

City Council Presentation

City of Dunwoody Comprehensive Transportation Plan

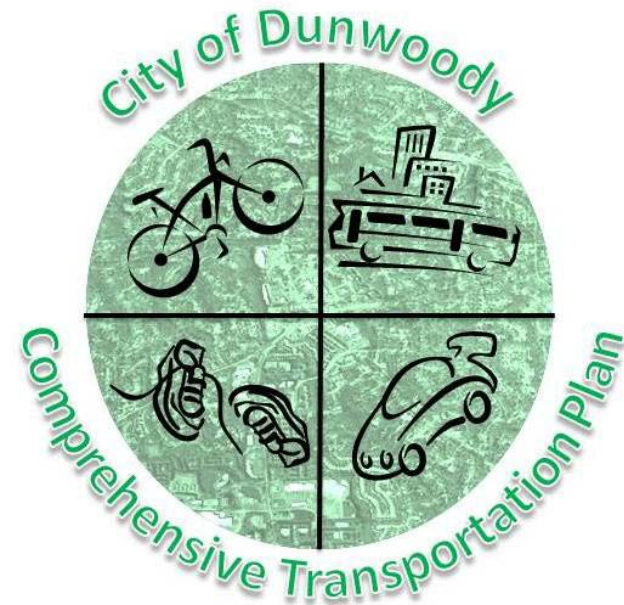
February 4, 2011



Imagine the result

Agenda

- Public Participation
- Review of traffic analysis
- Major Recommendations
- Discussion



Summary of CTP Activities

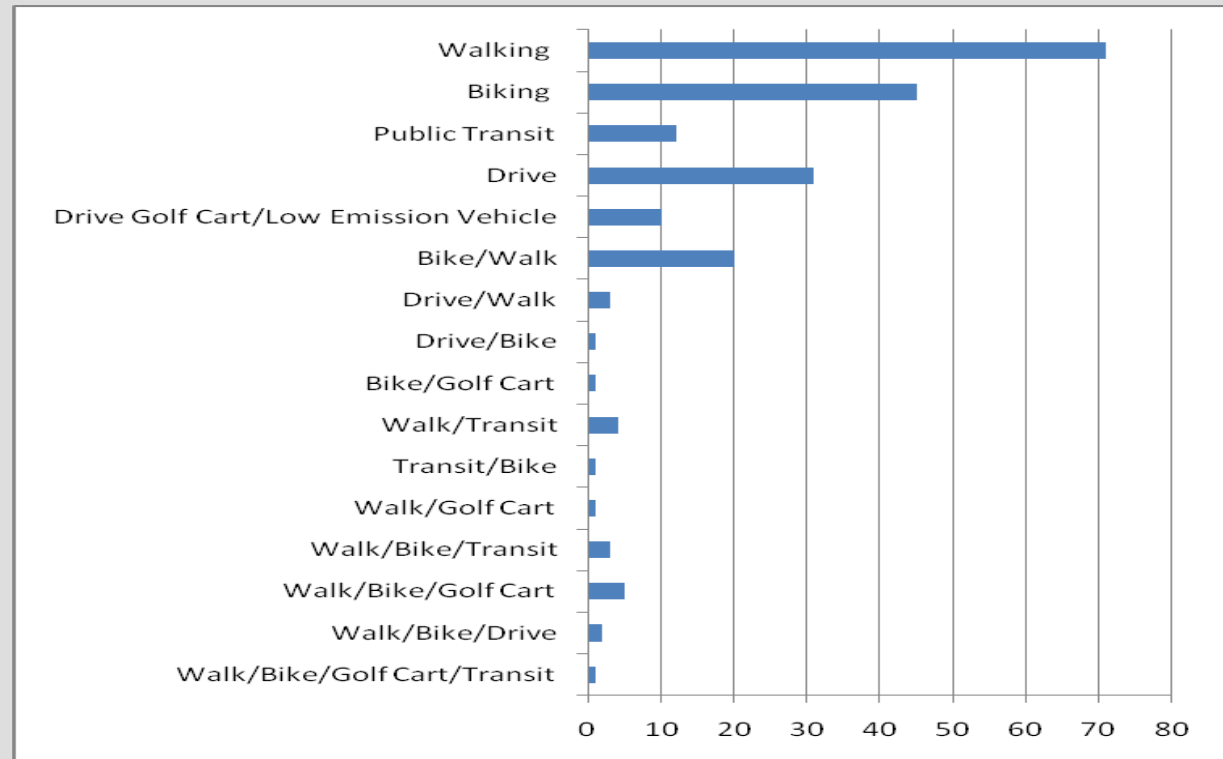
- Advisory Committee Meetings
 - First meeting – Transportation issues and opportunities
 - Second meeting – Vision statement, strategies, and preliminary recommendations
 - Third meeting- evaluation of candidate projects and preliminary recommendations
- Community Workshops
 - October 18, 2010- goals and objectives; issues and opportunities
 - January 25, 2011- evaluation of candidate projects and preliminary recommendation
- Survey results

Survey Results

- 220 survey respondents
- Majority of respondents either live or work in the city
 - Have lived in the City for more than five years
 - Commute less than 5 miles during a regular day
- Nearly half of the respondents were between the ages of 35 and 50

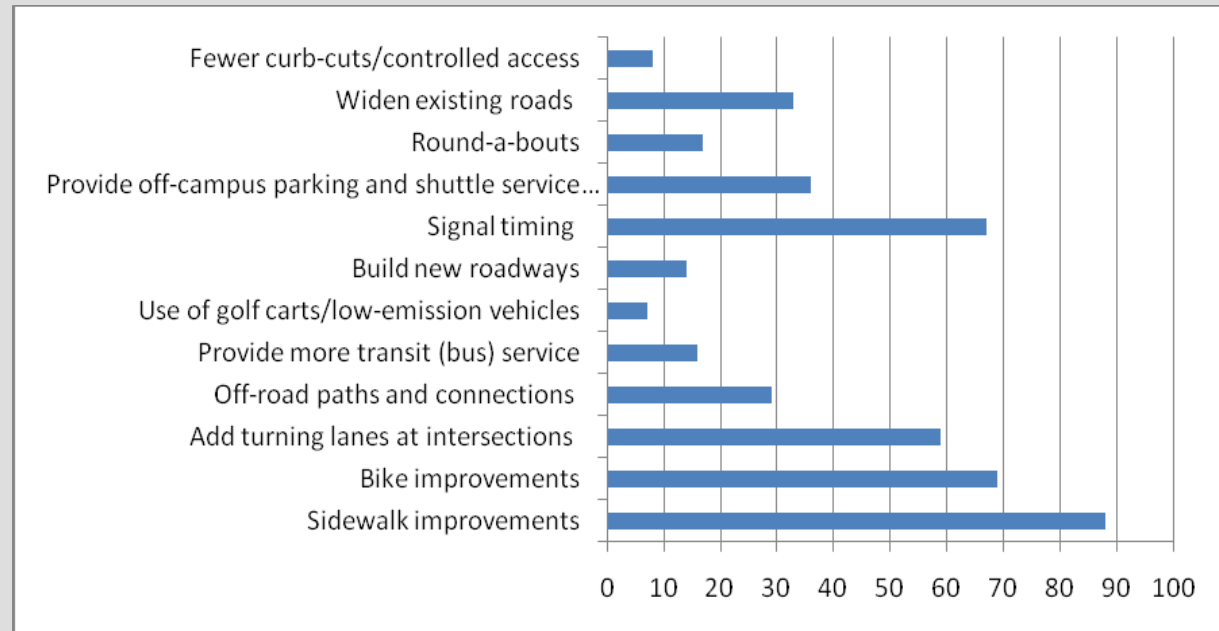
Survey Results

What kind of travel would you like to do more of in the City?



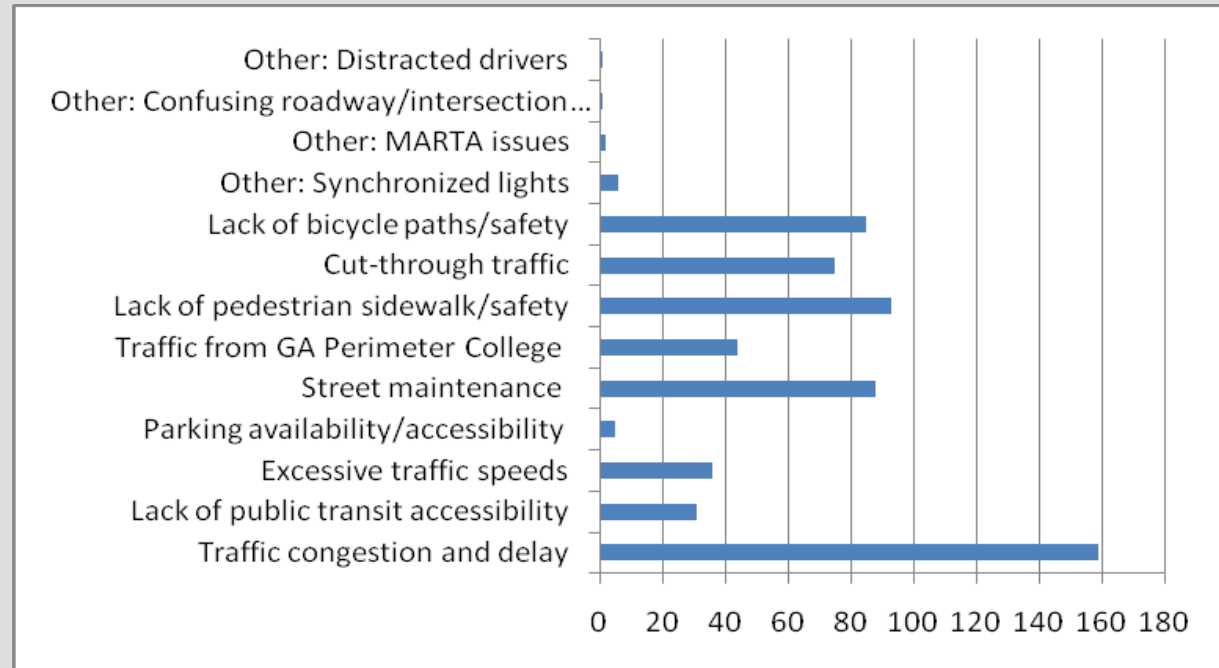
Survey Results

What are the two most important ways to improve the roadway system?



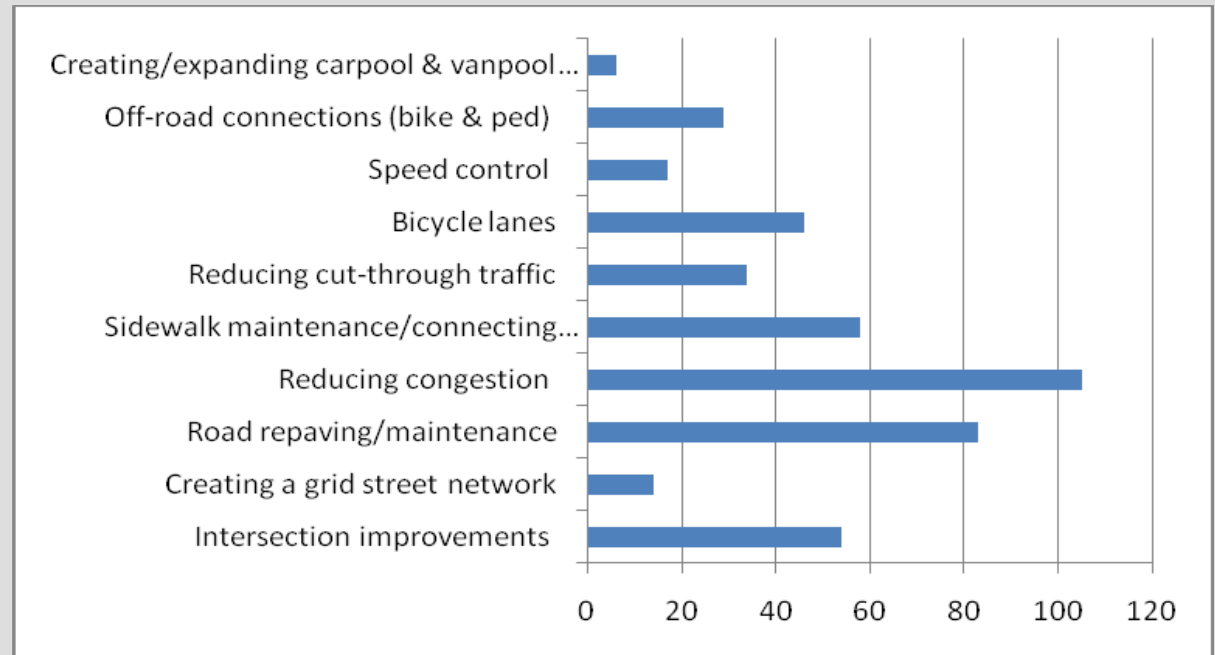
Survey Results

What transportation issues are the most pressing in the City?



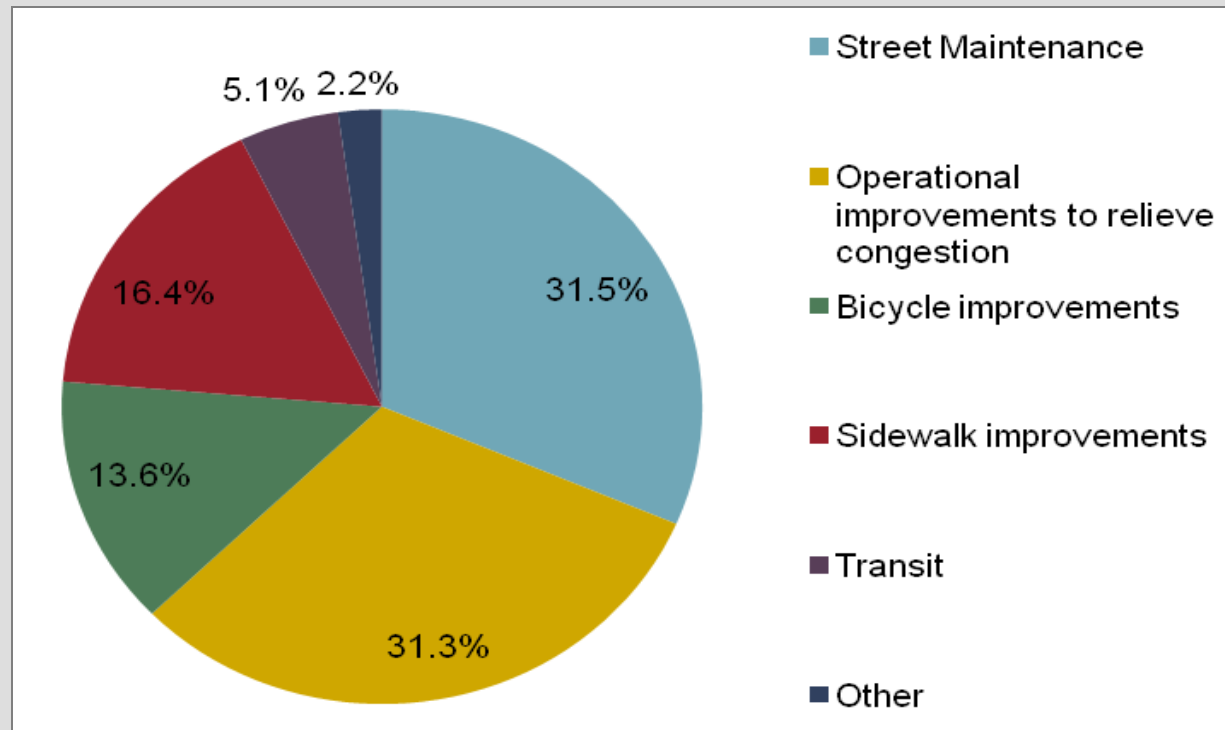
Survey Results

What should be the City's top priorities related to transportation infrastructure investment?



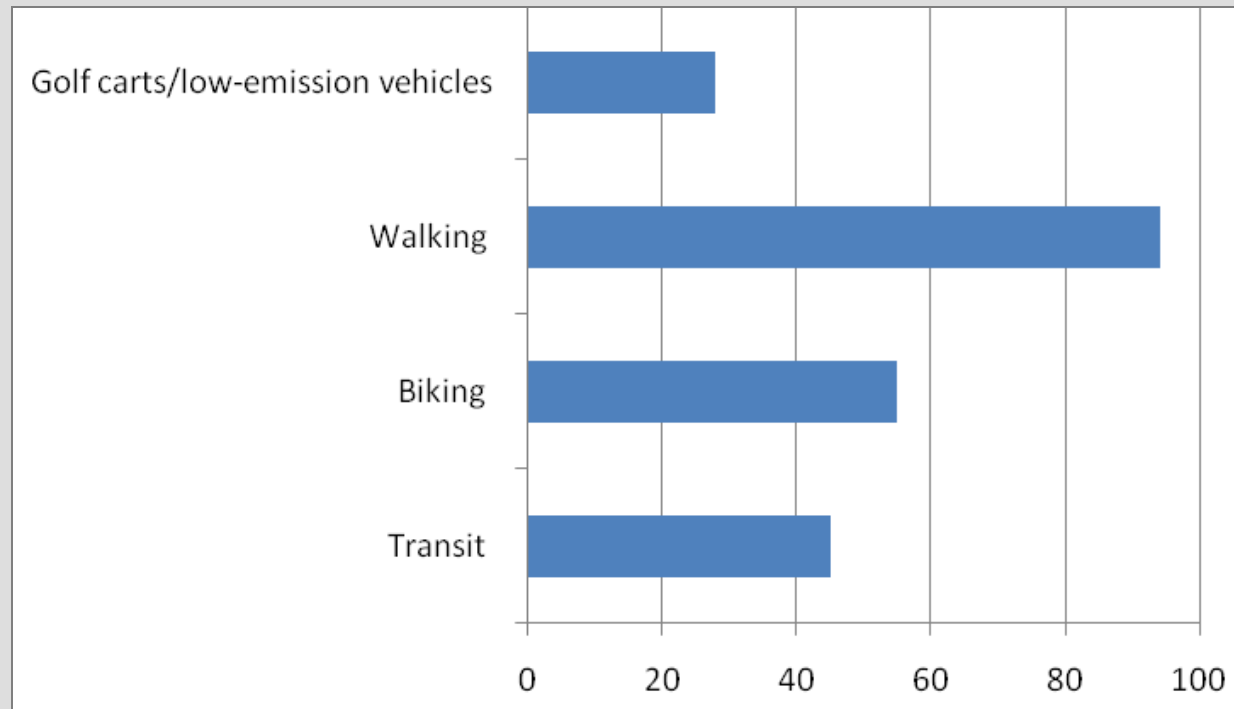
Survey Results

How would you allocate funding to each of the following categories?



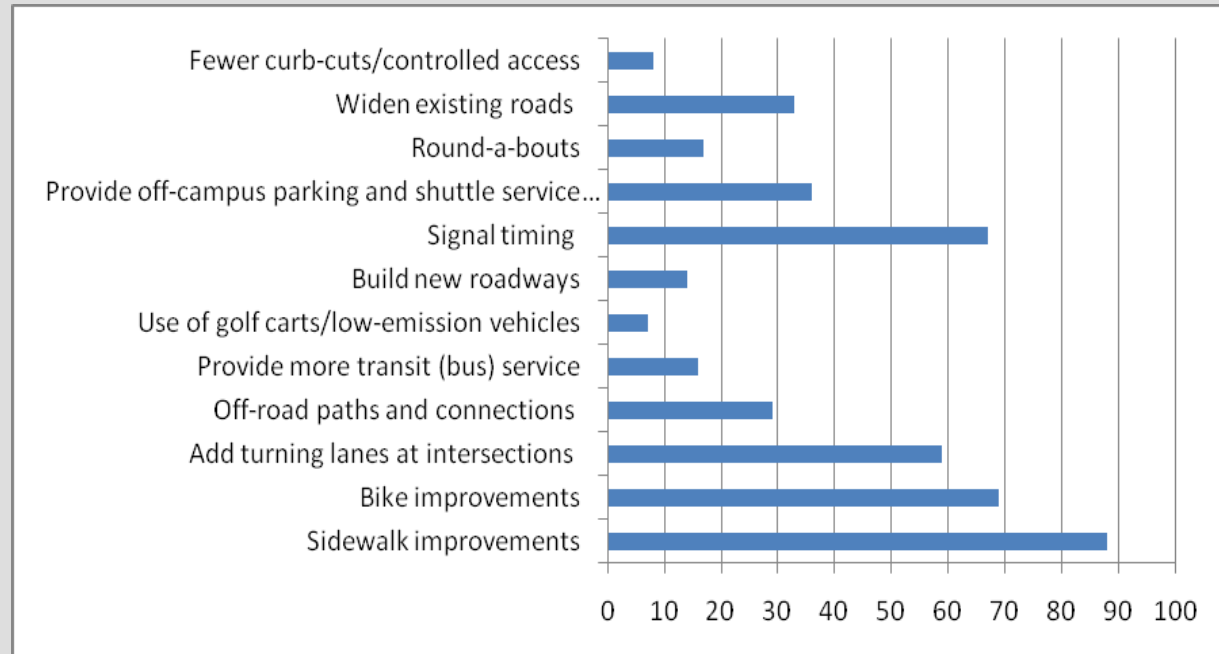
Survey Results

What alternative modes should the City prioritize?



Survey Results

What are the two most important ways to improve the roadway system?



Traffic Analysis

- Methodology
 - Short-term analysis focused on intersections
 - Horizon year 2015
 - 16 intersections counted
- Long-term analysis focused on annual average volume tables
 - Horizon year 2030
 - 24-hour volume counts collected for 25 roadway segments in the city

Traffic Analysis

- Existing conditions
 - Intersections currently operating at a failing LOS (during peak periods):
 - Mount Vernon Road at Ashford Dunwoody Road/Trailridge Way
 - Mount Vernon Road at Chamblee Dunwoody Road
 - Mount Vernon Road at North Peachtree Road
 - Womack Road at Vermack Road
 - Tilly Mill Road at North Peachtree Road
 - North Shallowford Road at Chamblee Dunwoody Road/Peeler Road

Traffic Analysis

- Existing conditions
 - Roadway segments currently over capacity (24-hour):
 - Chamblee Dunwoody Road between Nandina Lane and Dunwoody Village Parkway
 - Roberts Drive between Dunbrooke Lane and Witham Drive
 - Mount Vernon Road between Mount Vernon Way and Wellshire Place
 - Mount Vernon Road between Vernon Oaks Drive and Manhassel Drive/Vermack Road
 - Winters Chapel Road between Winterhaven Court and Winterbrook Court
 - Winters Chapel Road between Charmant Place and Fontainebleu Drive



Choice

Provide a transportation system that emphasizes choice by increased mobility for all users, increased connectivity, and increased health enrichment options.

View the street as a public space with the intent to serve multiple functions.

Public expenditures on transportation should provide for equal access by all users.



Connectivity

Create an integrated network of transportation facilities that connects people to where they want to go, both in the community and destinations near city limits.

Establish a maintenance and safety program that will enhance the existing system.

Prioritize multi-modal transportation options.

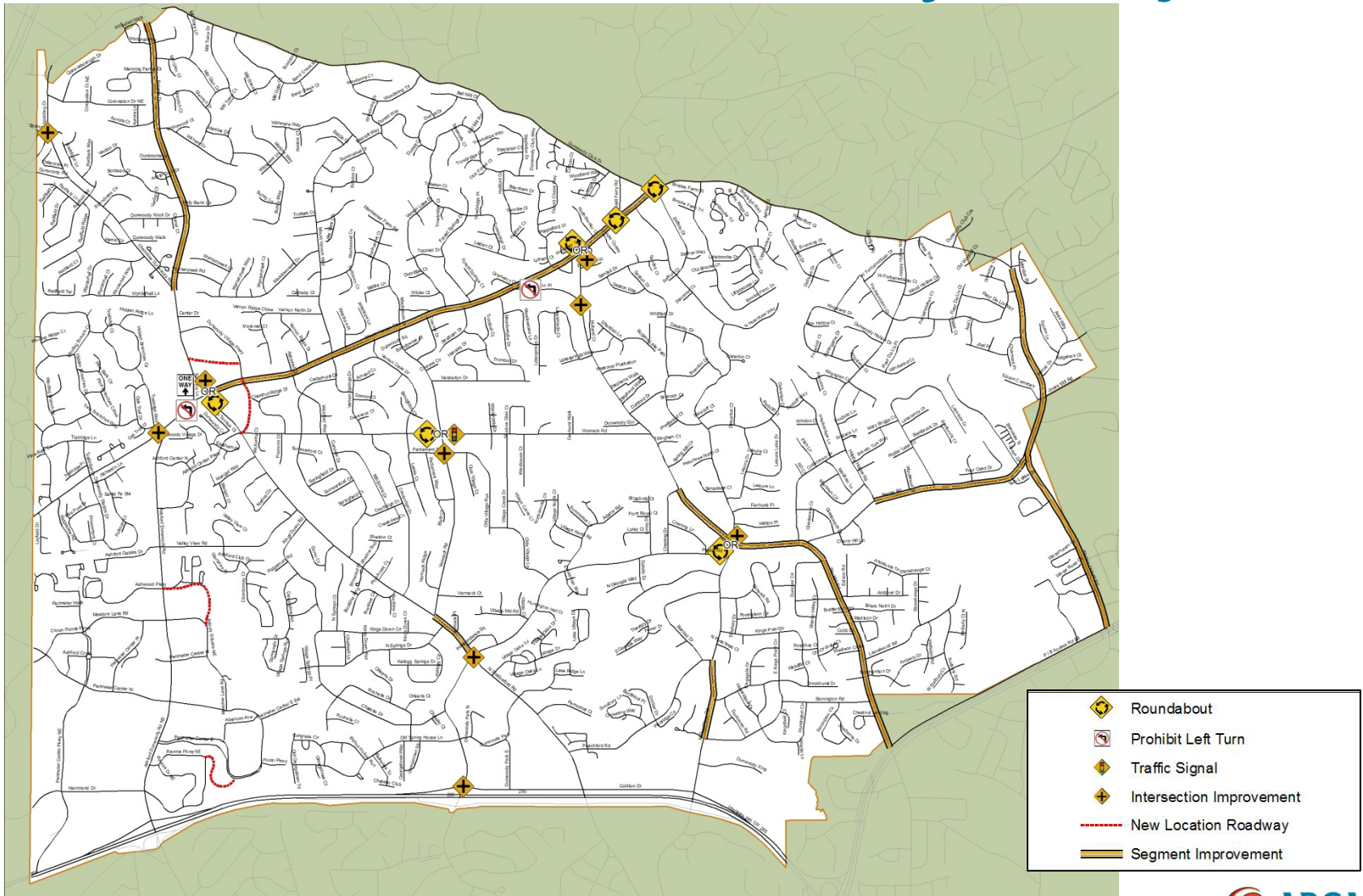


Community

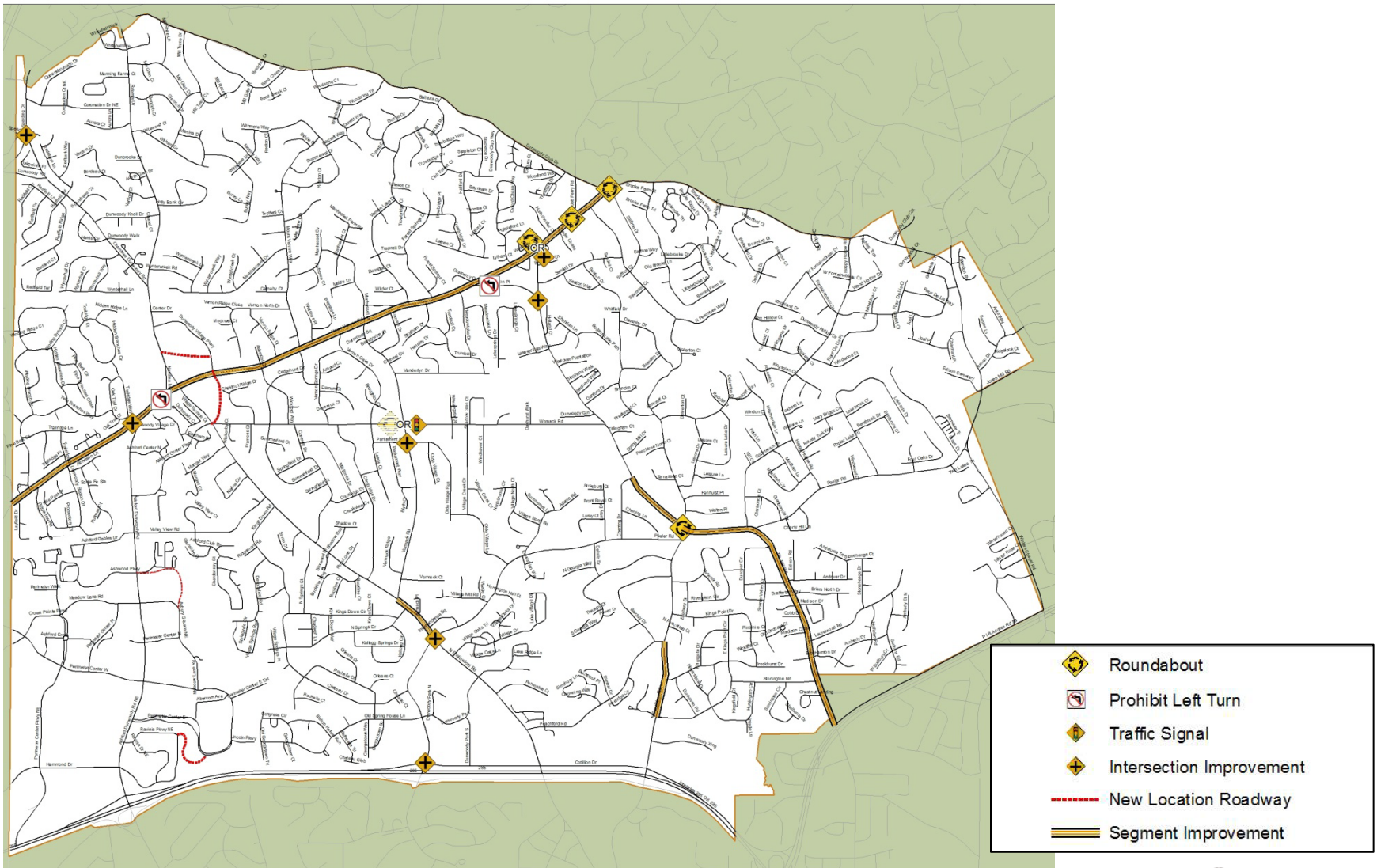
Transportation investments should enhance the Dunwoody community first and the Atlanta region second.

Provide opportunities for increased interaction within the community, increased recreational opportunities, and increased active living opportunities.

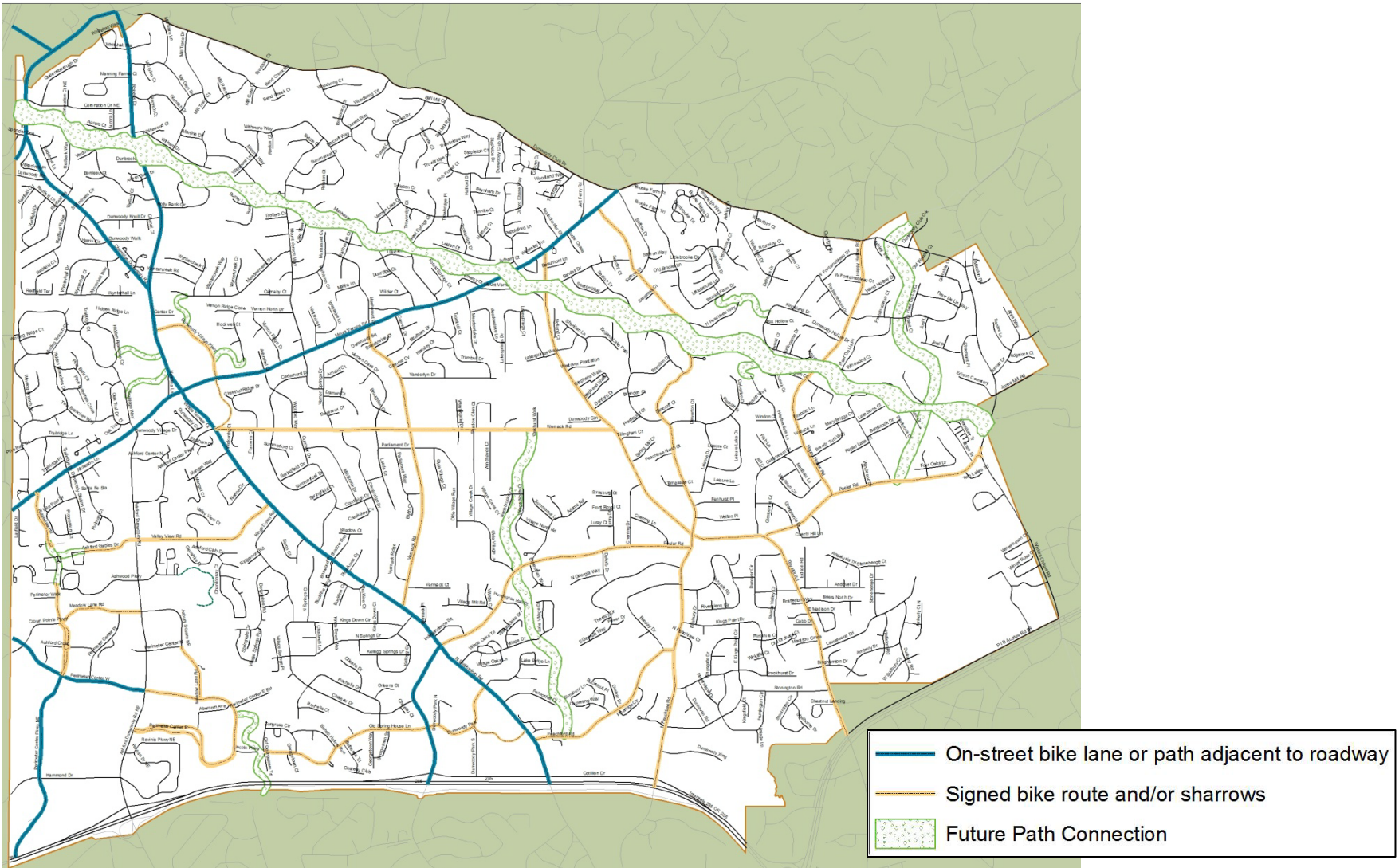
Candidate Roadway Projects



Recommended Roadway Projects



Recommended Bike/Ped Projects



Policy Recommendations

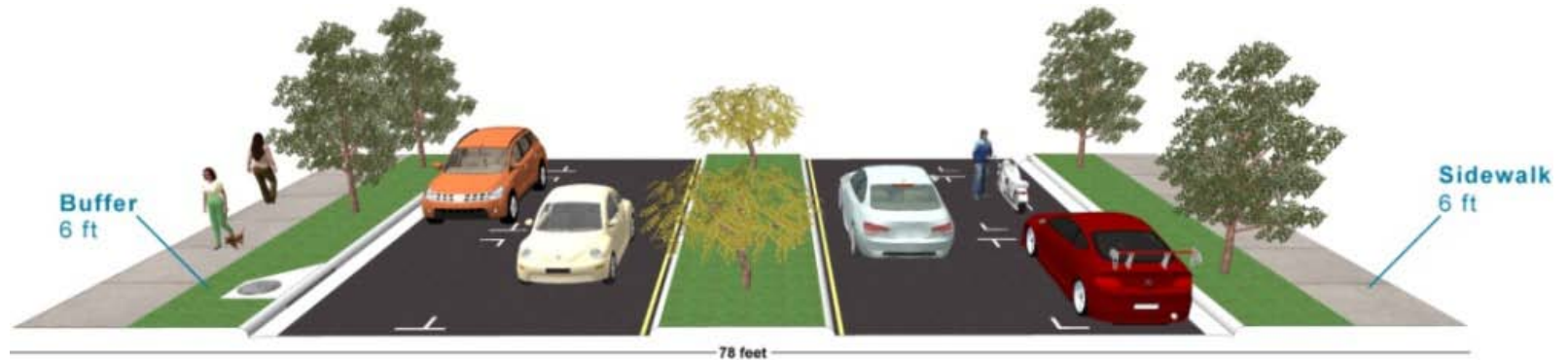
- Road maintenance/paving program
- Sidewalk standards and program
- Trail connections for new developments
- Complete streets policy
- Transit coordination
- Coordination with Georgia Perimeter College
- Zoning and development regulations (addressing parking, sidewalks and bicycle/scooter/motorcycle parking)
- Education and awareness
- Development of ordinance for golf carts/AEV's

Sidewalk Standards

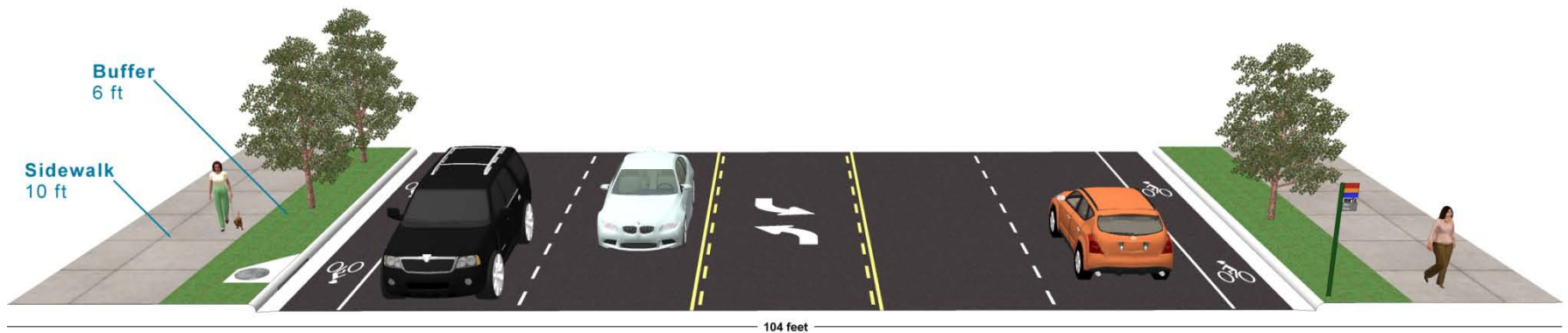
Area/Corridor	Design Standard
Dunwoody Village	Minimum 6-foot sidewalk, 6-foot buffer
Georgetown Redevelopment Area	Minimum 6-foot sidewalk, 6-foot buffer
Perimeter Center	PCID design standards
Neighborhood/Residential Streets	Minimum 5-foot sidewalk, 2-foot buffer

Sidewalk Standards

Dunwoody Village – Dunwoody Village Parkway

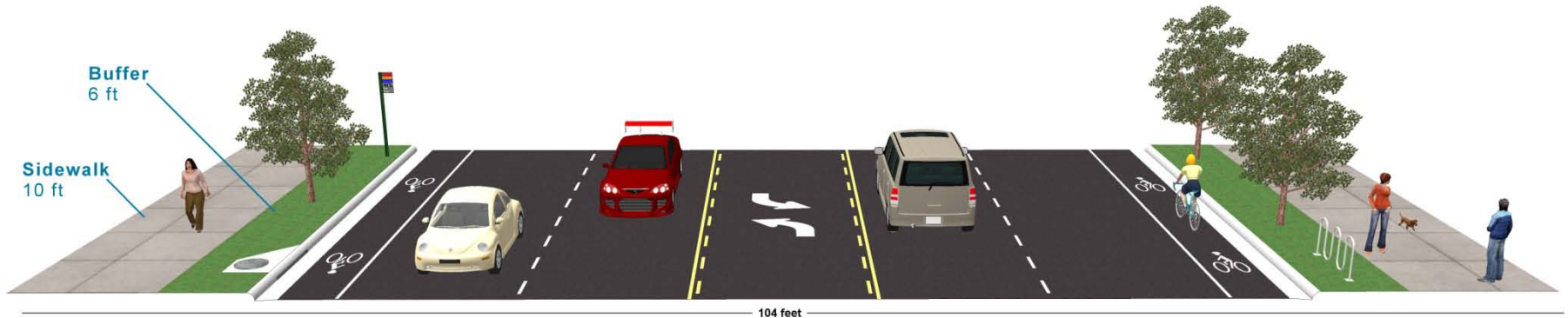


Dunwoody Village – Mount Vernon Road

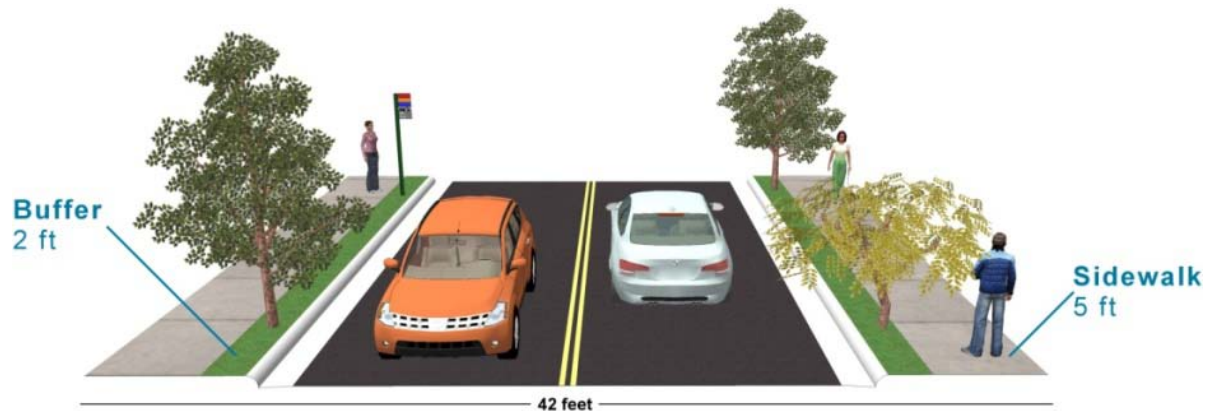


Sidewalk Standards

Georgetown Redevelopment Area – Chamblee Dunwoody Road



Neighborhood/Residential Areas – Tilly Mill Road



Imagine the result

