

Dunwoody Comprehensive Transportation Plan



Transportation Issues and Opportunities

**comments/discussion from the Advisory Committee Meeting are noted in blue italics*

Walking and biking

Plan, policies, design criteria, projects, programs

Safety, lighting, Support Safe Routes to School (Kingsley Elementary School), fill in the gap (roads without sidewalks)

DeKalb County Greenways Plan and DeKalb County Transportation Plan should be reviewed

Consider utility easements for trails/paths and I-285 corridor

Lack of sidewalks on Happy Hollow Road

Bike friendly re-striping efforts

Evaluate potential Bike/Ped traffic-consider where people live and destinations they are trying to get too, tools are available for identifying pedestrian demand

Engage PATH Foundation-consider connections to surrounding cities

Identify bike corridors and where bike lanes are appropriate

Consider park connectivity

Look at ways to make it safer for families to bike

Complete Streets (designing streets for all intended users, not just cars)

Policies

City should consider Complete Street policy

Potential road diet on Tilly Mill Road and Ashford Center Parkway,

Road Diet vs Traffic Calming- road diets do not necessarily focus on slowing travel speeds

Acceleration/Deceleration lanes- are there existing lanes with excess storage

Consider existing road structure throughout the City and travel lane widths (e.g. N. Shallowford Rd)

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Traffic congestion and safety, including:

North Peachtree/Tilly Mill/Peeler intersection

Womack and Tilly Mill intersection

Tilly Mill Road/Mt. Vernon Place intersection

Chamblee Dunwoody Road/Spalding Road intersection

3 lane segments (one travel lane each direction and center turn lane) may be acceptable in some areas for short distances

Do not want to see more 4-lane roads

Small bottlenecks around Dunwoody at intersections- consider realignment or turn lanes

Round-a-bouts should be consider at many intersections throughout the City

Womack/Tilly Mill

N. Peachtree/Tilly Mill

Chamblee-Dunwoody/Vermack

Chamblee-Dunwoody/Mt. Vernon (Dunwoody Village)-Nandina

Tilly Mill/Mt. Vernon Place (safety concern based on roadway geometry)

Spalding Drive/Chamblee-Dunwoody (concern with peak period turning movements)

Other congested areas

Mt. Vernon @ St. Luke's Presbyterian Church (Vermack Rd)

Mt. Vernon to GA 400- corridor

Ashford Dunwoody/ Mt Vernon

Tilly Mill/Peeler (fatal accidents in the past)

Need to get crash data

Look at traffic light synchronization

Transit service and facilities

Circulator/vanpool (look at Gaithersburg, MD)

Access to MARTA rail stations

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Bus routes are oriented towards serving train stations not moving people around Dunwoody

Transit to/from the College

Final Mile concept-How do we get people from train station to their final destination within Dunwoody?

Perimeter College traffic

Potential options with challenges that have been created- widen roads, move college, more housing, shuttle service.

Shuttle service assumed to be the most likely solution. Off-sight parking at First Baptist Church on N. Peachtree or service to MARTA station. Could PCID, City and GPC support circulator from Perimeter station to Dunwoody Village to College.

Look at Atlanta Art Institute as an example, enrollment not negatively impacted by lack of cheap and abundant parking

Garner support from Clean Air Campaign for shuttle service

Cut-through traffic

Commuters from North Fulton/Gwinnett/Cobb

Neighborhood cut-through-Branches area, Dunwoody Club Forest, Village Mill neighborhood (student related volumes)

To/from work- into Perimeter/over to GA 400

If there was better traffic flow on Mt. Vernon, there would be less cut-through traffic in neighborhoods

Project priorities

Connectivity between neighborhoods (at least for alt. modes)

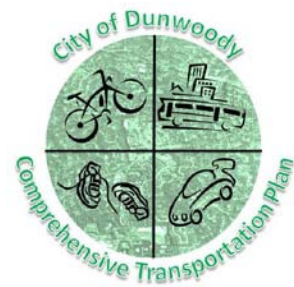
Local circulation/network for pedestrians/bicyclists- trail connections

Branches residents could access Publix Shopping Center via a pedestrian trail

Safe/alternative route for kids to get to school

Golf carts/low-emission vehicles: take into consideration on-street vs. off-street, legal issues, and what the vehicle needs to include. Considered to be a very low priority (by the Committee) and include in the long-range planning (engineering should not prevent it). Consider as possible connection between neighborhoods although there will likely be less support than for just bike/ped connectivity

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Future growth and long-term mobility needs

Traffic circulation in Dunwoody Village

Origins and Destinations Study

Need to study driver behaviors in the City with parents taking children to school