldson Drive

- Re-route traffic from Donaldson Drive via Blair Circle to aid congestion by Texaco (prevent through-traffic to JF on Donaldson)

S. Johnson Ferry at ADR

- Turning circle/roundabout
- Transform intersection
- Preserve Blackburn Park north of Johnson Ferry Rd.

North of Johnson Ferry

- Keep 3 lanes
- Separate area along roadside (the one through park is OK) for joggers but not handicapped or small kids

Woods Drive/Ashford Creek Area

- Stop townhomes here
- Create grand boulevard with sidewalks and street trees, widened lanes, and multi-use corridor
- Add center turn lane for access to Woods Drive and Cambridge Square

Durden Rd/Trails

- Extend trail down Durden Dr. to Johnson Ferry and continue east

General

- Wider sidewalk throughout corridor
- Preserve park as-is

Segment I: North of Johnson Ferry to City Limit/I-285

ADR at Johnson Ferry

- Add a roundabout to keep traffic flowing
 - Yes!
 - X2
- No merge JF onto ADR
- Make dedicated left turn lane (JF onto northbound ADR)
- Lower speed limit

At Cambridge Square

- Eliminate left turns into/out of Cambridge Square (from ADR) during rush hour
 - Yes!
 - Yes!!

Along Blackburn Park

- Vertical block wall vs. slope (easier to maintain)
- Preserve park

Marist School/Rock Creek/Park at Ashford

- Squeeze center lane to continue bike lane (southbound)
- Increase school zone

Harts Mill Road

- Address speeding along Harts Mill

At West Nancy Creek

- Right turn lane (northbound ADR to eastbound W. Nancy Creek)
 - Yes
- Need turn lanes eastbound and westbound West Nancy Creek onto ADR (northbound and southbound)
- Turn right arrow West Nancy Creek to southbound ADR
- Preserve houses along West Nancy Creek
- Speed control (West Nancy Creek west of ADR)
- Left turn lanes for both ways (West Nancy Creek both directions)
 - Agree
- Add pedestrian bridge over West Nancy Creek (east of ADR) for access to park from Glenncrest area

West Nancy Creek to Johnson Ferry Road

- Speed control

West Nancy Creek to Perimeter Summit Blvd.

- Preserve houses alongside ADR
 - Yes!!
- Speed control along ADR
- Add center lane
 - No!!

Parkcrest

- Speed control
- Speed control
- Add traffic light

At Marist School

- Widen whole block (from north Marist entrance to West Nancy Creek) for better turn lanes
- Make 4 lanes (Marist north entrance to West Nancy Creek)

At Montgomery Elem. School

- Extend school speed zone from Brenton Dr. to West Nancy Creek
- Add right turn lane into school
 - Yes!
 - And get MES traffic onto MES property to back up, and off ADR.
- Expand drop-off area behind school
- Move drop off to Oconee Pass/Chippewa Place area (behind school)

Oconee Pass

- Improve horizontal and vertical sight distances (cut hill down) so you can see the school driveway
- Add traffic light
- Hard to pull out of neighborhood

Dunwoody Lane

- Widen ADR in this area
 - No!!
 - No extra lanes

Perimeter Summit Blvd./Oak Forest Dr.

- Speed control on ADR in this area
- Much longer turn lane
- Reduce speed to 25 MPH from here to Johnson Ferry
- Add outbound right-turn only lane from Oak Forest Dr. (to northbound ADR)
- Provide adequate left turn storage and deep lane

Perimeter Summit Blvd. to I-285

- Lane control

General

- The entire section on this map: limit speed to 25 MPH with police enforcement
- Center lane – make reversible for AM/PM rush hour and school drop-off
- All Lakes District and surrounding single family neighborhoods MUST be preserved

Map Comments 3/23/16

(Comments recorded moving from south to north)

Segment 3: Peachtree Road to North of Johnson Ferry Road

Peachtree & ADR

- Don't like flashing yellow arrows at Peachtree & ADR – too dangerous
- Expand intersection of Peachtree and ADR
- Increase angle of right-turn Peachtree (southbound) to ADR (northbound)
- Longer turn lanes on ADR at Peachtree
- Longer turn bays on ADR at Peachtree
- Can't walk children to school from Ashford Park, need sidewalks
- Extend right-turn lane from Oglethorpe Dr (just north of Peachtree)

Lanier Drive & Windsor Parkway

- Dangerous for pedestrians

Windsor Pkwy & ADR

- Difficult to see if you want to turn left on ADR
- Signal
- Need an officer to direct traffic during car pool
- Traffic circle
- Need light at Windsor Pkwy & ADR
- Need to pull all the way into St. Martin's to unload children so traffic is not stopped on ADR in both directions
- Speed signage near school is confusing

Stratfield Cir./Brookhaven Trace/Humility Ln.

- Too dangerous to bike
- Traffic too fast!
 - Yes!
- I don't want to lose my back yard.
- Speed limit too high for residential
- Limited visibility of cars rounding curves (often well above speed limit) makes exiting Brookhaven Trace risky. A blinking light indicating approaching traffic (or even a convex mirror) is needed.
- Left turn lanes into subdivisions.

Kadleston Way (near Oglethorpe Crossing)

- Speed limit too high. Hard to get out of neighborhood.
- No crosswalk enforcement – people speed up hill.
- Re-synch the traffic light to allow more vehicles to go through the intersection after church lets out on Sundays (northbound ADR) and between 8:00 and 9:00 AM.
 - Would avoid cut-through and speeding on Epping Forest!

Johnson Ferry Road

- Realign
- Intersection needs capacity improvements and widening
- Needs help – problem intersection that can't handle traffic!
- Do not widen JF
- Lengthen left-turn lane (on JF at ADR) so it has storage
- Make JF one left-turn lane for southbound ADR, one lane to continue on JF, one for northbound ADR,
- At peak periods aggressive/thoughtless drivers block intersection when stuck in center after the light changes
- Overhead lane assignment signs needed JF eastbound approaching ADR

On Johnson Ferry @ Brookleigh Flats

- Remove line on JF turning left out of Publix so you can get in the left lane

North of Johnson Ferry Road (near Woods Drive, Ashford Creek)

- Overhead lane assignment signs needed for southbound traffic
- Eliminate “poachers” and “blockers: who slow traffic by attempting to cut in to an adjacent lane or stop traffic by blocking intersections.
- Traffic police enforcement would help.

Trails

- Existing multi-purpose trail needs to be shown between Peachtree Industrial Blvd., part way to Keswick.
- Connecting these two trails (Nancy Creek Trail) adds value to both and enhances bike riding on ADR.
 - I agree!
 - Agree

General

- Do not widen ADR **
- Widen ADR
 - For bike lanes not more traffic lanes
- Make speed limit 35 mph again, not 40 mph
- Tell Peachtree Golf Club to mow weeds on north and east
- Do not widen ADR at all unless making bike lanes, not more lanes of traffic
 - Disgrace. Make widening an option.

Segment 2: South of Johnson Ferry to North of Johnson Ferry

Brookhaven Trace

- Back yards of home along ADR
- Add mirror or light to aid exit from Brookhaven Trace

- Address horizontal and vertical sight distances for intersection

Peachtree Golf Club

- Mow weeds and overhanging trees (around Brookhaven Trace, to Ashford Club Ct.)
- Golf course should mow weeds along Johnson Ferry Road

South of Johnson Ferry Road

- Bike Lane?
- Bicycle access connecting ADR to JF at top of Peachtree Golf Club, near Ashford Club Court (rather than via intersection)
 - Great idea
- There is a curb that sticks out just south of JF

Kadleston Way

- Pedestrian crossing unsafe – enforce stopping
- Clean up the shoulder – fill holes, cut weeds (to Johnson Ferry)
- Curb and gutter needed

S. Johnson Ferry

- Eliminate “blockers”
- Sidewalk stops here (heading north/west)
- Time the lights to let more cars through from Johnson Ferry Road

At Johnson Ferry Road

- Nowhere to walk (S. Johnson Ferry to Donaldson Drive)
- Noise abatement
- Add sidewalks *
- Landscape buffer
- Eastbound JF past ADR – move MARTA bus stop to turn lane
 - Ditto!
- Eastbound JF – Thru/turn lane creates congestion
- Hard to turn out of Oglethorpe Crossing onto JF
- Create left turn only lane JF westbound
- Longer left turn light needed (southbound ADR at JF)

Donaldson Drive and ADR/Johnson Ferry

- Traffic circle
- Better lighting at Donaldson Drive
- Light for pedestrians
- Right for Donaldson Drive should be longer
- Impossible to get onto Johnson Ferry
- Three lanes for ADR and JF
- Pedestrian crossings needed

Entrance to Blackburn Park (just north of Donaldson Drive)

- Create defined gateway/entrance to park

Cambridge Square

- Should be no left turn (exiting Square)
- Install barricades (to prevent people changing lanes/turning)
- “Stop here for peds” sign blocks flashing lights of pedestrian crosswalk
- Eliminate “poachers”
- Keep left turn lane (southbound, approaching JF)
- No left turn in or out of shopping center
- Area west of Cambridge Square has redevelopment potential
- Keep left turn out of north exit from Cambridge Square

Blackburn Park area

- A new road should cut through north of Cambridge Square – opposite Woods Drive in Blackburn Park
- Keep shrubs and signs back from the road so drivers exiting Cambridge Square have clear line-of-sight.
- More pedestrian crossing at Woods Drive/Blackburn Park.

S. Johnson Ferry and Waddeston Way

- Pedestrian crossing needed.

Durden Rd/Trails

- Continue trail to Keswick and Peachtree Industrial Blvd.
 - I agree
- Need access to Keswick Park

General

- No bike lanes on ADR
- Do not widen
- Protect our neighborhoods (referring to Brookleigh Flats or Danbury Parc)

Segment I: North of Johnson Ferry to City Limit/I-285

At Johnson Ferry

- Eliminate “blockers” who stop traffic by blocking intersection (on JF at ADR)
- Traffic circle, roundabout, or cloverleaf
- Eliminate “poachers” who slow traffic in one lane while attempting to cut in to an adjacent lane (on ADR southbound approaching JF)

S. Johnson Ferry West of ADR

- Terrible traffic from Peachtree Dunwoody to ADR
- Get GA Power to beautify its substation it just clear-cut
- Provide neighborhood access from S. Johnson Ferry to Blackburn Park behind properties on Johnson Ferry/at Cambridge Square

Bubbling Creek Neighborhood/Area

Donaldson Drive and Bubbling Creek Road

- People do not stop here
- Enforce stop signs

Bubbling Creek Road and Shadow Lane

- Bubbling Creek needs stop signs
 - Does not, because it has speed bumps

Bubbling Creek at Runnymede Road

- Dangerous! Needs stop signs.
- This is a speedway/cut-through. We cannot walk dogs or run anymore. Someone is going to get killed. These are not residents of Bubbling Creek.
 - Ditto!

Harts Mill Road

- Proposing rezoning of parcels north of Blackburn Park to allow for 17 townhomes – this will increase the problems on ADR
- Traffic light timing – at times, all traffic stopped
- Longer turn lane needed on Harts Mills

West Nancy Creek to Old Johnson Ferry

- Gridlock between 4 and 7pm – used as cut-through from Old Johnson Ferry all the way on West Nancy Creek on ADR – possible speed bumps to replace useless islands?!!
 - And tacky (islands)
 - Speed bumps don't work either – come to Bubbling Creek for proof – 50-60 mph

West Nancy Creek

- Neighborhood approach needs turn lane(s) (onto ADR)
- Don't encourage any more thru-traffic on this road. We are not a corridor.
- Illegal plantings in northwest corner
- Add southbound right-turn lane
- Southbound people run this light when it turns yellow to red
- Please do something re: traffic light
- From westbound W. Nancy Creek., turning left onto southbound ADR, a left-turn only lane would alleviate back-ups
- Complete the trail (northbound) to Perimeter
- Need right-turn, through, and left-turn lanes (westbound W. Nancy Creek)
- Need left-turn lanes/light onto ADR from westbound W. Nancy Creek

At Marist School

- Keep and enhance traffic light. Make more responsive and appropriate timing for pedestrians and cars turning in and out of school.

At Montgomery Elem. School

- Need a safe way for kids along Oconee Pass to go to school
- Turn off light except during school zone hours
- Must force Montgomery E.S. to provide their queuing space so unloading and loading occurs on school property. All other users are “forced” to provide for this on their own site.
 - THIS!!
- Provide police to help with dismissal of buses
 - Speeds up process so people aren’t holding ADR

Rustic Ridge/Dunwoody Lane

- Tear down blighted houses

Perimeter Summit Blvd

- Need improvements to southbound ADR to eliminate backup due to merging traffic
 - Amen
 - I agree
- Perimeter Summit Blvd needs bike safe turn corner (to southbound ADR)
- Left turn lane needed from Perimeter Summit to ADR (northbound)
- A right turn lane is needed from Oak Forest Drive (opposite Perimeter Summit) for neighborhood traffic turning north onto ADR
- Require property owner at southeast corner to lower berm and/or keep weeds/lawn cut to maintain safe line-of-sight for traffic turning right from Oak Forest.
- Don’t drop a lane southbound ADR approaching Perimeter Summit (make through/right)
- Eliminate “poachers” who ride in turn lane, slow traffic while attempting to cut in to adjacent lane (southbound)
- Have early signage on ADR ahead of Perimeter to show which lane goes where (crossing I-285)
 - I agree

Perimeter Summit at Parkside Place

- Improve timing

I-285

- Create new right turn only lane early, before the off-ramp for EB I-285 traffic going southbound on ADR.

General

- Make lights flashing red in both directions after 9 or 10pm if possible
- SE Kwang Baptist Church is now townhomes
- Keep Nancy Creek Trail

- Along West Nancy Creek (the creek, not the road) is the only realistic way for average people to ride a bike to/from Perimeter - ADR, Peachtree Dunwoody, and JF are too hilly
- From Perimeter Summit Boulevard to West Nancy Creek, create a center, two-way left turn lane
- Abernathy Road is GREAT
- Linear parks 285-Johnson Ferry
- 4 lanes
- Tree median



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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

Change the intersection section AT Nancy Creek + Ashford
Dunwoody by giving green light more time on Nancy
Creek + right hand turn lane on Nancy Creek.

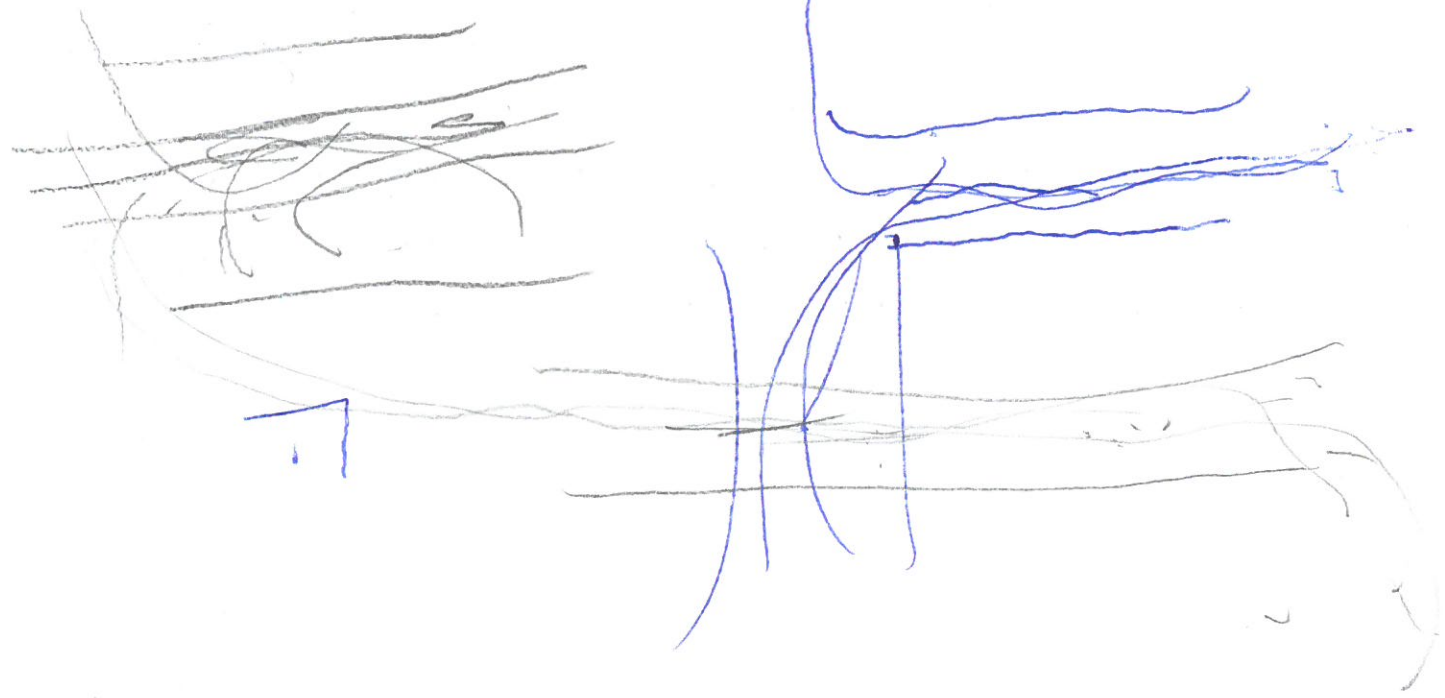
Immediate fix: timing of lights where Johnson Ferry -
meets Ashford Dunwoody.

MAKE Ashford Dunwoody three lanes - middle lane changes direction

Name: _____ Phone or E-mail: _____

P.S. This cannot be solved until you control development.

A





GENERAL COMMENT CARD Ashford Dunwoody Road Corridor Study

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1. Keep Ashford Dunwoody two lanes throughout middle sections (Non-intersections)
2. Lengthen right turn lane onto Peachtree from Ash. Dunwoody and make it Right on red ok or even "Keep moving". May require post protection for first 50' of right most peachtree lane southbound.
3. Same intersection J, trim hedges on North corner at Peachtree Golf and/or round the corner for easier right turn onto Ash. Dunwoody from Peachtree.
4. Lengthen left most turn lane Ash. Dunwoody Northbound so more cars can make it through each green cycle. Too many times this happens
5. Sidewalk continuous from J. Ferry to peachtree



Name: Thad Ellett

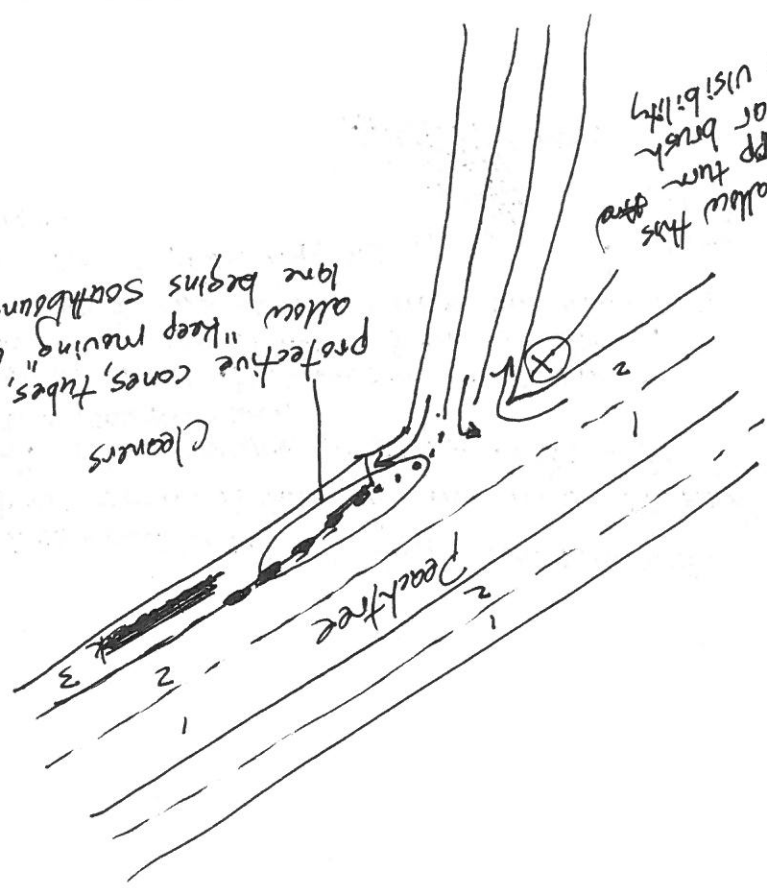
Phone or E-mail: [REDACTED]

protective cones, tubes, barrier to
allow "keep moving" where 3rd
lane begins southbound.

cleaners

packfree

Shallow this end
Sharp turn
Clear brush
for visibility

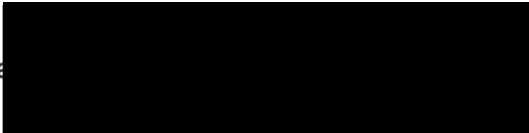




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Timing of traffic lights especially at Nancy Creek and Ash/Dunwoody

Name: *Betty J Pallock* Phone or E-mail: 



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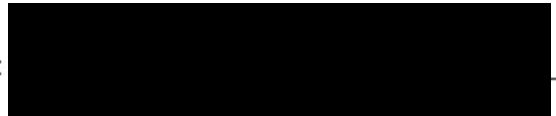
The Ashf-Dunwoody/Johnson Ferry intersection's absurdity causes much of Ashf-Dunwoody's congestion - both outside of & during the rush hours. Fix it, and our community will be enhanced.

A contributing factor to the above is: you "collect" traffic vs. utilizing a traffic "Flow" procedure. Demand that thing I've never seen....

Name:

Art Thompson

Phone or E-mail:





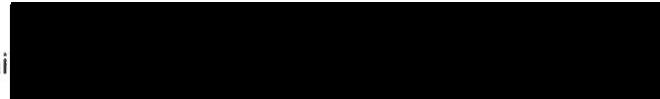
GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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I am concerned about attempts to widen Ashford Dunwoody Rd. on the west side, as my home is 1st in the neighborhood of Brookhaven Close. Approximately 30% of my neighborhood comprises OLA and St. Martin families - and our children walk to and from school.

Name: Brett Madison

Phone or E-mail





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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RE-WORK INTERSECTIONS (2) AT AD/JF + DONALDSON/AD/JF
INCLUDING WIDENING NB AD AT Publix, MAYBE TRAFFIC
CIRCLE AT AD/JF. NO LEFT TURN INTO CAMBRIDGE
FROM NB AD DURING PEAK TRAFFIC HOURS. SLOW DOWN
SPEED LIMIT BY PARK + SCHOOLS.

Name: _____ Phone or E-mail: _____



GENERAL COMMENT CARD
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*I placed my thoughts on the displays
would like to review Traffic study and assumption,
what is planned for IFR from ADR to Pthru?
Enhanced street red lighting.
Interconnected signals - smart ones - NO pretimed light -
use loops/overhead sensors*

Name:

Joe Pilled

Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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I tried to determine who represents me on the citizen committee, but could not. Please let me know who ~~the~~ representative for the northern segment is. 3900 Back of ADR

Name: Jeff Turnage Phone or E-mail: [REDACTED]



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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this study appears to be
Reactionary to over-development.
plan better and anticipate problems
instead of reacting.

Any road changes should consider run-off
We are still adversely impacted by cross walks
on Harts Mill Rd. (poor planning + resolution)

Name: Cheryl Atkins

Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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- Much of this is self inflicted from allowing too many apartments in the area. City/neighborhoods better served by homes. Our tax money should not be spent to fix the problems caused by rich/greedy developers and the city officials who allowed/facilitated
- Plan needs to add green space
- Manage water runoff

Name: Jim Atkins Phone or E-mail: 



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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Please do not add center lanes on West Nancy Creek Road Ashford Dunwoody Road. To add additional lanes would substantially decrease the value of the current home owners' property and add additional traffic to an already congested area. It would be helpful if there was a shuttle bus which pick up around the soccer field on Ashford Dunwoody Road and transport people to the Medical Center MARTA station.

Name:

Sumette M. Davis

Phone or E-mail:

[Redacted]



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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Thank you for doing the study before making changes. We live on AD in Section from 285 to Nancy Creek. 1) When & who decided to raise the speed limit to 40 MPH? Bad idea? Can we limit the number of trucks on the corridor? Are they traveling legal? 3) Are you aware that trash is thrown from vehicles over the entire length of the corridor? How can we stop it? We want our section to be a safe & clean residential area. ~~W.D.~~

Name: Richard & Nancy Phone or E-mail: [REDACTED]



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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

As a Brookhaven resident and homeowner, I am consistently frustrated by the poor city-wide planning. The city consistently "reacts" to congestion problems, rather than planning for them. We don't need to pay for a study to recognize there is a problem.

Name: Clay Robertson Phone or E-mail: [REDACTED]



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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If lanes are increased it will simply increase the amount of people that use it + increase traffic. The sidewalk integrity & safety is the #1 issue that needs addressed.

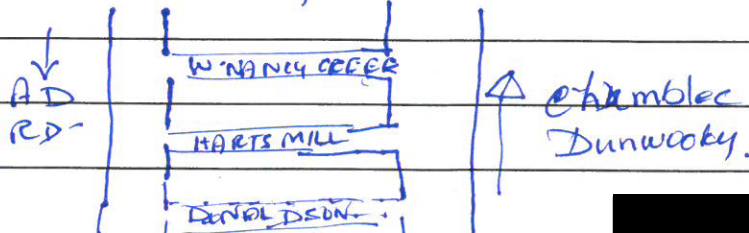
Name: Aaron Bartlowe Phone or E-mail: [REDACTED]



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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SOLVE THE BIG PICTURE FIRST - ALREADY DONE BY TRAFFIC CONTROL and TELECOMMUNICATION NETWORK ENGINEERS. (I'M A TELECOM ENGINEER). TRY ONE-WAY TRAFFIC during busy hours.



Name: MANI SUBRAMANIAN Phone or E-mail

OUT-OF-THE-BOX IDEAS: AERIAL (OR) UNDERGROUND HWYS

Feedback / Input for the Ashford Dunwoody Road Corridor Project

GENERAL REMARKS

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

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

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

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

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

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

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

SPECIFIC COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17) I would support banning large trucks from the entire Ashford Dunwoody Corridor inside of I-285 altogether, in the same way Fulton County has banned them on Riverside Drive. Truck access to the commercial area at the Ashford Dunwoody / Johnson Ferry intersection could be facilitated by Johnson Ferry Road through Chamblee.

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

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

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

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

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



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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

Glad to see that resident input is being collected for the study.

Marta buses should use one stop near JF/AD not stopping at every cross street. Sidewalks should be used from central bus stop for walking to/from destination.

Name: Martin Braxham Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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YAY! WIDEN A/D - give US
parks/sidewalks -
let's make it beautiful &
functional

Name: Deborah Hazich Phone or E-mail:



Tear down whatever needs
to be gone. Let's give
Brookhaven a legacy &
grand entrance way.



Get cars off the Road -

Walk, bike, use MARTA

GENERAL COMMENT CARD
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1) Need to bring back Marta on Ashford Dunwoody Rd \neq ? Harts mill Rd - make smaller buses to pick up @ least few people

2) Encourage Marist to have bus system / Encourage Montgomery Students to walk or use the bus -

Name: _____ Phone or E-mail: _____

3) - Bike lanes -

(over)

4) It is what it is - do not make
it easier for people to use Ashford -
Dunwoody Rd -



GENERAL COMMENT CARD
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The volume of traffic on Ashford Dunwoody is a big problem for the neighborhood. I have lived on Dussling Creek Rd for 40 years. The traffic on my street has become much worse over time as it has become a cut-through street for drivers trying to avoid Ash-Dun. I believe something should be done around I-285 to

Name:

Phone or E-mail:



GENERAL COMMENT CARD Ashford Dunwoody Road Corridor Study

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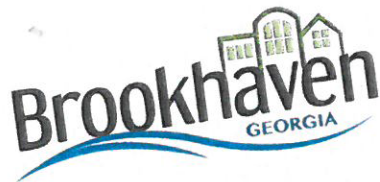
- signs indicating to stop "here" for pedestrian crossing
- block the view of the flashing light (blackburn area, esp.)
- need to add islands back at intersection of ashford dunwoody + johnson ferry merge. Very dangerous when sitting at light.
- traffic is terrible, but safety is my main concern as citizen

Name:

Tina Heas

Phone or E-mail:

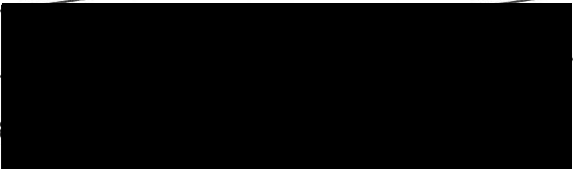




GENERAL COMMENT CARD Ashford Dunwoody Road Corridor Study

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It is good to allow residents input -
Living between Ashford - Dunwoody and Peachtree - Dunwoody,
my neighborhood is grid-locked at ^{PEAK} ~~peak~~ traffic.

Name: Gloria Rose Phone or E-mail: 



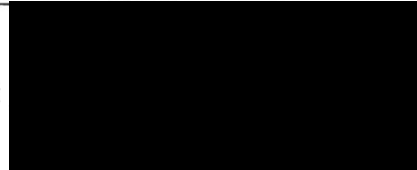
GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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Meetings like this one allowing public input are very helpful.
Thank you. You have given me some hope for traffic relief.

Name: Mary Jane Kelleff

Phone or E-mail:





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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

- Protect existing residents' & business' traffic flow before adding ~~additional~~ construction that further burdens Ashford-Dunwoody. "Work/live/play" is a joke, as net new traffic is always created by the new construction ^{on over-burdened} roads.
- Traffic from through trips will always be a problem, but some simple fixes like ^①turn lanes and ^②longer traffic lights for local residents to get onto Ashford Dunwoody would be helpful.

Name: _____ Phone or E-mail: _____



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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I know it is going to be expensive and unpopular, but Ashford Dunwoody needs more lanes in front of Montgomery Elementary.

Name: _____ Phone or E-mail: _____



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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The vision criteria and review criteria are skewed - no reference to residential quality of life. There are a number of residences directly and indirectly on this road, including long time residents. There is a small reference to residential issues buried under the sustainability point I saw on

Name: Elizabeth Russell,
Resident - 14 years

Phone or E-mail: [REDACTED]

The Sept 2014 report. That is a disgrace. We have more obligation to our residents than to those



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the ADR is too difficult ~~use~~ to use during the day
whether in a car or on a bike

Name: _____ Phone or E-mail: _____



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Ashford Dunwoody Road Corridor Study

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Many of us are locked in who live between Ash-Dunwoody, Peachtree, and Peachtree Dunwoody roads. We can't bicycle to Blackburn Park (too dangerous). Cars are hitting 50 mph by the time we try to turn from Windsor left on A-D road.

Name: Michael Clifford Phone or E-mail: 



GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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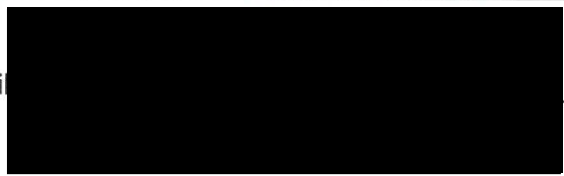
ON Bubbling Creek

Install Larger NO TRUCK TRAFFIC SIGNS

Develop TRUCK ROUTE MAPS

Close Bubbling Creek to thru Traffic

Name: Jerry Shipman Phone or E-mail





GENERAL COMMENT CARD
Ashford Dunwoody Road Corridor Study

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All unbelievable waste of tax money
A corridor will only expedite the speed
of people transiting over city with no
benefit to city residents.

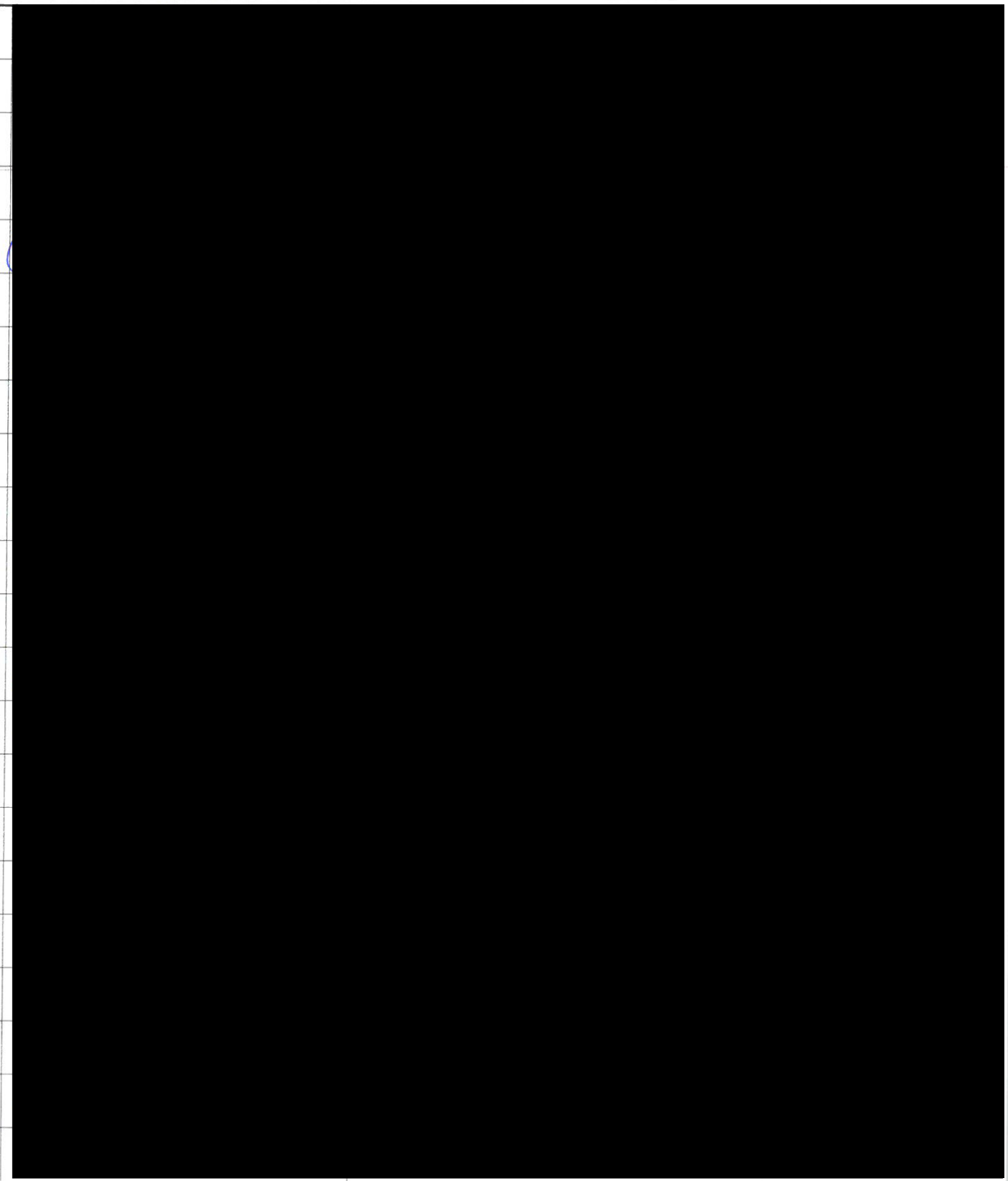
Please use resources to benefit all
goals are poorly defined

Name: Al Phone or E-mail: _____

**Ashford Dunwoody Road Corridor Study
Stakeholder Meeting**

**March 21, 2016
Marist School**

NAME	AFFILIATION	TITLE
Kyle Sanson	NEIGHBOR	
TOM HILL	NEIGHBOR	
Rom Sprinkle	RESIDENT OF Brookhaven	
Eileen Childs	neighbor/Resident	
Kevin Harty	" "	
Rebecca Williams	resident	
Zyonna M. Davis	Neighbor/Resident	
Robert Dial	Neighbor/Resident of Dunwoody	
Clay Robertson	Neighbor/Resident	
Nancy + Richard Chambers	Resident	
Jennifer Harper	PCIDS	
ALAN COLE		
Linley Jones	Brookhaven City Council	
MARY STORM		
PAIGE HARBER	Resident	
TOM BARRONS	"	
DREW DAVIDSON	RESIDENT	owner
Mami Subramanian	" "	
RUTH	"	
TOM DANIEL	HUMANITY	CHRIST II
Brett Madison	Resident	owner



**Ashford Dunwoody Road Corridor Study
Stakeholder Meeting**

**March 21, 2016
Marist School**

NAME	AFFILIATION	TITLE	PHONE	EMAIL
Paul Kinsella	Stakeholder			
Jimmie Turnage	Stakeholder			
Jeff Turnage	Neighbor			
B Pollock	neighbor			
Jerry Kries	Resident			
Eric Eidbo	stakeholder			
ALEX McHEIL	RESIDENT			
PETER + JANE VANDERZEE	RESIDENT			
Allyson Harris	Resident			
Adam Schrepp	Resident			
Ms Hammond	Resident			
Thad Elliott	Resident			
Barbara McKay	Neighbor			
Carol Walker	"			
John O'HARA	Neighbor			
E O'Connor	Homeowner			
Maryann O'Connor	resident			
Mare Rutherford	Resident	is Michele Rutherford		
Jim + Kim Butome.	Resident			
Kurt + Barbara Thompson	Resident			
Joe Palladi	"			

Ashford Dunwoody Road Corridor Study Stakeholder Meeting

March 21, 2016
Marist School

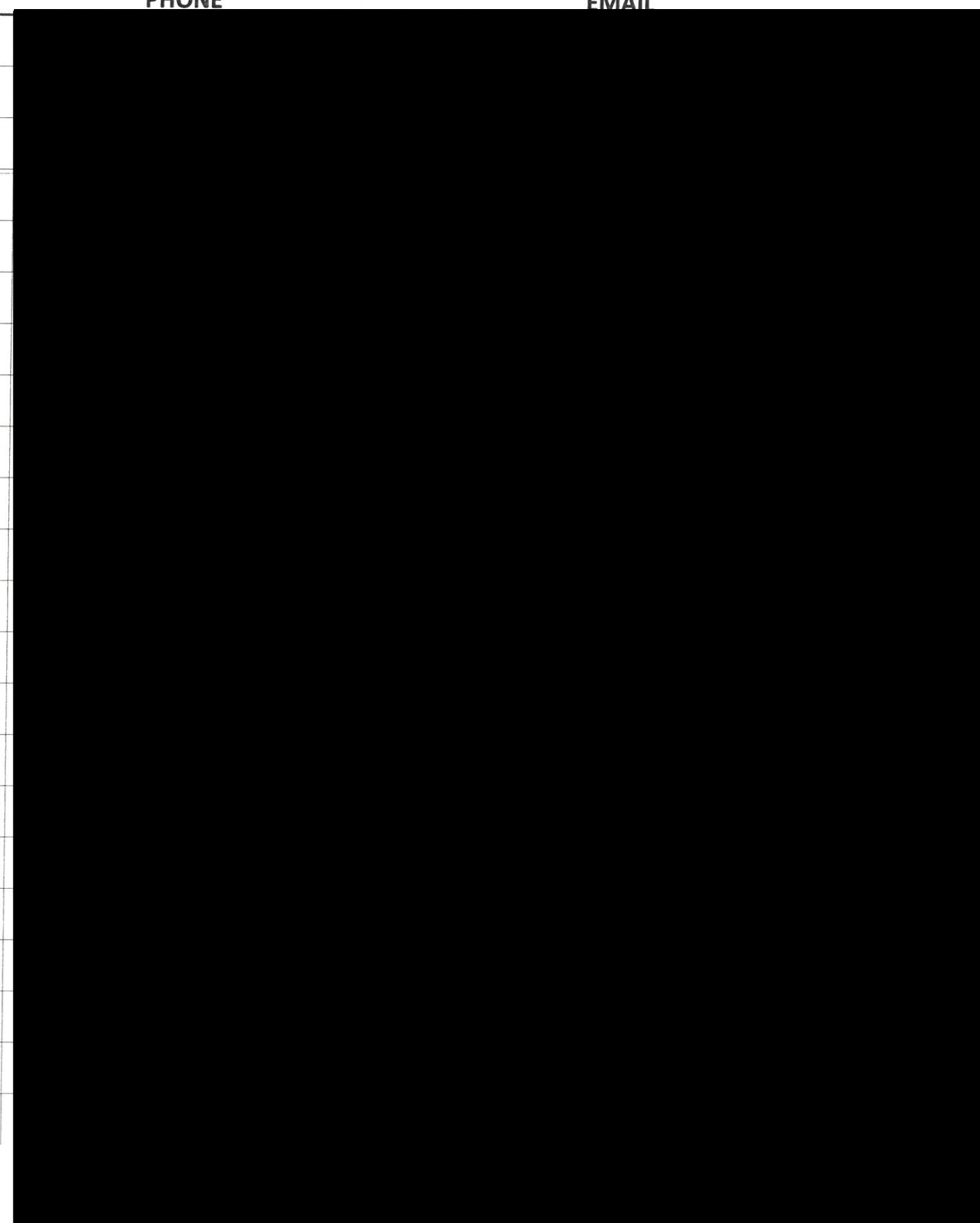
NAME	AFFILIATION	TITLE
CHRIS & WINNIE BARKER	RESIDENT	
Bob Huttman	Resident	
Colt Hartmann	Resident	
IAN DOUGLASS	RESIDENT / ASHFORD GLEN HOA	SECRETARY
Aaron Bartlone	Resident	
TOM GUNNING	RESIDENT	
ANDREA BURCH	RESIDENT	
Andrew Russell	Resident	
Lee & Chantel Newton	Resident	
Lee Rountree	Property Owner	
Jim & Cheryl Atkins	Resident - Harts Mill	
Rebecca Moore	Resident	
TIM KALBAS	Resident	
Ding Johnson	Resident	
HARRY CARDIYE	Resident	
WILLIAM McLAIN	Resident	



**Ashford Dunwoody Road Corridor Study
Stakeholder Meeting**

**March 23, 2016
St. Martin's Episcopal School**

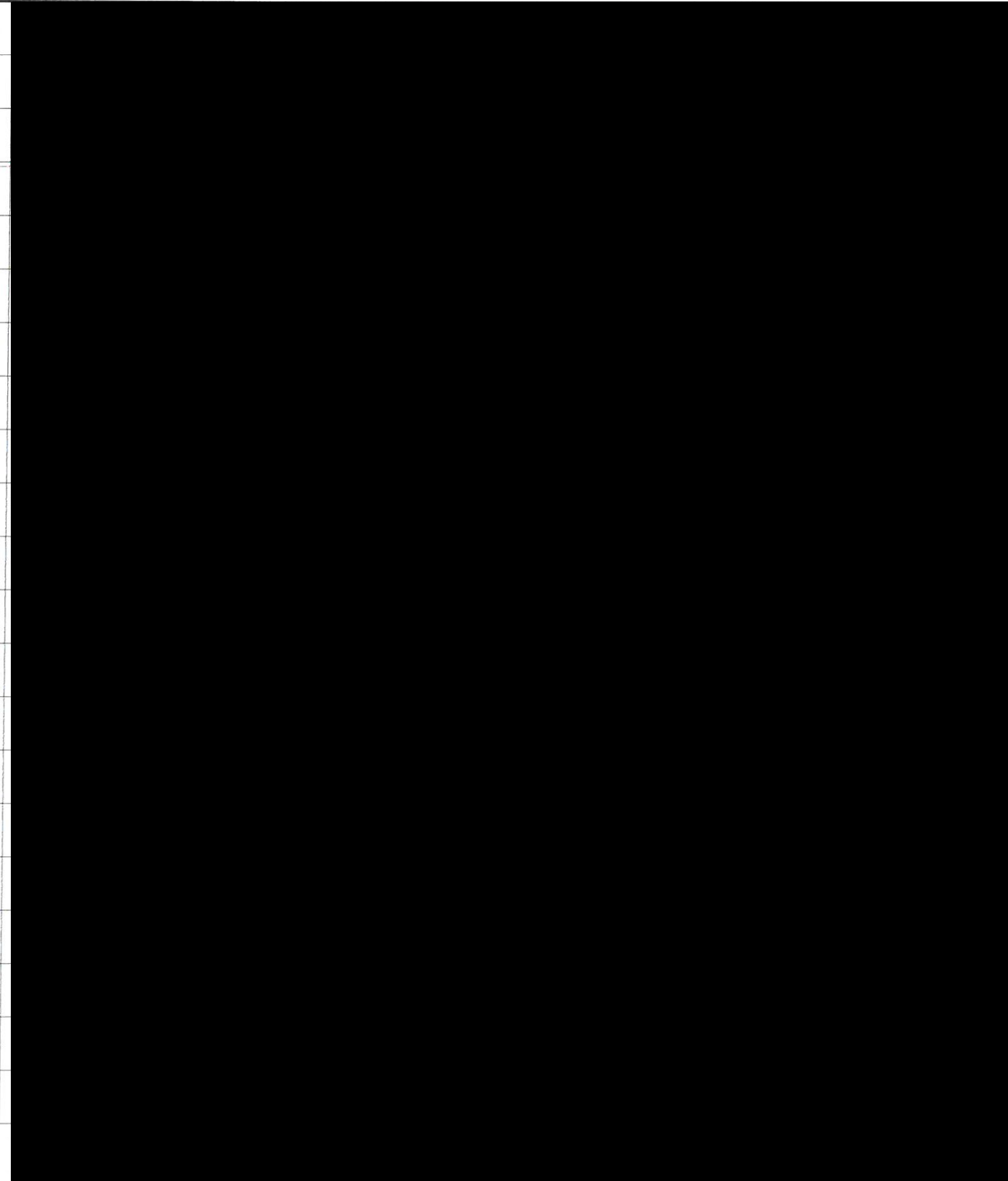
NAME	AFFILIATION	TITLE
Mary Jane Kellest	resident	
Gloria Rose	resident	
Wiley Hoob	Peachtree Golf Club	GM
Al Brown		
Sim Bohawan	RESIDENT	
Maud Peake	resident	
NANCY NEILL	resident	
Elizabeth Russell	resident	
Jerry Shipman	resident	
Daniel Laventhal	resident	
Judy Shipman	resident	
Robert Watson	resident	
Paul DeFrigo	"	
Ann Cole		
Dotty Clowdes	resident	
CHERYL STURDY	resident	
Jo Lydic	Resident	
Don Clark	resident	
JOE Lucido	Resident	
K Miller	Res	
Micki Robinson	Ashford Power YMCA	Exec. Director



**Ashford Dunwoody Road Corridor Study
Stakeholder Meeting**

**March 23, 2016
St. Martin's Episcopal School**

NAME	AFFILIATION	TITLE
Matt Robinson	YMCA + Resident	SP. Membership Dir.
Sandra Murray	Resident	
Michael Clifford	"	
Chris Taylor	neighbor	
Stan Segal	resident	
Dann Hammer	resident	
ALAN SCHREIHOFER	ASHFORD LAKE CONDO ASSN	TREASURER
TINA HAAS	NEIGHBOR & SCHOOL	
Suzanne Smith	Resident	
Jocelyn Ralston	Resident	
Joy Kurwig	Resident	
Shelley Payne	resident	
Ray Stephens	Resident	
Eugenie Kiener	Resident / business owner	
Mindi + Scott Naylor	Resident + Business owner	
Andrew + Emily Simpson	resident	
Brian Fenner	Resident	
Mary McPherson	Resident / school admin	ES Principal
Chris Elwell	school	
Milce Okeefe	Resident	
Bill Cox	resident	



**Ashford Dunwoody Road Corridor Study
Stakeholder Meeting**

**March 23, 2016
St. Martin's Episcopal School**

NAME	AFFILIATION	TITLE
Marty + Marian Braham	Cambridge Park Resident	
Amanda Sullivan	Dresden resident	
Mark Walley	now in area	
Juanette Willis	Resident	
Tiffany Bolk		
Rich von Biberstem	Resident	
Chris Shelen	Resident	
Dyana Bagby	Brookhaven Reporter	
Debbie Kazich	Resident	
Michael Starling	Resident	
Joyse Starling	Resident	
Paul Adams	Resident	
Nancy Newman	Resident	
Linley Jones	City Council	
Ed + Margie Patterson	Resident	
Steven Cumbee	Resident	
Mallory Scates	Resident	



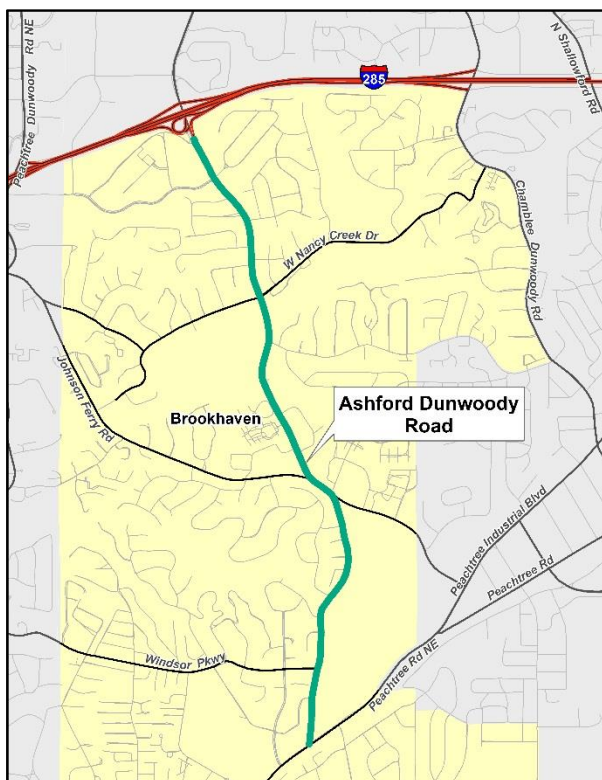
Ashford Dunwoody Road Corridor Study

PROJECT OVERVIEW

In recent years, there has been a surge in population and employment in the City of Brookhaven and adjacent Perimeter Center, along with substantial development and redevelopment along the Ashford Dunwoody Road corridor. Traffic congestion along Ashford Dunwoody Road is continuing and is making the corridor less friendly to pedestrians, cyclists, and the residents who live, work, and play along the corridor.

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

- Accommodates all users in a context-sensitive manner;
- Is harmonious with existing development and future growth along the corridor;
- Minimizes impacts to property owners and neighborhoods along the corridor;
- Is cost-effective and implementable; and
- Has broad community support from citizens, stakeholders, and other partners.



PROJECT ACTIVITIES AND SCHEDULE

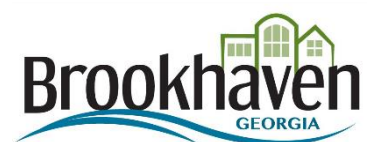
The first phase of the study will assess existing and future conditions and will include a traffic study; crash analysis; review of land use and development in the area; and an environmental scan. Based on this information, and with input from area stakeholders, the project team will develop a vision and series of goals for the corridor. In the next phase, the project team will develop a set of potential cross-sections for Ashford Dunwoody Road that address the movement of vehicles, pedestrians, cyclists, and potential transit riders, consistent with the character of development along the corridor. These cross-sections will then be presented to stakeholders and the public at a community charrette. The project team will refine recommendations for the corridor based on the input received at these meetings. The recommended corridor vision will be presented to the City Council.

The project will kick-off with a series of stakeholder meetings in February and March 2016. The corridor visioning charrette will take place in the late spring. The project is scheduled for completion in September 2016.

WANT TO LEARN MORE?

For more information, please visit the City's website at <http://brookhavenga.gov> or contact the Project Team at the email address below:

ADCorridorStudy@brookhavenga.gov



Gomez, Nithin

From: Cochran, Jamie
Sent: Wednesday, March 16, 2016 9:58 AM
To: [REDACTED]
Cc: Young, Megha; Thoresen, Erin
Subject: RE: Ashford-Dunwoody Corridor

Good morning:

No – multimodal corridor means that more than one mode of transportation (i.e. cars, bikes, pedestrians, transit) is able to be accommodated in the corridor – it does not have anything to do with the number of roadway lanes. For example, a multimodal corridor could be a two-lane road with sidewalks on one or both sides and perhaps a bike path alongside the road. [Multimodal corridors can come in many sizes and designs](#).....we hope you come to one of the stakeholder meetings next week and members of our project team can talk with you more about this topic....thanks for your interest in Ashford Dunwoody Road.....jc

From: [REDACTED]
Sent: Wednesday, March 16, 2016 9:49 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: Ashford-Dunwoody Corridor

Is multimodal corridor a euphemism for a 4 or 5 lane road?

Sent from my Verizon Smartphone

Gomez, Nithin

From: Cochran, Jamie
Sent: Tuesday, March 15, 2016 2:30 PM
To: Alex Kirk
Cc: Thoresen, Erin; Young, Megha
Subject: RE: Study Request

Follow Up Flag: Follow up
Flag Status: Completed

Alex: thank you so much for your note. We're sorry that you can't attend the workshop meetings next week; however, we have posted the meeting materials on the City's website for your use. There is also a survey that you can complete and mail it to the city that we'll compile and include with all the input we get from the meetings.

We are at the very beginning of the study so no report is available yet. We'll be putting your e-mail address in our project database so you'll get future notifications of other public meetings, etc...again, thank you so much for reaching out and I hope we will meet you in person the next time.

Jamie Cochran
Project Manager

From: Alex Kirk [REDACTED]
Sent: Tuesday, March 15, 2016 2:16 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: Study Request

Saw the note on Nextdoor.com about a study of the Ashford-Dunwoody corridor, and meetings to discuss it. I will not be able to attend the scheduled dates and wanted to see the study so I had a chance to comment/ask questions.

Please let me know if anything further is required to receive a copy of the report.

Alex Kirk
[REDACTED]
[REDACTED]

Gomez, Nithin

From: Young, Megha
Sent: Thursday, March 17, 2016 10:14 AM
To: [REDACTED]
Subject: Re: Request for information
Attachments: AD_Corridor_Study_Fact_Sheet.pdf

Good morning,

Thank you for your interest in the Ashford Dunwoody Road Corridor Study. We are at the beginning of the planning process and are currently gathering input on issues and opportunities along the study corridor. There are two identical stakeholder meetings next week; we invite you to join us and provide your input. The details for the meetings are posted on the City's website: <http://brookhavenga.gov/Home/Components/Calendar/Event/1548/19?backlist=%2f> I've also attached a fact sheet that gives more information on the study. Please let us know if you have any other questions.

Thank you,

Megha D. Young, AICP
Transportation Planner

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

2325 Lakeview Pkwy., Suite 300
Alpharetta, GA 30009-7940
[P] 678.518.3657
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From: [REDACTED]
Sent: Wednesday, March 16, 2016 9:47 PM
To: adcorridorstudy@brookhavenga.gov
Subject: Request for information

Please provide any and all information regarding this study.

Sincerely,

Kevin Harty

Gomez, Nithin

From: Cochran, Jamie
Sent: Friday, March 18, 2016 9:29 AM
To: Amanda Sullivan
Cc: Young, Megha
Subject: RE: AD Corridor - suggestions

Ms. Sullivan:

Thank you so much for your insightful and thorough comments. We'll compile them with the others we receive and share them with the project team. If you are able to make either of the workshops on March 21st or 23rd, we would like to talk with you in more detail, but if you cannot attend, we'll certainly use your comments. The informational materials used at the workshop will be available starting on 3-24 and there will be a survey and comment card for you to send along your other thoughts. Again, thank you so much for sharing your views and we hope to see you next week....jc

From: Amanda Sullivan [REDACTED]
Sent: Friday, March 18, 2016 9:18 AM
To: ADCorridorStudy@brookhavenga.gov
Subject: AD Corridor - suggestions

To whom it may concern:

Thank you for considering the opinions of the residents in this area that utilize AD on a regular/daily basis. I live off Dresden, so I'm already up to my eyeballs with traffic woes. So I readily admit that by the time I can even get to Ashford Dunwoody, I'm already in a foul mood, and I generally try to avoid AD whenever possible. However, I think that is important for you to realize, because despite the fact that I live only a few miles away, your retail tenants are completely losing my business due to the inconvenience of getting to them. I know I am not alone in avoiding the area.

Here are some suggestions I'd like to make (I'm not considering cost, I'm just putting them all out there):

- 1) Widen AD from Peachtree to the Johnson Ferry/Donaldson interchange so there are three lanes (at minimum) the entire way. There needs to be a "through-lane" past St. Martin's, OLA, and the entrance to Cambridge Park. Traffic backs up due to carpool lines, etc...
- 2) There needs to be a right turn lane on to AD from Peachtree (In the mornings, traffic backs up all the way past Redding due to right-turning traffic, and cars trying to turn out of Ashford Park are unable to make the light cycle)! And two right turn lanes from AD on to Peachtree.
- 3) Widen AD from Marist through the 285 interchange. There NEEDS to be a through lane for traffic to get past the Montgomery Elementary carpool backup.
- 4) Driving towards the JF/AD intersection from the park, there needs to be a way to stop cars trying to stay left onto JF from cutting over at the last minute from the right AD-only lane. This is a HUGE problem, and I'd venture to say that the people who pull this maneuver are doing it intentionally. It is not safe, and it creates backups for people trying to stay on AD towards Peachtree.
- 5) Add a roundabout/stop sign/light at the intersection of AD & Windsor Parkway.

6) I have no idea what the solution is for the JF/Donaldson/AD intersection, but something needs to be done there. Is there any way to acquire part of Corner Pizza's lot for improvements?

Thanks again for taking the time to solicit opinions of members of the community. I sincerely hope that we can find relief from the congestion sooner rather than later.

Amanda Sullivan

Gomez, Nithin

From: Cochran, Jamie
Sent: Friday, March 18, 2016 8:49 AM
To: Young, Megha
Subject: FW: Speed Bumps?

Follow Up Flag: Follow up
Flag Status: Flagged

See if you can get a specific location....thanks..jamie

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

From: Anna Kelly [REDACTED]
Sent: Thursday, March 17, 2016 10:02 PM
To: streets@brookhavenga.gov
Subject: Speed Bumps?

Hi!

We have lots of residents and delivery trucks barreling down our street (it's a downhill, so speeding happens easily). My daughters are often out biking, and I feel it would be a safer environment if we had speed bumps.

How do I go about petitioning the city for speed bump installation?

Thank you! Anna

Sent from my iPhone

Gomez, Nithin

From: Young, Megha
Sent: Tuesday, March 22, 2016 10:17 AM
To: Rachel Bartlone
Cc: Cochran, Jamie
Subject: RE: Was unable to attend...
Attachments: Stakeholder_Meeting_Packet_March_2016.pdf;
Stakeholder_Meeting_Presentation_March_2016.pdf

Hi Rachel,

Thank you for getting in touch. I've attached the materials from the stakeholder meeting, including:

- Summary of the workshop activities
- Fact sheet
- Questionnaire
- Comment card
- Presentation

Please feel free to get in touch if you have additional questions.

Thanks,

Megha D. Young, AICP
Transportation Planner

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Architecture, Engineering, Interiors, Planning

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

From: Cochran, Jamie
Sent: Tuesday, March 22, 2016 9:07 AM
To: Rachel Bartlone <r[REDACTED]>
Cc: Young, Megha <megha_young@gspnet.com>
Subject: RE: Was unable to attend...

Rachel:

Thank you for reaching out to us about the Ashford Dunwoody Corridor Vision Plan. One of our team members, Megha Young, will be sending you the information from the workshop and also a comment card and survey for you to fill out and mail back to us.....please let us know if you need anything else....jamie cochran

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

From: Rachel Bartlone [REDACTED]

Sent: Monday, March 21, 2016 5:50 PM

To: ADCorridorStudy@brookhavenga.gov

Subject: Was unable to attend....

...:But would like to express my opinion. Please have someone Email me a form, or give me a call at [REDACTED]

Sent from my iPhone

Gomez, Nithin

From: Cochran, Jamie
Sent: Tuesday, March 22, 2016 9:17 AM
To: Young, Megha
Subject: FW: Open House Meeting Question...

For our project files

From: Douglass, Ian [REDACTED]
Sent: Monday, March 21, 2016 11:37 AM
To: Cochran, Jamie <jamie_cochran@gspnet.com>; ADCorridorStudy@brookhavenga.gov
Cc: linley.jones@brookhavenga.gov
Subject: RE: Open House Meeting Question...

Great! Thank you Jamie – will you be at the Wednesday meeting? It looks like that one will be the one I attend. Looking forward to meeting up.

From: Cochran, Jamie [mailto:jamie_cochran@gspnet.com]
Sent: Monday, March 21, 2016 10:43 AM

[REDACTED]
[REDACTED]
[REDACTED]

Ian:

As Council Member Jones said in her e-mail, the open house is designed to accommodate people with varying schedules, etc., so you'll have access to all the information regardless of when you "drop by". We certainly understand your time constraints and have planned for that. We look forward to seeing you when you can be there. When you sign-in at the open house, please ask for me, so we can talk one-on-one....thanks! jamie

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

For the upcoming Open House meetings on the AD Corridor Study, how does the "open house" style meeting run? Do I need to be there right at 4 p.m. and stay through 7 p.m. to participate in the meeting or is it a come and go whenever you can and they'll will be "replaying" the meeting informally over that time period? My wife and I both work and have two young kids, so trying to plan out how one of us can attend. I'm also the Secretary of our HOA and the City of Brookhaven liaison, so it's important that I be able to attend so I can relay information back to my community. Thanks!

Ian Douglass

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Gomez, Nithin

From: Cochran, Jamie
Sent: Wednesday, March 23, 2016 8:19 AM
To: Young, Megha
Subject: FW: Widening of AD road

[For project files...](#)

From: Cochran, Jamie
Sent: Tuesday, March 22, 2016 8:10 PM
Subject: Re: Widening of AD road

We are trying to get community input on a number of options to improve AD Rd...we look forward to seeing you at the workshop tomorrow.

Sent from my Verizon 4G LTE Smartphone

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

From: Andrew Simpson
Date: Tue, Mar 22, 2016 6:53 PM
To: ADCorridorStudy@brookhavenga.gov;
Subject: Widening of AD road

To whom it may concern,

I will be at the corridor study meeting tomorrow, but I wanted to write in advance that I am whole-heartedly against the widening of Ashford Dunwoody at any point between 285 and Peachtree.

I can't imagine that this is actually under consideration, but I heard from someone at the meeting last night that this is actually on the agenda. I live on AD in between Montgomery and Nancy Creek, and I can promise you that if a measure like that ever passes, I'll not only put my house on the market the next day, I won't even consider staying in Brookhaven when I'm looking for my next house.

Sent from my iPhone
Please excuse typos

Gomez, Nithin

From: [REDACTED]
Sent: Wednesday, March 23, 2016 6:01 PM
To: Young, Megha
Subject: Re: Raincheck on Meetings

Thank you Megha! I'll be in touch per your instructions.

> On Mar 22, 2016, at 12:08 PM, Young, Megha <megha_young@gspnet.com> wrote:

>

> Hello Brian,

> Thank you for your interest in the Ashford Dunwoody Road Corridor Study. I've attached materials from the stakeholder meetings this week, including:

>

> - Summary of the workshop activities

> - Fact sheet

> - Questionnaire

> - Comment card

> - Presentation

>

> We welcome your input - if you would like to submit a formal comment, we'll include that in our records. You can also fill out the questionnaire and send it to my direct email (megha_young@gspnet.com).

>

> There will be additional opportunity to provide input at a public design workshop later this year, we hope you will be able to participate in that.

>

> Thanks and please let us know if you have any questions.

>

> Sincerely,

>

> Megha D. Young, AICP

> Transportation Planner

>

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> Architecture, Engineering, Interiors, Planning

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

> From [REDACTED]

> Sent: Friday, March 18, 2016 8:35 PM

> To: adcorridorstudy@brookhavenga.gov

> Subject: Raincheck on Meetings

>

> Hi There,

>

> I'm unable to make both meetings next week due to work travel those exact days, however I am interested and very passionate about making the Ashford Dunwoody corridor the best. I experience it in the mornings, the days, the evenings, and the weekends, and I feel there are many enhancements that can get it there! Would love to contribute any way that I can.

>

> Please include me on future communications or let me know how I can help in any way.

>

> Looking forward to it,

>

> [REDACTED]

[REDACTED]

[REDACTED]

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> <Stakeholder_Meeting_Packet_March_2016.pdf>

> <Stakeholder_Meeting_Presentation_March_2016.pdf>

Gomez, Nithin

From: Young, Megha
Sent: Thursday, March 24, 2016 3:53 PM
To: Kerri Moerschel
Subject: RE: Stakeholders meetings

Hi Kerri,

I just wanted to let you know that the materials are now online. Please let us know if you need anything else.

<http://brookhavenga.gov/city-departments/public-works/ashford-dunwoody-road-corridor-study>

Thanks,

Megha D. Young, AICP
Transportation Planner


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

From: Cochran, Jamie
Sent: Thursday, March 24, 2016 9:00 AM


Cc: Young, Megha <megha_young@gspnet.com>
Subject: RE: Stakeholders meetings

Kerri:

Yes, we will be posting all of the informational materials (i.e. project fact sheet, survey, comment card, and presentation slides) on the City's website today. Please feel free to send us any comments you and your husband have. We understand that not everyone can attend meetings, so we're making all the project info accessible on-line as well. We will be having another community workshop this summer and will make sure you get notified of it as well.

Thank you so much for reaching out. Please let me know if you have any difficulty accessing the AD information.....jamie cochran

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

From:

Sent: Wednesday, March 23, 2016 5:27 PM

To: ADCorridorStudy@brookhavenga.gov

Subject: Stakeholders meetings

Is there some way to provide input other than coming to the meetings? My husband and I have a new baby and I don't want to bring him out in the unpredictable Ashford Dunwoody traffic during rush hour. We live in Oak Forest Hills off of Ashford Dunwoody Road.

Thanks,

Kerri and Tim Moerschel

Sent from my iPhone

Gomez, Nithin

From: Cochran, Jamie
Sent: Thursday, March 24, 2016 4:19 PM
To: Eugenie Viener
Cc: Thoresen, Erin; Young, Megha; Gomez, Nithin
Subject: RE: A suggestion for study

Good Afternoon, Eugenie:

Thank you so much for your good note – we are glad you thought the workshop was useful. We definitely will make sure we use the info in your note to look at the Johnson Ferry/AD intersection. Please thank your friend for passing it along. The City posted all of the info, including maps and survey, on their website this AM, so if your friend would like to look at it, it is available and they can send in any additional ideas or comments.

Again, thank you so much for passing this along. Have a good rest-of-the-week....jamie

From: [REDACTED]
Sent: Thursday, March 24, 2016 4:07 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: A suggestion for study

Hello,

I am Eugene Viener, a business owner on Ashford-Dunwoody and Johnson Ferry Road. I greatly enjoyed the information gathering meeting you held on Wednesday, March 23rd.

I received a suggestion of what to do to improve the intersection from someone who couldn't attend that meeting and wanted to pass it along to you.

On Johnson Ferry Road, heading East out of the intersection towards P'tree Road, there is a westbound middle lane that is a go straight or turn Left lane. If this middle lane were re-stripped to be a lane heading East from the intersection, there would then be two Eastbound lanes drawing traffic through the whole intersection at a much faster rate. Then the two lanes of traffic could merge into one lane on Eastbound Johnson Ferry Road heading towards P'tree road.

Pros: traffic would flow through whole intersection Eastbound at potentially twice the rate. Less merging or lane changing in the middle of the intersection.

Cons: Left turn from JF west bound onto AD Southbound potentially eliminated or could cause issues with Eastbound JF traffic. Problems with left turn access to Corner Pizza parking lot.

It was an idea that I feel deserves a good look. I hope you will include it in the ideas you study to improve Ashford-Dunwoody Rd.

If you have any questions, please call me at [REDACTED]

Very truly yours,
Eugenie Viener

Gomez, Nithin

From: Young, Megha
Sent: Thursday, March 24, 2016 8:40 PM
To: [REDACTED]
Subject: RE: Corridor study
Attachments: Stakeholder_Meeting_Presentation_March_2016.pdf;
Stakeholder_Meeting_Packet_March_2016.pdf

Mr. Gallo,

I apologize for the broken links, they should be working now. I've attached the materials from the stakeholder meetings for your convenience. Please let us know if you have any questions.

Thank you,

Megha D. Young, AICP
Transportation Planner

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Alpharetta, GA 30009-7940
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From: [REDACTED]
Sent: Thursday, March 24, 2016 3:42 PM
To: ADCOrridorStudy@BrookhavenGA.gov
Subject: Corridor study

The links are broken for the presentation, map and materials

Sincerely,

James M. Gallo
Vice President



Gomez, Nithin

From: Cochran, Jamie
Sent: Tuesday, March 29, 2016 8:29 AM
To: Thoresen, Erin; Young, Megha
Subject: FW: ashford dunwoody corridor

These are very good comments - please include in summary.....can we also put together some key themes from the workshops? Thanks...jc

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

From: [REDACTED]
Sent: Monday, March 28, 2016 4:42 PM
To: ADCorridorStudy@brookhavenga.gov
Subject: ashford dunwoody corridor

My children go to Montgomery Elementary and play sports at Murphy Candler, nothing is more frustrating than the time spent sitting on Ashford Dunwoody. I grew up in Dekalb County, moved to Morningside for 20 years and now we are back in Dekalb close to Windsor pkwy/Ashford Dunwoody.

The biggest challenge is once you are on Ashford Dunwoody at 285 besides west Nancy creek and harts mill there is no opportunity to go east or west. You can only head south to Johnson ferry.

A few suggestions, when driving north on Ashford Dunwoody, there is a dedicated left turn lane that really benefits Marist. Then as you cross the intersection of Harts Mill, it all comes to a halt because of the way those turning lanes are designed. When going north if you could turn left or right on West Nancy Creek a good bit of traffic would be eliminated.

The other issue I see that would help tremendously is to get the Montgomery traffic off of Ashford Dunwoody, it is a busy road and not a place for school children. There are 2 schools, Marist and Montgomery, and the YMCA soccer fields, all 3 have plenty of land, but no other way in or out, Ashford Dunwoody is the only access for those and the 2-3 apt/condo complexes.

Brenton drive only has homes on 1 side, the other side could be used as possible entrance into Montgomery. Chippewa court off OConnee Pass is very small. Edenton Court also runs behind Montgomery but no street connects back there, that would be an ideal location for school pick up and drop off. A road does not have to be created, but if a driveway for the school could be created it would be ideal. Far away from the busy 285/Ashford Dunwoody Traffic would make it much more pedestrian friendly.

Also the sidewalk runs along Blackburn park across from Cambridge Square, then stops and starts again past Blackburn - that needs to be extended so it is a continual sidewalk to make it easier for pedestrians.

I do appreciate the tough job of trying to improve this corridor. Not an easy task as it is a major thoroughfare to connect 285/hospitals/Peachtree Rd with limited access to any other street. Would love to see some improvement.

Thanks,
Kelsy Schwalb

Gomez, Nithin

From: Cochran, Jamie
Sent: Monday, March 28, 2016 7:19 PM
To: [REDACTED]
Cc: Thoresen, Erin; Young, Megha
Subject: Re: ashford dunwoody corridor

Kelsey: thanks so much for your very insightful message. You have done a great job of describing some of the very vexing problems in the corridor. Your comments will be included in our summary of public input that will go to the City and the project team. Our team will be evaluating a number of options to improve the corridor. This summer we will hold another public workshop to show the citizens some options and get their thoughts on our potential recommendations. We will make sure that you receive an invitation. Again, thanks so much for your good input...jc

Sent from my Verizon 4G LTE Smartphone

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

From: Kelsy Schwalb
Date: Mon, Mar 28, 2016 3:41 PM
To: ADCorridorStudy@brookhavenga.gov;
Subject:ashford dunwoody corridor

My children go to Montgomery Elementary and play sports at Murphy Candler, nothing is more frustrating than the time spent sitting on Ashford Dunwoody. I grew up in Dekalb County, moved to Morningside for 20 years and now we are back in Dekalb close to Windsor pkwy/Ashford Dunwoody.

The biggest challenge is once you are on Ashford Dunwoody at 285 besides west Nancy creek and harts mill there is no opportunity to go east or west. You can only head south to Johnson ferry.

A few suggestions, when driving north on Ashford Dunwoody, there is a dedicated left turn lane that really benefits Marist. Then as you cross the intersection of Harts Mill, it all comes to a halt because of the way those turning lanes are designed. When going north if you could turn left or right on West Nancy Creek a good bit of traffic would be eliminated.

The other issue I see that would help tremendously is to get the Montgomery traffic off of Ashford Dunwoody, it is a busy road and not a place for school children. There are 2 schools, Marist and Montgomery, and the YMCA soccer fields, all 3 have plenty of land, but no other way in or out, Ashford Dunwoody is the only access for those and the 2-3 apt/condo complexes.

Brenton drive only has homes on 1 side, the other side could be used as possible entrance into Montgomery. Chippewa court off OConnee Pass is very small. Edenton Court also runs behind Montgomery but no street connects back there, that would be an ideal location for school pick up and drop off. A road does not have to be created, but if a driveway for the school could be created it would be ideal. Far away from the busy 285/Ashford Dunwoody Traffic would make it much more pedestrian friendly.

Also the sidewalk runs along Blackburn park across from Cambridge Square, then stops and starts again past Blackburn - that needs to be extended so it is a continual sidewalk to make it easier for pedestrians.

I do appreciate the tough job of trying to improve this corridor. Not an easy task as it is a major thoroughfare to connect 285/hospitals/Peachtree Rd with limited access to any other street. Would love to see some improvement.

Thanks,
Kelsy Schwalb

Gomez, Nithin

From: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] Erin; ADCorridorStudy@brookhavenga.gov
Subject: Re: Major traffic issue

Thank you. I will complete the survey as soon as I receive it.

On Thu, Mar 31, 2016 at 12:23 PM, Cochran, Jamie <jamie_cochran@gspnet.com> wrote:

Ms. McCoy,

My name is Jamie Cochran and am the consultant project manager for the study that Mayor Ernst mentioned. We will definitely add your comments to the summary of public input that we are creating for the City. As the Mayor said, we will be holding a city-wide public event this summer to get public comments on some potential solutions to help the corridor work better. We will mail you a packet of info from the workshop with a survey about the various corridor issues. Please return it to us when you can. Thank you so much for sending your thoughtful comments. We will let you know about upcoming opportunities to learn more about the project as it proceeds...Jamie Cochran

Sent from my Verizon 4G LTE Smartphone

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

From: John Ernst

Date: Thu, Mar 31, 2016 11:45 AM

To: Jo McCoy;

Cc: AD Corridor Study;

Subject: Re: Major traffic issue

It is working on the entire corridor and the feeder streets to try and find mitigations to the log jams is my understanding of the scope of the study.

[REDACTED] March 31, 2016 11:37 AM

To: John Ernst

Cc: AD Corridor Study; Ben Song; Bennett White

Subject: Re: Major traffic issue

Thank you very much for your quick response. I will complete the document you attached but I can't tell from your email or the document exactly what areas they are working to correct. I do realize that the traffic on Ashford Dunwoody itself is very bad at almost all times near the 285 interchange and around the Mall entrance. My problem is trying to get from Peachtree Dunwoody to Ashford Dunwoody (a very short trip as far as distance) without it taking me 45 minutes. I understand road decisions were made many, many years ago, but as I told you, I have been living on Sidestreet since 1989 and have just started encountering these problems in the last few weeks. On an occasional, random day, I might have run into a mess with the traffic but not every day like it has been lately. I do believe part of the problem is that the lights at both Lake Hearn and Nancy Creek only allow about 4 cars to turn onto Ashford Dunwoody before they turn red again. I

understand you have to keep Ashford Dunwoody moving, but if you could witness the backup coming from Peachtree Dunwoody, you would understand why this needs to be fixed. Believe me, if I had another way to get to my house, I would take it, but all routes are blocked. Thank you again.

Jo McCoy

On Thu, Mar 31, 2016 at 11:21 AM, John Ernst <john.ernst@brookhavenga.gov> wrote:

Jo,

Thank you for sharing your situation with me, and I'm sorry that you, as well as many Brookhaven residents, are experiencing such long commutes.

The timing aside, the reasons traffic has gotten so bad, I can not offer any particular one or two reasons for it other than a series of decision going back 30 years. But as a City, we are currently conducting an Ashford Dunwoody traffic corridor study. This is what has happened so far <http://www.brookhavenga.gov/home/showdocument?id=4012>

The first two meetings have occurred but there is going to be a public planning session in the near future. I have CC the study city email on this message and I will also forward your original message to it so it will be put into the record (I'm also forwarding your email to the public works and community development staff for their FYI).

I ask that you become engaged in this process. The more residents who are affected by traffic in this corridor that participate in this project, the better the City will be able to fight for solutions and find funding with regional agencies. While it isn't a quick fix, it is the only route we have in order to mitigate the problem.

Thank you for your time and efforts to resolve this issue.

-John

From: [REDACTED]
[REDACTED]

To: John Ernst

Subject: Major traffic issue

Mayor Ernst,

Please forward this to whomever might be able to help. I live in the Sidestreet subdivision off Hartsmill Road in Brookhaven. I work at Piedmont Hospital, which is about 12 miles away. In the morning, my route is straight down Peachtree and though I have had to change the time I leave and the route I take due to the mess at Chamblee Middle School, I can make the drive in approximately 30 – 35 minutes, which is reasonable. The drop-off at Chamblee Middle School could not have been designed in a more dysfunctional manner, but I realize that is not Brookhaven's issue.

Driving home from work has become a terrible problem and I don't know what has happened. I cannot come straight up Peachtree because the traffic lights in Brookhaven are so out of sync that it can take 20 minutes to get from the Lenwood Senior Citizen facility past the light at Dresden. Once you pass through the Dresden light, everything is fine but that light and the 3 before that one are completely out of sync and the traffic is stuck. Therefore, Peachtree is not an option between that area, the Financial Center area, the Peachtree/Piedmont intersection and the Lenox area.

When I get on 400 from 85 north, the first sign will usually say "5 miles to I-285, approximately travel time 20-26 minutes" or something similar to that. Okay, I can deal with that if I have to. But once I get off at Glenridge, turn left onto Peachtree Dunwoody and try to proceed from there to get over to Ashford Dunwoody, I am stuck. If I turn right onto Johnson Ferry and go straight to Ashford Dunwoody, I am sitting on Johnson Ferry for another 20 - 30 minutes or so. If I turn left onto Old Johnson Ferry, for the last couple of weeks, I pass Byrnwyck subdivision and shortly thereafter, the traffic is backed up from Nancy Creek. That is because the traffic now is backed up on Nancy Creek all the way from Ashford Dunwoody back to old Johnson Ferry. The light at the Nancy Creek/Ashford Dunwoody intersection allows about 4 cars to go through and then stays green for the AD side for 3-4 minutes. If I try continuing on Peachtree Dunwoody to Lake Hearn and make a right to come over to Ashford Dunwoody, I run into the same problem. Lake Hearn is backed up for about a mile before Ashford Dunwoody for the same reason.....only 4-5 cars can turn right at a time and then the light stays green for the Ashford Dunwoody traffic for a very long time. There is a policeman standing at this intersection, but he is doing nothing to help. The odd thing is that once you pass through the 2 lights on Ashford Dunwoody (Lake Hearn and Nancy Creek), the traffic is moving at about 40 MPH so it isn't taking that long to turn because of a traffic backup on Ashford Dunwoody.

At any rate, for the last 2 weeks, it has taken me 1-1/2 hours to drive 12 miles home. I can do the first 8 miles in about 20 minutes but getting from the Glenridge/Peachtree Dunwoody intersection to my house is taking me over an hour and that is completely absurd. I don't know what has changed but I have been driving these routes every day for many, many years with only an occasional problem, which of course, is to be expected. If you could shed some light on what has happened to create this mess or forward this email to someone who can help, I would certainly appreciate it. If this kind of issue continues, Brookhaven will not continue to be such a popular area. Not being able to get home in the afternoon is definitely a problem.

Thank you for your help.

Jo McCoy

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Feedback / Input for the Ashford Dunwoody Road Corridor Project

GENERAL REMARKS

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

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

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

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

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

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

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

SPECIFIC COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17) I would support banning large trucks from the entire Ashford Dunwoody Corridor inside of I-285 altogether, in the same way Fulton County has banned them on Riverside Drive. Truck access to the commercial area at the Ashford Dunwoody / Johnson Ferry intersection could be facilitated by Johnson Ferry Road through Chamblee.

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

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

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

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

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