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MEMORANDUM

To: Warren Hutmacher, City Manager
From: Michael Smith, Public Works Director
Date: January 16, 2014
Subject: **Mount Vernon Center Turn Lane Discussion**

This memo provides Public Works' synopsis of the issues pertinent to the City Council's discussion on updating the Comprehensive Transportation Plan (CTP) to remove the recommendation to add a continuous center turn lane on Mount Vernon Road.

Background

Plan Development

In developing the transportation plan, a comprehensive analysis was performed by the City and its consultant. This team reviewed the City's Comprehensive Land Use Plan and the existing transportation system. The team also collected and analyzed traffic and accident data throughout the City. In addition to this technical evaluation, an extensive Public Involvement process was utilized. This effort included the creation of an advisory committee comprised of residents and business leaders to assist in developing goals and vetting projects. Input was also gathered through a survey, three public meetings and three presentations to the City Council.

Plan References to Center Turn Lane

Traffic flow and safety were the two primary considerations that formed the basis of the recommendation to add a center turn lane on Mount Vernon Road. The public input gathered in developing the plan indicated that traffic was the citizens' biggest transportation concern. When asked what the top priority for transportation investment should be the most frequent response was reducing congestion. Finally, when asked how to prioritize spending for the transportation budget, respondents placed the highest priority on operational improvements to relieve congestion. Actual survey results are included in the attached excerpts from the CTP.

As indicated in Table 7 of the plan, Mount Vernon Road operates at the lowest traffic level of service (F). The operations will continue to degrade as future traffic increases. As shown, the level of service would improve to more acceptable levels in the 20-year planning horizon with the addition of a center turn lane and left turn lanes at intersections. As stated in the plan, "Addressing issues on Mount Vernon Road will be critical to improving traffic flow in the City of Dunwoody" (p. 27).

Center turn lanes can improve traffic flow by providing space for vehicles turning left from Mt. Vernon Road to move out of the through lane and wait for a gap in oncoming traffic. When traffic volume along the corridor reaches its commonly high levels, there are few gaps

in oncoming traffic which result in a longer wait to turn left and more vehicles backed up behind the vehicle waiting to turn. At the traffic volume levels on Mount Vernon, the number of left turners does not have to be very high to negatively impact traffic and warrant a dedicated turn lane. This negative impact increases as the number of driveways and side roads increase.

In addition to the unnecessary delay times, the high traffic and frequent driveways present a safety issue as well. Mount Vernon Road experiences injury crash rates up to four times higher than the state average for similar facilities (see Table 8 and Figure 11 of the attached excerpts from the CTP). Key factors that explain this high accident rate are high traffic volumes, high levels of access (closely spaced driveways and intersections), lack of turning lanes, and poor sight lines. Most segments of Mount Vernon Road have the first three of these conditions which helps to explain the high accident rates.

Another safety issue occurs when drivers use the existing pavement width to pass left-turning vehicles. This common practice is used at street intersections or along areas where an acceleration lane from a street exists. The practice presents a safety issue to left turning drivers from the opposing direction or to bicyclists who are unseen by the driver attempting to pass. Lastly, the additional pavement width would provide easier passage for emergency vehicles and better emergency response time during high volume times.

Discussion

Master Plan Updates

It is quite common and expected that as projects move from the planning level to the implementation phase, master plan recommendations are adjusted based on current conditions, financial constraints, and the context of each individual project. Opportunities and unique circumstances also arise that may cause projects to be prioritized differently than originally anticipated by the plan.

For this reason the City regularly adjusts its short term work program and after a period of time, (typically about every 5 years), the City would conduct an update of the original master plan. Such an update would seek to add to, remove from, and reprioritize the project list and potentially revise policy recommendations to reflect current conditions. This type of update would not typically alter the overall goals and vision of the plan but would include public involvement as an important element of the update.

A 5-year update would occur two years from now based on adoption of the current CTP in 2011. At that time the City will have begun work on many of the Tier 1 projects in the plan and be able to begin evaluating the results from the original plan recommendations. The discussion of the center turn lane could be deferred until that time without having a significant impact on the City's short term work program. As shown on the attached diagram of the corridor, over 50% of the segment between Ashford Dunwoody Road and Dunwoody Club Drive is already three lanes wide. After the completion of needed intersection improvements over 80% of the corridor will be three lanes wide. Therefore, the decision on whether to incorporate a continuous center turn lane would ultimately only affect about 2,500 feet intermittently along the corridor. After completing the intersection projects already programmed there are a number of other projects that would likely be



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prioritized ahead of completing the center turn lane on these short connecting sections of Mount Vernon between intersections. Consequently, connecting the gaps between intersections should be considered long range and would likely not be initiated for 15+ years which coincides with the end of the planning horizon presented in the CTP.

Recommendation

Staff recommends deferring a decision on the Mount Vernon turn lanes and incorporating that discussion into the first 5-year update which would occur two years from now. By waiting the City could make a more informed decision on the cost and benefits of the continuous turn lane based on future traffic conditions, additional community input, and the positive impacts realized by already planned intersection improvements.



MOUNT VERNON

Mount Vernon Corridor Improvements for our Community

A Critical Corridor for our Community

Mount Vernon Road is a critical corridor for Dunwoody residents. Homeowners wanting to buy groceries at Publix or Fresh Market, catch a bite to eat at Marlow's or Carbonara, or do some shopping at the Shops at Dunwoody, chances are good that your path there and home will include Mount Vernon Road.

Subdivisions directly along Mount Vernon Road include:

- Hidden Branches
- Trailridge
- Dunwoody Station
- Bellewood
- Dunwoody West
- Mount Vernon Forest
- Wickford
- Mount Vernon North
- North Wellington
- Mount Vernon Springs
- Dunwoody Club Forest
- Vernon Ridge
- Meadow Lake
- Devinger
- Oxford Chase
- Cedar Chase
- Kingsley

Thousands of our residents who live in these subdivisions and others along Mount Vernon depend on Mount Vernon as a primary route to travel to and from work, venture out for family excursions, and run errands.

Improvements to Mount Vernon

Because of the importance to our community, the Comprehensive Transportation Plan contemplates making improvements to several key intersections along Mount Vernon as well as adding center turn lanes to segments in between these key intersections to improve safety and flow of traffic for our residents.

Key Intersection Improvement Projects

- Mount Vernon and Chamblee Dunwoody
- Mount Vernon and Vermack (concept phase in 2013)
- Mount Vernon and Tilly Mill (concept phase in 2014)

Segments for Improvement

- Western City Limits to Ashford Dunwoody (completed in 2012)
- Ashford Dunwoody Road to Vermack Road
- Vermack Road to Mount Vernon Place
- Mount Vernon Place to Eastern City Limits

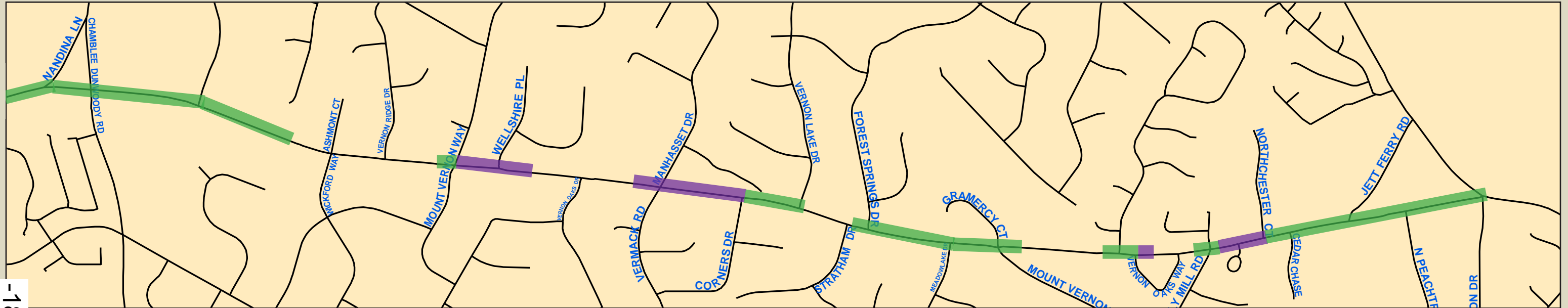


MOUNT VERNON

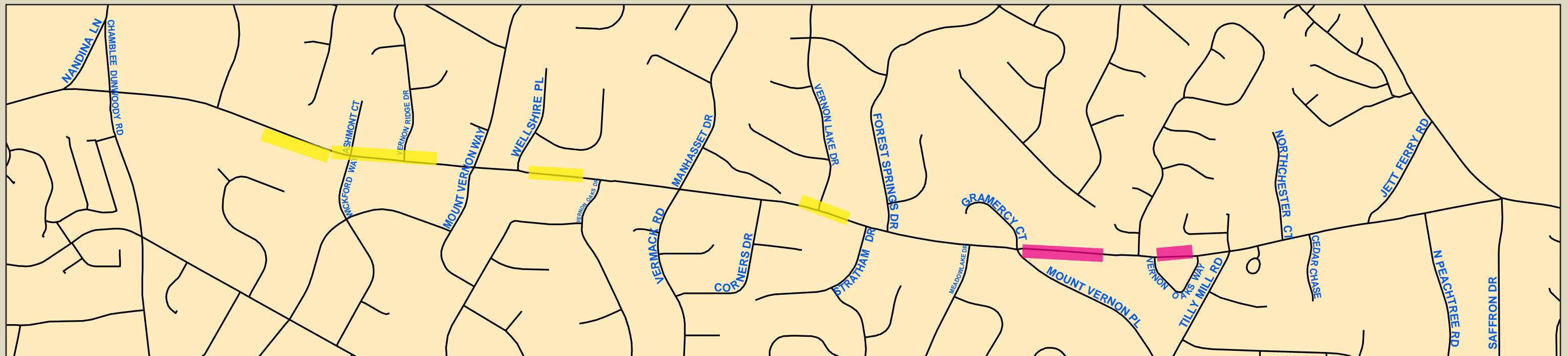
Improvements to Mount Vernon Road are proposed as part of the Comprehensive Transportation Plan. The following maps show the segments of Mount Vernon in terms of their current and/or proposed width: **existing** 3+ lanes of pavement, **proposed** (through intersection improvements), **longer term** consideration, and likely **unnecessary** for change.

#J.5.

3+ Lanes of Pavement: **Existing** + **Proposed** (through intersection improvements)



3+ Lanes of Pavement: three segments for **longer term** consideration and two segments likely **unnecessary** for change



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Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
2	20	Bicycle/ Pedestrian	New path connection between Ridgeview Road (North) and Ridgeview Road (South) Multi-use trail along Dunwoody Gables Drive	City of Dunwoody	\$1,100,000	2021 - 2030
2	21	Bicycle/ Pedestrian	On-street bike lane or multi-use path adjacent to the roadway along Spalding Drive to connect to future Sandy Springs facility	City of Dunwoody, Georgia DOT	\$3,100,000	2021 - 2030
2	22a	Center Turn Lane	Add center turn lane, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Ashford Dunwoody Road and Mount Vernon Place See also Dunwoody Village Master Plan, Five Year Implementation Plan, Project #4	City of Dunwoody, ARC, T-SPLOST*, Georgia DOT	\$12,000,000	2021 - 2030
2	22b	Center Turn Lane	Add center turn lane, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Mount Vernon Place and Dunwoody Club Drive	City of Dunwoody, ARC, T-SPLOST*, GDOT	\$5,500,000	2021 - 2030
2	23	Intersection	Vermack Road at Parliament Road/Old Village Run: Relocate overhead utility and landscape to improve sight distance	City of Dunwoody	\$50,000	2021 - 2030
2	24	Intersection	Mount Vernon Road at Chamblee Dunwoody Road Add an additional left turn lane to Mount Vernon Road eastbound, add an additional left turn lane to Mount Vernon Road westbound, and add an additional through lane to Chamblee Dunwoody Road southbound	City of Dunwoody	\$1,200,000	2021 - 2030
2	25	Multi-modal, Georgetown/ North Shallowford Master Plan	Cotillion multi-modal improvements - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #11	City of Dunwoody, LCI, ARC, GDOT	\$2,050,000	2021 - 2030

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Table 7: City of Dunwoody Roadway Segment LOS

Road	Between		Existing 2010	No-Build		Build	
	Cross Street	Cross Street		2020	2030	2020	2030
Perimeter Center West	Perimeter Center Parkway	Perimeter Center Place	C	D	D	C	C
Hammond Drive	Perimeter Center Parkway	Perimeter Mall Entrance	C	D	E	A/B*	A/B*
Ashford Dunwoody Road	Hammond Drive	Ravinia	C	D	D	C	C
Ashford Dunwoody Road	Ashford Parkway	Ashford Gables Drive/Valley View Road	C	D	D	C	C
Ashford Center Parkway	Ashford Dunwoody Road	Chamblee Dunwoody Road	A/B*	A/B*	C	A/B*	A/B*
Chamblee Dunwoody Road	Cotillion Drive	Old Spring House Lane/Dunwoody Park	A/B*	A/B*	A/B*	A/B*	A/B*
Chamblee Dunwoody Road	Dunwoody Park	North Shallowford Road	C	D	D	C	C
Chamblee Dunwoody Road	Holly Oak Place	Kings Down Road	C	D	D	C	C
Chamblee Dunwoody Road	Nandina Lane	Dunwoody Village Parkway	F	F	F	D	D
Chamblee Dunwoody Road	Dunwoody Knoll Drive	Saint Andrews Drive	A/B*	A/B*	A/B*	A/B*	A/B*
Chamblee Dunwoody Road	Oakpoint Place	Spalding Drive	A/B*	A/B*	A/B*	A/B*	A/B*
Roberts Drive	Dunbrooke Lane	Witham Drive	E	E	F	D	D
Roberts Drive	Whitehall Pointe/Manor Oaks Court	Spalding Drive	C	D	D	A/B*	A/B*
Mount Vernon Highway	Trailridge Drive/Dunwoody Station Drive	Ashford Dunwoody Road	F	F	F	D	D
Mount Vernon Highway	Mount Vernon Way	Wellshire Place	F	F	F	C	D
Mount Vernon Highway	Vernon Oaks Drive	Manhasset Drive/Vermack Road	F	F	F	A/B*	C
Peeler Road	Olde Village Lane	Equestrian Way	C	D	D	C	C
Peeler Road	DeKalb Drive	Luray Drive	C	D	D	C	C
Peeler Road	Windwood Drive	Lakeside Drive	C	D	E	C	D
Tilly Mill Road	Tillingham Court	Womack Road	A/B*	C	D	A/B*	C

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- Mount Vernon Road between Vernon Oaks Drive and Manhasset Drive/Vermack Road. Operates at LOS F
- Winters Chapel Road between Winterhaven Court and Winterbrook Court: Operates at LOS F
- Winters Chapel Road between Charmant Place and Fontainebleau Drive: Operates at LOS E

Mount Vernon Road has several intersections and segments currently over capacity. Addressing issues on Mount Vernon Road will be critical to improving traffic flow in the City of Dunwoody. Map 5: Level of Service shows LOS at major intersections and along several roadway segments in the City of Dunwoody.

Future Traffic Conditions

No-build and build scenarios were analyzed to determine future traffic conditions in the City of Dunwoody. A horizon year of 2015 was used for the short term and a horizon year of 2030 was used for the long term under both scenarios.

No-Build

The no-build scenario assumes that only planned and programmed improvements are made to the transportation system. Intersections predicted to operate at a failing LOS under the no-build scenario in 2015 include:

- Mount Vernon Road at Ashford Dunwoody Road/Trailridge Way. Will operate at LOS F during both a.m. and p.m. peak hours (the same as 2010)
- Mount Vernon Road at Nandina Road. Will operate at LOS E during the a.m. peak hour (a decline from LOS D in 2010)
- Mount Vernon Road at Chamblee Dunwoody Road. Will operate at LOS E during the a.m. peak hour and at LOS F during the p.m. peak hour (a decline from LOS E in 2010)
- Mount Vernon Road at North Peachtree Road. Will operate at an acceptable LOS during the a.m. peak hour and at LOS E during the p.m. peak hour (the same as 2010)

Because of data limitations, traffic volume counts were not available along every major roadway segments in the City of Dunwoody. Therefore, this analysis is limited to the locations shown in Table 8.

Most facilities analyzed in the study area experience crash rates well over the statewide rates for similar facilities for total accidents and injury accidents. The rate of injury crashes is especially high throughout the City of Dunwoody, and only three locations were below the statewide average. The locations below the statewide average rate for injury crashes are:

- Roberts Drive south of Spalding Drive
- Peeler Road from DeKalb Drive (Brook Run Park entrance) to Luray Drive
- Peeler Road from Windwood Drive to Lakeside Drive

The top five locations in the City of Dunwoody with the highest total crash rates in descending order are:

1. Tilly Mill Road from Tillingham Court to Womack
2. Chamblee Dunwoody Road from Oakpoint Place to Spalding Drive
3. Hammond Drive from Perimeter Center Parkway to Perimeter Mall entrance
4. Ashford Dunwoody Road from Hammond Drive to Ravinia (north entrance)
5. Perimeter Center West from Perimeter Center Parkway to Perimeter Center Place

The top five City of Dunwoody locations with the highest injury crash rates in descending order are:

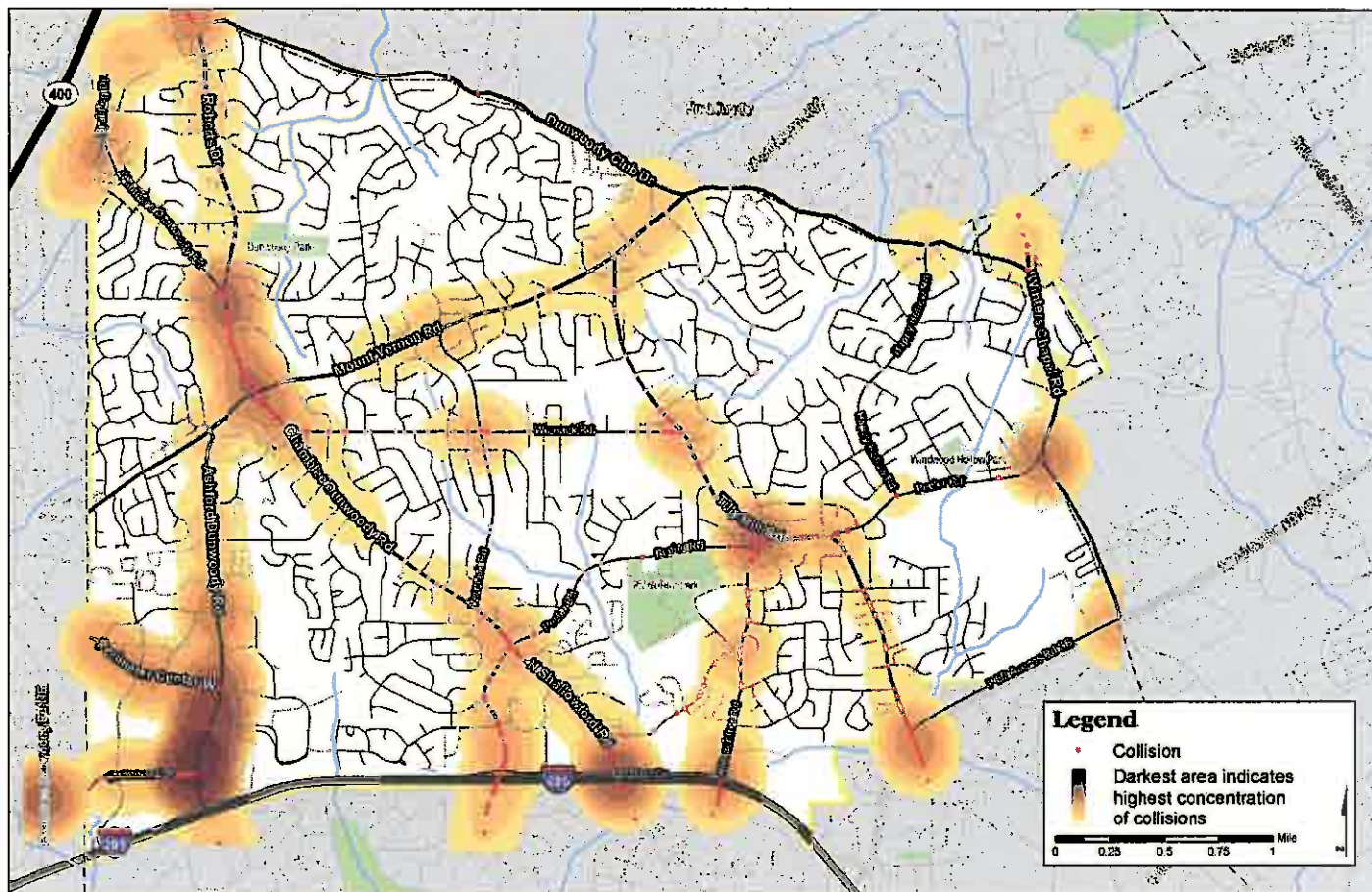
1. Chamblee Dunwoody Road from Oakpoint Place to Spalding Drive
2. Tilly Mill Road from Tillingham Court to Womack
3. Chamblee Dunwoody Road from Dunwoody Knoll Drive to Saint Andrews Drive
4. Mount Vernon Highway east of Mount Vernon Way

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Table 8: City of Dunwoody Crash Rates (2005 – 2009)

Location	2005 – 2009 Number of Crashes				2005 – 2009 Crash Rate Per 100 Million VMT				2007 Statewide Crash Rate Per 100 Million VMT (Similar Facility Types)				Over Statewide Crash Rate			
	All Crashes	Fatal Crashes	Injury Crashes		All Crashes	Fatal Crashes	Injury Crashes		All Crashes	Fatal Crashes	Injury Crashes		All Crashes	Fatal Crashes	Injury Crashes	
Chamblee Dunwoody Road from Oakpoint Place to Spalding Drive	95	0	61		7,090.1	0.0	4,552.6		475.0	1.3	114.0		Yes	No	Yes	
Roberts Drive from Dunbrooke Lane to Witham Drive	12	0	6		491.6	0.0	245.8		513.0	1.4	126.0		No	No	Yes	
Roberts Drive from Manor Oaks Court to Spalding Drive	4	0	0		430.7	0.0	0.0		513.0	1.4	126.0		No	No	No	
Mount Vernon Road from Dunwoody Station Drive to Ashford Dunwoody Road	38	0	14		603.9	0.0	222.5		513.0	1.4	126.0		Yes	No	Yes	
Mount Vernon Road from Mount Vernon Way to Wellshire Place	27	0	18		1,493.1	0.0	995.4		513.0	1.4	126.0		Yes	No	Yes	
Mount Vernon Road from Vernon Oaks Drive to Vermack Road	64	0	15		2,231.9	0.0	523.1		513.0	1.4	126.0		Yes	No	Yes	
Peeler Road from Olde Village Lane to Equestrian Way	5	0	2		797.4	0.0	319.0		475.0	1.3	114.0		Yes	No	Yes	
Peeler Road from DeKalb Drive to Luray Drive	0	0	0		0.0	0.0	0.0		475.0	1.3	114.0		No	No	No	
Peeler Road from Windwood Drive to Lakeside Drive	4	0	0		312.7	0.0	0.0		475.0	1.3	114.0		No	No	No	
Tilly Mill Road from Tillingham Court to Womack	60	0	12		9,201.6	0.0	1,840.3		513.0	1.4	126.0		Yes	No	Yes	
North Peachtree Road from North of to Cotillion Drive	77	0	19		2,626.3	0.0	648.1		475.0	1.3	114.0		Yes	No	Yes	
North Peachtree Road from Brookhurst Drive to Kings Point Circle	14	0	10		457.1	0.0	326.5		475.0	1.3	114.0		No	No	Yes	

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Map 11: Density of Dunwoody Automobile Crashes

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Crash data at the regional and county level is available from ARC. On most of the facilities analyzed, Dunwoody total and injury crash rates are above county, regional and state rates while fatality rates are lower. For reference, the regional crash rate per 100 million VMT 444 total, 105 injury and 1.2 fatal crashes. DeKalb County crash rates are slightly higher than the regional rates, with 450 total crashes per 100 million VMT, 140 injury, and 1.2 fatal.

Factors Causing Crashes

While detailed crash studies were not conducted at specific locations, the following identifies general causal factors to high crash rates.

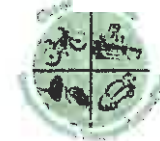
- High traffic volumes – Generally, higher volumes contribute to more crashes. Many Dunwoody roadways have heavy travel flows relative to their capacity.
- High levels of access – As noted previously, many roadways have closely spaced driveways and intersections, which reduces mobility and increases the number of conflict points.
- Lack of turning lanes – Many locations with high turning volumes lack adequate turning lanes.
- Poor sight lines – As a result of intersection geometry or grade changes, some locations in the City of Dunwoody have poor visibility.

Survey

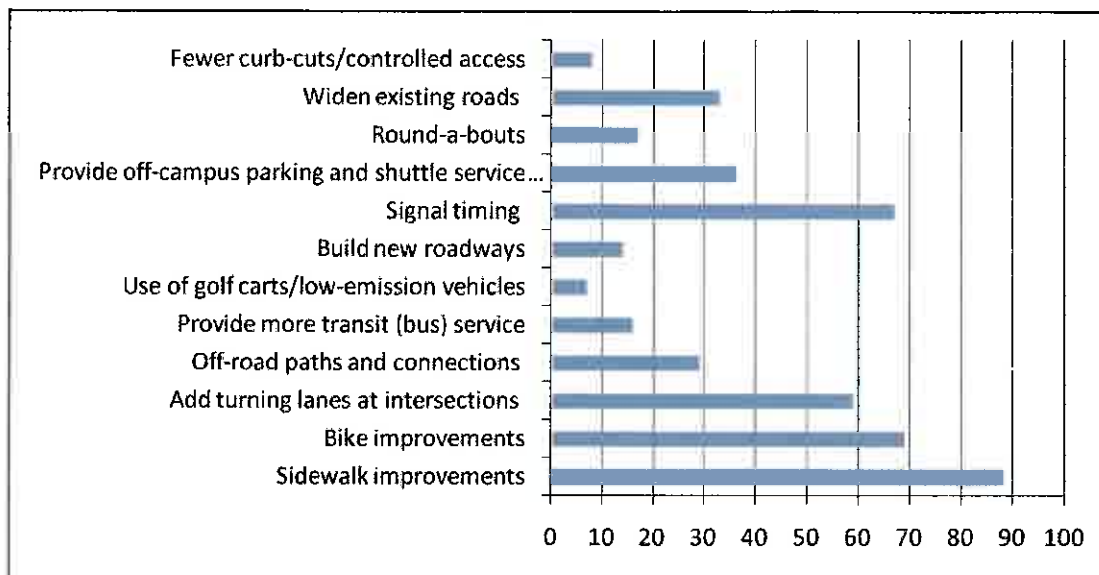
As part of the City's effort to develop the CTP, the City surveyed community members to ensure that public feedback played an integral part in the plan. The survey was made available in two formats: a paper copy collected by mail or fax and an online version hosted on the City's website. The survey was available from the middle of October through the end of November 2010. Survey responders overwhelmingly favored the electronic format, which outpaced paper surveys by nearly a 6 to 1 ratio. While most of the survey's questions provided multiple answer choices, a few open-ended questions provided survey respondents the opportunity to elaborate on specific transportation needs. There were 220 respondents to the survey, the majority of which either live or work in the City. A smaller portion of those surveyed drew their interest from owning commercial property or a business in the City. Nearly half of the survey participants were between the ages of 35 and 50. Most respondents have lived or worked in Dunwoody for five or more years and commute less than 5 miles during a regular day.

Seventy-five percent of survey participants listed driving as their primary mode of travel within Dunwoody. Most other respondents combined driving with another method as their primary means of transport, while a handful of participants depended primarily on biking, walking, or public transit. When asked about the type of travel Dunwoody commuters would like to do more of, most responded walking followed by biking, although 15 percent expressed the desire to drive more. With the desire to increase pedestrian and bicycle travel within the City, survey respondents favored sidewalk and bike improvements as a way to benefit the roadway system. Other improvements gathering a high response rate included signal timing, adding turn lanes at intersections, and providing off-campus parking and shuttle service for Georgia Perimeter College students.

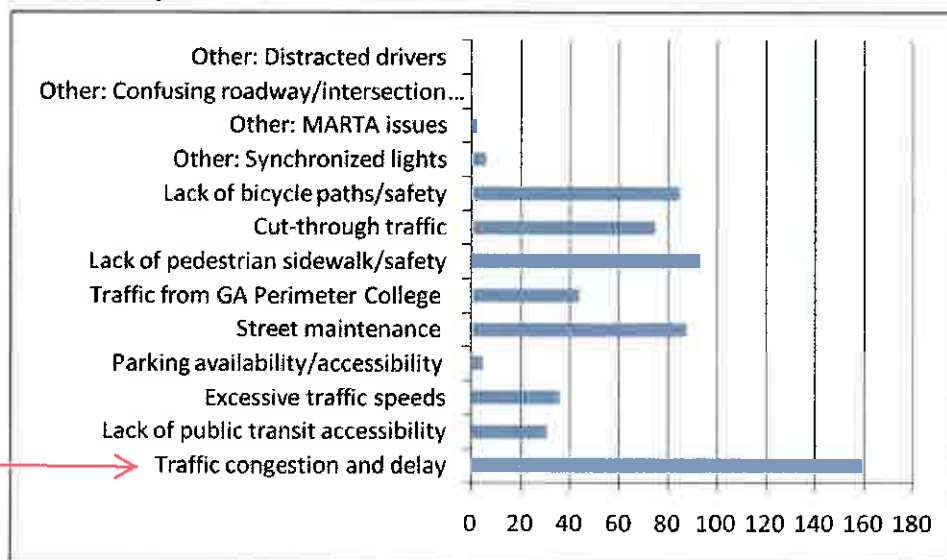
Respondents pointed to traffic congestion and delay as the most pressing issue facing transportation in the City. Other issues receiving numerous responses included lack of sidewalks, cut-through traffic, lack of bike paths, and street maintenance. Perhaps as a direct result of traffic congestion and delay being highlighted as the most pressing issue, respondents pointed to reducing congestion as being the City's top priority for transportation infrastructure investment. Intersection improvements, road maintenance, sidewalk maintenance, and bicycle lanes were also deemed worthy of investment. Faced with the task of rating the City's transportation system, the majority of those surveyed described the system as fair. Fewer gave the system a good rating, while



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

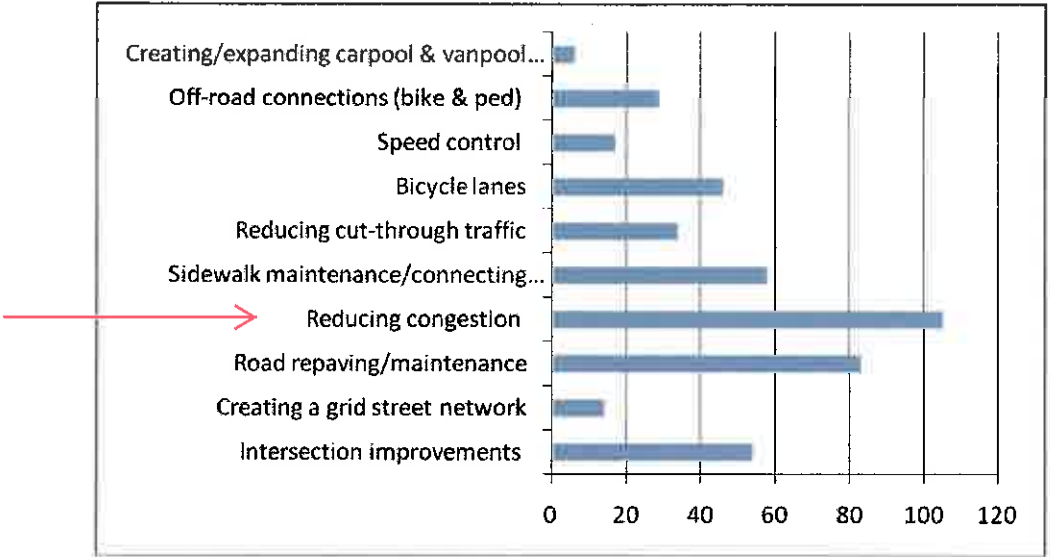


4. What transportation issues are the most pressing in the City of Dunwoody?

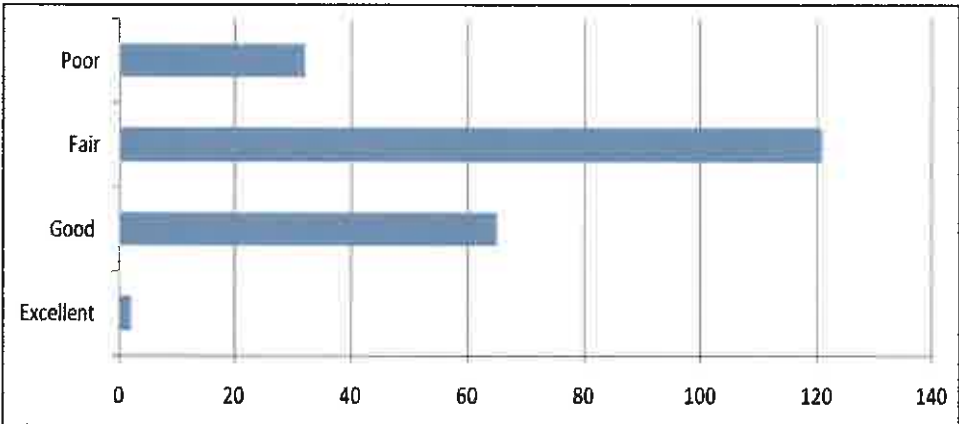




5. What should be the City’s top priorities related to transportation infrastructure investment?

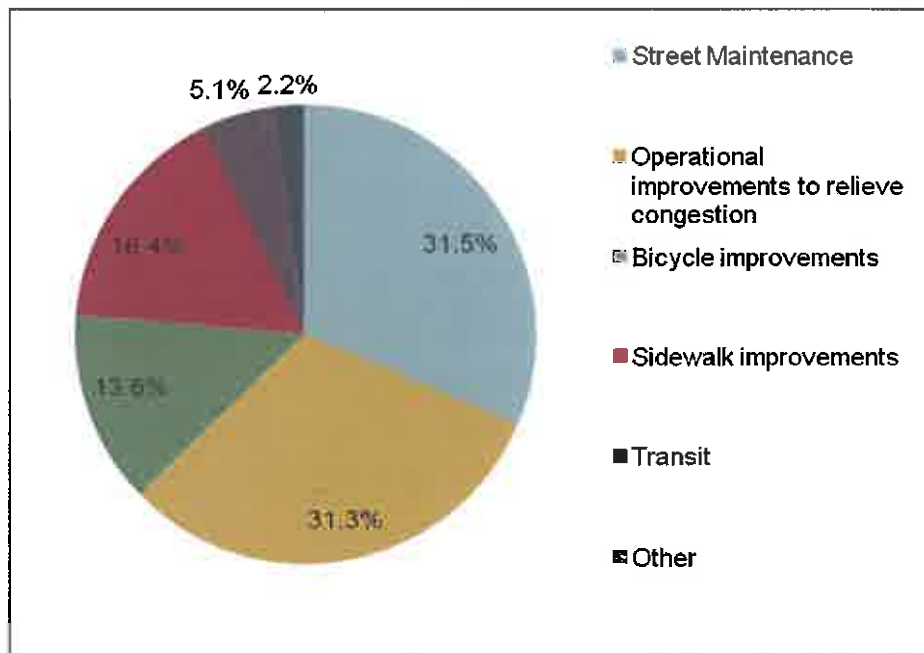


6. How would you rate the overall transportation system?

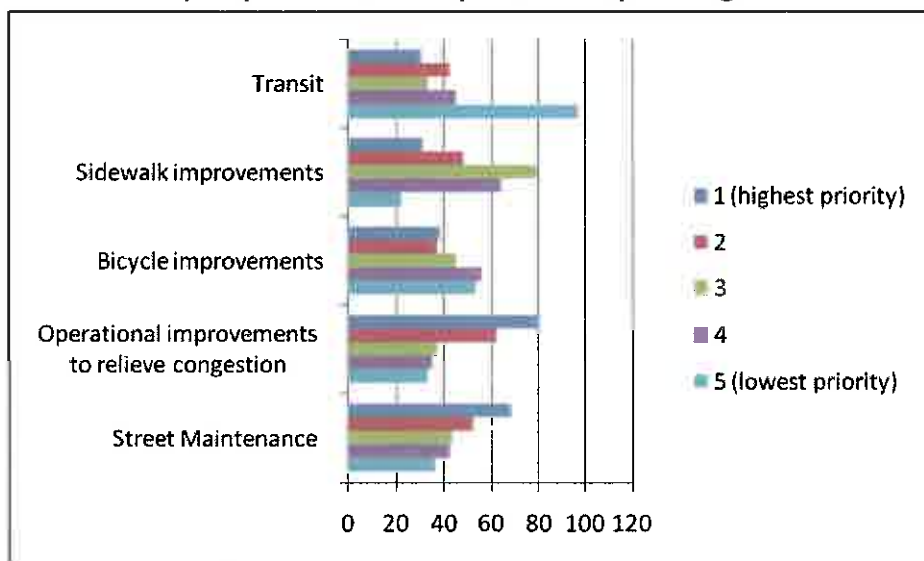




7. How would you allocate funding to each of the following categories?



8. How would you prioritize transportation spending?





There is no transit routes to where I need to go.

The area is too small to support a mass transit system.

4. What is the biggest challenge to traveling around in the City of Dunwoody?

Lack of public transportation
excessive vehicle speed
Traffic issues
Too much traffic
time it takes to travel short distances
No bike lanes
Traffic
Lack of bike lanes for me. And drivers who think bikers don't belong on roads.
Traffic during peak periods on weekdays.
Traffic congestion
Poor Roads, too much traffic, people dont know what to do at 4-way stop sign!!!
Rush hour cut-through traffic & parents driving their kids to & from school
speed, lack of respect for driving rules, stoplights etc.
congestion
High-density residential development with associated traffic.
Car traffic is heavy, too fast, and dangerous. Minimal facilities.
Just peak period congestion.
traffic
Traffic on Mt. Vernon Road and GPC traffic on Tilly Mill Road
Traffic jams. If people stopped running lights and turning where they aren't supposed to turn, things would run a little smoother.
road conditions
light timing and bad intersections
The commuters from Gwinnett and Fulton who use Dunwoody streets as cut throughs when I-285 is congested.
congestion
traffic
too many lights not timed well.
Mt Vernon vehicle traffic
No public transport. See question 21.
traffic at rush hr especially around the village on Chamblee Dunwoody, Roberts and Mt.Vernon
Congestion
Congestion in morning and afternoon on Tilly Mill and Mt Vernon and Chamblee Dunwoody.
distance to destination



None, really. We don't realize how lucky we are! Traffic may be bad at certain times, but really not that bad.
Blkers
Not enough lanes (need to widen streets to more lanes)
congestion
traffic
the car
traffic
traffic congestion
traffic congestion
traffic
Congestion
Left turns out of Nandina and Publix parking lot; cut through traffic off of GA-400; bikers riding on major streets
No good traffic flow. Limited routes to get places.
Traffic
Commuter traffic from Gwinnett County during morning and afternoon rush hour. Also the traffic in and out of our mega churches during weekday mornings and on Sunday.
Lack of bike ways
traffic and indirect routes
Traffic congestion
traffic
Georgia Perimeter
TRAFFIC
inattentive, aggressive drivers
All those extra people the Chamber of Commerce is bringing in.
congestion
traffic congestion
Timing of traffic lights - getting from Roberts to Chamblee Dunwoody @ 285 takes a ridiculous amount of time
Traffic
To much traffic, long traffic lights
congestion
The traffic - mornings and lunch time
Heavy traffic due to narrow streets & timing of lights
Timing traffic
one lane roads I.e Mt Vernon, Chamblee Dunwoody Road are widely used roads and are always backed up
Traffic
No big challenge
cars



traffic congestion due to lack of connectivity and volume
Traffic signals are not programmed or have wrong programming
Poor traffic signal timing!
No challenge driving. As far as walking and biking go, see answer to # 20.
Cut through traffic
Traffic
Traffic congestion - WIDEN MT. VERNON!!!
Traffic
traffic
the freaking roads need to be paved. Quit wasting money on master plans or anything else until you fill the potholes!!!!
Mt Vernon is consistently backlogged
TRAFFIC CONGESTION!
Traffic if you travel at the busy times
Traffic Congestion.
Traffic conjection, bottleneck crossroads, poor traffic light timing
traffic
Not knowing whether or not the college area is going to be a nightmare--it seems unpredictable to me. Also, kids have so little freedom because safe options just don't exist for them. When I was a kid, I traveled all over my city by myself from age 10 on! When our kids learn to drive now, they don't even know how to get to Kroger.
traffic congestion
Heavy traffic
traffic
No bike lanes
Narrow, congested roads and few alternative routes.
Waiting in traffic.
Traffic flow on Mt. Vernon.
Congestion, especially Mt Vernon
Traffic
Rush hour and school traffic
slow traffic and poor traffic light timing
TRAFFIC CONGESTION-PEOPLE CUTTING THROUGH TO GET TO HIGHWAYS
Unsynced traffic lights. No turn lanes on Mt. Vernon. Basically too many cars.
Student traffic and too many teenagers have their own car
traffic
Relentless traffic congestion.
Distracted drivers and traffic congestion. Cell phones and texting reported as equal to 0.08 alcohol intoxication.
lack of complete sidewalk network
na



walkers/runners have difficulty finding safe routes.
Traffic signal timing in terms of driving. Safety in terms of pedestrian/cycling
too much traffic from those who do not live in Dunwoody
ch-dun and Roberts need better light sequencing in 8-9 a. & 5-7 p.
Traffic build up from cut throughs to 400 and from 400
Heavy traffic around Perimeter Mall
Flow of Traffic
Not enough east/west thoroughfares
Traffic congestion
I don't have any issues with doing so now.
rush hour traffic and lunch time crowd...
traffic congestion and alternate means to travel
traffic, especially at lunchtime and after work hours
The traffic flow patterns.
unsynchronized traffic signals and auto gridlock
Too many vehicles
density of traffic
Bad timing of lights at major intersections, particularly on Mt. Vernon
The traffic congestion and poorly coordinated timing of traffic signals
Traffic
Lack of synchronized traffic signals, two lane roads, lack of turn lanes
traffic
too much traffic
traffic
traffic
Congestion is particular areas-Mt. Vernon Rd. and lack of sidewalks
Traffic
traffic
One lane roads causing traffic back ups
traffic pattern and level of traffic
traffic and few sidewalks
can't go out at 4.45-6,00 on Mt. vernon takes forever
dedicated turn lanes and the timing of traffic lights
GA Perimeter traffic
Pot holes on the road.
too much traffic, no sidewalks
irratic speeds and driving of others
traffic on Mt. Vernon



The Drivers. Also, Mt. Vernon outside the Dunwoody United Methodist Church has to be the most dangerous stretch of road, there is a middle turn lane for people to turn into LOCATIONS and people drive into it 1/2 a mile a head of time to turn left on Chamblee Dunwoody or going the other way, left to continue on Mt. Vernon. It is mis-painted, there should be lines showing people where the "street" turn-lanes should be- I have seen at least 5 accidents there in the last year and I have almost been hit a few times. SUPER dangerous-
traffic
It is impossible to walk to restaurants, library, grocery stores, etc., due to sprawl.
Traffic during peak hours and off peak hours
Getting into traffic - making a left hand turn onto any major street (due to congestion/back-ups); no police direction or involvement in traffic control
Traffic congestion
Not enough lanes for car traffic. Lack of sidewalks.
sitting in traffic at certain times of the day. Mostly if you figure out the patterns you can avoid some of them. East-West traffic is the worst.
Congestion combined with poor driving habits.

City of Dunwoody

Comprehensive Transportation Plan

Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
1a	1	ATMS/ITS Corridors	Automated Traffic Management Systems and Intelligent Transportation Systems implementation in the Perimeter CID as well as Dunwoody Village and Chamblee Dunwoody Road, North Shallowford Road, and North Peachtree Road corridors: Signal timing, controller upgrades, and signal interconnection	City of Dunwoody, Perimeter CID, ARC, LCI, T-SPLOST*, Georgia DOT	\$1,000,000	2011 - 2015
1a	2	Bicycle/ Pedestrian	Includes signed bike route and/or sharrows: North Peachtree Road, Tilly Mill Road, Peachford Road, Old Spring House Lane, Dunwoody Park, Perimeter Center East, Valley View Road, Meadow Lane Road, Vermack Road, Peeler Road, Happy Hollow Road, Womack Road, Olde Perimeter Way (private), Ridgeview Road.	City of Dunwoody, ARC, PCID	\$200,000	2011 - 2015
1a	3	Bicycle/ Pedestrian	Mount Vernon Road at North Peachtree Road: Add crosswalk and refuge island	GDOT Safe Routes To School Grant	\$100,000	2011 - 2015
1a	4	Intersection	Mount Vernon Road at Vermack Road: Add left turn lane from Mount Vernon Road to Vermack Road	City of Dunwoody	\$500,000	2011 - 2015
1a	5	Intersection	Womack Road at East Driveway of Georgia Perimeter College Dunwoody Campus: In conjunction with the college, reconfigure on-campus traffic flow to relieve congestion as well as provide alternative access and prohibit left turns from Womack Road into the college.	Georgia Perimeter College	\$150,000	2011 - 2015
1a	6	Intersection	Mount Vernon Road & Chamblee Dunwoody Road at Nandina Lane: Convert access to Nandina Lane to right in/right out. Nandina Lane remains two way. See also Dunwoody Village Master Plan, Five Year Implementation Plan, Project #3	City of Dunwoody, LCI	\$150,000	2011 - 2015

complete
in progress

higher priority than "longer consideration"
segments on Mount Vernon

City of Dunwoody

Comprehensive
Transportation Plan

Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
1a	7a	Intersection	Mount Vernon Road at Tilly Mill Road: Change existing left/through to left only and existing right only to shared through/right	City of Dunwoody, T-SPLOST*	\$200,000	2011 - 2015
1a	7b	Intersection	Mount Vernon Road at Mount Vernon Place: Prohibit left turn movements from Mount Vernon Place to Mount Vernon Road westbound. In conjunction with improvement at Mount Vernon Road and Tilly Mill Road.	City of Dunwoody	\$500	2011 - 2015
1a	7c	Intersection	Tilly Mill Road at Mount Vernon Place: Realign Mount Vernon Place to form a T intersection with Tilly Mill Road	City of Dunwoody	\$150,000	2011 - 2015
1a	8	Intersection	Womack Road at Vermack Road: Signalize or install a roundabout	City of Dunwoody	\$1,000,000	2011 - 2015
1a	9	Intersection	Intersection improvements on Chamblee Dunwoody Road from Vermack Road to North Shallowford Road	City of Dunwoody, T-SPLOST*	\$1,575,000	2011 - 2015
1a	10	Intersection	Tilly Mill Road at North Peachtree Road: Intersection improvement project. Complete concept report prior to improving the intersection.	City of Dunwoody	\$3,000,000	2011 - 2015
1a	11	Intersection	Chamblee Dunwoody Road at Spaulding Drive: Reconfigure intersection to increase safety (see three concepts under consideration)	City of Dunwoody, ARC, T-SPLOST*	\$750,000	2011 - 2015
1b	12	Reconfigure Existing Roadway	Dunwoody Village Parkway multi-modal improvements - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #1	City of Dunwoody, LCI, Georgia DOT Transportation Enhancement	\$2,400,000	2011 - 2015
1a	13	Study	Dunwoody Village Traffic Study	City of Dunwoody, ARC	\$150,000	2011 - 2015

in progress

higher priority than "longer consideration" segments on Mount Vernon

City of Dunwoody

Comprehensive Transportation Plan

Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
1a	14	Bicycle/ Pedestrian	On-street bike lane or multi-use path adjacent to the roadway along Chamblee-Dunwoody Road from North Shallowford Road to Mount Vernon Road and Roberts Drive to Spalding Drive. See also Dunwoody Village Master Plan, Five Year Implementation Plan, Projects #2 and #5	City of Dunwoody, ARC, T-SPLOST*	\$3,000,000	2016 - 2020
1b	15	Multi-modal Dunwoody Village Master Plan	Chamblee Dunwoody Road multi-modal improvements from Mount Vernon Road to Roberts Drive - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #2	City of Dunwoody, LCI, ARC, T-SPLOST*	\$4,600,000	2016 - 2020
1c	16	Multi-modal, Georgetown/ North Shallowford Master Plan	Chamblee Dunwoody Road multi-modal improvements from I-285 to North Shallowford Road - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #1	City of Dunwoody, LCI, ARC, T-SPLOST*	\$4,700,000	2016 - 2020
1d	17	Multi-modal Georgetown/ North Shallowford Master Plan	Peachford Road multi-modal improvements from North Shallowford Road to North Peachtree Road - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #4	City of Dunwoody, LCI	\$2,600,000	2016 - 2020
2	18	Multi-modal Georgetown/ North Shallowford Master Plan	North Shallowford Road multi-modal improvements from Cotillion Drive to Peebler Road - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #6	City of Dunwoody, LCI, Georgia DOT Transportation Enhancement	\$4,000,000	2021 - 2030
2	19	Bicycle/ Pedestrian	Neighborhood Trails: Residential bicycle/pedestrian connections to surrounding neighborhoods - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #6	City of Dunwoody, LCI, ARC	\$2,850,000	2021 - 2030

in progress

higher priority than "longer consideration" segments on Mount Vernon

City of Dunwoody

Comprehensive
Transportation Plan

Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
2	20	Bicycle/ Pedestrian	New path connection between Ridgeview Road (North) and Ridgeview Road (South) Multi-use trail along Dunwoody Gables Drive	City of Dunwoody	\$1,100,000	2021 - 2030
2	21	Bicycle/ Pedestrian	On-street bike lane or multi-use path adjacent to the roadway along Spalding Drive to connect to future Sandy Springs facility	City of Dunwoody, Georgia DOT	\$3,100,000	2021 - 2030
2	22a	Center Turn Lane	Add center turn lane, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Ashford Dunwoody Road and Mount Vernon Place. See also Dunwoody Village Master Plan, Five Year Implementation Plan, Project #4	City of Dunwoody, ARC, T-SPLOST*, Georgia DOT	\$12,000,000	2021 - 2030
2	22b	Center Turn Lane	Add center turn lane, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Mount Vernon Place and Dunwoody Club Drive	City of Dunwoody, ARC, T-SPLOST*, GDOT	\$5,500,000	2021 - 2030
2	23	Intersection	Vermack Road at Parliament Road/Old Village Run: Relocate overhead utility and landscape to improve sight distance	City of Dunwoody	\$50,000	2021 - 2030
2	24	Intersection	Mount Vernon Road at Chamblee Dunwoody Road Add an additional left turn lane to Mount Vernon Road eastbound, add an additional left turn lane to Mount Vernon Road westbound, and add an additional through lane to Chamblee Dunwoody Road southbound	City of Dunwoody	\$1,200,000	2021 - 2030
2	25	Multi-modal, Georgetown/ North Shallowford Master Plan	Cotillion multi-modal improvements - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #11	City of Dunwoody, LCI, ARC, GDOT	\$2,050,000	2021 - 2030

higher priority than "longer consideration" segments on Mount Vernon

City of Dunwoody

Comprehensive Transportation Plan

Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
2	26	New Location Roadway	Dunwoody Village Internal multi-modal Streets Phase I - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #10	City of Dunwoody, ARC, Redevelopment	\$3,850,000	2021 - 2030
2	27	New Location Roadway	Peachford Road Extension - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #9	City of Dunwoody, Redevelopment	\$7,400,000	2021 - 2030
3	28	Multi-modal, Georgetown/North Shallowford Master Plan	Dunwoody Park multi-modal improvements from Chamblee Dunwoody Road to Peachford Road Extension/Dunwoody Park South - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #13	City of Dunwoody, LCI, ARC, Redevelopment	\$3,250,000	Long Range
3	29	Multi-modal, Georgetown/North Shallowford Master Plan	Dunwoody Park multi-modal improvements from Peachford Road Extension/Dunwoody Park South to North Shallowford Road - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #14	City of Dunwoody, LCI, ARC, Redevelopment	\$1,850,000	Long Range
3	30	Multi-modal, Georgetown/North Shallowford Master Plan	Dunwoody Park North multi-modal improvements from Dunwoody Park to new roadway internal to the abandoned residential development - As shown in the Georgetown/North Shallowford Master Plan, Five Year Implementation Plan, Project #15	City of Dunwoody, LCI, ARC, Redevelopment	\$1,850,000	Long Range
3	31	Multi-modal, Dunwoody Village Master Plan	Ashford Center Parkway/Womack Road multi-modal improvements - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #9	City of Dunwoody, LCI, ARC	\$560,000	Long Range

in progress

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City of Dunwoody

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Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
3	32	Bicycle/ Pedestrian	New bicycle route along Valley View Road and Ashford Gables Drive between Chamblee Dunwoody Road and New path connection between Ridgeview Road (North) and Ridgeview Road (South)	City of Dunwoody, Redevelopment, PCID	\$1,600,000	Long Range
3	22c	Center Turn Lane	Add center turn lane, 4' bike lanes, and 6' sidewalks with a 2' buffer to Mount Vernon Road between Dunwoody City Limit and Ashford Dunwoody Road	City of Dunwoody, ARC, T-SPLOST*	\$4,700,000	Long Range
3	33	Center Turn Lane	Add center turn lane to North Peachtree Road between North Forrest Trail and Peachford Road	City of Dunwoody	\$1,100,000	Long Range
3	34	Center Turn Lane	Add center turn lane to Tilly Mill Road between Peeler Road and Peachtree Industrial Boulevard	City of Dunwoody	\$1,300,000	Long Range
3	35	Intersection	Mount Vernon Road at Ashford Dunwoody Road/Trailridge Way Add an additional left turn lane to Mount Vernon Road westbound, add an additional through lane to Mount Vernon Road eastbound, and add an additional right turn lane to Ashford Dunwoody Road northbound	City of Dunwoody, ARC, T-SPLOST*, Georgia DOT	\$1,125,000	Long Range
3	36a	Intersection	Mount Vernon Road at Tilly Mill Road: Install roundabout	City of Dunwoody, ARC, Georgia DOT	\$750,000	Long Range
3	36b	Intersection	Mount Vernon Road at Jett Ferry Road: Install roundabout	City of Dunwoody, ARC, Georgia DOT, Redevelopment	\$750,000	Long Range
3	36c	Intersection	Mount Vernon Road at Dunwoody Club Drive: Install roundabout	City of Dunwoody, ARC, Georgia DOT, Redevelopment	\$750,000	Long Range
3	37	Multi-modal, Dunwoody Village Master Plan	Dunwoody Village Internal Multi-modal Streets Phase II - As shown in the Dunwoody Village Master Plan, Five Year Implementation Plan, Project #1	City of Dunwoody, ARC, Redevelopment	\$275,000	Long Range

higher priority than "longer consideration" segments on Mount Vernon

Table 10: City of Dunwoody Prioritized Project List

Priority Tier	Project ID	Type	Project Description	Implementation Strategy Approach	Total Project Cost	Completion Date
3	38	New Location Roadway	New street connection between Ravinia Parkway and Perimeter Center East New location 2 lane roadway	City of Dunwoody, Perimeter CID, Redevelopment	\$1,600,000	Long Range
3	39	New Location Roadway	New street connection between Asbury Square and Ashford Parkway New location 2 lane roadway	City of Dunwoody, Perimeter CID, Redevelopment	\$600,000	Long Range

in progress

* T-SPLOST funding availability is subject to the T-SPLOST referendum being approved by voters in 2012 and as such may not be available

Note: As a policy at all intersection improvement locations, roundabouts will be considered first, and if found not feasible, then traditional intersection improvements should be implemented.